CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500168206

Re-228 and a Portion of Rem Erf 219 Raithby, Erf 1430 and Portion of Erf 130 Bakkershoogte, Klein Helderberg Road, 30 Bidoli Crescent and Old Stellenbosch Road

Development Management

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Prepared For:

TOWN PLANNING MOTIVATION

BELMONTE ESTATE

REM ERF 228 AND A PORTION OF REM ERF 219
RAITHBY, ERF 1430 & PORTION OF ERF 130
BAKKERSHOOGTE



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DATE: October 2026

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SECTION 1 INTRODUCTION & APPLICATION DETAILS

1.1 INTRODUCTION

Urban Dynamics South Cape Pty Ltd has been appointed to prepare and submit a Land Use Application to obtain the necessary land use rights for a private residential estate.

It is the intention of the landowners to establish a gated residential development on the Remainder of Erf 228, a Portion of the Remainder of Erf 219 Raithby, and Erf 1430 Bakkershoogte. The access road to the residential estate will be situated on a Portion of Erf 130 Bakkershoogte. The vision of the developers is to provide an opportunity for high quality, market related residential development, that responds positively to its surrounding environs. The locational context of the application site is described in detail in *Section 2* of this report. For ease of reference, *Figure 1.1* shows regional context of the application site.

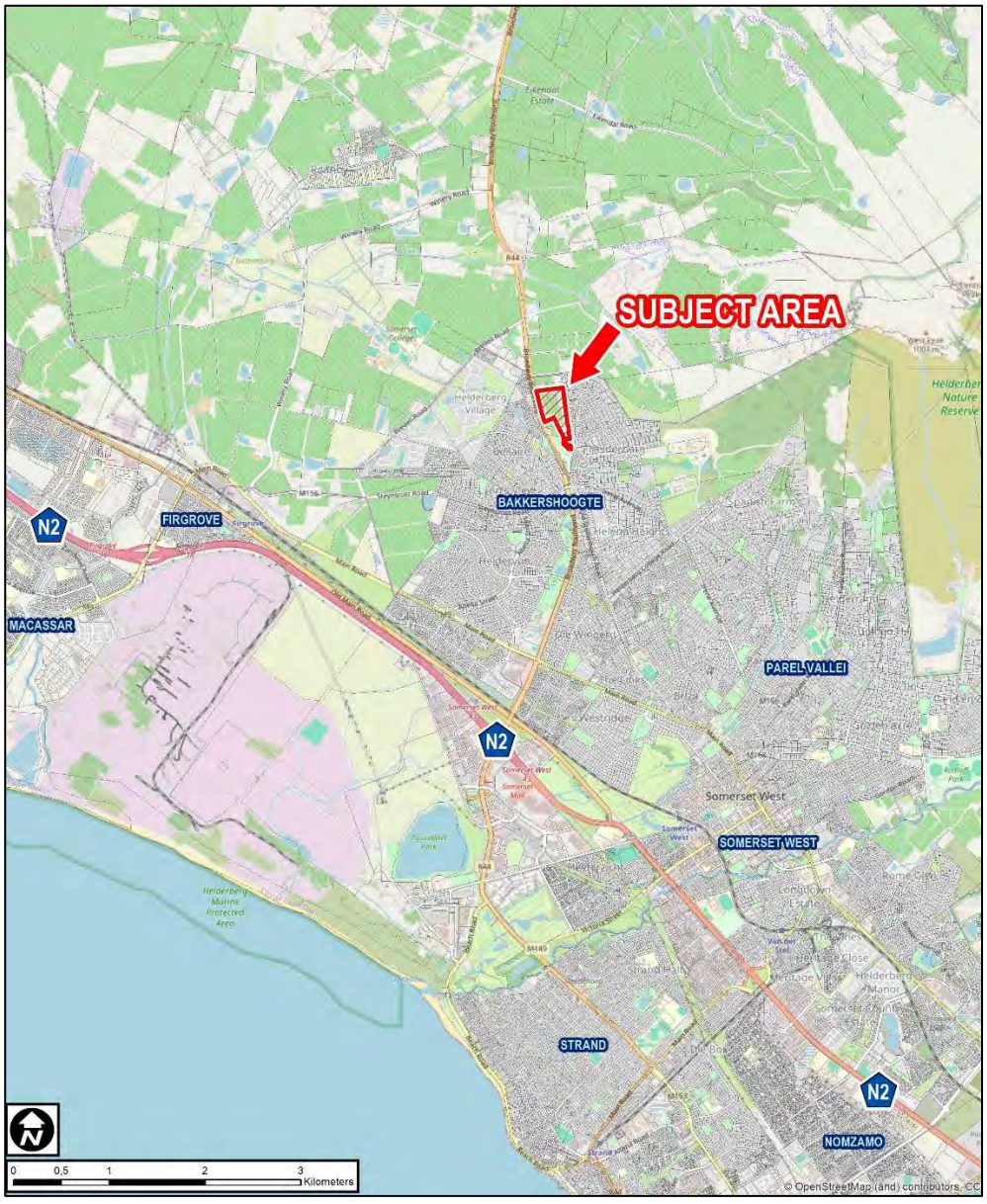


Figure 1.1: Application Area – Regional Context

1.2 PROPERTY DESCRIPTION AND OWNERSHIP

The relevant details of the subject properties that form the application area are described as follows:

PROPERTY	EXTENT (HA)	DEED OF TRANSFER	REGISTERED OWNER	ZONING
Remainder of Erf 228 Raithby	9.8919ha			Agricultural Zone
Portion of the Remainder of Erf 219 Raithby	0.2775 ha			Transport Zone 2
Portion of Erf 1430 Bakkershoogte	2.16 ha			Agricultural Zone
Portion of Erf 130 Bakkershoogte	0.2389 ha			Open Space Zoning 2 & Transport Zone 2

Table 1: Property Description and Ownership

The title deeds of the properties were reviewed by Du Plessis Hofmeyr Malan Attorneys to identify any potential restrictive conditions. The conveyancing certificate issued by DHM Attorneys identified certain restrictive conditions in the Title Deed for Erf 1430 Bakkershoogte that may affect the proposed development. Accordingly, application is hereby made to remove conditions C(C)(a), C(C)(b), C(C)(c), C(C)(d), and D(B) contained in Deed of Title which applies to Erf 1430 Bakkershoogte.

The Title Deeds are attached hereto as *Annexure A* and the relevant mandates are attached hereto as *Annexure B*.

1.2.1 Conditions to be removed from

The five title deed conditions to be removed from Title Deed No. , applicable to Erf 1430 Bakkershoogte, are confirmed as follows:

Condition C(C)(a) – ''*SUBJECT to the undermentioned conditions imposed by the Controlling Authority in terms of Section 11 of Act No. 21 of 1940 contained in Certificate of Registered Title No. 18107 dated 7 November 1952. (a) Die grond mag nie onderverdeel word nie sonder die toestemming van die Beherende Gesag soos omskrywe in Wet No. 21 van 1940*''.

Condition C(C)(b) - ''*Nie meer as een woonhuis tesame met sulke buitegeboue as wat gewoonweg nodig mag wees in verband daarmee mag opgerig word op die grond*

behalwe met die skriftelike toestemming van die Beherende Gesag soos omskrywe in Wet No. 21 van 1940''.

Condition C(C)(c) – ''*Die grond mag alleen gebruik word vir woon en landboukundige doeleindes en geen winkel besigheidplek of nywerheid mag ge-open of gedryf word op die grond sonder die skriftelike toestemming van die Beherende Gesag soos omskrywe in Wet No. 21 van 1940 nie*''.

Condition C(C)(d) – ''*Geen gebou of struktuur van enige aard mag opgerig word binne 94,46 meter van die middel lyn van die Stellenbosch-Somerset-Wes hoofpad, wat langs die westelike grens van die eiendom gaan sonder die skriftelike toestemming van die Beherende Gesag soos omskrywe in Wet No. 21 van 1940, nie*".

Condition D(B) – ''*The conditions imposed by the Controlling Authority in terms of Section 11 of Act No. 21 of 1940 contained in Certificate of Registered Title 18107/1952, which conditions are recited in Condition C(C) (a) - (d) above*''.

The motivation for the removal of the above-mentioned conditions is provided in Section 5.1 of this motivation report.

1.3 APPLICATION DETAILS

The proposed development of the site has been assessed, and requires the following applications in terms of the City of Cape Town Municipal Planning By-law (2015, as amended) for the following:

i) **Subdivision** of the Remainder of Erf 219 Raithby, in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended in 2025), into three portions, namely Portion A measuring approximately 0.13 ha, Portion B measuring approximately 0.15 ha, and the Remainder measuring approximately 1.45 ha. Portion A will subsequently be consolidated with the application area.

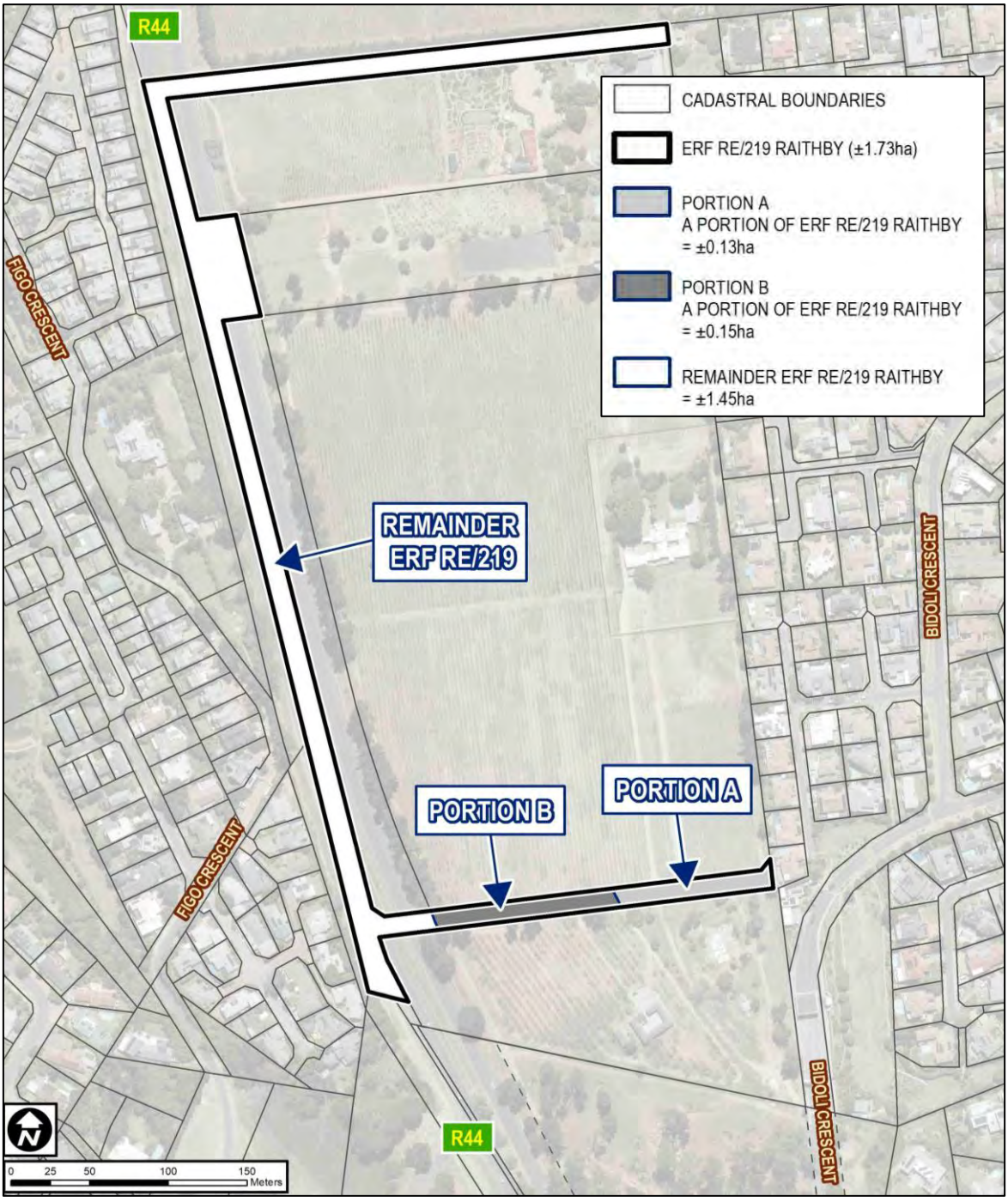


Figure 1.2: Proposed Subdivision Remainder of Erf 219 Raithby

ii) **Subdivision** of the Remainder of Erf 228 Raithby in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended in 2025), into two portions, namely Portion C measuring approximately 9.08 ha, and the Remainder measuring approximately 0.81 ha. Portion C will subsequently be consolidated with the application area.

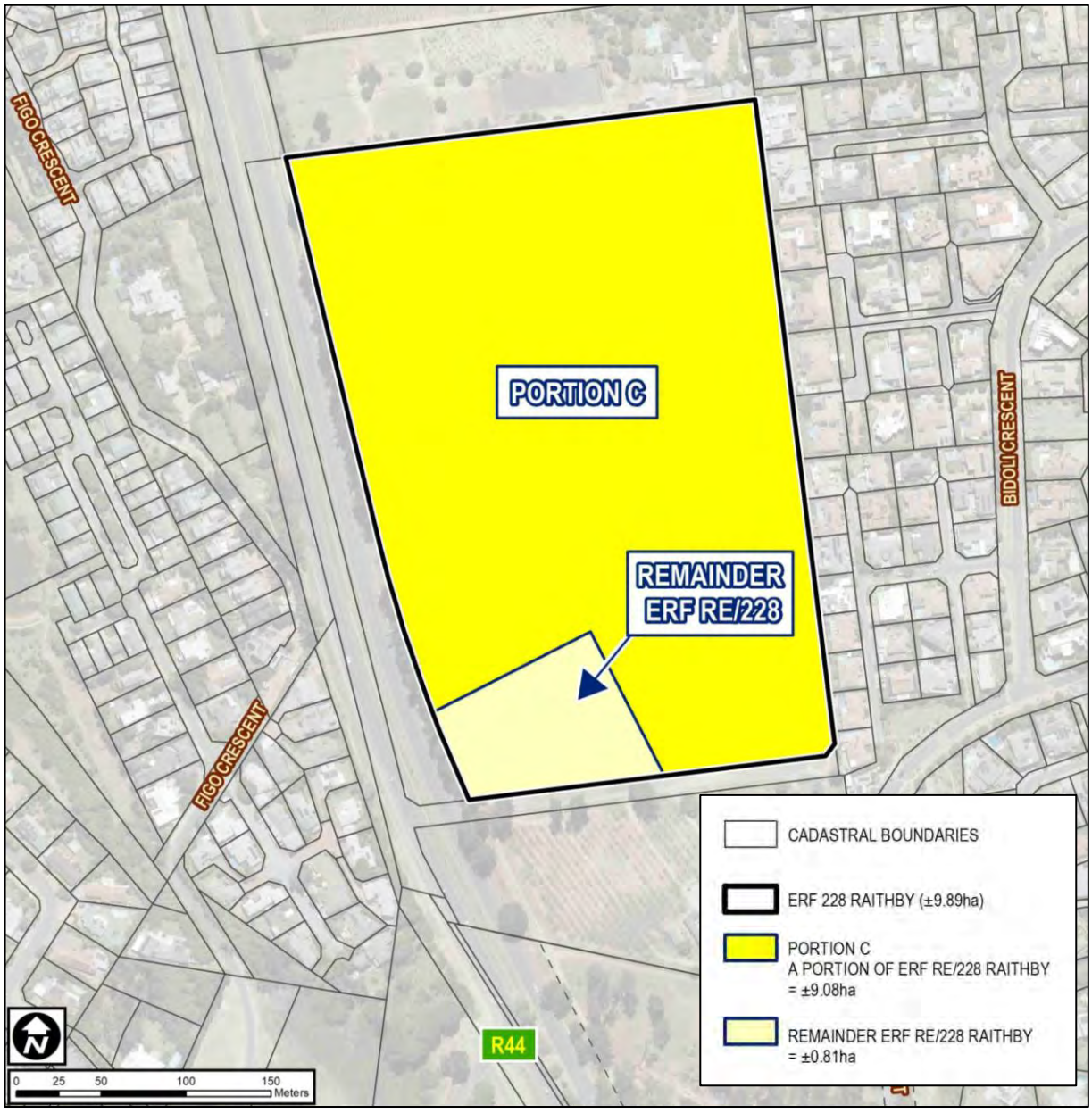


Figure 1.3: Proposed Subdivision Remainder of Erf 228 Raithby

iii) **Subdivision** of Erf 1430 Bakkershoogte, in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended in 2025), into three portions, namely Portion D measuring approximately 1.01 ha, Portion E measuring approximately 1.15 ha, and the Remainder measuring approximately 0.27 ha. Portion D will subsequently be consolidated with the application area.

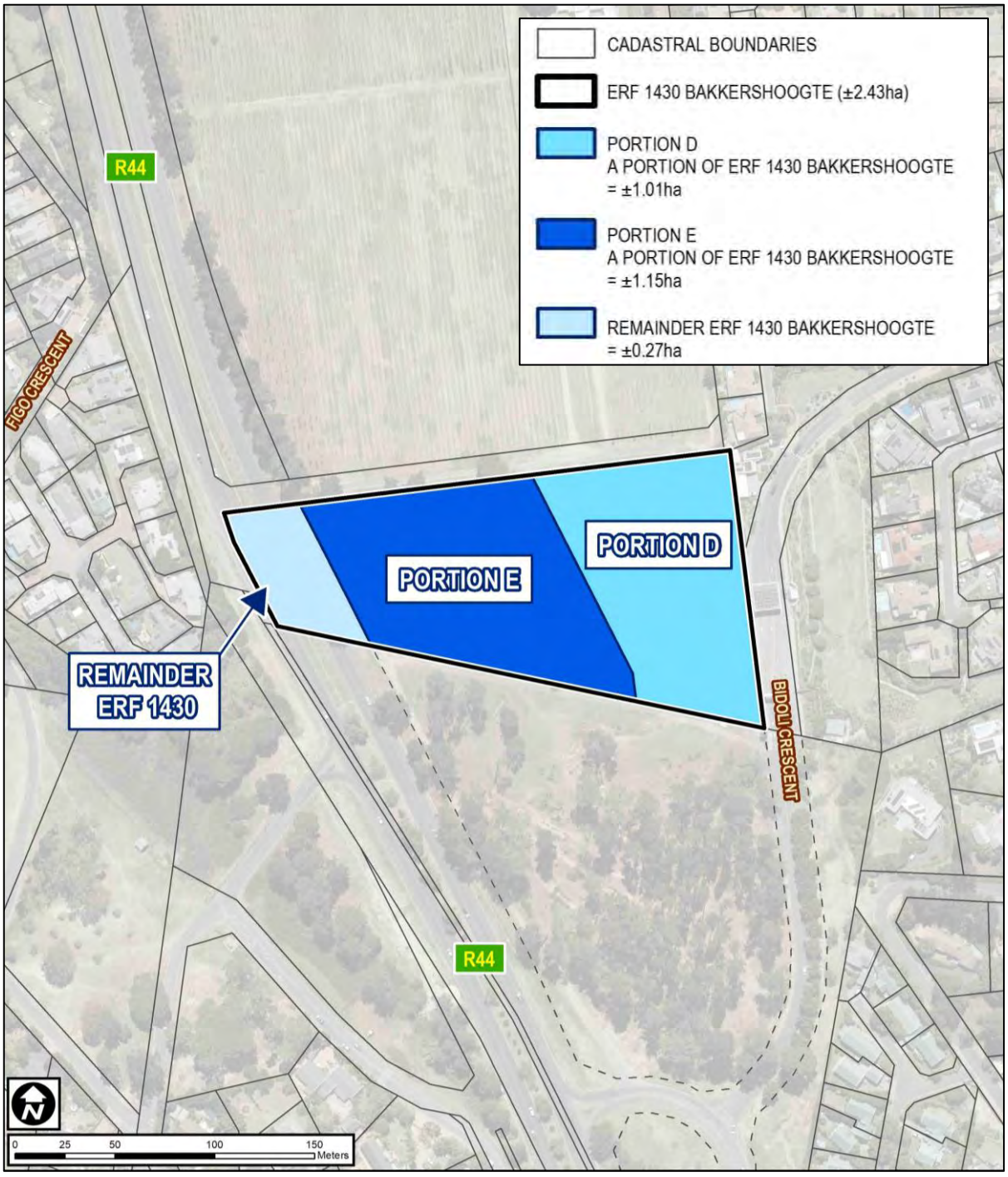


Figure 1.4: Proposed Subdivision Erf 1430 Bakkershoogte

iv) **Consolidation** of proposed Portion C (measuring ± 9.08 ha), proposed Portion A (measuring ± 0.13 ha), and proposed Portion D (measuring ± 1.01 ha) in terms of Section 42(f) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) to create a single site assemblage measuring approximately 10.22 ha.

