



**CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD**

DEVELOPMENT MANAGEMENT

Phumeza Wellem
Senior Clerk

T: 021 444 1055
E: Phumeza.Wellem@capetown.gov.za
BLUM017

17 June 2026

1500118151

Owner / Applicant / Objector(s)

Dear Sir / Madam

APPLICATION FOR CONSOLIDATION, REZONING, SUBDIVISION, PHASING, CONSENT AND CITY APPROVAL: REMAINDER PORTION 2 AND PORTION 190 OF CAPE FARM 311, 41 CHARLES DRIVE VREDEKLOOF

This letter is addressed to the applicant or to an objector in the case where there has been an objection to the above application.

The application with reference 1500118151 in the above regard, accepted on 27 February 2024, refers.

The Municipal Planning Tribunal (MPT) on 9 June 2026 **approved** in terms of section 98 of the City of Cape Town Municipal Planning By-Law, 2015 (MPBL), the application for:

- a. The application for the consolidation of Remainder Portion 2 of Farm 311 and Portion 190 of Farm 311, Cape Farms.
- b. The application for the rezoning of the consolidated Remainder Portion 2 of Farm 311 and Portion 190 of Farm 311, Cape Farms from Agriculture to Subdivisional Area Overlay zoning.
- c. The application for the subdivision of the consolidated Remainder Portion 2 of Farm 311 and Portion 190 of Farm 311, Cape Farms into 120 portions.
- d. The application for phased implementation of the development of consolidated Remainder Portion 2 of Farm 311 and Portion 190 of Farm 311.
- e. The application for consent to permit an institution and place of assembly on portions 61 and 62, zoned General Residential GR2, and portions of the consolidated Remainder Portion 2 of Farm 311 and Portion 190 of Farm 311, Cape Farms.
- f. The application for the approval of the Landscape Framework Plan for the consolidated Remainder Portion 2 of Farm 311 and Portion 190 of Farm 311, Cape Farms.

This approval is subject to the conditions set out in **attached Annexure A**.

REASONS FOR DECISION

- The proposal adheres to the overarching principles relating to densification as contained in the relevant national and provincial planning legislation (the Land Use Planning Act and the Spatial Planning and Land Use Management Act) relating to improved access to the use of land, and optimal use of land and services.
- The proposal is compliant with section 99(1) of the Municipal Planning By-Law, 2015 given compliance with the 2023 Municipal Spatial Development Framework.

- The proposal is in line with the principles of the 2022-2027 Integrated Development Plan, 2023 Municipal Spatial Development Framework and the 2023 Northern District Spatial Development Framework insofar it incorporates densification as a means through which to bring people closer to economic opportunities and social activities.
- The proposal is in line with the principles of the 2016 Transit Oriented Development (TOD): Strategic Framework, the 2012 Cape Town Densification Policy, and the 2024 Urban Design Policy.
- The proposal is consistent with Inclusive Economic Growth Strategy (IEGS) and Social Development Strategy (SDS) promoting socio-economic prosperity.
- The proposal is not regarded to have a detrimental impact on the existing rights, considering compliance with the approved spatial planning policies of the City of Cape Town. The proposed development consisting of mixed use is compatible with both the existing and planned future surrounding land uses. Placement of uses have been done sensitively with due consideration of existing land uses.
- The development will not negatively impact on any heritage resources or the biophysical environment.
- Sufficient services infrastructure capacity exists and / or will be provided to service the proposed development as confirmed by the City's Engineering Departments. Conditions provided for in Annexure A attached to this report is considered reasonable to ensure implementation of the required services in support of the development in phases.
- The proposed access arrangements comply with the Development Management Scheme and is supported by the City's Transport Impact Assessment and Development Control Department.
- The development will be phased in keeping with infrastructure availability and provision and appropriate mitigating measures are implemented to address inter alia, services infrastructure, environmental management, catchment management as well as land use and development management.
- The consolidation of the two properties has been assessed and complies with Section 99 (2)(f) of the Municipal Planning Bylaw.

Kindly note, this subdivision, consolidation, rezoning and consent approval will lapse within 5 years after the effective date of decision (as contemplated in section 105(2) [see footnote] of the MPBL), unless it complies with section 55(1) [see footnote] of the MPBL.

In the case of a rezoning, consent use or departure, the owner must notify the City in writing within the lapsing period or extended lapsing period that the land is being used in accordance with the approval, failing which the rezoning, consent use or departure is presumed to have lapsed.

Kindly also note where applicable, the above approval does not guarantee approval of any related building plan application in terms of the National Building Regulations and Building Standards Act, No 103 of 1977 and that building work may therefore only commence once such plans are formally passed.

Should the reasons for the above decision not be contained in this notification you are advised in terms of section 104(2)(c) of the MPBL and section 5 of the Promotion of Administrative Justice Act, No 3 of 2000 that you are entitled to request in writing reasons for the above decision.

In terms of section 108(1) of the City of Cape Town Municipal Planning By-Law, 2015, you may appeal to the Appeal Authority against the above decision by giving written notice of the appeal and grounds of appeal and by completing and signing the prescribed form.

An appeal, including the written notice and the grounds of appeal (and not only the intention to appeal), must be lodged on the prescribed form (the form can be downloaded here: <http://www.capetown.gov.za/LandUseAppeals>) with the City Manager, c/o the Northern District Manager, at the following email address: appeals.northern@capetown.gov.za within **21 days of the date of notification of the decision**. If the appeal cannot be lodged by email it may be hand delivered to the Northern District Brighton Road Kraaifontein **within 21 days of the date of notification of the decision**. Please arrange an appointment with the District hub prior to the closing date. See definition of notification date to be read together with the provisions of the Interpretation Act 1957 in footnote below to determine the closing date for submission. If this letter has been sent to you by registered mail, then it is your responsibility to establish the date stamped upon the receipt for registration issued by the post office when accepting this notice from the City of Cape Town. You will need to contact the post office and use the tracker number on the envelope for this purpose.

Failure to comply with the above requirements and provisions within section 108 of the MPBL will result in the appeal being ruled invalid.

Kindly note that the operation of the approval of this application is suspended until such time as the City gives notice that no appeal has been lodged and the decision is effective or the date that the appeal is decided by the appeal authority. If an appeal is lodged against a condition of approval the City may determine that the operation of the approval of the application is not suspended.