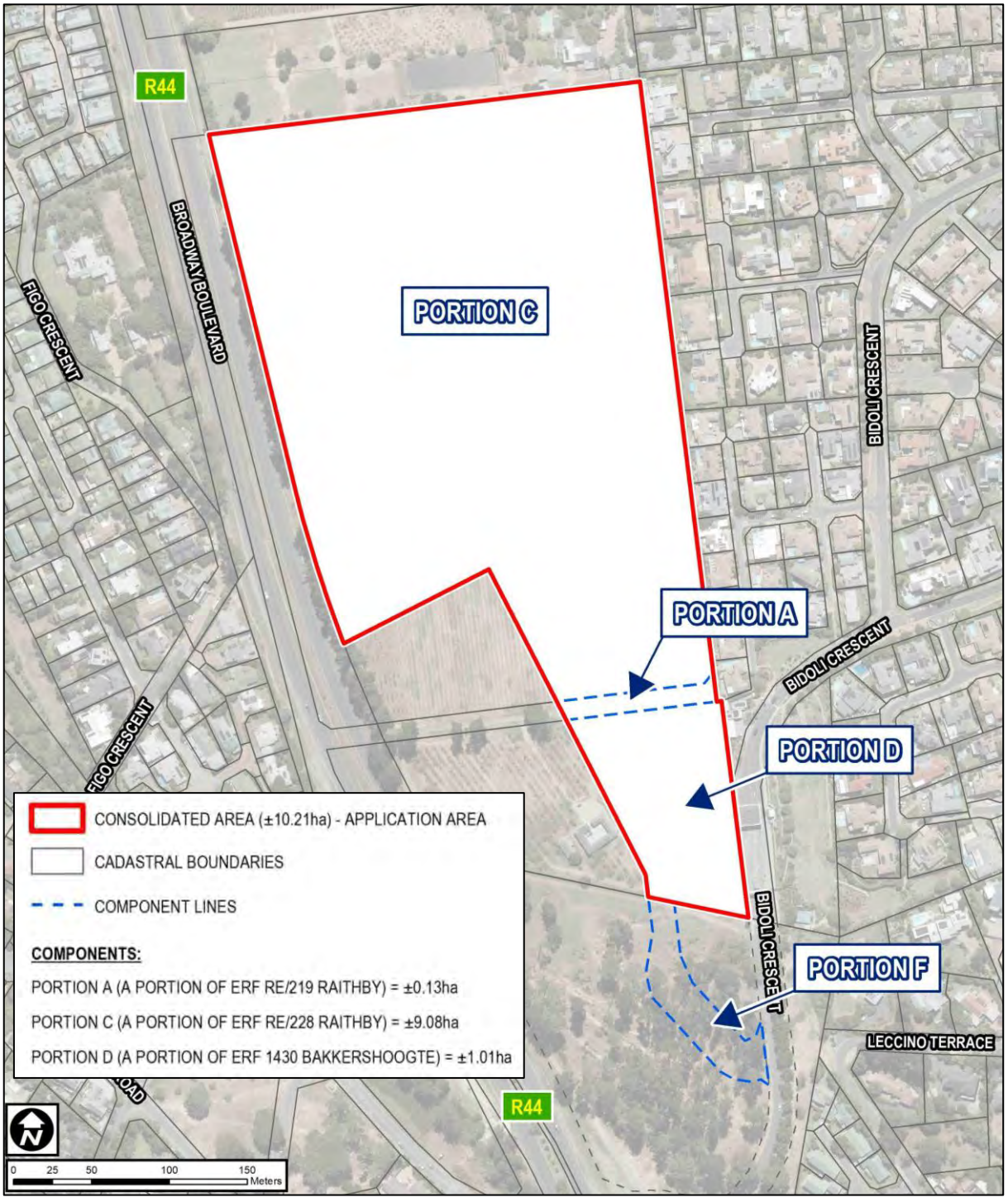


Figure 1.5: Proposed consolidation of portions C, A and D

v) **Rezoning** of the consolidated site assemblage from Agricultural Zone and Transport Zone to Subdivisional Area Overlay Zoning in terms of Section 42(a) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) for the following uses:

a. Residential Zone 1 (Conventional Housing)
b. Transport Zoning 2
c. Open Space Zoning 3
d. Utility Zoning

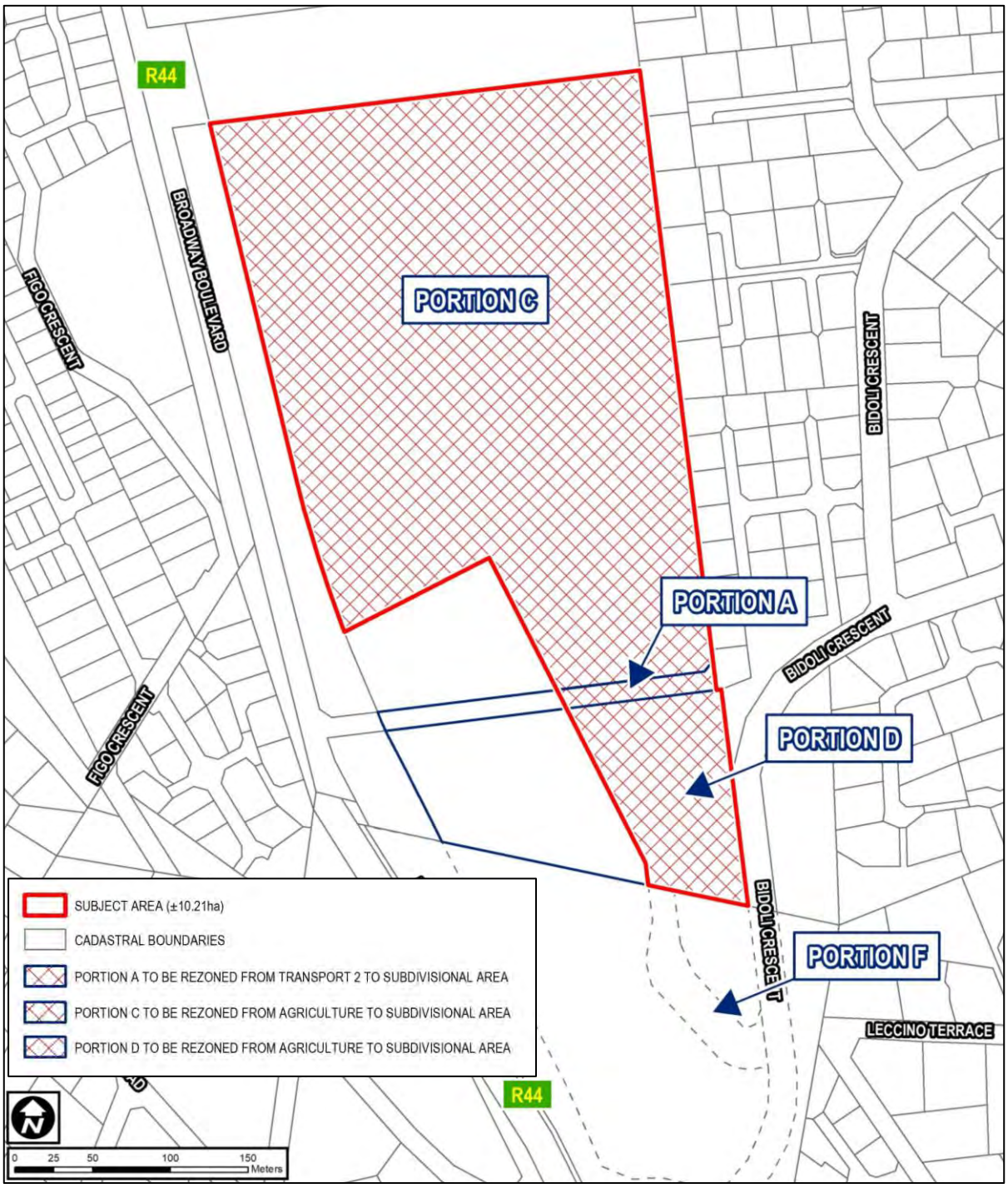
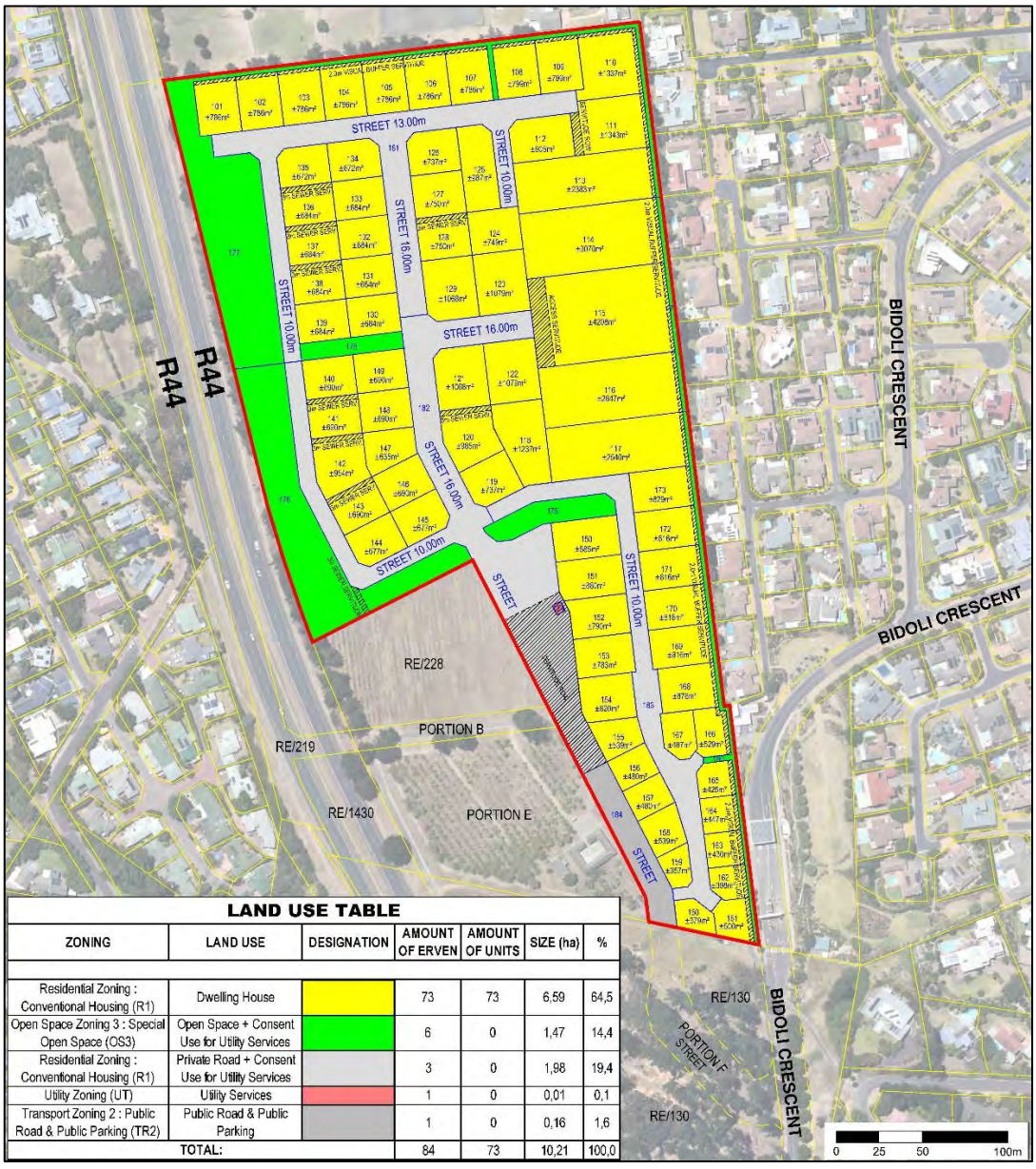


Figure 1.6: Proposed rezoning to Subdivisional area overlay zone

vi) **Consent** in terms of the Development Management Scheme, in accordance with Section 42(i) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended in 2025), to permit utility services on properties zoned Open Space Zoning 3 (proposed Erven 175–180) and on properties zoned Residential Zoning 1 (proposed Erven 181–183), which are intended to be used as private roads.

vii) **Subdivision** in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) to create the following erven and various servitudes for access, sewer and visual purposes:

a. 73 Residential Erven (zoned R1)
b. 6 Private Open Space Erven (zoned OS3)
c. 3 Private Road Erven (zoned R1)
d. 1 Utility Zoning Erf (zoned UT)
e. 1 Public Road Erf (zoned TR2)



LAND USE TABLE

ZONING	LAND USE	DESIGNATION	AMOUNT OF ERVEN	AMOUNT OF UNITS	SIZE (ha)	%
Residential Zoning : Conventional Housing (R1)	Dwelling House		73	73	6,59	64,5
Open Space Zoning 3 : Special Open Space (OS3)	Open Space + Consent Use for Utility Services		6	0	1,47	14,4
Residential Zoning : Conventional Housing (R1)	Private Road + Consent Use for Utility Services		3	0	1,98	19,4
Utility Zoning (UT)	Utility Services		1	0	0,01	0,1
Transport Zoning 2 : Public Road & Public Parking (TR2)	Public Road & Public Parking		1	0	0,16	1,6
TOTAL:			84	73	10,21	100,0

Figure 1.7: Proposed subdivision and rezoning plan

viii) **Subdivision** of Erf 130 Bakkershoogte in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) to create a public access road measuring approximately 0.25ha.

ix) **Rezoning** of the subdivided portion (0.25ha) in terms of Section 42(a) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) from Open Space Zoning 2 to Transport Zoning 2 for public road purposes.

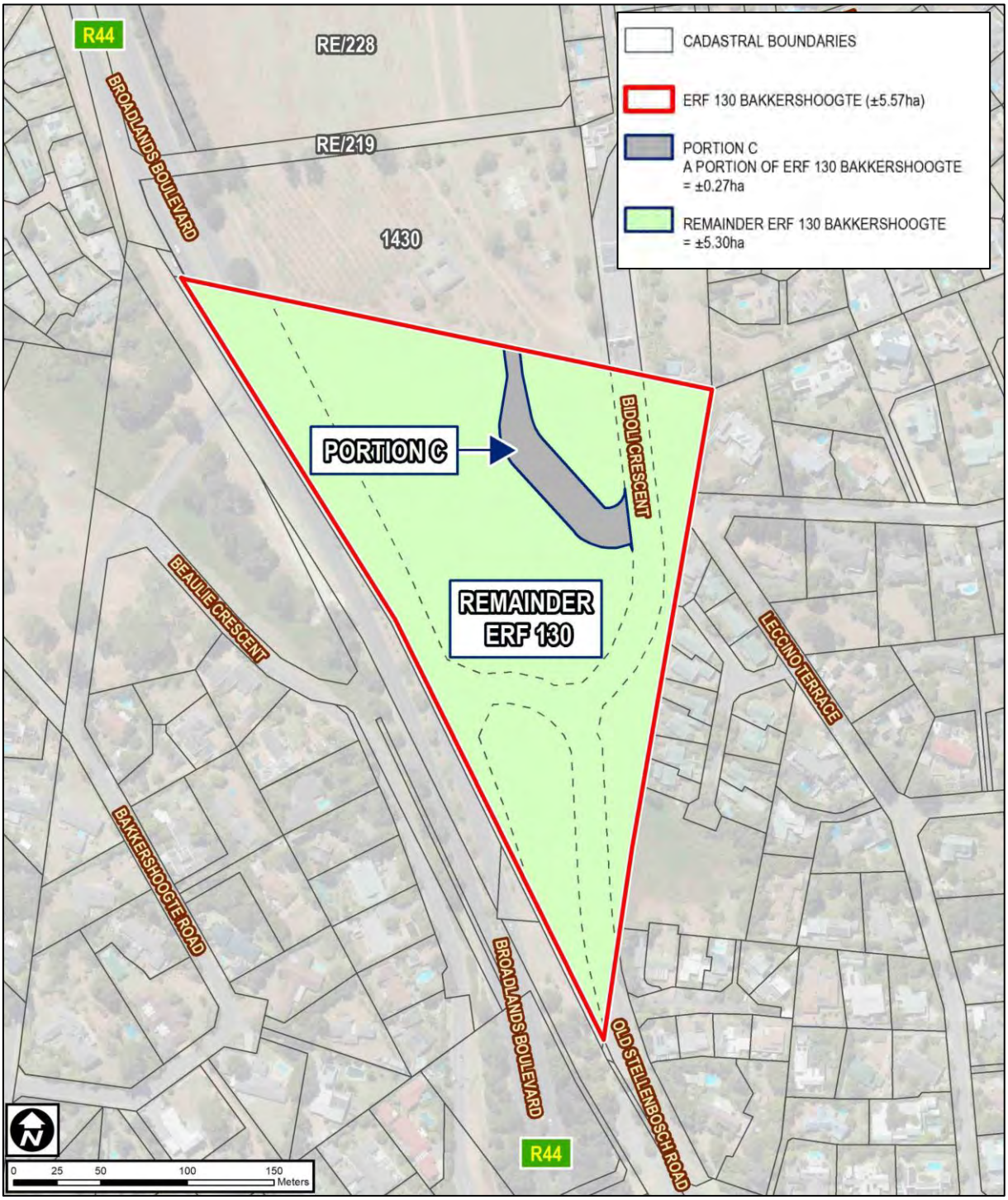


Figure 1.8: Proposed Subdivision of Erf 130 Bakkershoogte

x) **Implementation of a subdivision approval in phases** in terms of Section 42(e) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) to create 3 separate phases.