Yours faithfully

Digitally signed by
Llewellyn Van Blerk
 Date: 2026.06.18
 08:14:30 +02'00'

for **DIRECTOR: DEVELOPMENT MANAGEMENT**

Notes and extracts from sections of the City of Cape Town Municipal Planning By-Law, 2015

55 Confirmation of subdivision

- (1) Within a period of five years after the effective date of decision, the applicant must, in respect of the approved general plan or diagram –
 - (a) meet all of the requirements in section 54(1); and
 - (b) obtain the registration of transfer in terms of the Deeds Registries Act of at least one land unit.

54 Transfer of land unit arising out of approved subdivision

- (1) No person may obtain transfer of a land unit arising out of an approved subdivision or the relevant phase unless –
 - (a) the Surveyor-General has granted the approval contemplated in section 53;
 - (b) the engineering services required by the conditions of approval contemplated in section 52(4) and any other applicable legislation in respect of the area or the relevant phase on the approved general plan or diagram have been completely installed;
 - (c) all other conditions of subdivision or the conditions relating to the relevant phase on the approved general plan or diagram and all conditions precedent to the transfer of the land unit have been met; and
 - (d) where an owners' association is required,
 - (i) the City has certified the constitution of the association (as contemplated in section 62(2));
 - (ii) the association has been or will be established upon transfer of the first land unit (as contemplated in section 61(5)); and
 - (iii) all land designated in terms of the conditions of approval to be transferred to the owners' association including private roads and private open space, arising from the subdivision or relevant phase have been, or together with the transfer of the first land unit, will be transferred to the association, without compensation.

38 General lapsing provision

- (1) Unless otherwise specified in this By-Law, an approval granted or deemed to have been granted in terms of this By-Law to use or develop land lapses two years after the effective date of decision
 - (a) where the land is not used in accordance with the approval; or
 - (b) where an improvement of land is required in order to use the land in accordance with the approval, lawful commencement of construction has not occurred.

47 Lapsing of rezoning, consent use or departure

- (1) A rezoning, other than a rezoning to a subdivisional area zoning, consent use or permanent departure approved or deemed to have been approved in terms of this By-Law lapses five years after the effective date of the decision –
 - (a) where the land is not used in accordance with the approval; or
 - (b) where an improvement of land is required in order to use the land in accordance with the approval, lawful commencement of construction has not occurred.

105 Effective date of decision

- (2) The effective date of a decision in terms of this By-Law is –
 - (a) the date that the City gives notice that no appeal has been timeously lodged and that the decision is accordingly effective; or
 - (b) subject to subsection (3), if an appeal is timeously lodged, the date that the appeal is decided by the appeal authority.

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- (3) If an appeal is lodged only against a condition imposed in terms of section 100, the City may determine that the operation of the approval of the application is not suspended

Method and date of notification

The date of notification is determined as follows:

if the notification is provided –

- (a) orally, it is the date of oral communication;
- (b) by hand, it is the date of delivery or collection;
- (c) by registered post, it is regarded as the fourth day after the date stamped upon the receipt for registration issued by the post office which accepted the notice; or
- (d) by email or fax, it is the date that the email or fax is sent,

Interpretation Act No 33 of 1957 section 4

- (4) Reckoning of number of days. – When any particular number of days is prescribed for the doing of any act, or for any other purpose, the same shall be reckoned exclusive of the first and inclusive of the last day, unless the last day happens to fall on a Sunday or on any public holiday, in which case the time shall be reckoned exclusive of the first day and exclusive also of every such Sunday or public holiday.

As an example, if the date of notification is 1 October, then the first day of calculation of the 21 day appeal period will be 2 October and the 21st day would be 22 October. If 22 October is either a Sunday or a public holiday, then the closing date will be the next following day that is not either a Sunday or a public holiday.

ANNEXURE A

In this annexure:

"City" means the City of Cape Town

"The owner" means the registered owner of the property

"The property" means **Remainder Portion 2 of Farm 311 and Portion 190 of Farm 311, Cape Farms**

"By-Law" and "Development Management Scheme" has the meaning assigned thereto by the City of Cape Town Municipal Planning Bylaw, 2015 (as amended)

"Item" refers to the relevant section in the Development Management Scheme

"Dir: DM" means Director: Development Management or his/her delegatee.

"SDP" means site development plan as provided for in item 123 of the DMS.

"OA" Owners Association as provided for in section 61 of the By-Law.

CASE ID: 1500118151

1. APPLICATIONS GRANTED IN TERMS OF SECTION 98(b) OF THE BY-LAW BY THE MUNICIPAL PLANNING TRIBUNAL

- 1.1. **Section 42(f) of the By-Law:** Consolidation of Remainder Portion 2 of Farm 311 and Portion 190 of Farm 311, Cape Farms
- 1.2. **Section 42(a) of the By-Law:** Rezoning of the consolidated properties from Agriculture to Subdivisional Area Overlay Zone.
- 1.3. **Section 42(d) of the By-Law:** Subdivision of the consolidated properties into 120 portions.
- 1.4. **Section 42(i) of the By-Law:** Council's Consent to permit "Institution and Place of Assembly" on General Residential Zoning 2 (GR 2) for Portions 61 and 62.
- 1.5. **Section 42(e) of the By-Law:** Phased implementation and allocation of a basket-of-rights accordingly.
- 1.6. **Section 42(i) of the By-Law:** Approval of the Landscape Framework Plan.

APPLICATION GRANTED IN TERMS OF SECTION 98(b) OF THE BY-LAW BY THE AUTHORISED OFFICIAL

- 1.7. **Section 136 of the By-Law:** Approval of proposed street names.

2. CONDITIONS OF APPROVAL IMPOSED IN TERMS OF S100 OF THE BY-LAW

DEVELOPMENT MANAGEMENT

- 2.1. Development of the consolidated property shall be substantially in accordance with the plan of subdivision accommodating the following zonings, as per drawing no: 22059-001 Rev C, dated 2025-10-09 attached as **Annexure C**:

ZONING	LAND USE	PORTION NO	ERVEN	UNITS
Single Residential Zoning 1: Conventional Housing (SR1)	Single residential	1 – 50	50	50
General Residential Subzoning 1 (GR1)	Group Housing	51 - 55	5	501
General Residential Subzoning 2 (GR2)	Flats	56 - 60	5	768
General Residential Subzoning 2 (GR2)	Retirement, institution, place of assembly	61 – 62	2	432
Local Business Zoning 2 (LB2)	Business, institution, residential	63 – 64	2	58
General Business Subzone 2 (GB2)	Business, retail, residential	65 - 70	6	264
Utility Zoning (UT)	Utility	71 - 89	19	0
Open Space Zoning 3: Special Open Space	Private open space	90 - 104	15	0
Open Space Zoning 3: Special Open Space	Private Road	105 - 108	4	0
Transport Zoning 2: Public Road & Public Parking (TR2)	Public Road	109 - 120	12	0
			120	2073

- 2.2. The development must be implemented in accordance with the phasing plan with Plan No 22059-002 Rev C, dated 2025-10-09 attached as **Annexure D**.
- 2.3. The development is limited to the land uses indicated on the subdivision plan, with the following specific limitations on each phase:

Phase	Residential	Shopping Centre	Retail	Office	Institutional	
	No. of units	m² GLA	m² GLA	m² GLA	Place of Worship No. of worshippers	Crèche No. of learners
1	134		711	711		
2	204					
3	196					
4	411					
5	70					
6	14					
7	114					
8	217					
9	95					
10	286		3486	3457	500	100
11		12198	5259	870		
12	213					
Float	119					200
Total	2073	12198	9456	5038	500	300

- 2.4. That, upon determination by the authorised official, a fully descriptive site development plan (SDP) be submitted by the developer for the developable portions, excluding for SR1 erven, and such SDP be approved prior to building plan submission.
- 2.5. That a Masters Owners Association (MOA) be established for the development and an owners' association (OA) for each individual development as determined by the authorised official in accordance with the provisions of section 61 of the By-law.
- 2.6. That the proposed constitution of the Masters Owners Association (MOA) must be submitted prior to the first section 137 transfer clearance for the development and that for each phase thereafter that require an owner's association (OA) a proposed constitution be submitted prior to section 137 transfer clearance.

ROADS INFRASTRUCTURE & MANAGEMENT

- 2.7. That the owner/developer shall pay a development charge (DC) in accordance with the approved Development Charges Policy for Engineering Services for the City of Cape Town.
- 2.8. That the development charges to the amount of R 131 121 998.07 (VAT inclusive) as reflected on the Development Charges Calculator, dated 12 December 2025, be paid by the developer towards the provision of bulk municipal civil services in accordance with the relevant legislation and as determined by Council's Policy.

Which consists of the following phases:

Phase	Land-use	Extent		DC (incl. VAT)
1	Flats < 70m ²	134	units	R6 612 595.34
	Office	711	m ² GLA	
	Retail	711	m ² GLA	
2	Flats < 70m ²	204	units	R7 903 943.60
3A	Flats < 70m ²	125	units	R4 843 102.69
3B	Group Housing < 200m ² Erf	71	erven	R3 856 372.97
4A	Flats < 70m ²	194	units	R7 516 495.38
4B	Group Housing < 200m ² Erf	109	erven	R5 920 347.24
4C	Group Housing < 200m ² Erf	108	erven	R5 866 032.13
5A	Residential >350m ²	36	erven	R2 544 629.45
5B	Flats < 70m ²	34	units	R1 317 323.93
6	Residential >350m ²	14	erven	R989 578.12
7	Group Housing < 200m ² Erf	114	erven	R6 191 922.80
8	Group Housing <200m ² (Retirement Village)	217	erven	R11 786 379.36
9	Group Housing < 200m ²	95	erven	R5 159 935.67
10A	Flats < 70m ²	156	units	R6 044 192.16
10B	Church	808	m ²	R1 622 917.63
	ECD	100	learners	
10C	Retail	1033	GLA	R1 347 731.36
10D	Flats < 70m ²	130	units	R6 302 363.51
	Retail	970	GLA	
10E	Office	3457	GLA	R4 331 376.05

	Retail	1482	GLA	
11A	Retail	12198	GLA	R15 914 450.31
11B	Retail	2648	GLA	R3 454 784.75
11C	Retail	2611	GLA	R4 009 961.20
	Office	870	GLA	
12	Group Housing <200m ² (Retirement Village)	213	erven	R11 569 118.91
Floating	Flats < 70m ²	71	units	R2 750 882.33
	Group Housing < 200m ²	48	erven	R2 607 125.39
	ECD	200	learners	R658 435.81

- 2.9. Any amendments to the development parameters, as set out in the above table, which might lead to an increase in the stipulated land-use rights will result in the recalculation of the development charges for which the developer will be responsible.
- 2.10. That DC's must be paid per phase prior to the submission of building plans, Section 55 (4)b or Section 137 approvals in terms of the By-Law, whichever comes first.
- 2.11. That it be noted that the development charges as reflected above will be subject to annual escalation up to date of payment. The final amount payable will therefore be the amount as calculated at the time that payment is made. Escalation will be based on the Construction Price Adjustment Factor, calculated by using the Consumer Price Indexes as published in the Government Gazette.
- 2.12. That the developer at his cost provides all link services required to the satisfaction of Council.
- 2.13. That detailed engineering services plans, prepared by a Registered Civil Engineering Professional, be submitted for approval by Council prior to building plan approval and prior to commencement of any works. All services shall comply with the City's latest "Standards and Guidelines for Roads & Stormwater" document. The Engineer shall monitor all construction activities and maintain an adequate level of supervision of the works.
- 2.14. That all services be handed over to/inspected by Council on completion of the works, where after the services will be formally handed over to the HOA, in respect of private services, and to the municipality in respect of public services, prior to Section 137 Clearance. A completion certificate must be obtained prior to transfer of individual units.
- 2.15. That a separate Services Agreement for the provision of Bulk Services in lieu of Development contributions be reached.
- 2.16. That no phase or individual erven within a phase be transferred before installation and functioning of all services and registration of all servitudes required for that particular phase.
- 2.17. That it be noted that the subdivision is done at an early stage of engineering design. Any amendments required to the subdivision plan as a result of detail infrastructure designs (bus embayment, cut/fill requirements, etc.) shall be carried out at the cost of the developer.

2.18. That the external and internal stormwater infrastructure required for the development be implemented in general accordance with the approved SWMP and provided prior to section 137 clearance for each phase as indicated in Table 14A of the SWMP.

2.18.1. That construction of the new 600mm stormwater pipe crossing Brackenfell Blvd be funded from development charges.

2.18.2. That all other stormwater related upgrades are considered link services and to be constructed at the developer's cost.

2.19. The following minimum transport infrastructure improvements shall be undertaken to the satisfaction of the City's Roads Infrastructure Management (RIM) Department in consultation with Transport Planning's Active Mobility and Public Infrastructure Planning and Development Branches, in line with the TIA Rev. 5 dated December 2025, noting that all internal roads shall be constructed as part of each phase. Implementation of the listed upgrades shall be completed prior to Section 137 clearance for the indicated phases:

2.19.1. **Phase 1**

De Bron Road / Verdi Boulevard / Vredeloof Road intersection (TIA Fig 16 and drawing number D6):

- Construct an additional southbound right-turn lane, funded from Development Charges (DC's).