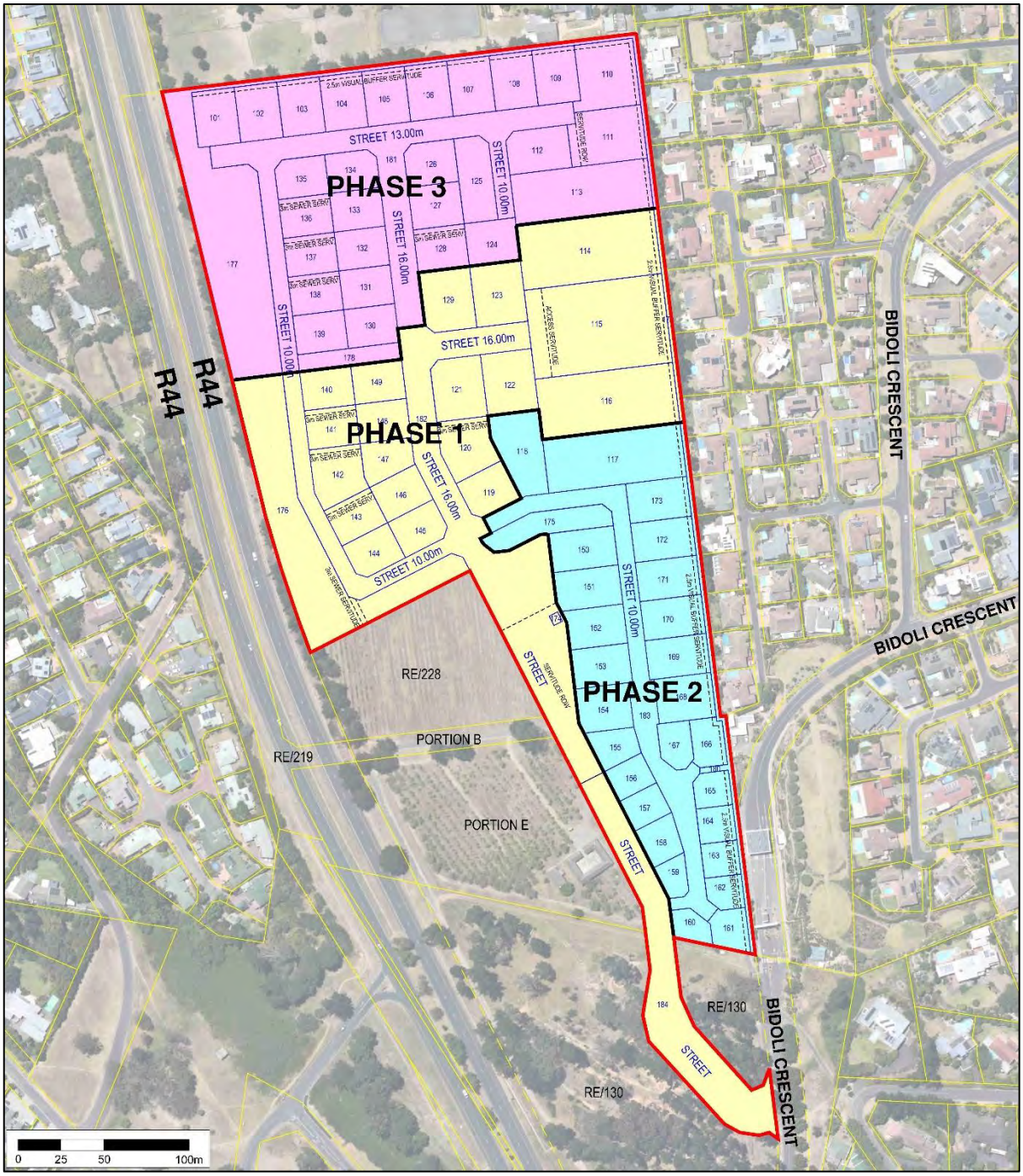


Figure 1.9: Proposed Phasing Plan

xi) **Removal of a restrictive conditions** C(C)(a), C(C)(b), C(C)(c), (C)(C)(d), D(A)(a), D(A)(b), D(A)(c), and D(B) contained in Deed of Title (applicable to Erf 1430 Bakkershoogte) in terms of Section 42(g) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025).

1.4 RESERVATION APPLICABLE TO ERF 130 BAKKERSHOOGTE

As part of the proposed development, a reservation application was submitted to the City of Cape Town to reserve a portion of Public Space, Erf 130 Bakkershoogte, for the Urban Mobility Directorate (Road Infrastructure Management Department). The purpose of the reservation is to enable the construction of a public access road that will provide formal vehicular access to the proposed residential development and integrate the site with the surrounding public road network. In terms of the City's *Policy on the Management of Certain of the City's Immovable Property*, municipal land required for a municipal purpose must first be formally reserved for the relevant line department, thereby assigning responsibility for the use, management and maintenance of the land before implementation of the proposed infrastructure can proceed.

The reservation application was circulated to the relevant municipal directorates and service departments for comment as part of the City's internal review process. The application received comments from various departments either supporting the proposal or providing standard technical conditions relating to matters such as heritage compliance, tree protection, fire safety, electricity wayleaves and future statutory approvals. The absence of any objections demonstrates that the principle of reserving the land for public road purposes is supported from an interdepartmental perspective.

The Director: Property Transactions subsequently approved the reservation application, subject to conditions requiring that the reserved land be utilised solely for the construction of the public access road, that all applicable land use and legislative requirements be complied with, and that the Urban Mobility Directorate assumes responsibility for the management and maintenance of the reserved land. A copy of said approval is attached hereto as *Annexure K*. The approval of the reservation application therefore represents an important milestone in facilitating the proposed development, as it confirms the City's support for the use of the affected municipal land for the provision of the required public road infrastructure.

SECTION 2 ANALYSIS OF CONTEXTUAL INFORMANTS

2.1. BACKGROUND

Prior to commencing with a detailed rezoning and subdivision of the application area, it is necessary to undertake an assessment of the contextual informants to inform and establish a better understanding of the site within its broader urban context.

The contextual assessment included an assessment of a number of broad informants, which were identified by the professional team and the client, due to its potential impact on the development of the application site. **Figure 2.1** is a conceptual diagram that indicates the broad contextual informants that were assessed.

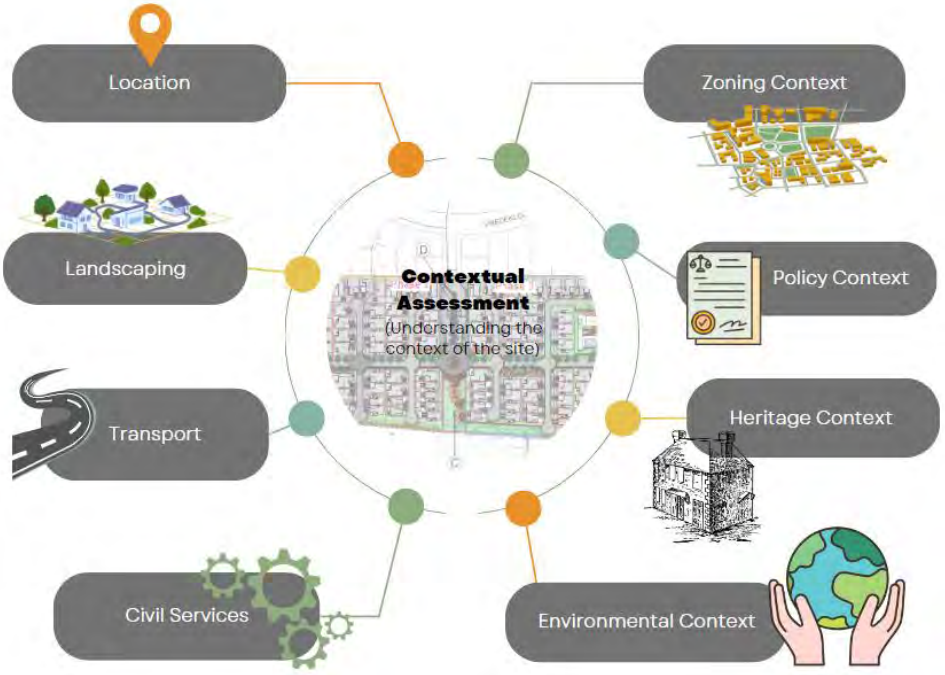


Figure 2.1: Conceptual Illustration –Contextual Assessment

Understanding the site context is a critical step in conceptualizing the development proposal for the application site. The contextual assessment process included a series of multi-disciplinary workshops and professional input.

The contextual assessment further included the following specialist assessments:

- Transport Impact Statement
- Electrical Engineering Services Report
- Civil Engineering Services Report
- Landscaping Masterplan & Guidelines
- Urban Design Framework
- Socio Economic Impact Assessment
- Visual Impact Assessment

- Agricultural Assessment
- Heritage decision (Notice of Intent to Develop)
- Environmental Basic Assessment
- Aquatic Biodiversity Assessment
- Terrestrial Biodiversity Compliance Statement

2.2 LOCALITY

2.2.1 Local Context

Within its local context, the application area is situated on the northern edge of Somerset West within the Helderberg Planning District. The application site, measuring approximately 10.22 hectares, lies between the R44 (Broadway Boulevard) scenic route and the established Bel'Aire Estate, forming a transitional interface between the urban edge and the rural landscape. It occupies a sloping valley setting on the foothills of the Helderberg Mountain range, offering panoramic views toward the south and west. The land is currently zoned Agricultural but has largely fallen into disuse, with remnants of former vineyards, treelines, and windbreaks characteristic of the historic agricultural landscape.

The surrounding context is defined by a mix of residential development, agricultural holdings, and forested public open space that serves as a recreational amenity for the local community. The R44 provides regional connectivity to Stellenbosch, Strand, and Cape Town, while local access is obtained via Bidoli Crescent. The site's landscape, natural drainage patterns, and vegetation structure contribute to the area's cultural and scenic character.



Figure 2.2: Local Context

2.3 ZONING CONTEXT

The subject properties, comprising Remainder Erf 228 Raithby and a portion of Erf 1430 Bakkershoogte, are currently zoned Agricultural Zone in terms of the applicable zoning scheme. A portion of the Remainder of Erf 219 Raithby is currently zoned Transport Zone 2 (TR2) due to its previous purpose of providing access to the R44 (Broadway Boulevard). The proposed development necessitates rezoning to permit the establishment of the Belmonte Estate residential development within the urban edge of Somerset West.

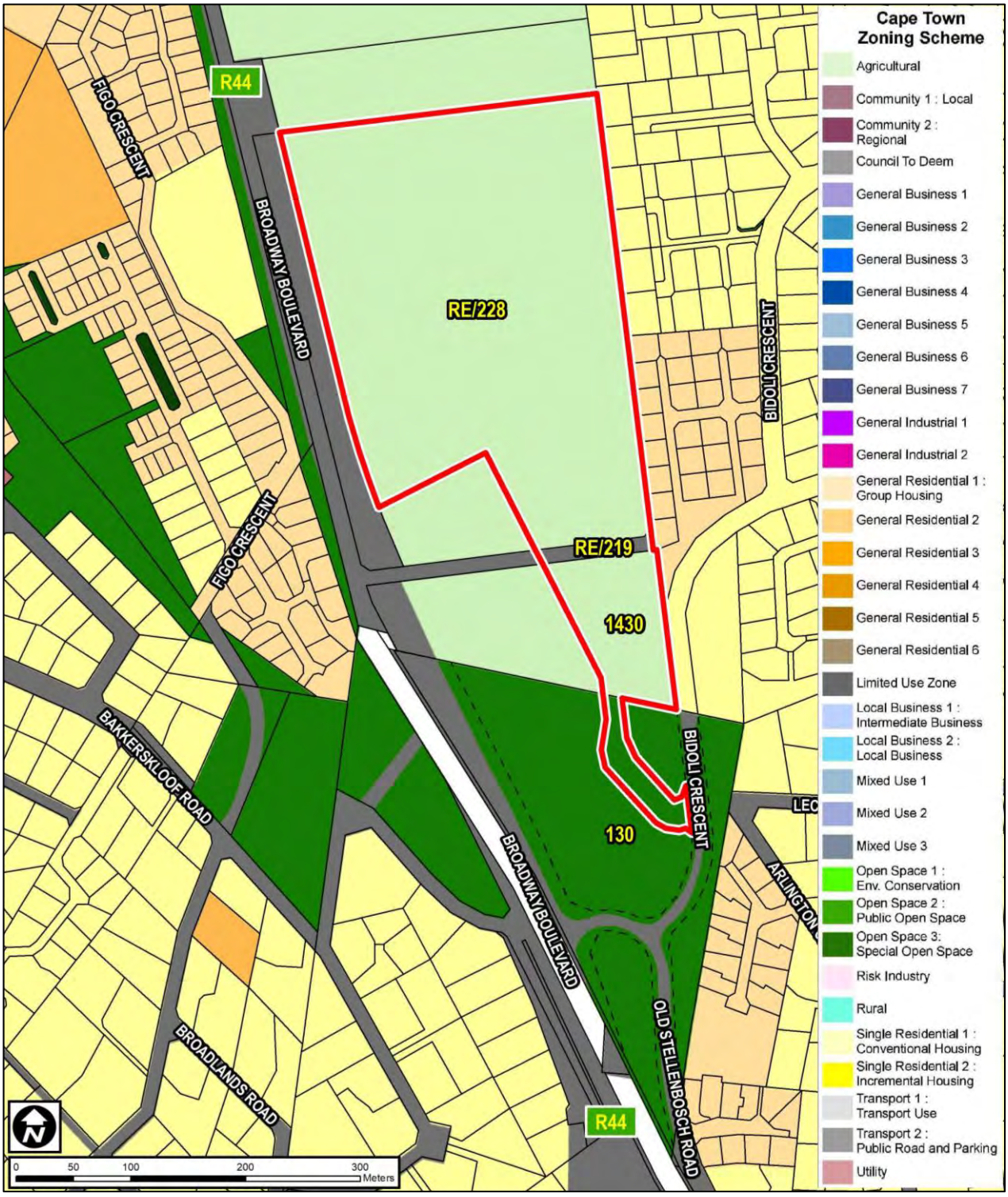


Figure 2.3: Zoning Context

2.4 POLICY CONTEXT

2.4.1 Policy Review

Table 2.1 below illustrates how the proposed development is informed by the following spatial and strategic policies that were reviewed to determine the consistency of the land use proposal:

Table 2.1: Policy Review

Policy	Planning Level
Western Cape Province Spatial Development Framework (PSDF: 2014)	Provincial
Cape Town Municipal Spatial Development Framework (MSDF: 2023)	Metropolitan
Helderberg District Spatial Development Framework (DSDF: 2023)	District

2.4.2 Western Cape Provincial Spatial Development Framework (March 2014)

The purpose of the Provincial Spatial Development Framework (PSDF, 2014) is to guide municipal integrated development plans and spatial development frameworks so as to prioritise and align investment and infrastructure in the Western Cape Province through a clear indication of the desired development directions for the Province. The PSDF (2014) is therefore a broad-directive framework, outlining the policies and action plans to achieve certain development objectives and strategies in the Western Cape.

The proposed Belmonte Estate development aligns strongly with the objectives and spatial principles of the Western Cape Provincial Spatial Development Framework (PSDF, 2014), which seeks to guide sustainable, efficient, and inclusive growth across the province.

The PSDF promotes inward growth and densification within existing urban footprints rather than expansion into valuable agricultural or natural areas. The Belmonte site lies within the City of Cape Town's urban edge and is identified in the Helderberg District SDF as a New Development Area (NDA) for low-density residential use. The proposal therefore represents responsible infill development that supports compact urban form, optimises infrastructure, and prevents urban sprawl into productive rural land.

The following PSDF themes relates to the development proposal:

- <u>Theme 1: Sustainable Use of the Environment</u>

  The proposal responds directly to this theme by incorporating Sustainable Urban Drainage Systems (SUDS), indigenous water-wise landscaping, and biodiversity-sensitive site planning. It rehabilitates an underutilised agricultural property through ecologically responsible design, aligning with PSDF Policy R1 ("Protect biodiversity and ecosystem services") and R3 ("Safeguard the Western Cape's agricultural and scenic assets").

- Theme 2: Sustainable Human Settlement and Infrastructure

  The development promotes integrated, walkable neighbourhood design with internal pedestrian networks, landscaped open spaces, and a range of residential opportunities. It utilises existing bulk infrastructure and transport networks, consistent with PSDF Policy S2 ("Support infill development and densification as a sustainable form of urban growth") and S5 ("Promote safe and accessible movement networks"). The design reinforces Somerset West's role as a regional residential node while ensuring that growth occurs in a sustainable, serviceable, and environmentally responsible manner.

- Theme 3: Spatial Governance

  The development adheres to LUPA and the City of Cape Town's Municipal Planning By-Law, demonstrating good governance and spatial efficiency. The process is supported by detailed specialist inputs (urban design, landscape, traffic, engineering), ensuring transparent and well-informed decision-making consistent with PSDF Policy G1 ("Improve intergovernmental alignment and implementation of spatial planning").

The following PSDF principles have relevance for this application:

Sustainability: Promotes compact, low-impact development that uses land, water, and energy resources efficiently.

Resilience: Incorporates climate-adaptive measures, ecological rehabilitation, and sustainable stormwater systems.

Accessibility: Encourages safe pedestrian movement and proximity to transport corridors (R44) and urban amenities.

Liveability: Enhances visual quality, public space, and community wellbeing through context-sensitive design.

Efficiency: Optimises existing infrastructure investment and promotes coordinated service delivery.

2.4.3 City of Cape Town Municipal Spatial Development Framework (MSDF 2023)

The proposed Belmonte Estate development aligns strongly with the spatial vision, growth management directives, and sustainability principles of the City of Cape Town Municipal Spatial Development Framework (MSDF, 2023).

The MSDF directs urban growth to occur within the delineated urban edge, prioritising infill and consolidation over outward sprawl. The Belmonte Estate site is located inside the

urban edge, within the *Incremental Growth and Consolidation Area*. The proposal therefore represents planned urban intensification in accordance with the City's spatial growth logic, promoting efficient land use, and optimised infrastructure investment.

The MSDF further promotes a compact, connected and resilient city form, emphasising development that improves accessibility and reduces reliance on private vehicles. The proposed internal pedestrian-priority layout, landscaped boulevards, and connections to the adjacent road network support walkability, multi-modal access, and integrated movement. The estate's location adjacent to the R44 (Broadway Boulevard) provides direct access to regional transport routes, employment areas, and amenities within Somerset West, aligning with the MSDF's objective of reinforcing strategic urban corridors and nodes.

The MSDF identifies the Helderberg area as a scenic and environmentally sensitive landscape, requiring development to respect its natural and visual character. The proposal incorporates Sustainable Urban Drainage Systems (SUDS), indigenous landscaping, and the retention of mature tree lines and green buffers to ensure visual and ecological integration. These measures advance the MSDF's goal of environmental sustainability and climate adaptation, consistent with Policy Theme 3 ("A Sustainable, Resilient and Resource-efficient City").

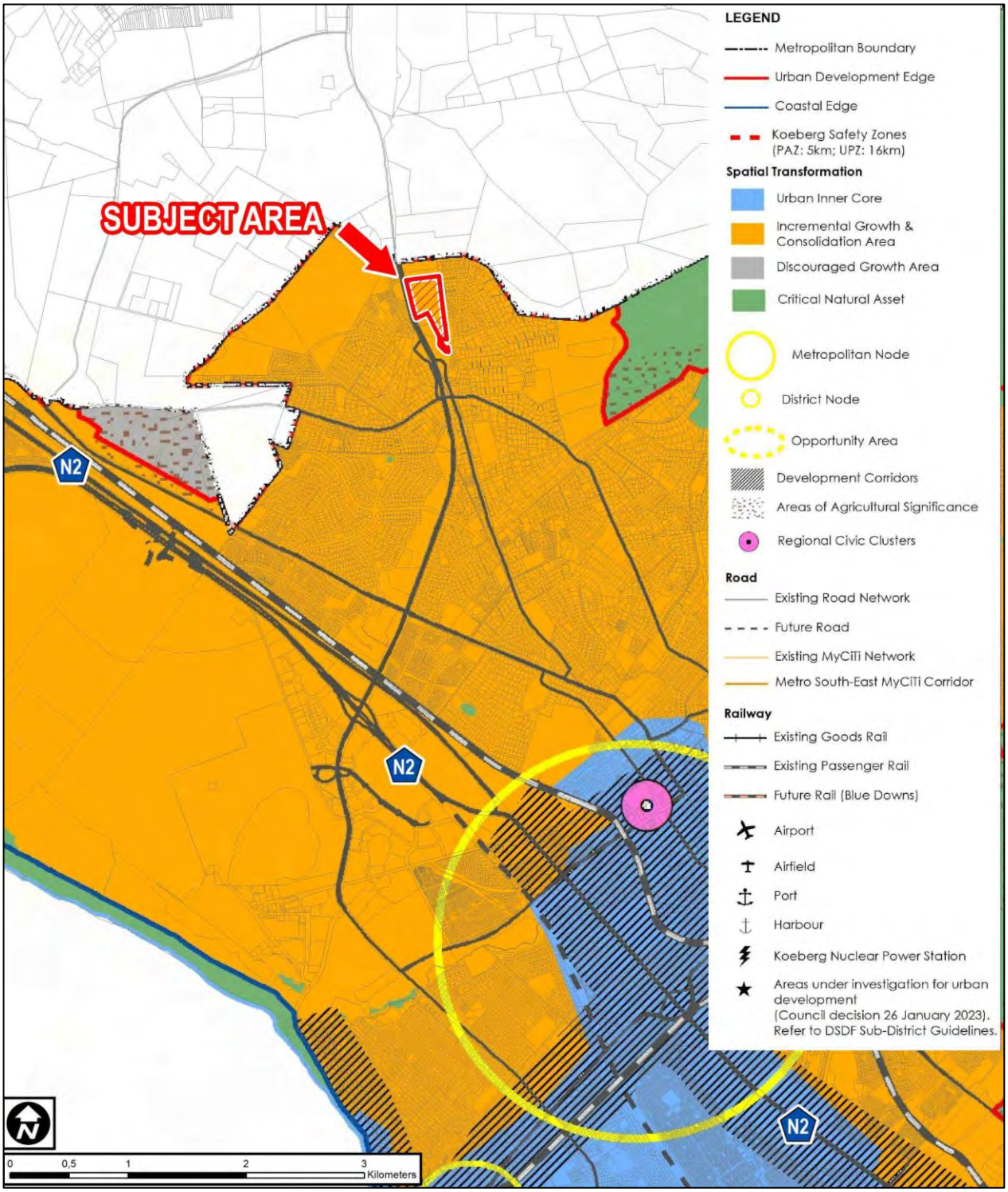


Figure 2.4: MSDF 2023 Extract

The MSDF promotes the creation of safe, inclusive and high-quality living environments. Belmonte Estate contributes to this goal by offering a range of low-density residential opportunities within a well-designed, secure, and environmentally conscious estate. Public and private open spaces, walkable streets, and context-sensitive architecture support social wellbeing and placemaking, in line with Policy Theme 1 ("A Compact, Connected and Inclusive City").