Glengarry Shopping Centre Roundabout

- Construct an eastern leg to the roundabout and update directional arrow road marks, at the developer's cost.

Vredeloof Drive and Goede hoop Avenue intersections with Brackenfell Boulevard.

- Optimise the signal phasing plans.

2.19.2. **Phase 2**

De Bron Road / Verdi Boulevard / Vredeloof Road intersection (TIA Fig. 21 and drawing number D6):

- Construct a dedicated westbound left-turn lane,
- Constructs a northbound left-turn,
- Construct an additional exit lane on the southern approach and widen the exit lane on the western approach.
- Construct additional right-turn lanes on the east and westbound approaches
- Update road marks/directional arrows in line with Fig. 21 and D6 of the TIA.

All upgrades to be funded from DCs.

2.19.3. **Phase 3**

Eversdal Rd/Hebron Road intersection (TIA Fig. 26 and drawing number D8):

Construct a single circulation lane roundabout to replace the all-way stop controlled intersection, funded from DCs.

2.19.4. **Phase 4A and B**

Verdi Boulevard (TIA Fig. 31):

Construct Verdi Blvd from Phase 3 up to the roundabout at Momento Drive, including a roundabout at Berwick Road and update road marks/directional arrows, at the developer's cost.

2.19.5. **Phase 4C**

Belami Avenue/Brackenfell Boulevard roundabout (TIA Fig. 36 and drawing number D9)

- Upgrade the roundabout with dual circulation lanes north and southbound through the roundabout or upgrade the roundabout to a signalised intersection, funded from DCs.
- A final decision on whether to upgrade an existing roundabout to a signalised intersection or a larger roundabout will be made at the time of the development, when more detail design drawings and an updated mini-TIA will be required from the applicant's transport engineer.

2.19.6. **Phase 5 to 12 (including sub-phases) and floating rights**

- Section 137 clearances for Phases 5 to 12 are dependent on the implementation of the R300 northern extension and the N1/Brackenfell Boulevard bridge and terminals by Province and SANRAL. However, depending on future traffic patterns, limited further development beyond Phase 4C may be possible prior to the R300 and N1 upgrades, subject to an updated TIA being submitted to the satisfaction of the Transport Planning Department.
- The remainder of the development will require an updated TIA to be submitted to the satisfaction of the Transport Planning Department to confirm the adjusted traffic patterns resulting from the implementation of the N1 and R300 projects, and to confirm the need for the following transport-related improvements:

2.19.7. **Phase 5 to 10**

Brackenfell Boulevard (TIA Fig 41 and Annexure D):

- Upgrade Brackenfell Blvd to a four-lane dual carriageway facility between the N1 northern terminal and De Bron Road including the dualling of intersections along this section of the road, funded from DCs.

Brackenfell Blvd / Tritonia Drive / New Berwick Road:

- Construct a new western leg at intersection as part of New Berwick Road, with the following lane configuration on the approaches:

Western approach (at the developer's cost)

- Shared through-and-left-turn lane
- Dedicated right-turn lane

Southern approach (at the developer's cost)

- Dedicated left-turn lane

Northern approach (funded from DCs)

- Dedicated right-turn lane

Eastern approach

- Remark left-turn lane as a shared through and left-turn lane

Brackenfell Boulevard/De Bron Road (TIA Fig 41 and Annexure D):

- Dual Brackenfell Blvd through the intersection locally, funded from DCs.
- With the development of Phase 6 the developer will be responsible for the construction of Charles Drive internal to the development, including joining it with the existing surfaced section of Charles Drive, after which a suitable fence will be put up to replace the existing fence at erven 17290 and 17346, to prevent through traffic from the development to Brackenfell Boulevard. This will enable the existing residents in Charles Drive to apply for the closure of Charles Drive at Brackenfell Boulevard at a later stage, at which time the fence will be removed.

2.19.8. **Phase 11 to 12**

De Bron Road (TIA Fig 46 and Annexure D)

- Upgrade De Bron Road to a four-lane dual carriageway facility between Brackenfell Boulevard and Odorata Avenue including the dualing of intersections along this section of the road, funded from DCs.

Brackenfell Blvd / Tritonia Drive / Berwick Road (TIA Fig 46 and Annexure D):

- Construct a dedicated eastbound left-turn lane, at the developer's cost.
- Change the shared through and left-turn lane to a shared through and right-turn lane.
- Construct an additional receiving (exit) lane on the southern leg of the intersection to merge back into a single lane, funded from DCs.

Brackenfell Blvd / Jasmine Lane / Sutherland Road (TIA Fig 46 & Annexure D):

- Construct Sutherland Road as the western leg at the intersection with the following changes to the lane configuration:

Western approach (at the developer's cost)

- Shared through-and-left-turn lane
- Dedicated right-turn lane

Southern approach (at developer's cost)

- Add a dedicated left-turn lane

Northern approach (funded from DCs)

- Add a dedicated right-turn lane

Shopping Centre Access / De Bron Avenue:

- Construct a left-in only access from De Bron Road to the planned retail centre, at the developer's cost.

Sutherland Road / Senton Close:

- Construct a single circulation roundabout, at the developer's cost.

2.19.9. **Floating land uses**

The floating rights for a 200 learner Crèche shall be developed to the west of proposed Erf 63 and shall be subject to the submission of a TIA.

- De Bron Road / Fairtrees Road:
Change the outer southbound through lane to a shared through-and-left turn lane. Adjust signal times to provide increase green time for the northbound right-turn movement.
- Legato Drive / Verdi Boulevard (TIA drawing number D7):
Change the roundabout to a signalised intersection with the following lane configuration:

Western approach

- Shared through-and-left-turn lane and a dedicated right-turn lane.

Southern approach

- Dedicated left-turn lane and a shared through and right-turn lane.

Eastern approach

- Dedicated left and right-turn lanes and a dedicated through lane.

Northern approach

- Dedicated right-turn lane and a shared through-and-left-turn lane.

Upgrade funded from DCs.

- De Bron Road / Okavango Road (TIA drawing number D2):
Western approach: Provide an additional right-turn lane, funded from DCs.

- 2.20. That all internal and link roads (with associated sidewalks, stormwater and streetlights) be constructed at the developer's cost. Implementation of a specific road or portion thereof, shall be completed prior to section 137 for the specific development phase requiring access, in general accordance with figures 16 to 44 of the TIA.
- 2.21. At all times adequate turning areas shall be provided for refuse collection and where required, temporary right-of-way servitudes registered to accommodate these areas.
- 2.22. That the Owners' Association (OA) shall accept opening/linking of the existing section of Charles Drive into the development when required by the City of Cape Town in the future with the closure of the Charles Drive-Brackenfell Boulevard intersection. This acceptance shall be confirmed by including a statement as part of the OA constitution.
- 2.23. Public transport embayments shall be provided in general accordance with figure 60 of the TIA, and subject to support from the City of Cape Town Transport Infrastructure Planning & Development department. All embayments internal to the property shall be provided at the developer's cost, and those along Brackenfell Boulevard funded from Development Charges.

TRANSPORT PLANNING

- 2.24. Individual property access, on-site parking and loading areas shall be evaluated at site development plan stage.
- 2.25. The phasing and detail of required transport infrastructure may be amended by mutual agreement between the developer and the City of Cape Town, noting that a new TIA will be required to serve as a basis for such amendment.
- 2.26. A Mini-TIA or Transport Statement will be required should the TIA's recommendations for any of the phases become outdated.
- 2.27. Considering the magnitude of the proposed mixed land use development combined with numerous phases and sub-phases to be rolled out over a number of years, active mobility (AM) and public transport (PT) plans should be submitted as part of the detailed road design drawings, in line with the TIA to the satisfaction of the Roads Infrastructure & Management (RIM) Department, and implemented as part of the road infrastructure for each phase, noting that the retail centres may require on-site PT facilities based on an updated TIA.
- 2.28. At all times adequate turning areas shall be provided for refuse collection and where required, temporary right of way servitudes registered to accommodate these areas.
- 2.29. Prior to the installation of traffic signals, the developer is required to provide the relevant Roads Authority with a layout drawing of the signals as per the SADC RTSM, a road marking and other signage layout drawing on a separate sheet to the signal layout, a draft timing plan, as well as a copy of the peak hour traffic volumes at the intersections.
- 2.30. The phasing and optimization of traffic signals (new and existing) shall be updated in consultation with the relevant Roads Authority prior to completion of the intersection upgrading listed above.

WATER AND SANITATION

- 2.31. The developer shall install all new water and sewer link services, infrastructure and connections, complete as described in the Civil Engineering Services Report compiled by Graeme McGill Consulting (Report No. MC223-13, Revision 3, dated 20 October 2025) and shown on the Proposed Civil Services Concept Layout Plan (Drawing No. MC223-C300, Revision C, dated 20 October 2025) to the satisfaction of Council with all associated costs for the developer's account and not deductible from Development Charges (DCs).
- 2.32. Detailed engineering services drawings for all new municipal water and sewer services and infrastructure, prepared by an ECSA Registered Civil Engineering Professional, to be submitted to the Water & Sanitation department for comment and approval prior to commencement of any construction work on site or building plan approval.
- 2.33. The developer shall install all bulk municipal water services, including upgrading of certain sections of the existing municipal water network situated to the north of the proposed development, required to implement the planned "zone split" between the Andrag low pressure and Spes Bona high pressure zones either side (west and east) of the Verdi Boulevard extension, complete as described in the Civil Engineering Services Report compiled by Graeme McGill Consulting (Report No. MC223-13, Revision 3, dated 20 October 2025) and as

shown on the Proposed Civil Services Concept Layout Plan (Drawing No. MC223-C300, Revision C, dated 20 October 2025).

- 2.34. The total extent of the “bulk” municipal water services to be installed and upgraded towards the planned “zone split” as part of and/or required for Section 137 clearance of each phase (or group of phases) can only be determined once the detailed design has been finalised so as to split up the overall scope of works into practical portions in terms of extent and cost that aligns best with\ the total water and sewerage DCs payable (available) for each such phase (or group of phases).
- 2.35. All water services and infrastructure that do not form part of or contribute directly towards the “zone split” and all the sewer services to be installed as part of the entire development proposal shall be considered as “link services” and will not be regarded as “bulk services” meaning all associated costs in this regard shall be for the developer’s account and not deductible from DCs.
- 2.36. The developer shall register all water and sewer services servitudes in favour of the City as may be required, complete as shown on the Proposed Sub-division & Rezoning Plan (Plan No. 22059-001,\ Revision C, dated 9 October 2025) and the Civil Services Servitudes Plan (Drawing No. MC223- C701, Revision C, dated 10 March 2025), as part of the conditions or requirements of Section 137 clearance for each phase (or group of phases).
- 2.37. The Proposed Phasing Plan (Plan No. 22059-002, Revision C, dated 9 October 2025) is supported for approval subject to the developer installing all new municipal (bulk and link) water and sewer services, infrastructure and connections, as may be required for that specific phase (or group of phase), all such services be inspected and formally taken over by Council as municipal assets in terms of ownership, operation and maintenance.
- 2.38. The developer shall be liable for payment of Development Charges (DCs) in accordance with the City’s approved Development Charges Policy for Engineering Services for the City of Cape Town. A Services Agreement (SA) between the developer and the City of Cape Town is required for the provision of bulk services in lieu of DCs.
- 2.39. All new municipal water and sewer infrastructure, services and connections to be handed over to the City shall be inspected by Council upon completion of the works and a signed completion certificate issued to the City by the developer’s Engineer prior to Section 137 clearance or transfer of any portion, phase or group of phases of the consolidation, rezoning and sub-division.

ENVIRONMENTAL MANAGEMENT

- 2.40. The delineated channelled valley bottom wetland and associated 32m conservation buffer area being Portion 94 on the subdivision plan (hereafter referred to as ‘the wetland conservation area’) are to be funded and managed, in perpetuity, by the owner of Portion 94, in terms of a Wetland Management Plan. In this regard, the following is required:
 - 2.40.1. A detailed Wetland Management Plan shall be submitted for approval to the Environmental and Heritage Management Branch – Northern Region, prior to the

commencement of construction, including any site clearance, earthworks or ground preparation.

2.40.2. Sufficient funding for the operational and managerial requirements of the wetland conservation area shall be secured by means of an Environmental Management Fund (EMF) that shall be established by the owner of Portion 94.

2.41. The developer must erect a veld-spun fence of a minimum of 1.8m in height in order to demarcate and protect Portion 94 (the wetland conservation area) on the subdivision plan prior to the commencement of construction, including any site clearance, earthworks or ground preparation activities:

2.41.1. The details and erection of the demarcation/fencing must be specified in a Method Statement, which is to be approved by the Environmental and Heritage Management Branch – Northern Region, prior to the commencement of construction, including any site clearance, earthworks or ground preparation activities.

2.42. A search and rescue of species of conservation concern and geophytes must be undertaken in the appropriate season by a botanical specialist appointed by the developer, prior to the commencement of construction, including any site clearance, earthworks or ground preparation activities.