The development will make use of existing municipal infrastructure, limiting the need for major upgrades and ensuring cost-effective service provision. This approach is consistent with the MSDF's objective of directing growth to areas where infrastructure capacity already exists, thereby enhancing fiscal and operational sustainability for the City.

In conclusion, the proposed Belmonte Estate fully supports the intent of the City of Cape Town MSDF (2023) by promoting compact urban form, environmental sustainability, efficient infrastructure use, and high-quality residential environments within the urban edge. It represents a contextually appropriate and policy-aligned development that advances the City's vision of a resilient, inclusive, and liveable Cape Town.

2.4.4 Helderberg District Plan (2023)

The proposed Belmonte Estate development aligns closely with the spatial planning objectives and development guidelines of the Helderberg District Spatial Development Framework (DSDF) 2023. The site is located within the urban edge and falls under Subdistrict 5: Somerset West, which the DSDF identifies as an Incremental Growth Area and a New Development Area (NDA) earmarked for *low-density residential development*. Situated between the Bel'Aire Estate to the east and the R44 Broadway Boulevard (a designated scenic route) to the west, the property represents a logical infill opportunity that supports compact urban growth within the existing urban footprint, while preventing urban sprawl beyond the established boundary.

The proposed development supports the DSDF's spatial priorities by promoting sustainable and integrated growth within the urban edge. It makes efficient use of underutilised agricultural land, capitalises on proximity to existing transport routes and infrastructure, and maintains sensitivity to the area's scenic and cultural landscape. The layout, form, and landscape design ensure a gradual transition between urban and rural areas, with a low residential density. The design incorporates a landscape-led approach that retains existing treelines, preserves views along the scenic route, and aligns built form with the site's natural contours to reduce visual impact.

Environmental sustainability and climate resilience are key components of the proposal, achieved through the inclusion of Sustainable Urban Drainage Systems (SUDS), indigenous planting, and the creation of connected open-space and pedestrian networks. These measures not only enhance ecological integrity but also contribute to a walkable and socially cohesive environment. The development's architectural and landscape guidelines promote a contemporary, context-sensitive design language that reinforces the area's sense of place.

The proposed access road to be situated on Erf 130 Bakkershoogte is designated as Structuring Open Space. The Helderberg District Spatial Development Framework (2023) identifies Structuring Open Space as a strategic component of the district's green infrastructure network, intended to protect ecological systems, maintain environmental corridors, manage flood risk, enhance climate resilience, and structure the long-term urban form. The designation is not a zoning nor does it constitute an absolute prohibition

on development. Rather, it provides a policy framework to ensure that any development is compatible with the strategic open space function, safeguards environmental resources, and is supported by appropriate site-specific assessments and planning considerations.

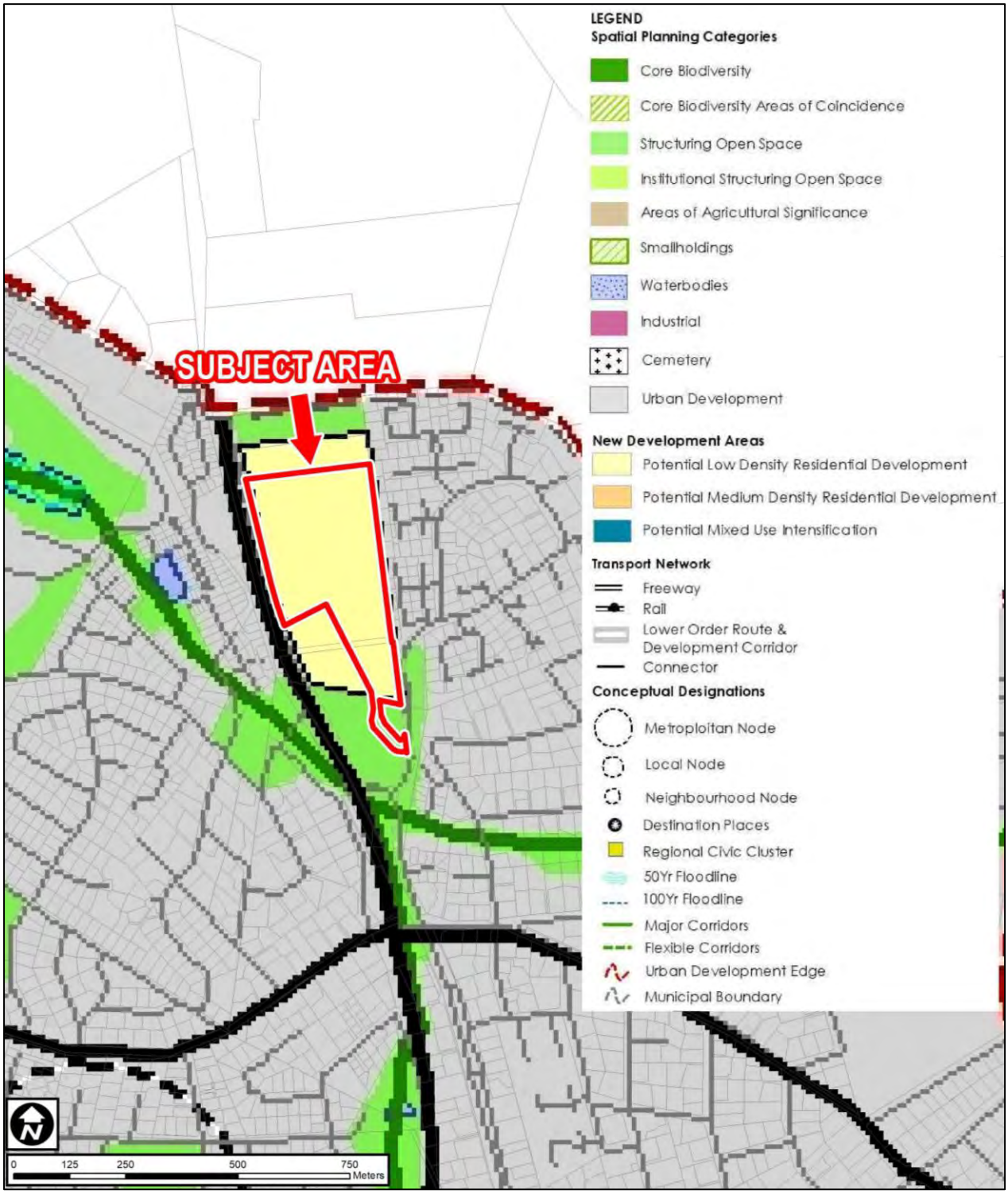


Figure 2.5: Helderberg District Plan 2023 Extract

Although Erf 130 is designated as Structuring Open Space in terms of the Helderberg District Spatial Development Framework (2023), this designation should be interpreted as a strategic spatial policy intended to protect and reinforce the functionality of the district's

green infrastructure network, rather than as an absolute prohibition on development. The proposed public access road is considered to be compatible with the objectives of the designation, as it constitutes essential public infrastructure required to facilitate access to the proposed residential estate while remaining subordinate to the primary open space function. The road will traverse only a limited portion of the property and has been designed to minimise its physical and environmental footprint, thereby maintaining the broader ecological, landscape and spatial structuring role of the open space. Furthermore, the provision of the access road will improve public connectivity and accessibility within the area, which is consistent with the DSDF's objective of establishing an integrated and functional urban structure. The proposal therefore gives due consideration to the strategic intent of the Structuring Open Space designation by balancing the provision of essential public infrastructure with the continued protection of the open space network, and is accordingly considered to be consistent with the policy objectives of the Helderberg District Spatial Development Framework (2023).

Overall, the Belmonte Estate proposal demonstrates clear compliance with the Helderberg DSDF 2023, advancing its vision for sustainable, well-integrated, and contextually responsive development. It consolidates growth within the Somerset West urban edge, respects the environmental and visual character of the Helderberg Basin, and contributes meaningfully to the district's spatial transformation and long-term sustainability objectives.

2.5 HERITAGE CONTEXT

The Heritage Consultant, who forms part of the team of specialists working on the project, submitted a Notice of Intent to Develop (NID) to Heritage Western Cape. Heritage Western Cape provided positive feedback on 11 June 2025, confirming that the proposed residential development on the Remainder of Erf 228, a portion of the Remainder of Erf 219, and a portion of Erf 1430, adjacent to the R44 in Somerset West, will not have any impact on heritage resources. Accordingly, no further action is required in terms of Section 38 of the National Heritage Resources Act (Act 25 of 1999).

A copy of the Heritage Western Cape Record of Decision (ROD) is illustrated by *Figure 2.6* below. The proposed residential development is therefore considered to be in compliance with the provisions of the National Heritage Resources Act, Act 25 of 1999.

Our Ref: HM / CAPE TOWN METROPOLITAN / SOMERSET WEST / REMAINDER OF ERF 228, PORTION OF REMAINDER ERF 219, PORTION OF ERF 1430
Case No: HWC25042913SB0528
Enquiries:
E-mail:
Tel:

ILifa leMveli leNtshona Koloni
Erfenis Wes-Kaap
Heritage Western Cape

Applicants/Consultant details: Liza Malan,

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: FINAL COMMENT
In terms of Section 38(1) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

NOTIFICATION OF INTENT TO DEVELOP: PROPOSED RESIDENTIAL HOUSING AND A LIFESTYLE CENTER ON REMAINDER OF ERF 228, PORTION OF REMAINDER ERF 219, PORTION OF ERF 1430, ADJACENT TO R44, SOMERSET WEST, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

The matter above has reference.

Heritage Western Cape is in receipt of the above matter received. This matter was discussed at the Heritage Officers meeting held on 9 June 2025.

You are hereby notified that, since there is no reason to believe that the proposed Residential housing and a lifestyle center on Remainder of Erf 228, portion of Remainder Erf 219, portion of Erf 1430, Adjacent to R44, Somerset West will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay.

This letter does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.

.....
Waseefa Dhansay
Assistant Director: Professional Services

Heritage Western Cape
Erfenis Wes-Kaap
ILifa leMveli leNtshona Koloni

11 June 2025

Figure 2.6: Heritage Western Cape – Record of Decision

2.6 SITE ASSESSMENT

As part of the contextual analysis, it is critical to assess and understand the site in terms of its specific site conditions that could affect development potential on the application site.

The site assessment highlighted key site conditions and characteristics, which informed the layout planning for the application site. *Figure 2.7* indicates diagrammatically how different site informants were considered:

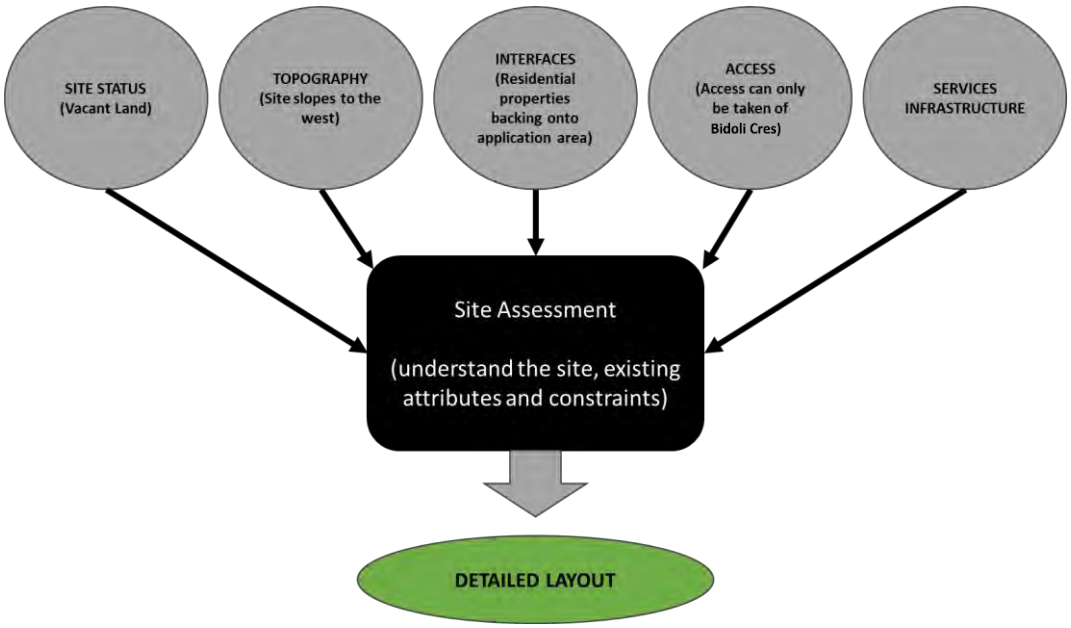


Figure 2.7: Diagram – Site Assessment

The site inspection and investigation included various site visits by the professional team, assessing on-site conditions and surrounding contextual informants, i.e. access, interfaces, topography and existing sit fixes.

From the site assessment, the following key observations and development indicators were identified:

- The application site, measuring approximately **10.22 ha**, comprises former agricultural land (abandoned vineyards and orchards) with limited built form, including an existing homestead and farm structures of **no architectural significance**.

- It lies within the **urban edge** of Somerset West, forming a transition between the urban residential fabric of Bel'Aire Estate to the east and the rural-agricultural landscape to the west.

- The **site's topography** is steeply sloped toward the R44, offering panoramic views but also requiring sensitive design to mitigate erosion and visual impacts.

- Mature treelines and windbreaks provide a strong **landscape structure** that reflects the area's agricultural heritage and scenic character.

- The surrounding area includes **mixed land uses** consisting of low-density residential estates, small holdings, and forested public open space. Said mix contributes to the tranquil and scenic setting

These indicators collectively guided the formulation of the urban design principles and spatial framework underpinning the Belmonte Estate proposal.

2.7 CONCLUSION – CONTEXTUAL ASSESSMENT

Following the afore-mentioned assessment of broad contextual informants, it can be concluded that the proposed development should respond positively to its surrounding context in terms of the following:

- The proposed Belmonte Estate development responds positively and sensitively to its surrounding context through a design approach that reinforces the transition between the established urban fabric of Somerset West and the adjacent rural landscape

- The development builds on the site's natural topography, existing treelines, and historical agricultural character to create a low-density residential environment that integrates harmoniously with the Helderberg cultural landscape.

- Its layout, informed by the site's contours and drainage patterns, promotes visual permeability and minimises environmental disturbance. Furthermore, the incorporation of Sustainable Urban Drainage Systems (SUDS), indigenous landscaping, and a pedestrian-oriented internal street network ensures environmental resilience and a strong sense of place.

- Overall, the design demonstrates a contextually responsive and sustainable urban form that enhances the area's scenic, ecological, and social value while maintaining the integrity of the broader cultural landscape

SECTION 3 DEVELOPMENT PROPOSAL

3.1 DESIGN APPROACH

The proposed development concept was formulated through an iterative design process, informed by the contextual assessment and site assessments undertaken by the professional team. **Figure 3.1** diagrammatically illustrates the process that was followed in designing and formulating the development proposal.

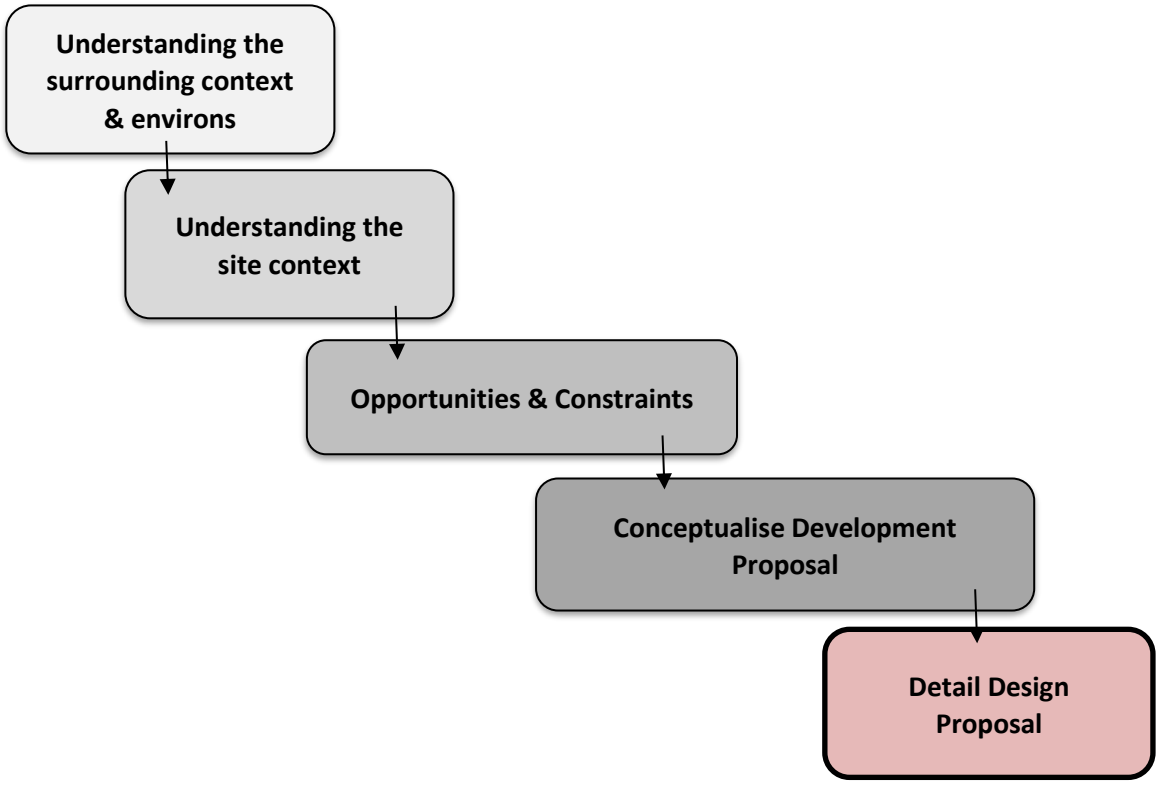


Figure 3.1: Design Approach and Process

As indicated above, the design and development proposal included a thorough assessment of the site's context, attributes and constraints, which informed, shaped and guided the creation of the proposed development concept.