2.42.1. A suitably qualified restoration ecologist specialised in Renosterveld must be appointed to undertake the translocation and rehabilitation of the rescued species of conservation concern and geophytes. Proof of this appointment must be provided prior to the commencement of construction including any site clearance, earthworks or ground preparation activities preparation.

2.42.2. Proof of the successful search and rescue and translocation of the species of conservation concern and geophytes into the private open space on Portion 94 must be submitted to the Environmental and Heritage Management Branch – Northern Region, prior to the commencement of construction, including any site clearance, earthworks or ground preparation activities preparation.

2.43. The rehabilitation measures, as stipulated in the Rehabilitation Report, dated January 2021, titled “Rehabilitation Plan for the Stormwater Outlet Structures along the Kuils River at the Proposed Mixed Use Development on a Portion of the Remainder of Portion 2, Remainder of Portion 7, a Portion of The Remainder of Portion 9, a Portion of the Remainder of Portion 10 and a Portion of the Remainder of Portion 32 of Farm Langeberg, 311, Brackenfell”, compiled by GNEC, must be implemented.

2.43.1. Proof, details and progress of the rehabilitation work undertaken in accordance with Rehabilitation Report must be provided to the Environmental and Heritage Management Branch - Northern Region as part of the monthly Environmental Control Officer (ECO) reports and/or checklists.

2.44. Detailed landscape plans and/or planting plans in accordance with the approved Landscape Framework Plan (Drawing No.: 022-2.1, Revision P; dated 17 April 2025, compiled

by TERRA+ Landscape Architects) must be submitted for approval to the Environmental and Heritage Management Branch – Northern Region together with the submission of a site development plan or building plan submission (whichever event occurs first) for all erven, excluding the single residential erven.

- 2.45. The landscaping shall be implemented substantially in accordance with the approved Landscape Framework Plan (Drawing No.: 022-2.1, Revision P; dated 17 April 2025, compiled by TERRA+ Landscape Architects).
- 2.46. Landscaping Implementation:
 - 2.46.1. The landscaping of the public road reserves of each phase shall be implemented by the developer.
 - 2.46.2. The landscaping of the private open spaces (Portions 92, 94, 96, 97, 98, 99, 102, 103 and 104 as per the subdivision plan) shall be implemented by the developer prior to the Section 137 transfer clearance of the first erf within each phase.
 - 2.46.3. An on-site meeting shall be arranged with the Environmental and Heritage Management Branch – Northern Region upon completion of the landscaping within each phase.
- 2.47. The developer, and once established, the Master Property Owner's Association, shall be responsible for the maintenance and upkeep of the landscaped areas as illustrated in the Landscape Framework Plan.
- 2.48. None of the existing trees, tree lanes as well as the Wild Olive tree grove (Portion 61 on the subdivision plan) earmarked for retention on the Landscape Framework Plan ((Drawing No.: 022-2.1, Revision P; dated 17 April 2025, compiled by TERRA+ Landscape Architects) may be lopped, chopped, felled or removed without prior consent from the Environmental and Heritage Management Branch – Northern Region. This condition extends to the underground root system of the trees.
- 2.49. Proof of the appointed Environmental Control Officer (ECO), as required by the Environmental Authorisations (dated 27 February 2025, Reference No.: 16/3/3/5/A5/11/2047/2), must be submitted to the Environmental and Heritage Management Branch – Northern Region prior to the commencement of any work on site, including any earthworks or ground preparation.
- 2.50. The monthly ECO reports, checklists and audit reports must be submitted to the Environmental and Heritage Management Branch – Northern Region.
- 2.51. The developer must submit a notification of commencement of works on site to the Environmental and Heritage Management Branch – Northern Region.

CATCHMENT, STORMWATER AND RIVER MANAGEMENT

- 2.52. The stormwater infrastructure to accommodate the upstream external catchment must be completed along with the first phase civil engineering services (conduits, overland channels, regional ponds, existing system modifications etc.).

- 2.53. Section 137 Clearance Certificates for the respective phases will be supported only upon completion of the municipal and private stormwater infrastructure, including municipal & private ponds (inclusive of landscaping), overland flow routes (roads and channels), and underground conduits, in accordance with Table 14 (A & B), contained in the SWMP and attached hereto.
- 2.54. The site development plans (SDP) and internal detailed stormwater infrastructure for each phase must conform as follow:
- 2.54.1. Run-off coefficients must adhere to the approved SWMP
 - 2.54.2. The SDP and engineering design must allow free draining overland paths toward the attenuation ponds and/or road connection points
 - 2.54.3. All stormwater infrastructure (underground and overland), must adhere to the approved SWMP
 - 2.54.4. The developer of the respective phases must inform the City if their run-off coefficient will be higher than the requirements as per the approved SWMP.
- 2.55. Building plans will only be supported for the respective phases when appropriate sediment and pollution control measures are in place to protect the public and private stormwater attenuation & treatment infrastructure and landscaping during construction of the houses.
- 2.56. The developer must maintain the newly rehabilitated wetland area (Portion 94, the Wetland Conservation Area – zoned as private open space) in accordance with the approved Wetland Management Plan for a minimum period of 24 months, or until it is fully established (whichever occurs later).
- 2.57. The landowner of Portion 94 must obtain a river Maintenance Management Plan (MMP), approved by the National Department of Water and Sanitation (DWS). This plan will guide maintenance of the river corridor and ensure that efforts by both the MPOA and the landowner are coordinated for sustainable river corridor management.
- 2.58. The rehabilitation of the wetland area must be implemented as part of the first phase of the civil engineering services for the development, and must be completed prior to the issuing of any Section 137 Clearance Certificates, including erosion protection, stilling basins etc.
- 2.59. Copies of the relevant documentation must be forwarded to the relevant Urban Mobility Directorate: Roads Infrastructure Management Department and this Office, prior to practical & final civil engineering services inspections for the respective phases.
- 2.60. After receiving the aforementioned documentation, this Office together with the relevant Transport: Road and Infrastructure Management Department and Environmental Management Department will inspect all civil engineering services installed, before signing a "Section 137 Clearance Certificate Form" and/or approving Building Plans for a specific phase.
- 2.61. Finalise a SWMP which ties in with the approved Landscape Framework Plan:

- 2.61.1. Ensure that appropriate stormwater vegetation is included into the "proposed plant species legend" as stipulated within the City's "SUSTAINABLE URBAN DRAINAGE SYSTEMS: Landscape and Indigenous Plant Species Guideline, dated 28 February 2011" (Obtainable from this Office), to facilitate implementation of Sustainable Urban Drainage Systems (SUDS).
- 2.61.2. The maintenance that is required specifically for the landscaped and planted components must be clearly defined and documented during the design phase. The plants that are chosen for each SUDS type are important since certain species and growth forms will enhance the functionality of the SUDS more than others. Exposure to different periods of inundation from a few hours to days, weeks or longer also influences which plants are suitable. It is also important to take local site conditions into consideration e.g. is the soil type dominated by clay, sand or mixed, is the site exposed in terms of wind or salt spray etc.
- 2.61.3. The developer must maintain newly vegetated stormwater private and municipal attenuation & treatment facilities for a minimum period of 24 months, or until it is fully established (whichever occurs later) and formally signed over to the relevant MOA/POA/City Department. This includes trimming, fertilizing, irrigation, and plant propagation where necessary. All cost incurred is for the developer's account.
- 2.61.4. It is recommended that an experienced horticulturalist be engaged to assist with the initial establishment, monitoring and ongoing maintenance of the facility to ensure the continued functioning and performance with respect to the water quality improvement objectives.
- 2.61.5. The MLP must be approved by the City's "Environmental Resource Management" and "Recreation and Parks" Departments.
- 2.61.6. The landowner of portion 94 must ensure that the necessary environmental approvals are obtained for his River MMP and shared with this Office, Recreation and Parks and the MPOA
- 2.62. The City of Cape Town reserves its right to hold the developer liable for any claims in respect of damage to municipal/ private property or infrastructure and additional municipal maintenance cost incurred as a result of flooding, siltation and contaminated stormwater caused by construction activities on this precinct sand/ or ceasing of work due to inclement weather.
- 2.63. If the developer should decide to continue with construction of civil engineering infrastructure (which includes the stormwater infrastructure) without municipal approved conceptual stormwater plan/ stormwater management plan and civil engineering design drawings, then these activities are executed at the developer's own risk and cost.
- 2.64. It is the responsibility of the developer and his environmental consultant to ensure that, if any of the steps required above will require further authorisation from any other organ of state, such authorisation (s) must be obtained and be brought to this Office's attention. (i.e. Water Use License, Environmental Authorisation, General Authorisation or renewal/ amendment etc.

GEOGRAPHIC INFORMATION SYSTEMS (GIS)

- 2.65. The subdivided portions will be allocated the addresses as per subdivision plan dated 18 March 2024, Plan no. 22059-003 Revision B.
- 2.66. The rezoning will be captured once the subdivision has been captured on the system by PVC Cadastre. Please send the approval documentation to the GIS Person (PVCCadastral.Queries@capetown.gov.za) so that the zoning can be updated.
- 2.67. The signed and approved SG diagrams for the subdivision/ consolidation must be sent to GIS & PVCCadastral.Queries@capetown.gov.za in order to update the cadastre.

URBAN DESIGN

- 2.68. Precinct Plans for each of the 8 precincts (as shown in the Precinct Plan drawing) must be submitted for review by the Urban Design branch with or prior to the submission of individual Site Development Plans for each development parcel.
- 2.69. The Precinct Plans must demonstrate adherence to the Urban Design Guidelines (dated 12 February 2026) and Landscape Guidelines (Rev E).

ENERGY

- 2.70. A separate service connection cable, rated to supply the authorised capacity of the erf, must be installed to the point of supply on the boundary of each erf of the subdivision. The cable shall be routed clear of all other private property, typically within the public road reserve.
- 2.71. Any alterations to existing connections crossing a subdivision line or deviations to electricity services necessary as a consequence of the proposal, or requested by the applicant, will be carried out at the applicant's cost. Application shall be made to the Electricity Generation and Distribution Department in this regard.
- 2.72. In accordance with policy and tariffs approved by Council, a shared-network charge and a connection fee to provide a separate connection to the property boundary, as published in the standard tariffs, shall be paid before clearance of the subdivision will be granted. The individual connections to each erf of the subdivision will be provided by the Directorate on formal application by the relevant property owner.
- 2.73. In accordance with policy and tariffs approved by Council, a connection fee to provide a separate connection to the property boundary shall be paid before clearance of the subdivision will be granted.
- 2.74. Full-title properties served by public road:
 - 2.74.1. The electricity distribution infrastructure shall be installed in the public road reserve.
 - 2.74.2. Each property shall be metered individually by the City.
- 2.75. Full-title properties served by private road:
 - 2.75.1. These will be treated the same as sectional-title properties.
- 2.76. Sectional title properties:
 - 2.76.1. All metering equipment shall be accommodated in a single location directly accessible from public road, i.e. on the erf boundary adjacent to the road reserve and at street level, subject to departmental requirements.

- 2.76.2. Separate connection cables from the meter location directly to each unit shall be provided by the developer.
- 2.76.3. Units shall be individually metered by the City. A separate meter shall be required as a general supply to shared services.
- 2.76.4. Only where the complex is of such a size that the above arrangement is not physically possible, and distributed metering points within the complex are required from a technical design point of view, shall a bulk metering system be installed.
- 2.77. Metering requirements must be resolved in consultation with the Electricity Services Department, prior to commencing construction.
- 2.78. This Department shall determine the connection fee, the shared network costs and conditions applicable to the joining of the internal electrical reticulation of the proposed subdivision to the Department's existing electrical infrastructure upon formal application by the relevant property owner.
- 2.79. The individual connections to each erf of the subdivision will be provided by the Directorate on formal application by the relevant property owner.
- 2.80. For developments comprising full-title erven served by means of private roads, a single supply may be provided to the development only if it is impracticable to provide individual metering at a central metering location. The metering location shall be positioned in such a way that unrestricted, 24-hour vehicular access from a public road is maintained. The Owners' Association will be responsible for the electricity account rendered for the bulk supply. In addition, the Owners' Association will be responsible for providing and managing the sub-metering of the electricity supplied to each erf and for the collection of revenue. The Owners' Association will own the internal electrical reticulation network and will be responsible for its maintenance.
- 2.81. The applicant shall provide, at his own cost, the internal electrical reticulation and street lighting networks serving the specific subdivision. To this end, the applicant shall appoint a consulting electrical engineering practitioner registered with ECSA to carry out the design and to supervise the installation of the internal electrical reticulation and street lighting networks to City of Cape Town standards and specifications. On completion, the electrical reticulation and street lighting networks shall be handed over to the Department for operation and maintenance.
- 2.82. The design for the electrical reticulation and street lighting networks shall be submitted formally for approval. The design will not be considered without an approved subdivision plan.
- 2.83. Depending on the power requirement, substations may be required. These substations shall be directly accessible from public road, i.e. on the erf boundary adjacent to the road reserve, at street level and free from any traversing services. Depending on requirements this can take the form of any combination of the following:
 - 2.83.1. outdoor substation on 5 m x 4 m site;