The design team included the following specialists:

- Town Planners - Urban Dynamics
- Landscape Architects - Terra+
- Architects - GASS Architects, WP Bosch & Associates
- Traffic Engineers - UDS Africa
- Civil Engineers - UDS Africa

- Electrical Engineers - Invictus Engineers
- Urban Designer - Jakupa
- Environmental - Groenberg Environmental
- Socio Economics - Urban Econ
- Visual Impact - David Gibbs

3.2 URBAN DESIGN FRAMEWORK

Following specialist assessments and iterative multi-disciplinary design process, Jakupa Urban Designers translated the design principles and informants into a more detailed urban design framework (see attached *Annexure C*), which are based primarily on the following underlying principles:



Figure 3.2: Urban Design Framework

3.2.1 Design Principles

i. **Contextual Integration and Sense of Place** – The design is informed by the site's natural, cultural, and visual context, reinforcing the character of the Helderberg landscape. It responds to the area's rural–urban interface by preserving existing treelines, natural contours, and view corridors while creating a coherent extension of the surrounding low-density residential fabric.

ii. **Human-Centred and Pedestrian-Oriented Design** – Streets are designed as shared, people-friendly spaces that prioritise pedestrians and cyclists. The internal movement network promotes connectivity through landscaped boulevards, footpaths, and open spaces, encouraging active community interaction and reducing reliance on vehicles.

iii. **Sustainability and Environmental Responsiveness** – The development adopts Sustainable Urban Drainage Systems (SUDS), indigenous and waterwise planting, and resource-efficient design to manage stormwater, enhance biodiversity, and mitigate environmental impacts. Built form and landscaping are designed to complement the site's microclimate and topography.

iv. **Visual and Landscape Integration** – The layout and architectural approach minimise visual intrusion on the scenic R44 corridor and adjacent properties. Setbacks, terraced development, and muted material palettes reduce the visual footprint and maintain scenic continuity within the cultural landscape.

v. **Diversity, Adaptability, and Resilience** – The development accommodates a variety of erf sizes and building forms, allowing flexibility over time. This approach promotes a resilient and adaptable residential environment that can evolve with changing socio-economic and environmental conditions.

vi. **Community, Safety, and Amenity** – Through a combination of open spaces, shared streets, and passive surveillance, the design fosters a strong sense of community and safety. Public and private spaces are activated and well-defined, enhancing the liveability and social fabric of the estate.

Together, these design principles ensure that Belmonte Estate achieves a balanced, contextually appropriate, and sustainable urban form that contributes positively to the surrounding Helderberg landscape.

3.2.2 Urban Design Context

The urban design context of the Belmonte Estate reflects a transitional setting between urban residential development and the surrounding rural-agricultural landscape of the Helderberg Basin. The ±10.22-hectare site, comprising portions of Erven 228, 219, 1430 and the access road on erf 130 in Raithby and Bakkershoogte, lies within the urban edge of Somerset West and is identified in the Helderberg District Spatial Development Framework (2023) as part of an Incremental Growth Area and New Development Area suitable for low-density residential development.

The site is bordered by the Bel'Aire Residential Estate to the east, the R44 scenic route to the west, and forested public open space to the south, which is actively used by the community. Its sloping topography affords panoramic views toward False Bay while necessitating sensitive design responses to mitigate visual and environmental impacts. Historically agricultural, the site retains remnants of vineyards, orchards, and mature treelines that contribute to its cultural landscape character.

Within this setting, the proposed Belmonte Estate seeks to reinforce the urban–rural interface by integrating landscape-led design, retaining existing natural features, and establishing a pedestrian-friendly environment. The development's urban form, open space system, and drainage network are structured around the site's natural contours and

ecological systems, ensuring a cohesive and sustainable extension of the Somerset West urban area that enhances both environmental and visual continuity

3.2.3 Urban Design Conclusion

In conclusion, the urban design approach adopted for the Belmonte Estate represents a contextually grounded and environmentally responsive framework that seeks to balance development needs with the preservation of the Helderberg's distinctive cultural landscape. Rooted in the principles of placemaking, sustainability, and human-centred design, the approach translates the site's physical, ecological, and visual characteristics into a coherent spatial structure that celebrates its natural setting. The framework responds sensitively to the site's sloping topography, established treelines, and scenic views while reinforcing the transition between the rural landscape and the urban edge of Somerset West.

The design promotes a pedestrian-oriented, landscape-led environment that prioritises shared spaces, ecological connectivity, and sustainable water management through the integration of Sustainable Urban Drainage Systems (SUDS). Architectural and landscape guidelines ensure visual harmony, contemporary expression, and material authenticity, fostering a unified identity that complements the surrounding context. By embracing adaptability, biodiversity, and social interaction, the development creates a resilient residential environment that enhances community well-being and environmental stewardship.

Overall, the urban design approach embodies a holistic and layered understanding of place. One that transforms a disused agricultural landscape into a vibrant, sustainable, and contextually appropriate extension of Somerset West, contributing positively to the long-term spatial, social, and environmental fabric of the Helderberg region.

3.3 LANDSCAPE MASTERPLAN & GUIDELINES

The landscape design vision for Belmonte Estate is to create a cohesive, high-quality environment that celebrates the site's natural character, reinforces its agricultural heritage, and integrates seamlessly with the surrounding Helderberg landscape. The approach seeks to restore ecological function, enhance visual amenity, and establish a unified identity through sensitive, context-driven landscape interventions that complement the architectural and urban design framework.

The landscape masterplan and guidelines (prepared by Terra+ and attached hereto as *Annexure D*) is structured around a network of open spaces, streetscapes, and stormwater management features that combine ecological performance with community amenity. Sustainable Urban Drainage Systems (SUDS) form the backbone of the landscape, managing stormwater on-site while contributing to microclimate regulation, biodiversity, and visual appeal. Indigenous and waterwise planting palettes are prioritised to ensure ecological resilience and reduce maintenance requirements. Distinct landscape character zones are established to preserve existing treelines, rehabilitate disturbed areas,

and provide green corridors that visually and physically link the estate to adjacent public open spaces.

The design narrative emphasises the use of natural materials, local plant species, and subtle topographical interventions to evoke a sense of continuity with the surrounding fynbos landscape. Existing mature trees, windbreaks, and notable "champion trees" are retained where possible and incorporated into the design to anchor the development in its historical context. The landscape strategy encourages exploration, recreation, and community interaction through meandering pedestrian routes, landscaped boulevards, and multi-functional green spaces.

Ultimately, the landscape vision aspires to establish Belmonte Estate as a sustainable, resilient, and contextually grounded living environment, where natural systems, built form, and human activity coexist harmoniously. Enhancing both the ecological value and the experiential quality of the Helderberg's urban–rural fringe.



Figure 3.3: Landscape Master Plan

3.3.1 Road Sections

The internal road network is designed as a hierarchy of landscaped boulevards and shared neighbourhood streets that prioritise pedestrian movement, safety, and visual continuity. Six typical sections are presented, ranging from 16 m primary boulevards to 10 m minor neighbourhood streets. All road reserves integrate indigenous planting, storm-water swales, and pedestrian pathways, ensuring soft, green edges rather than hard boundaries. Materials and paving textures maintain a unified aesthetic, reducing vehicular dominance and reinforcing a human-scaled public realm. Each section accommodates SUDS features that slow and filter runoff while enhancing the overall streetscape character.

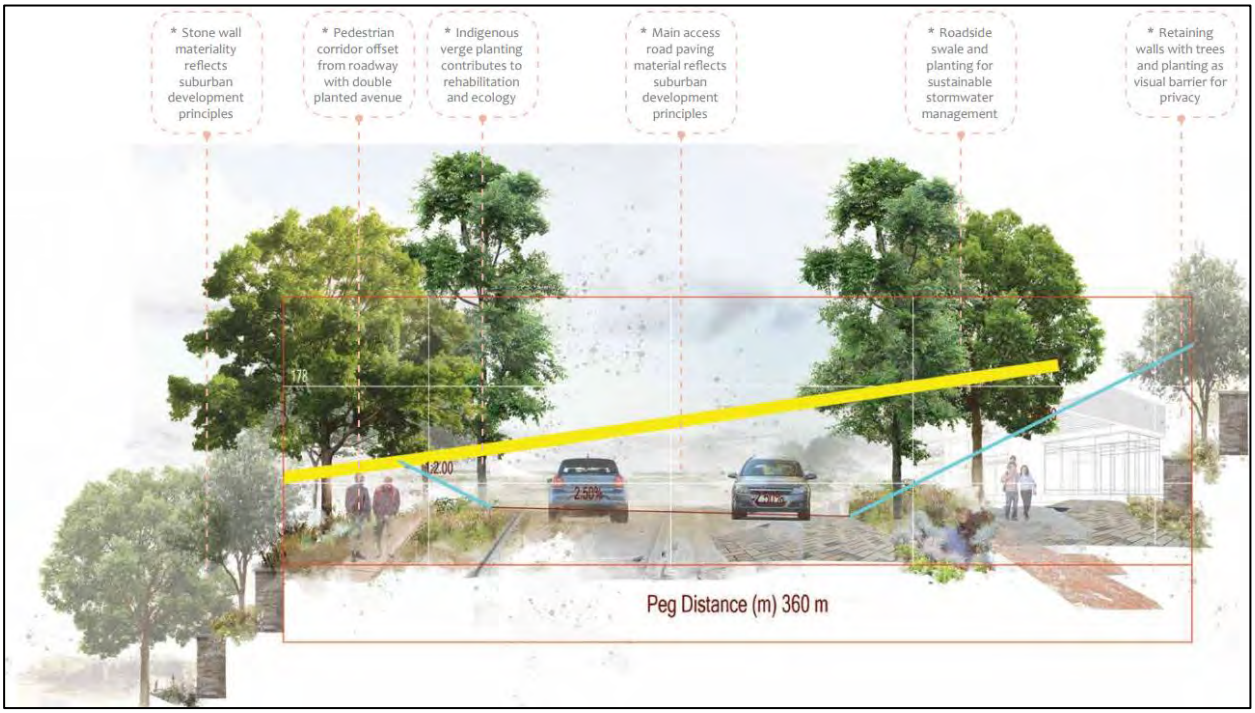


Figure 3.4: Proposed Road Section

3.3.2 Storm-Water Detention System and Public Amenity

The estate's storm-water management strategy is structured around a Sustainable Urban Drainage System (SUDS) approach, incorporating detention ponds, swales, and bioretention areas that mimic natural hydrological processes. These features capture, slow, and treat surface runoff before recharging the groundwater system. The detention areas are not only functional but also designed as public amenities, incorporating boardwalks, meandering trails, and indigenous fynbos planting to create ecological and recreational value. The storm-water system thus doubles as a landscape feature—offering aesthetic variety, habitat creation, and opportunities for community engagement with nature.

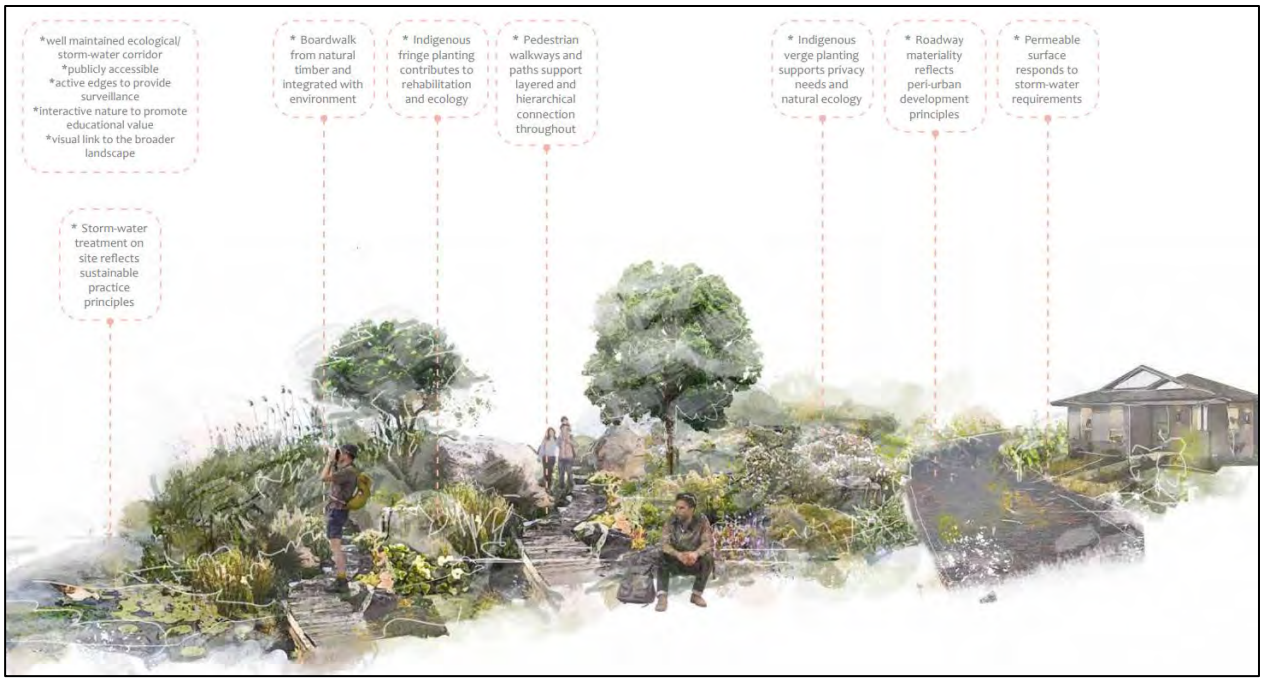


Figure 3.5: Proposed detention ponds and fynbos planting

3.3.3 *Internal Rehabilitated Open Space*

The internal open spaces focus on ecological restoration and biodiversity enhancement, converting disturbed or underutilised areas into rehabilitated fynbos landscapes. These spaces are designed for passive recreation, walking, and visual enjoyment, with planting strategies that restore indigenous vegetation and stabilise soils. The rehabilitated areas integrate seamlessly with the broader network of green corridors and provide continuity with adjacent public open space and natural systems. This approach strengthens ecological linkages and ensures the estate's long-term environmental resilience.

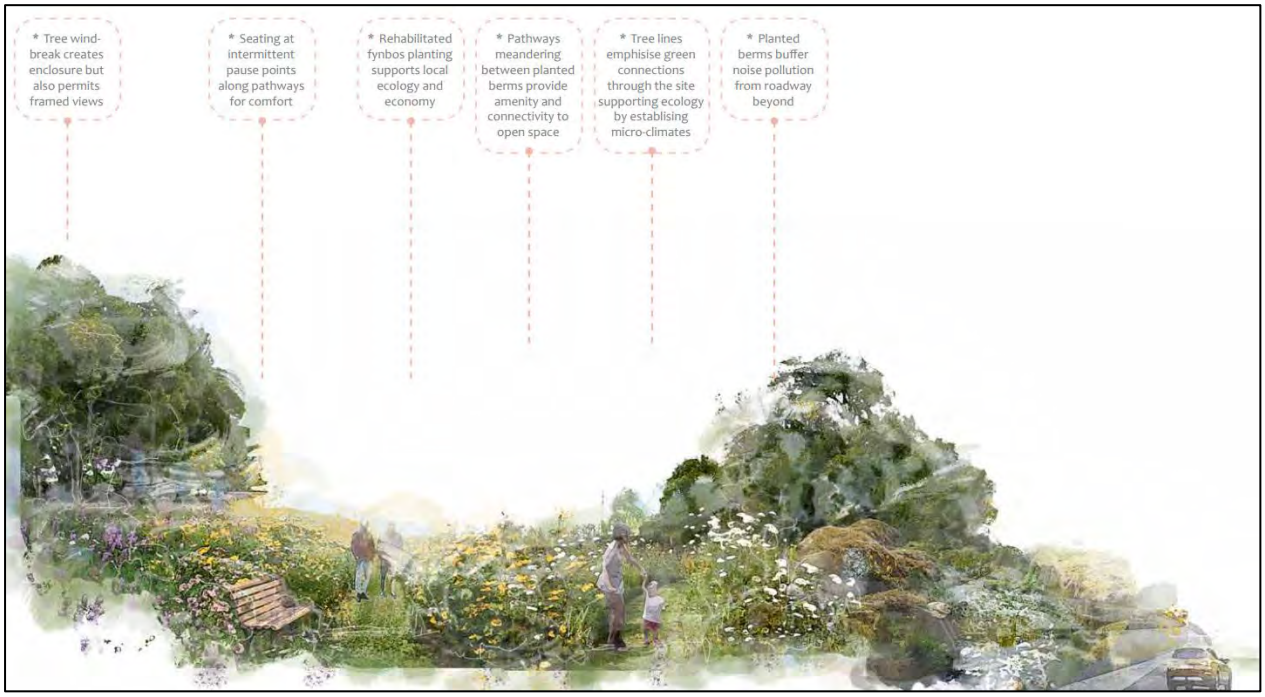


Figure 3.6: Proposed natural pathways and open clearings

3.3.4 *Storm-Water Collection System and Public Interface*

The storm-water collection network is visually expressed as an integral landscape element rather than hidden infrastructure. Permeable paving, tree-lined verges, and vegetated swales are used along roadways and pedestrian routes to collect and filter runoff close to its source. These systems link to the larger detention ponds, ensuring a holistic water management strategy. The design enhances the public interface by integrating storm-water features within visually appealing and accessible green spaces, promoting awareness of sustainable water practices and adding amenity value along key routes and communal spaces.

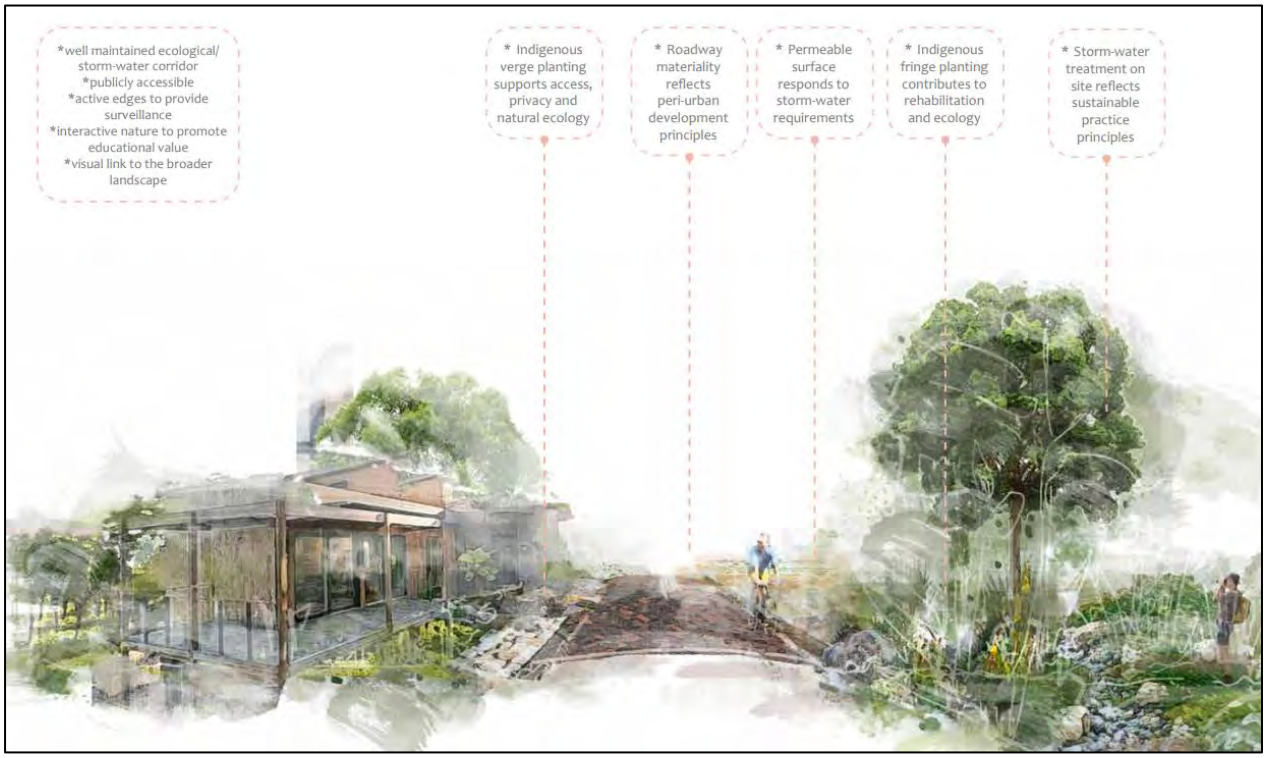


Figure 3.7: Proposed stormwater collection and public interface

3.3.5 Perimeter Corridor Open Space

The perimeter open space serves as a landscaped buffer between the development and the surrounding rural and scenic contexts, particularly along the R44 corridor and adjacent agricultural holdings. This zone retains and supplements existing windbreaks, mature trees, and natural vegetation through a structured tree management and succession planting plan. The design maintains visual permeability while screening built form, ensuring a soft transition between urban and rural edges. These perimeter corridors also function as biodiversity corridors, connecting internal green spaces to the broader ecological network of the Helderberg landscape.