- 2.83.2. outdoor substation on 6 m x 4 m site;
- 2.83.3. substation building on 20 m x 14 m site;
- 2.84. These substations shall be appropriately subdivided and zoned in the plan approved by the surveyor general. The sites shall be registered and transferred to the City free of all costs. In some cases, substations may have to be contained within the building. Dimensions of these will be determined. While subdivision of these substations will not be possible, a servitude shall be registered in favour of the City.
- 2.85. The electrical reticulation network is to be installed in the road reserve with a sidewalk width sufficiently wide to accommodate the electrical network required. Special attention will be required where HV cables are to be accommodated.
- 2.86. Electricity distribution and street lighting infrastructure in private roads will not be taken over by the City but will remain the responsibility of the Owners' Association.
- 2.87. The applicant shall provide and install in an approved manner and at his own cost all pipe ducts required across roads and access ways for electricity cables for both internal services and future bulk services. The position of each of these duct crossings shall be permanently marked on the kerb edge.
- 2.88. On completion of the internal electricity distribution infrastructure to the Department's satisfaction, it shall be handed over formally to the Department. The applicant shall nonetheless remain responsible for securing the infrastructure and for the cost of all repairs resulting from vandalism and theft until such time that the development has been occupied to a level acceptable to the Department. The Department will release the applicant from this responsibility only on formal application by the applicant.
- 2.89. Electrical subdivision clearance may be granted on a portion of a development if all conditions for that portion are complied with.
- 2.90. Subdivision clearance will only be issued by the Directorate after compliance with the above conditions and on completion of internal reticulation to the Directorate's satisfaction and formal handover to the Directorate.
- 2.91. To ensure energy resilience and sustainability, the applicant shall ensure that the development is technologically future-proofed regarding installation, commissioning and maintenance of small-scale embedded generation installations.
- 2.92. All points of supply shall be consolidated to a single supply per consolidated erf.
- 2.93. Energy Restrictions:
 - 2.93.1. The property owner is required to include in the development measures to improve energy efficiency to reduce the consumption of electricity.
 - 2.93.2. Owners shall conform to any conservation and/or rationing programme or scheme introduced, adopted or implemented by a sphere of government or relevant regulating body by reducing their electricity consumption as required in terms of such programme or scheme.

- 2.93.3. Installations with a new or upgraded authorised capacity of more than 100 kVA will have to meet certain energy efficiency requirements. These requirements are subject to change. A set of applicable requirements will be made available as part of the quotation process.

WASTE SERVICES

- 2.94. Refer to Paragraph A: U1 – Provision of Areas and U2 –Access to Areas referring to conditions for removal from private property to enable refuse removal services:

- 2.94.1. **A.** Standard Building Regulations: Conditions for removal / collection of refuse applicable to sectional title or cluster development, secured complexes, flat complex, shopping mall/centre (retail) or office complexes, place of instruction, factories and warehousing.

U1- Provision of Areas

Any building, excluding a dwelling house, in which refuse will be generated, shall be provided with an adequate centralised refuse room (which comply with the attached standards and guidelines for refuse storage areas). That the refuse room be provided in a position nearest to an access road (public road) and be accessible for the Council's refuse collection vehicles at all times as this vehicle and/ its crew members (Council staff) will not enter onto private property. Premises such as places of worship (churches, mosques and temples) **do not** require a refuse storage room, **however** if the complex is large with function halls and large volumes of waste is generated or the vacant land is ear marked for (depending on the land use/zoning status) then a refuse room **should** be considered at the discretion of the Director: WASTE SERVICES.

- 2.95. Council's Refuse Collection Vehicles or its staff will not enter private property/private roads, therefore the Removal of Domestic Waste Services is effected from the Kerbside (sidewalk) of a Public Street. The location of any area contemplated in regulation U1 shall be of such access thereto from any street for the purpose of removing the refuse is of the satisfaction of the local authority.
- 2.96. Councils Standards and Guidelines for the construction of a Refuse Storage Area/ Room be adhered to.

BULK WATER AND SANITATION

- 2.97. Awareness and Disclosure Requirements:
- Developers must formally acknowledge that the property lies within a downstream hazard/danger zone of a municipal reservoir.
 - Prospective residents must be informed via HOA constitutions, sales agreements, or body corporate documentation of the proximity to the reservoir and associated residual risks.
- 2.98. Structural and Design Requirements
- All structures must be designed to withstand potential hydraulic loading and flood wave forces consistent with the reservoir's inundation profile.

- Designers should integrate floodproofing measures, elevated floor levels where relevant, and protection against debris.
- Access routes should account for potential inundation and maintain safe egress in an emergency.

2.99. Emergency Preparedness Requirements

- The development must incorporate emergency evacuation routes aligned with the City's Emergency Preparedness Plan (EPP) for the reservoir.
- Public signage and community awareness measures must be implemented. International guidance emphasises that hazard signage must be clear, visible, and legible to reduce downstream life-safety risk.
- Developers should provide space or infrastructure for integration into municipal early-warning or public alert systems as the City expands these.

2.100. 4.4. Land-use Restrictions Within the Hazard Area

- No critical facilities (schools, clinics, frail-care centres) should be located within the high-hazard portion of the inundation zone.
- Communal areas or high-occupancy structures should be evaluated for additional safety measures.

WESTERN CAPE DEPARTMENT OF INFRASTRUCTURE

- 2.101. The existing roundabout at the Main Road 202 (Langeberg Road and Brackenfell Boulevard) must be upgraded to a dual lane roundabout before the completion of Phase 4B.
- 2.102. The geometric and materials designs of the improvements detailed in paragraph 2.97 must, after being scrutinised by the City of Cape Town Urban Mobility, be approved by this Branch's Chief Directorate Road Design (ATT Mr F Hunter. E-mail: faiz.hunter@westerncape.gov.za).

For noting:

WESTERN CAPE: WATER AND SANITATION

- A Water Use Authorisation application including a Risk Assessment Matrix must be submitted.
- No abstraction of surface or groundwater may be done, or storage of water be created without prior authorisation from this Department, unless it is Schedule 1 or Existing Lawful use as described in the National Water Act 1998 (Act No. 36 of 1998).
- No surface, ground or storm water may be polluted as a result of activities on the site. In the event that pollution does occur, this Department must be informed immediately.
- The person who owns, controls, occupies or uses the land in question is responsible for taking measures to prevent any occurrence of pollution to water resources.