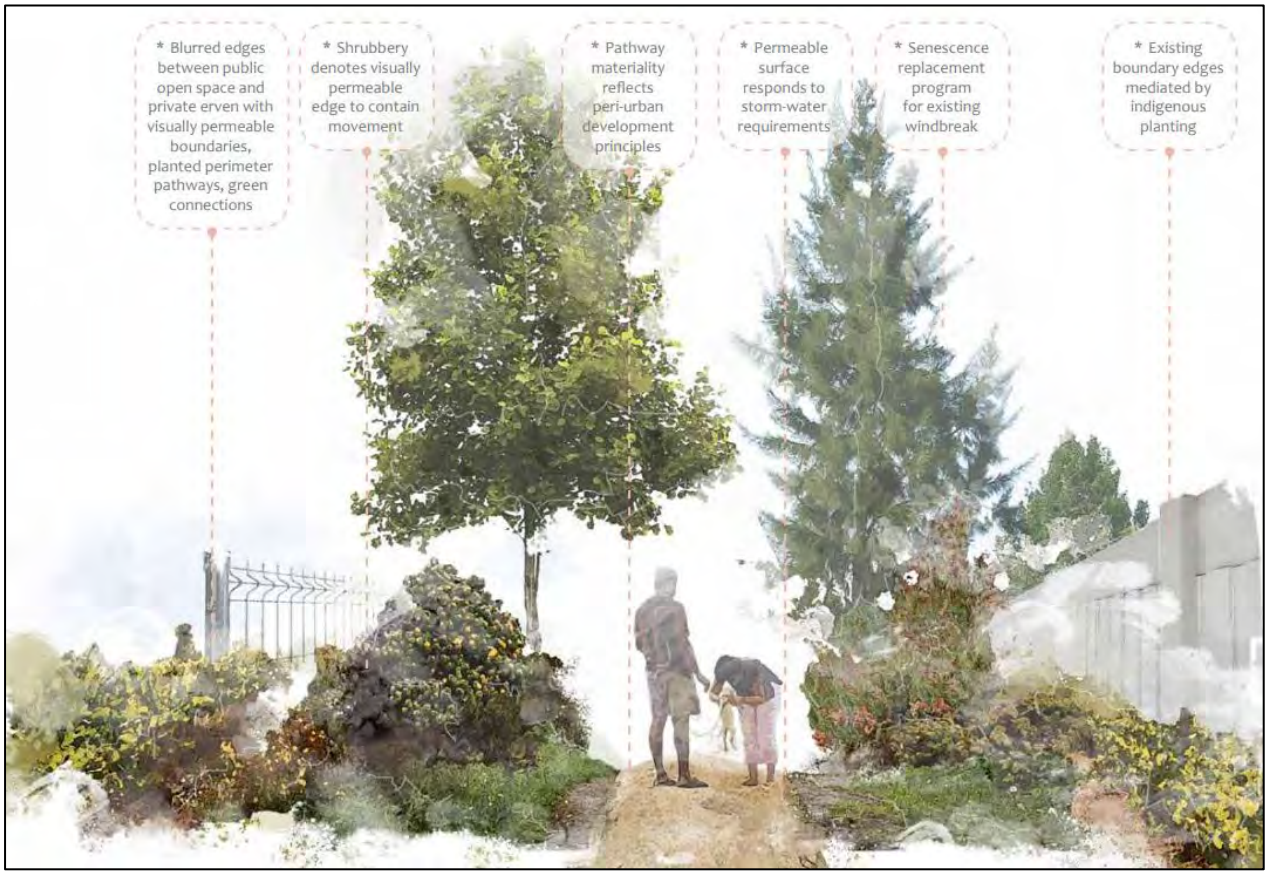


Figure 3.8: Proposed pathways against with planting

3.3.6 Friends of a park initiative

The proposed development presents a significant opportunity to enhance and activate the public open space on Erf 130 through the implementation of a Friends of a Park initiative. As part of this initiative, the developer will facilitate the establishment of appropriate governance and management structures, including an NGO, trust, steering committee and cooperative agreement with the City, to ensure the long-term management and maintenance of the park. The initiative will further provide for the upgrading of the open space through the implementation of landscaping, pedestrian pathways, recreational facilities, seating, parking, play areas, fencing and ongoing maintenance, thereby improving the accessibility, functionality, safety and recreational value of the public open space for the benefit of the broader community.

3.4 VISUAL IMPACT ASSESSMENT

An independent Visual Impact Assessment (VIA) was undertaken by David Gibbs (refer to *Annexure E*) to evaluate the potential visual implications of the proposed Belmonte Estate development. The primary objective of the VIA was to determine whether the proposed development can be accommodated within the existing cultural landscape while protecting the scenic qualities of the R44 corridor and surrounding Helderberg landscape.

The assessment followed a Level 4 Visual Impact Assessment methodology, incorporating a detailed baseline analysis of the receiving environment, Cultural Landscape Analysis, identification of key visual receptors and viewpoints, viewshed analysis, visual sensitivity mapping and a significance assessment of anticipated impacts before and after

mitigation. Particular consideration was given to the scale, massing, skyline, landscape character and visual absorption capacity of the site, with impacts assessed for neighbouring residents, motorists, scenic route users and elevated viewpoints.

Photomontages and three-dimensional visual simulations were prepared from representative viewpoints to compare existing and proposed conditions. These demonstrated that the mature tree belt along the R44, existing topography and proposed landscape treatment substantially screen the development from the scenic route, limiting visibility to occasional recessive rooflines. While visual change is more noticeable from adjacent residential areas, the simulations indicate that appropriate setbacks, façade articulation, landscaping and boundary planting significantly soften the interface. From elevated viewpoints, the development is visually absorbed into the existing urban fabric without interrupting the Helderberg skyline or broader scenic character.

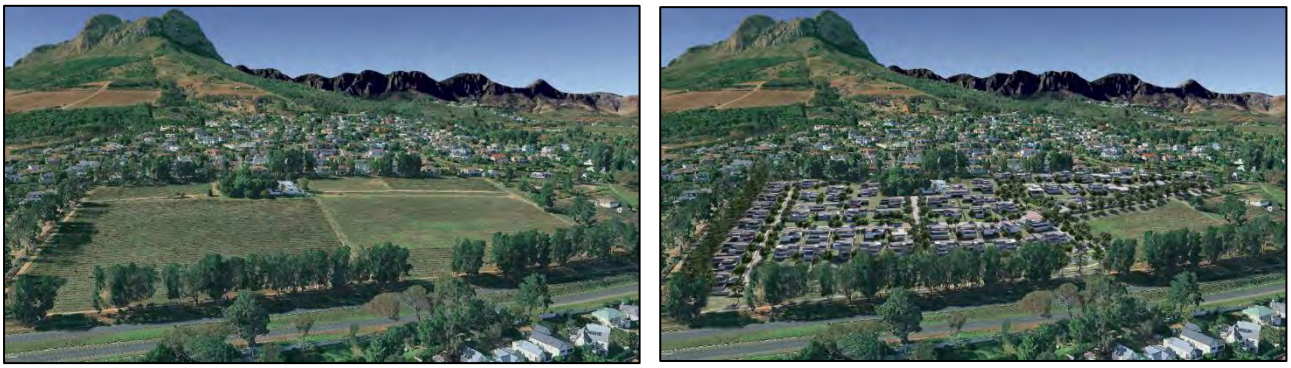


Figure 3.9: Aerial perspective pre- and post-development (towards mountain)

The VIA recommends the retention and reinforcement of the mature tree belt, implementation of the proposed landscape framework and biodiversity corridors, strict adherence to the building height limitation, the use of muted external finishes, sensitive edge treatments and downward-directed, low-intensity lighting to minimise visual intrusion. Construction-related visual impacts are considered temporary and manageable through the implementation of an Environmental Management Programme. Collectively, these measures reduce residual visual impacts to low or moderate significance.



Figure 3.10: Aerial perspective pre- and post-development (view from the R44)

The specialist concludes that the proposed Belmonte Estate is visually acceptable and compatible with the surrounding cultural landscape, provided the recommended mitigation measures are fully implemented. The development is considered to consolidate the existing urban edge in a manner consistent with applicable planning and heritage policies while maintaining the scenic integrity of the R44 corridor and preserving the visual

character of the Helderberg Basin. The VIA therefore supports the proposed development from a visual impact perspective and confirms that no visual constraints exist that would preclude approval of the application.

3.5 PROPOSED ARCHITECTURAL GUIDELINES

Belmonte Estate Guidelines (erven 101 – 154 & 168 – 173)

The Architectural Design Guidelines (refer to *Annexure J*) establish a comprehensive design framework intended to respond sensitively to the unique environmental, cultural and landscape context of Belmonte Estate. Situated within the Spanish Farm precinct of Somerset West, the development draws inspiration from the rural vernacular of the Cape Winelands, combined with contemporary architectural principles and elements of prairie house design. The resulting architectural language emphasises timelessness, simplicity, strong horizontal proportions and a harmonious relationship between the built environment and the surrounding landscape.

The guidelines seek to establish a cohesive architectural identity throughout the estate without prescribing a uniform architectural style. Instead, they provide a framework within which individual architectural expression is encouraged, subject to controls relating to building form, scale, materials and finishes. Buildings are required to respond to the natural topography, with stepped building forms, articulated structures and carefully considered roof profiles intended to minimise visual bulk, reduce extensive earthworks and ensure that development integrates with, rather than dominates, the surrounding landscape. The retention of existing vegetation, protection of significant views, and appropriate treatment of boundaries and landscaped buffer areas further reinforce this approach.

The architectural character is supported by a restrained palette of natural and contemporary materials, including textured plaster, timber cladding, natural stone and charcoal or dark-grey metal roofing. Simple roof forms, overhanging eaves, pergolas, recessed architectural elements and carefully proportioned glazing contribute to the overall architectural expression while facilitating transitions between indoor and outdoor spaces. Highly reflective finishes, excessive ornamentation and monolithic building forms are discouraged. Sustainability and environmental responsiveness are also integral to the guidelines, with passive solar design, natural ventilation, appropriate solar-control measures, water-wise and indigenous planting, and the integration of natural stormwater systems encouraged. Existing tree belts and windbreaks along the R44 are to be retained and strengthened, while visually permeable boundary treatments and discreet, downward-directed lighting are intended to preserve the estate's open, rural character and its relationship with the surrounding landscape.

Specific building-height controls have been incorporated into the guidelines to protect important view corridors, maintain the visual character of the development and ensure that buildings remain appropriately scaled in relation to the natural topography. In addition to the applicable statutory building-height restriction imposed by the City of Cape Town, which is identified in the guidelines as a maximum of 10 m measured from Natural Ground Level (NGL), two site-specific height bands apply. The upper portion of the development, including the larger erven situated above the designated height-band transition line, is subject to a maximum building height of 6 m above the highest NGL of the relevant site. The lower portion of the development, comprising erven below the designated transition line, is subject to a maximum building height of 7 m above the highest NGL of the relevant

site. The extent of these height bands is illustrated on the height-control plan contained in the guidelines. Where an erf is intersected by the transition line, the applicable height restriction is determined by the position of the building footprint relative to the height-band boundary, subject to approval by the Architecture Review Committee (ARC). Furthermore, a 45-degree setback plane measured from the street boundary is required to maintain an appropriately scaled streetscape. Where the statutory height restriction, applicable height band, setback plane or any other development restriction results in differing requirements, the most restrictive requirement applies.

Collectively, the Architectural Design Guidelines provide an integrated framework for the architectural and landscape development of Belmonte Estate. Through the control of building scale, height, materials, siting and landscape interfaces, the guidelines seek to minimise the visual impact of development, protect significant views towards the Helderberg mountains and preserve the scenic qualities of the surrounding landscape, while allowing for a distinctive and contemporary residential environment that responds to its unique sense of place.

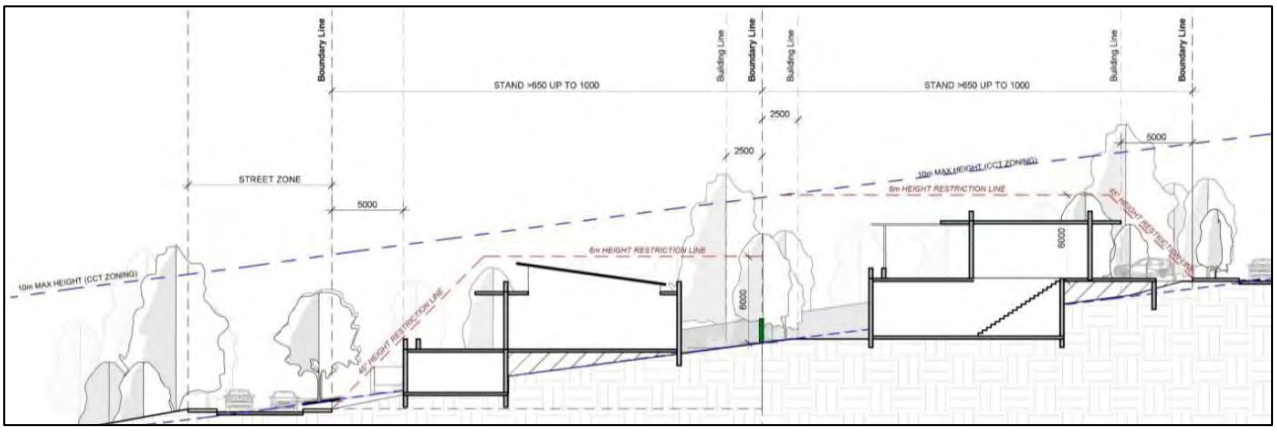


Figure 3.11: Site section indicating height restrictions

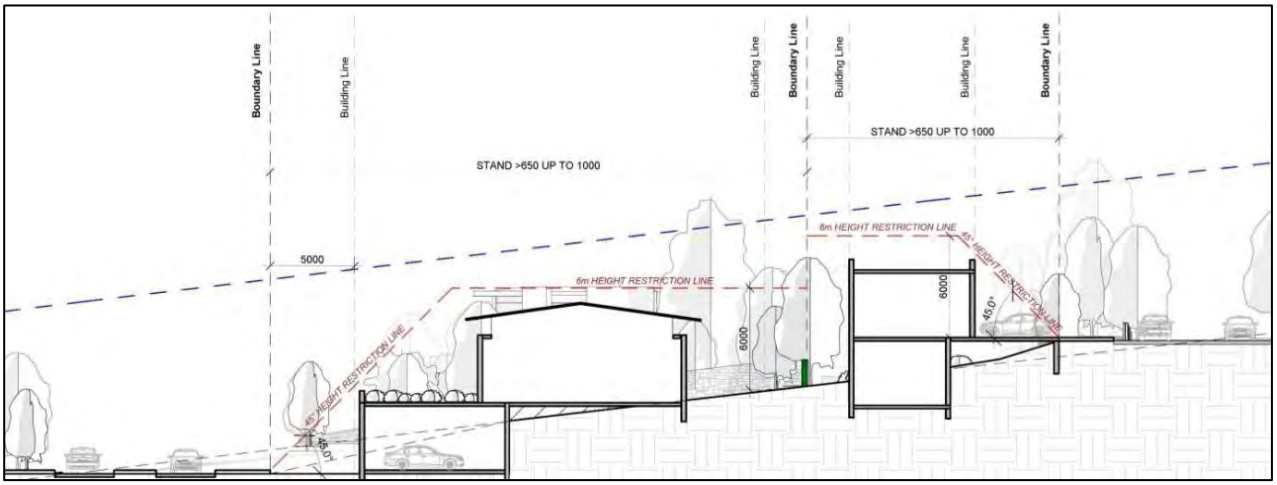


Figure 3.12: Site section indicating height restrictions

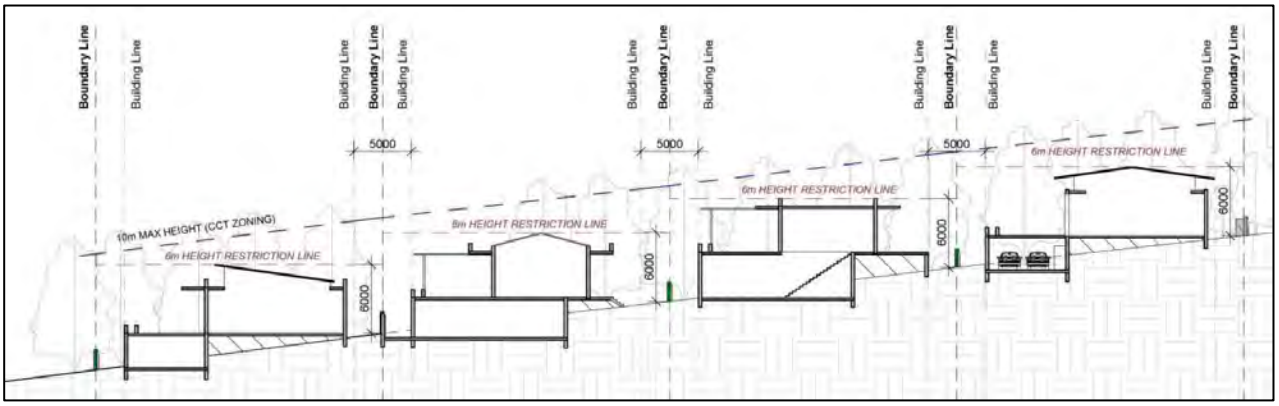


Figure 3.13: Site section through northern boundary stands

Belmonte Terrace Guidelines (erven 155 – 167)

The Architectural Design Guidelines for Belmonte Terrace establish a design framework for that seeks to achieve a harmonious relationship between the built environment and the surrounding natural landscape. The guidelines promote a contemporary architectural style that responds to the existing topography and natural setting, with an emphasis on minimising the visual impact of development and creating a cohesive architectural identity throughout the estate. The design philosophy is centred on the use of natural elements, organic colours and carefully considered building forms to reinforce the character of a natural, forest-like environment.

The guidelines seek to ensure that individual dwellings respond sensitively to the positioning and topography of each erf while maintaining a consistent architectural character across the development. Building forms are required to integrate with the natural landscape, with stepped structures, roof terraces and landscaped roof areas encouraged to accommodate changes in ground level and reduce the visual prominence of buildings. Privacy and the views from existing dwellings are also to be considered in the positioning and design of new buildings. The guidelines further provide for a maximum of two storeys above natural ground level, with a minimum floor area of 250 m² and no secondary dwelling units or detached outbuildings permitted. All building designs remain subject to approval by the Homeowners Association (HOA) and the appointed controlling architect.

The architectural expression is supported by a contemporary palette of materials, including natural stone, off-shutter concrete, gabion walls and timber cladding, complemented by smooth plaster finishes in approved earth tones. The use of natural colours is required, with primary and white colours prohibited, while artificial stone cladding, reflective window finishes, small-pane windows and visible burglar bars or security gates are not permitted. Concrete roofs finished with stone chip are specified, with indigenous green roofs strongly encouraged. The guidelines also promote environmentally responsive design through the collection of stormwater in underground storage tanks for landscape irrigation, while hard landscaping is limited to 15% of each stand. These measures, together with the integration of landscaped areas and the use of natural materials, are intended to reinforce the development's relationship with its surrounding environment.

Building-height and related design controls have been established to limit the visual impact of development and ensure that buildings remain appropriately integrated with the natural topography. The maximum building height is restricted to 7.2 m above Natural Ground Level (NGL), with a maximum of two storeys permitted above natural ground level.

Basements are included in the building-height calculations and are restricted to non-habitable use. Exposed filling and retaining walls may not exceed 1.2 m, while chimneys, decorative elements and solar panels may not extend more than 1 m above the reinforced concrete roof. Additional controls regulate boundary treatments, including a maximum height of 1.5 m for fences between properties, a maximum height of 1.2 m for retaining walls between properties, and restrictions on the positioning of fencing relative to street boundaries. Collectively, these provisions seek to control building scale, manage the interface between individual properties and preserve the intended architectural character of the estate.

Overall, the Belmonte Terrace Architectural Design Guidelines provide a framework for achieving a contemporary residential environment that responds to the natural landscape through controlled building heights, articulated building forms, a restrained material palette and the integration of landscaped elements. By requiring architectural consistency while allowing for site-responsive design, the guidelines seek to minimise the visual prominence of development and establish a cohesive residential character that complements the surrounding environment.

3.6 CONCLUSION

The proposed Belmonte Estate has been informed by a comprehensive multidisciplinary design process that integrates urban design, landscape architecture, architectural design and visual impact considerations into a cohesive and contextually responsive development framework. Collectively, these specialist inputs demonstrate that the proposal has been carefully designed to respond to the site's natural topography, environmental sensitivities, scenic qualities and surrounding urban-rural context while reinforcing the distinctive character of the Helderberg landscape.

The Urban Design Framework, Landscape Masterplan and Architectural Design Guidelines establish a coordinated design approach that promotes landscape-led planning, high-quality architectural expression, sustainable water-sensitive urban design, indigenous landscaping and the retention of significant natural landscape features. Together, these measures create a distinctive residential environment that is environmentally responsible, visually cohesive and reflective of the site's agricultural heritage and unique sense of place.

The accompanying Visual Impact Assessment further confirms that the proposed development can be accommodated without resulting in unacceptable visual impacts, provided the recommended mitigation measures are implemented. Overall, the development proposal represents a balanced and sustainable response that successfully integrates built form with the surrounding landscape, providing a strong planning and design foundation for the proposed land use application.

SECTION 4 ENGINEERING SERVICES

4.1 TRANSPORT

The Traffic Impact Statement (TIS) for the proposed Belmonte Estate was prepared by UDS Africa (June 2026) on behalf of Westacre Devco (Pty) Ltd in support of the proposed subdivision, consolidation and rezoning application (refer to *Annexure F*). The assessment evaluates the anticipated traffic impacts associated with the proposed residential development and confirms the suitability of the surrounding road network to accommodate the proposed development.

The proposed development will be accessed from Bidoli Crescent via a new public access road traversing the adjacent public open space. The access has been strategically positioned approximately midway between the Old Stellenbosch Road/Bidoli Crescent intersection and the existing Bel'Aire Estate entrance in order to achieve appropriate intersection spacing and improve traffic operations. The access road will comprise a 7.4 m surfaced carriageway within a 16 m public road reserve and will terminate at a security-controlled entrance accommodating separate inbound and outbound lanes for residents and visitors, together with a dedicated inbound lane for contractors, service providers and emergency vehicles. The security facilities are set back sufficiently within the site to provide adequate stacking capacity and ensure that vehicles do not queue onto the surrounding public road network.

The assessment is based on traffic counts undertaken on 17 October 2024 at the R44/Old Stellenbosch Road, Old Stellenbosch Road/Bidoli Crescent and Irene Avenue/Old Stellenbosch Road intersections. Trip generation was determined using the TMH17 South African Trip Data Manual and indicates that the proposed development is expected to generate approximately 70 peak-hour vehicle trips, comprising 17 inbound and 53 outbound trips during the AM peak hour, and 49 inbound and 21 outbound trips during the PM peak hour. Traffic analyses undertaken using SIDRA Intersection software confirm that the surrounding road network has sufficient capacity to accommodate the additional traffic generated by the proposed development while maintaining acceptable Levels of Service at all assessed intersections.

The Traffic Impact Statement recommends the extension of the existing left-turn lane on the northern approach to the Irene Avenue/Old Stellenbosch Road roundabout to improve the operation of the background road network. In addition, a roundabout is recommended at the Old Stellenbosch Road/Bidoli Crescent intersection to address existing peak-hour traffic conditions and concerns raised by the neighbouring Bel'Aire Estate, while improving the operational performance of the intersection. To accommodate traffic associated with the proposed development, a dedicated left-turn lane is also recommended along Bidoli Crescent into the proposed estate access. **The extension of this auxiliary lane between the Old Stellenbosch Road/Bidoli Crescent intersection and the proposed development entrance will further facilitate the safe accommodation of construction vehicles during the construction phase, while reducing**

potential conflict with existing Bel'Aire Estate traffic and improving the overall operation of the access corridor.

The Traffic Impact Statement concludes that the proposed Belmonte Estate can be accommodated within the existing transportation network while maintaining acceptable Levels of Service at all assessed intersections, subject to the implementation of the recommended road improvements. The assessment indicates that only marginal increases in queuing and delays are anticipated and accordingly supports the proposed development from a traffic engineering perspective.



Figure 4.1: Proposed road widening

4.2 CIVIL ENGINEERING SERVICES INFRASTRUCTURE

Based on the Belmonte Estate Civil Engineering Services Report (June 2026) prepared by UDS Africa consulting engineers (refer to *Annexure G*), the following provides a concise summary of the key components of the civil services assessment:

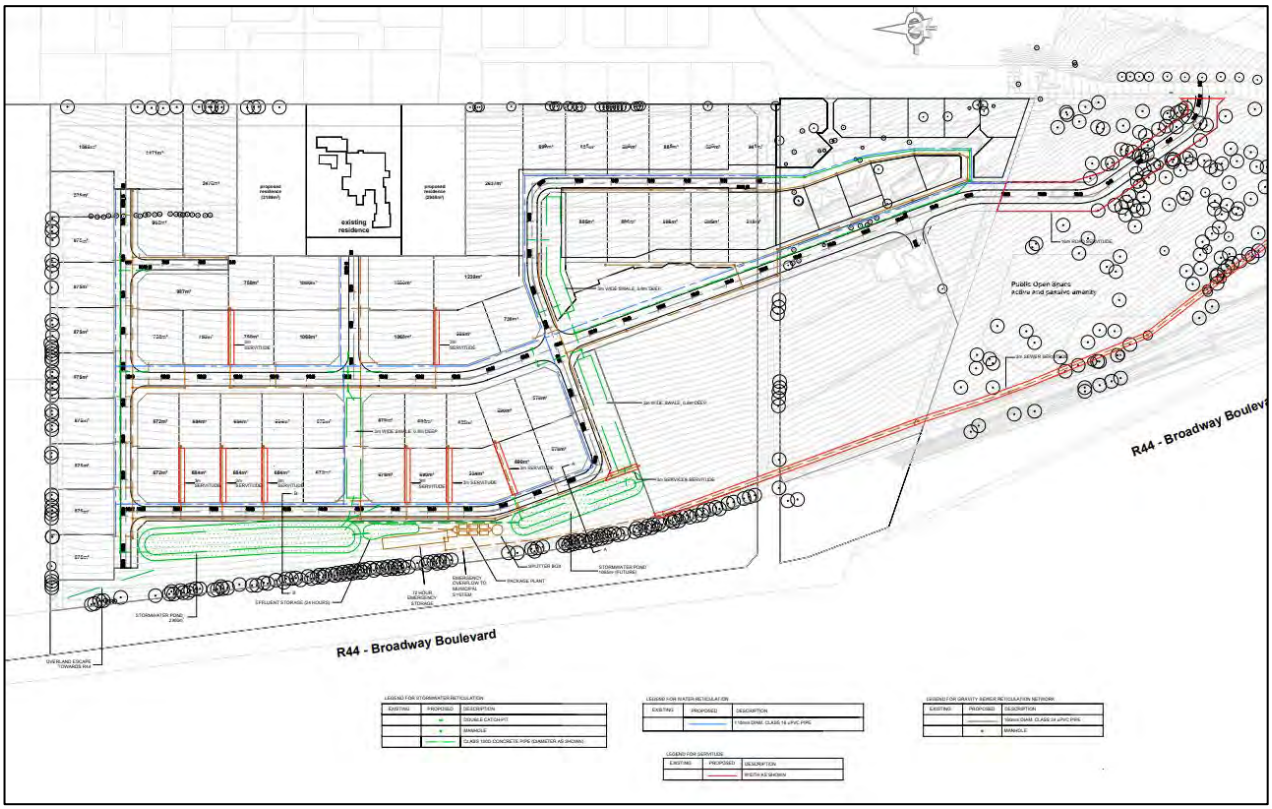


Figure 4.2: Conceptual services layout

Water Supply

The Civil Engineering Services Report, prepared by UDS Africa (June 2026) (refer to Annexure G), confirms that the proposed development will connect to the existing 160 mm municipal water main located along the southern boundary of the property. The internal water reticulation network will be designed in accordance with the minimum requirements of the City of Cape Town and the *Guidelines for Human Settlement Planning and Design* (Red Book). The proposed development has an estimated Annual Average Daily Demand (AADD) of approximately 80.4 kℓ/day, and the City of Cape Town's Water and Sanitation Directorate has confirmed that both the existing water reticulation network and the bulk water supply system have sufficient capacity to accommodate the proposed demand. Accordingly, the proposed development can be adequately serviced from a potable water supply perspective.

Sewerage

The Civil Engineering Services Report estimates that the proposed development will generate an Average Dry Weather Flow (ADWF) of approximately 56.28 kℓ/day (0.652 ℓ/s), with a Peak Wet Weather Flow (PWWF) of 3.446 ℓ/s). The proposed development falls within

the Helderberg Pump Station sub-catchment, which ultimately drains to the Macassar Wastewater Treatment Works. While the existing sewer reticulation network and Helderberg Pump Station have sufficient spare capacity to accommodate the additional sewer flows generated by the proposed development, the Macassar Wastewater Treatment Works is currently operating at capacity pending the completion of planned upgrades.

As an interim servicing solution, wastewater generated by the development will be treated on-site by means of a package wastewater treatment plant. The treated effluent will comply with the Department of Water and Sanitation's General Limits and will be reused for landscape irrigation within the estate, with treated water stored in a dedicated irrigation pond prior to distribution. The on-site treatment facility will be operated and maintained in accordance with the applicable regulatory requirements until sufficient treatment capacity becomes available at the Macassar Wastewater Treatment Works. The proposed servicing strategy is supported by the City of Cape Town, subject to compliance with the applicable conditions and licensing requirements

Stormwater Management

A comprehensive Stormwater Management Plan has been prepared separately by UDS Africa (refer to *Annexure H*) to assess the impact of the proposed development on the existing stormwater network and to ensure compliance with the City of Cape Town's Sustainable Urban Drainage Systems (SUDS) principles. The proposed stormwater management strategy incorporates a range of sustainable measures, including swales, detention facilities and permeable surfaces, which have been integrated into the overall landscape design to attenuate runoff, promote infiltration and protect downstream receiving environments. The proposed system has been designed to manage post-development stormwater runoff in accordance with the City's engineering standards and stormwater management policies, thereby ensuring that the development can be appropriately serviced without resulting in adverse downstream impacts.

Roads and Access

Internal roads are designed in accordance with municipal geometric design standards, providing a hierarchy of access routes that integrate with the existing Bidoli Crescent access point. Road widths range between 10 m and 16 m, accommodating vehicular circulation, pedestrians, and SUDS features within green verges.

Conclusion

The civil engineering assessment concludes that the Belmonte Estate can be feasibly serviced with available municipal infrastructure, supplemented by interim on-site solutions for wastewater treatment. The proposed services are consistent with City standards, environmentally responsible, and adequately support the intended low-density residential development.

4.3 ELECTRICAL ENGINEERING SERVICES

The Electrical Services Report, prepared by Invictus Engineering Services (June 2026) on behalf of Westacre Property Group (refer to *Annexure I*), assesses the electrical infrastructure required to service the proposed Belmonte Estate development and confirms the availability of a suitable municipal electricity supply.

The proposed development has an estimated diversified electrical demand of approximately 350 kVA, based on the proposed residential erven, the existing residence, and the anticipated general electrical demand associated with the development. The final electrical supply requirement will be confirmed during the formal electricity supply application process with the City of Cape Town. Existing medium-voltage (MV) infrastructure traverses the adjacent public open space, and the proposed development will be connected to this existing municipal network.

The proposed electrical servicing strategy provides for a new 500 kVA mini-substation to be constructed at the main entrance to the estate, from which the internal low-voltage reticulation network will distribute electricity throughout the development. All internal electrical reticulation, including underground cabling, metering and street lighting, will be designed and constructed in accordance with the applicable City of Cape Town standards and specifications. In addition, the introduction of the proposed traffic circle and additional lane along Bidoli Crescent will require the existing public street lighting to be reviewed and modified to comply with the City's public lighting standards.

The report further notes that the development will be required to incorporate appropriate energy efficiency measures in accordance with the City of Cape Town's Energy Efficiency Requirements as part of the electricity supply approval process. The detailed energy-saving measures will be submitted to the City for evaluation where required.

The Electrical Services Report concludes that electricity supply is available for the proposed development, with the City of Cape Town confirming that the required capacity can be made available through network rearrangements and associated infrastructure upgrades. It is recommended that the formal electricity supply application be initiated as early as possible to secure the required capacity for the development. Accordingly, the proposed development is considered capable of being adequately serviced from an electrical engineering perspective.

SECTION 5 MOTIVATION & DESIRABILITY

5.1 APPLICATION MOTIVATION

5.1.1 Subdivision, Consolidation & Rezoning

This application is submitted for the rezoning of the site from Agriculture to Subdivisional Area, to allow for 73 Residential units, private open space), private road erven, a utility erf, and a public road erf. Each unit will have its own separate erf. The motivation for the rezoning is as follows:

- The site is located **within the City of Cape Town Urban Edge** and directly aligns with the Municipal Spatial Development Framework (MSDF) and Helderberg District Plan which both support inward urban growth and urban edge consolidation rather than sprawl into agricultural landscapes.

- The development complies with the City's **Scenic Drive Policy** for the R44 by retaining and reinforcing the mature tree belt along the frontage, ensuring that built form remains visually recessive and that the scenic quality of the corridor is preserved.

- The proposal adheres to the **Land Use Planning Act (LUPA)**, **SPLUMA**, and the **City of Cape Town Development Management Scheme**, which encourage sustainable, integrated land use that balances environmental, social, and economic considerations.

- The **site lies at the transitional interface between urban and rural landscapes**. The proposed low-density residential estate creates a sensitive edge condition, mediating between existing residential estates (Bel'Aire and Dewberry Street) and remaining agricultural uses.

- The **rezoning from Agricultural to a Subdivisional Area Overlay Zone** for residential purposes is a logical progression given the disuse of the current agricultural operations, and the site's proximity to existing urban infrastructure and services.

- Through the retention of significant landscape elements (such as mature tree lines, natural drainage features, and visual buffers) the proposal **preserves the Helderberg cultural landscape** while allowing responsible development within it.

- The **Urban Design Framework** establishes a pedestrian-friendly, low-rise neighbourhood integrated into the topography. Building heights are limited to maintain visual subservience to the Helderberg mountain backdrop.

- Architectural guidelines balance **Cape Winelands vernacular** and **contemporary eco-estate design**, ensuring contextual sensitivity and visual harmony.

- Streetscapes are designed as **people-oriented spaces**, with tree-lined boulevards, landscaped verges, and pocket parks that contribute to a cohesive sense of place and promote community interaction.

- Engineering and traffic reports confirm that the site can be adequately serviced through a combination of **existing municipal infrastructure and on-site treatment solutions**. The reports further confirm that the anticipated traffic impacts are acceptable and can be effectively managed.

- Access has been logically designed via **Bidoli Crescent**, with internal circulation supported by a 16 m boulevard and adequate parking provision for residents and visitors.

- Municipal refuse collection, stormwater management through **Sustainable Urban Drainage Systems** (SUDS), and pedestrian networks all meet the City's service standards.

- The **landscape framework** establishes ecological linkages through green infrastructure and biodiversity corridors, aligning with the City's environmental management goals and NEMA principles.

- The development will **provide a range of residential opportunities** (73 erven of varying sizes), supporting housing diversity within the Somerset West area.

- The proposal leverages underutilised land to **support compact urban form**, infrastructure efficiency, and local economic activity.

5.1.2 Removal of Restrictive Conditions

Application is made in terms of Section 42(g) of the City of Cape Town Municipal Planning By-law, 2015, as amended, for the removal of restrictive conditions C(C)(a), C(C)(b), C(C)(c), C(C)(d) and D(B) contained in Deed of Transfer No. T43015/2024, applicable to Erf 1430 Bakkershoogte.

The conditions originate from restrictions imposed by the Controlling Authority in terms of Section 11 of the Advertising on Roads and Ribbon Development Act, 1940 (Act 21 of 1940), as contained in Certificate of Registered Title No. 18107 dated 7 November 1952. They regulate subdivision, the number of dwelling houses, permissible land uses and the erection of buildings and structures within a prescribed distance of the former Stellenbosch–Somerset West main road. Condition D(B) incorporates these restrictions by reference.

The application seeks to remove these conditions to facilitate the proposed Belmonte Estate development within a coordinated municipal planning and development framework. The motivation rests on the property's present spatial context, the nature of the proposed development and the measures available to regulate its impacts. The age of the conditions is therefore contextual, rather than the sole justification for their removal.

Erf 1430 Bakkershoogte forms part of a broader development area within the Somerset West urban edge, identified in the Helderberg District Spatial Development Framework (2023) for low-density residential development. The proposal provides for an integrated residential neighbourhood, supported by internal roads, private open spaces, engineering infrastructure and architectural and landscape controls. The removal of the identified restrictions will enable the proposed cadastral arrangement and development rights to be considered together, while preserving the requirements for municipal approval and any separate authorisation required from the competent road or Controlling Authority.

Condition C(C)(a): Restriction on subdivision

Condition C(C)(a) prohibits subdivision of the property without the consent of the Controlling Authority as defined in Act 21 of 1940.

The proposed Belmonte Estate development requires the subdivision and consolidation of the relevant properties to establish an integrated residential layout. In respect of Erf 1430 Bakkershoogte, subdivision will facilitate the creation of portions for consolidation with adjoining properties and the appropriate configuration of the remaining land.

The proposed cadastral arrangement forms part of a coordinated development framework informed by the site's topography, access requirements, engineering infrastructure, landscape characteristics and relationship with surrounding development. Subdivision will allow property boundaries to correspond with the proposed residential erven, circulation network, open spaces and service requirements. It consequently serves a defined planning purpose within the overall development.

The property's location within the urban edge and its identification for low-density residential development support the consideration of subdivision as part of its planned transition to an urban residential use. Retaining a separate title-deed restriction on subdivision would continue to constrain implementation of that planned development, even where the City finds the proposed layout acceptable.

The proposed internal road network also enables subdivision to be assessed as a coordinated access arrangement. The creation of additional erven does not, in itself, establish an entitlement to individual access points onto the R44. Access arrangements remain subject to the transport assessment and the requirements of the relevant authorities.

Removal of Condition C(C)(a) is therefore motivated to facilitate an orderly cadastral arrangement that responds to the proposed development and the physical

characteristics of the site. The subdivision will remain subject to municipal approval and the associated requirements relating to access, servicing, open space and development implementation.

Condition C(C)(b): Restriction to one dwelling house

Condition C(C)(b) restricts the erection of more than one dwelling house, together with associated outbuildings, on the property without the written consent of the Controlling Authority.

The broader Belmonte Estate development envisages 73 residential erven, supported by a coordinated internal road network, private open spaces, utility infrastructure and associated amenities. Erf 1430 Bakkershoogte forms part of this integrated proposal, and its development requires a cadastral and land-use arrangement capable of accommodating the residential opportunities allocated to it in the proposed layout.

The restriction to one dwelling house would prevent the intended residential development of the property unless removed or separately relaxed. It does not provide a site-specific assessment of the number of dwellings that can appropriately be accommodated with reference to the property's extent, topography, servicing capacity, access and surrounding development pattern.

These considerations are addressed more directly through the proposed subdivision layout, applicable zoning provisions, urban design framework and architectural and landscape guidelines. Together, these instruments provide a basis for controlling dwelling numbers, building scale, height, placement and the relationship between development and open space.

The proposed low-density form is intended to provide a transition between the established residential fabric of Bel'Aire Estate and the remaining rural-agricultural landscape. The retention of mature trees, provision of landscape buffers and application of context-sensitive architectural treatments will assist in integrating the development into its setting.

Removal of Condition C(C)(b) will enable the residential capacity of the property to be determined through assessment of the actual development proposal. It will not establish an unrestricted entitlement to additional dwellings: the number and configuration of residential opportunities will remain governed by the approved land-use rights, subdivision plan and applicable development controls.

Condition C(C)(c): Restriction to residential and agricultural purposes

Condition C(C)(c) restricts the use of the property to residential and agricultural purposes and prohibits the establishment or operation of shops, business premises or industries without the written consent of the Controlling Authority.

The proposed Belmonte Estate is predominantly residential and is therefore broadly compatible with the residential purpose recognised by this condition. The motivation for removal does not rest on an assertion that the condition prohibits residential use. It arises from the need to accommodate and regulate the full land-use arrangement required for the proposed estate, including separately designated residential erven, private open spaces, transport infrastructure and utility services.

The application includes rezoning to a Subdivisional Area Overlay Zone to provide for this coordinated arrangement. The proposed zoning and subdivision framework will identify the use and development parameters applicable to the respective portions of land, providing greater clarity than a general title-deed restriction framed around residential and agricultural purposes.

The property's location within the urban edge, its relationship with existing residential development and its identification for low-density residential development support this planned transition. The proposal seeks to make appropriate use of underutilised land while retaining important landscape features and responding to the scenic character of the area.

Removal of the condition will allow the residential and supporting components of the development to be assessed as a coherent whole. It will also avoid uncertainty regarding the relationship between the historical restriction and the specific land-use categories required to implement and operate the estate.

The proposed removal does not form a motivation for unrestricted commercial or industrial development. Permissible uses will remain governed by the zoning and land-use approvals granted by the City. Any future proposal falling outside those rights would require the relevant statutory approvals and assessment of its compatibility with the residential environment.

Condition C(C)(c) is accordingly proposed for removal to align the title deed with the detailed land-use framework sought for Belmonte Estate and to provide a clear basis for the future management of the property.

Condition C(C)(d): Building restriction within 94.46 metres of the Stellenbosch–Somerset West main road

Condition C(C)(d) prohibits the erection of buildings or structures within 94.46 metres of the centre line of the former Stellenbosch–Somerset West main road, now associated with the R44 corridor, without the written consent of the Controlling Authority.

The proposed removal must be considered with regard to the road-protection purpose of the restriction, including the relationship between development, road infrastructure and the functioning of the corridor. The application seeks a site-specific assessment of appropriate building placement, informed by current road requirements, the proposed layout and the scenic sensitivity of the R44 frontage.

A fixed distance measured from the road centre line does not, on its own, resolve the relationship between building placement, topography, existing vegetation, visual exposure and the present or future requirements of the road authority. These matters require consideration together to determine an appropriate development edge.

Belmonte Estate has been designed with particular regard to its location adjacent to the R44 scenic route. The proposal incorporates a landscape-led approach, including the retention and reinforcement of the mature tree belt along the road frontage, landscaped buffers and controls over building height, appearance and placement.

The Visual Impact Assessment concludes that the development can be accommodated within the receiving cultural landscape, subject to implementation of the recommended mitigation measures. These include the landscape framework, visually recessive external finishes, limitations on building height and sensitive treatment of the development's edges.

Removal of the title-deed setback will provide flexibility to position development in response to these site-specific considerations. This flexibility is intended to support an appropriate relationship between buildings, retained vegetation, internal circulation and open spaces, subject to the road authority's requirements.

The protection of the corridor should be secured through an enforceable combination of applicable road-reserve and building-line requirements, approved access arrangements, development controls and landscape mitigation. Relevant measures can be incorporated into the approved plans and conditions of approval to ensure their implementation.

Removal of Condition C(C)(d) will not itself authorise encroachment into a road reserve, create access rights onto the R44 or dispense with any independently applicable statutory setback or approval requirement. Any consent required from the competent road or Controlling Authority remains to be obtained.

The removal is therefore motivated to enable building placement to be determined through a coordinated assessment of road protection, scenic character and the detailed development proposal, while retaining the statutory safeguards applicable to the R44 corridor.

Condition D(B): Incorporation of the conditions imposed under Act 21 of 1940

Condition D(B) incorporates by reference the conditions imposed by the Controlling Authority under Section 11 of Act 21 of 1940, as contained in Certificate of Registered Title No. 18107 dated 7 November 1952 and recited in Conditions C(C)(a) to C(C)(d).

The application seeks removal of Condition D(B) together with the underlying conditions to ensure consistency in the amendment of the title deed. Removing Conditions C(C)(a)

to C(C)(d) while retaining a provision incorporating those same restrictions would create uncertainty regarding their continued application.

The substantive planning motivation for removing the incorporated restrictions is set out under the respective conditions above. Removal of D(B) gives effect to the same objective and does not seek additional development rights beyond those addressed in the application.

Its removal is therefore necessary to ensure that the identified restrictions are not retained through a separate cross-reference and that the amended title deed clearly reflects the outcome of the application.

Overall motivation and conclusion

The proposed removal of Conditions C(C)(a), C(C)(b), C(C)(c), C(C)(d) and D(B) is motivated by the relationship between the property's present spatial context and the coordinated development proposed for Belmonte Estate.

The restrictions constrain the subdivision, residential capacity, land-use arrangement and building placement required to implement the proposal. Their removal will allow these matters to be assessed together against the applicable spatial planning policies, the site's physical characteristics, infrastructure requirements and the findings of the specialist assessments.

The benefit to the landowner is the ability to pursue the proposed development through a clear and coordinated approval framework. The broader planning benefits include the provision of additional residential opportunities within the urban edge, the coordinated provision of infrastructure and access, and the incorporation of landscape and visual mitigation into an integrated development layout.

The public interests associated with orderly development and protection of the road corridor remain material. The application proposes that these interests be addressed through the applicable statutory requirements and enforceable, site-specific development controls. The removal of the title-deed restrictions does not remove the City's responsibility to assess development impacts or the competent road authority's powers under applicable legislation.

The proposal consequently provides a planning basis for removal that extends beyond the age of the restrictions or the private benefit of development. It enables consideration of a defined residential development in a location identified for that purpose, with controls directed at the actual characteristics and impacts of the proposal.

It is accordingly submitted that the removal of Conditions C(C)(a), C(C)(b), C(C)(c), C(C)(d) and D(B) is appropriate to facilitate the orderly development of Belmonte Estate, subject to the necessary municipal approvals, applicable road-authority requirements and implementation of the relevant specialist mitigation measures.

5.2 DESIRABILITY - SECTION 99 OF THE CITY'S PLANNING BY-LAW (2015)

The proposed application was evaluated in terms of the provisions of Section 99 of the City of Cape Town Municipal Planning By-law (2015), which concluded that the proposal meets the overall objectives and intent of Section 99, as follows:

- The proposed development layout and zoning **respond positively to the character and urban form** of the existing surroundings; ✓
- There will be **no negative impact on heritage resources**; ✓
- The development of the site will provide improved surveillance onto streets and public space areas, contributing positively to the **safety and welfare** of the surrounding communities; and ✓
- The proposal was **thoroughly assessed in terms of traffic impact and impact on engineering services infrastructure**. The findings fully support the application. ✓

5.3 DESIRABILITY – SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (2013)

Section 42 of the Spatial Planning and Land Use Management Act (SPLUMA 2013), stipulates that applications may only be refused if the proposed land use does not comply with the municipal spatial development framework or if it lacks desirability. The following considerations are relevant to this application:

5.3.1 Socio-Economic Impact

The project contributes positively to the local economy through job creation during construction and the ongoing maintenance of the estate. It also provides high-quality residential opportunities that diversify Somerset West's housing market and promote investment confidence in the Helderberg area. The development supports the City's growth management objectives by encouraging infill development within the urban edge, thereby optimising existing infrastructure and curbing urban sprawl.

5.3.2 Compatibility with Surrounding Uses

The proposal introduces a low-density residential estate that is spatially and visually compatible with adjoining developments, notably the Bel'Aire Estate to the east and existing residential properties to the north. The design provides a graduated interface between the urban edge and the surrounding rural landscape, maintaining the area's cultural landscape character while complementing the existing built form. The inclusion of buffer landscaping, SUDS corridors, and open space linkages ensures harmonious integration and mitigates potential visual or environmental impacts.

5.3.3 Impact on the External Engineering Services

Specialist input confirms that the development can be adequately serviced by existing municipal infrastructure for water, sewerage, electricity, and solid waste. The road network design, including a 16 m landscaped boulevard and internal pedestrian-priority streets, meets City standards for circulation and access. SUDS and on-site attenuation ponds will reduce the load on downstream stormwater systems, promoting sustainable resource management.

5.3.4 Impact on Safety, Health and Wellbeing of the Surrounding Community

The proposed Belmonte Estate will enhance the safety, health, and wellbeing of the surrounding community through context-sensitive urban design and sustainable infrastructure. A secure, access-controlled layout with active street frontages promotes passive surveillance and pedestrian safety. Indigenous landscaping, Sustainable Urban Drainage Systems (SUDS), and managed open spaces improve environmental health and visual quality. The proposal replaces neglected agricultural land with a well-maintained, low-impact residential environment that supports social cohesion and active lifestyles. Overall, the development creates a safe, attractive, and healthy living environment consistent with the City of Cape Town's principles for sustainable and liveable neighbourhoods.

5.3.5 Impact on the Biophysical Environment and Heritage

The site is already disturbed and partially transformed through historic agricultural use. The proposed development retains significant tree lines, natural drainage patterns, and topographical features, and integrates Sustainable Urban Drainage Systems (SUDS) to manage stormwater on-site. The landscape and architectural guidelines ensure that the proposal is environmentally responsible and visually recessive within the Helderberg cultural landscape, which has been identified as having Grade IIIC heritage significance. As such, the development enhances rather than detracts from the environmental and heritage character of the area.

5.3.6 Traffic Impact, Parking, Access and other Transport Related Considerations

The proposed Belmonte Estate has been designed to ensure efficient and safe access, with a single controlled entry point from Bidoli Crescent linking directly to the R44. Internal circulation is supported by a 16 m landscaped boulevard and pedestrian-priority streets, promoting walkability and traffic calming. The Traffic Impact Assessment confirms that anticipated vehicle trips can be accommodated without negatively affecting the surrounding road network. Adequate on-site parking is provided on individual erven and within communal areas, ensuring compliance with municipal standards. Overall, the proposal supports safe, efficient, and sustainable movement patterns consistent with the City's transport and access policies.

5.4 PLANNING PRINCIPLES – LAND USE PLANNING ACT (LUPA, 2014)

The LUPA (2014) includes a series of land use principles that should guide development in the province. The planning principles were reviewed and the proposed development assessed. It is concluded that the proposal is fully compliant with the planning principles prescribed in the LUPA (2014), as follows:

Land Use Planning Act Principles (LUPA, 2014)	Compliance/ Response
Spatial Sustainability 	**Fully Compliant** The proposed development is environmentally and contextually sustainable, making use of existing urban infrastructure and services while maintaining ecological integrity. The layout incorporates Sustainable Urban Drainage Systems (SUDS), indigenous landscaping, and retention of significant tree lines to manage stormwater and enhance biodiversity. The low-density residential form ensures a sensitive transition between urban and rural landscapes, in line with the City's Helderberg District Spatial Development Framework and Urban Edge Management policies.
Spatial Justice 	**Fully Compliant** The proposal promotes spatial justice by facilitating the efficient use and rehabilitation of previously underutilised agricultural land within the urban edge of Somerset West. The development provides accessible, safe and inclusive residential opportunities in proximity to existing infrastructure, services, and amenities, supporting equitable access to urban resources. The integration of pedestrian pathways and open spaces enhances social interaction and accessibility for all users.
Efficiency 	**Fully Compliant** The proposal optimises existing municipal investment by promoting infill development within the urban edge, thereby reducing infrastructure duplication and long-term service delivery costs. The design promotes compact, pedestrian-friendly streets, efficient internal movement, and logical access to the R44, aligning with the City's compact city and sustainable transport

	objectives. Infrastructure, engineering, and service capacity assessments confirm that the proposal can be efficiently accommodated without undue burden on municipal systems.
Spatial Resilience 	**Fully Compliant** The development demonstrates spatial resilience by providing a flexible urban structure capable of adapting to future social, environmental, and economic changes. The layout integrates climate-adaptive measures, including drought-resistant landscaping, sustainable water management, and built form responsive to topography and orientation. The proposal balances heritage conservation and contemporary living, contributing to a resilient settlement pattern that supports long-term sustainability and liveability in the Helderberg area.
Good Administration 	**Fully Compliant** The application process follows the procedural and statutory requirements of the City of Cape Town Municipal Planning By-Law (2015) and LUPA, supported by a full complement of specialist inputs (urban design, landscape, traffic, environmental, civil engineering). Engagement with municipal officials and alignment with adopted policy frameworks ensure transparent, coordinated and lawful administration. The Urban Design Framework provides a clear, policy-compliant basis for decision-making and implementation.

Table 2: Compliance with Planning Principles of LUPA (2014)

5.5 CONCLUSION

When taking the above-mentioned motivation, planning principles and desirability criteria into account, it can be concluded that the proposed Belmonte Estate is a desirable and policy-aligned development that supports compact urban growth. It promotes sustainable land use through efficient infrastructure utilisation, environmental responsiveness, and contextual integration with its surroundings. The proposal complies fully with the City's Municipal Spatial Development Framework, the Helderberg District Plan, SPLUMA, and LUPA principles. By transforming underutilised agricultural land into a high-quality, low-density residential environment, the development enhances local liveability, strengthens spatial resilience, and contributes positively to the social, environmental, and economic wellbeing of the Helderberg community.

SECTION 6 CONCLUSION & RECOMMENDATION

6.1 CONCLUSION

The proposed Belmonte Estate represents a well-considered, contextually responsive and policy-aligned residential development that gives effect to the principles of sound spatial planning, sustainable urban development and responsible environmental stewardship. The application has been informed by a comprehensive multidisciplinary planning process incorporating urban design, landscape architecture, environmental, transport, engineering, socio-economic, visual impact and heritage specialist input to ensure that the proposal responds appropriately to both the opportunities and constraints of the site.

The application site is strategically located within the City of Cape Town's urban edge, where both the Municipal Spatial Development Framework (2023) and the Helderberg District Spatial Development Framework (2023) identify the area as suitable for incremental urban growth and low-density residential development. The proposal therefore represents an appropriate infill development opportunity that consolidates the existing urban footprint, optimises existing infrastructure investment and prevents unnecessary outward urban infill. It is accordingly consistent with the broader objectives of the Provincial Spatial Development Framework, the Municipal Spatial Development Framework and the Helderberg District Spatial Development Framework.

The proposed development has been carefully designed to respect the site's natural topography, scenic qualities and agricultural history. The retention of significant landscape features, the incorporation of Sustainable Urban Drainage Systems (SUDS), indigenous landscaping, interconnected open spaces and pedestrian-oriented design principles collectively ensure that the development enhances rather than detracts from the environmental and visual character of the Helderberg Basin. Similarly, the proposed urban design framework establishes a high-quality residential environment that successfully balances development with landscape conservation, reinforcing the transition between the urban fabric of Somerset West and the surrounding rural landscape.

The specialist investigations further confirm that the proposal can be accommodated without resulting in unacceptable impacts on heritage resources, transportation networks, engineering services or the surrounding environment, subject to the implementation of the recommended mitigation measures and engineering requirements. The proposed public access road across Erf 130 Bakkershoogte has furthermore been carefully motivated and supported through the City's reservation process, ensuring that the necessary public infrastructure can be provided while maintaining the strategic function of the surrounding structuring open space.

From a planning perspective, the application satisfies the desirability considerations contained in Section 99 of the City of Cape Town Municipal Planning By-law (2015), the development principles contained in the Spatial Planning and Land Use Management Act, 2013 (SPLUMA), and the development principles of the Western Cape Land Use

Planning Act, 2014 (LUPA). The proposal promotes spatial justice through the provision of additional residential opportunities within an accessible urban location; spatial sustainability through efficient utilisation of land and infrastructure; spatial resilience through environmentally responsive design; spatial efficiency through coordinated infrastructure planning; and good administration through a comprehensive and transparent planning process supported by detailed specialist investigations.

Overall, the proposed subdivision, consolidation, rezoning, removal of restrictive title conditions, phasing and associated land use applications are considered to be both appropriate and desirable. The proposal will transform an underutilised agricultural property into a high-quality residential estate that contributes positively to the long-term growth of Somerset West, strengthens the urban structure of the Helderberg District, enhances the surrounding landscape and delivers lasting social, economic and environmental benefits. It is therefore concluded that the application represents sound planning practice, serves the public interest and warrants favourable consideration by the City of Cape Town.

6.2 RECOMMENDATION

Given the aforementioned, the following applications in terms of the City of Cape Town Planning By-law (2015, revised 2025), can be recommended for approval:

i) **Subdivision** of the Remainder of Erf 219 Raithby, in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended in 2025), into three portions, namely Portion A measuring approximately 0.13 ha, Portion B measuring approximately 0.15 ha, and the Remainder measuring approximately 1.45 ha. Portion A will subsequently be consolidated with the application area.

ii) **Subdivision** of the Remainder of Erf 228 Raithby in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended in 2025), into two portions, namely Portion C measuring approximately 9.08 ha, and the Remainder measuring approximately 0.81 ha. Portion C will subsequently be consolidated with the application area.

iii) **Subdivision** of Erf 1430 Bakkershoogte, in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended in 2025), into three portions, namely Portion D measuring approximately 1.01 ha, Portion E measuring approximately 1.15 ha, and the Remainder measuring approximately 0.27 ha. Portion D will subsequently be consolidated with the application area.

iv) **Consolidation** of proposed Portion C (measuring ± 9.08 ha), proposed Portion A (measuring ± 0.13 ha), and proposed Portion D (measuring ± 1.01 ha) in terms of Section 42(f) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) to create a single site assemblage measuring approximately 10.22 ha.

v) **Rezoning** of the consolidated site assemblage from Agricultural Zone and Transport Zone to **Subdivisional Area Overlay Zoning** in terms of Section 42(a) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) for the following uses:

a. Residential Zone 1 (Conventional Housing)
b. Transport Zoning 2
c. Open Space Zoning 3
d. Utility Zoning

vi) **Consent** in terms of the Development Management Scheme, in accordance with Section 42(i) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended in 2025), to permit utility services on properties zoned Open Space Zoning 3 (proposed Erven 175–180) and on properties zoned Residential Zoning 1 (proposed Erven 181–183), which are intended to be used as private roads.

vii) **Subdivision** in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) to create the following erven and various servitudes for access, sewer and visual purposes:

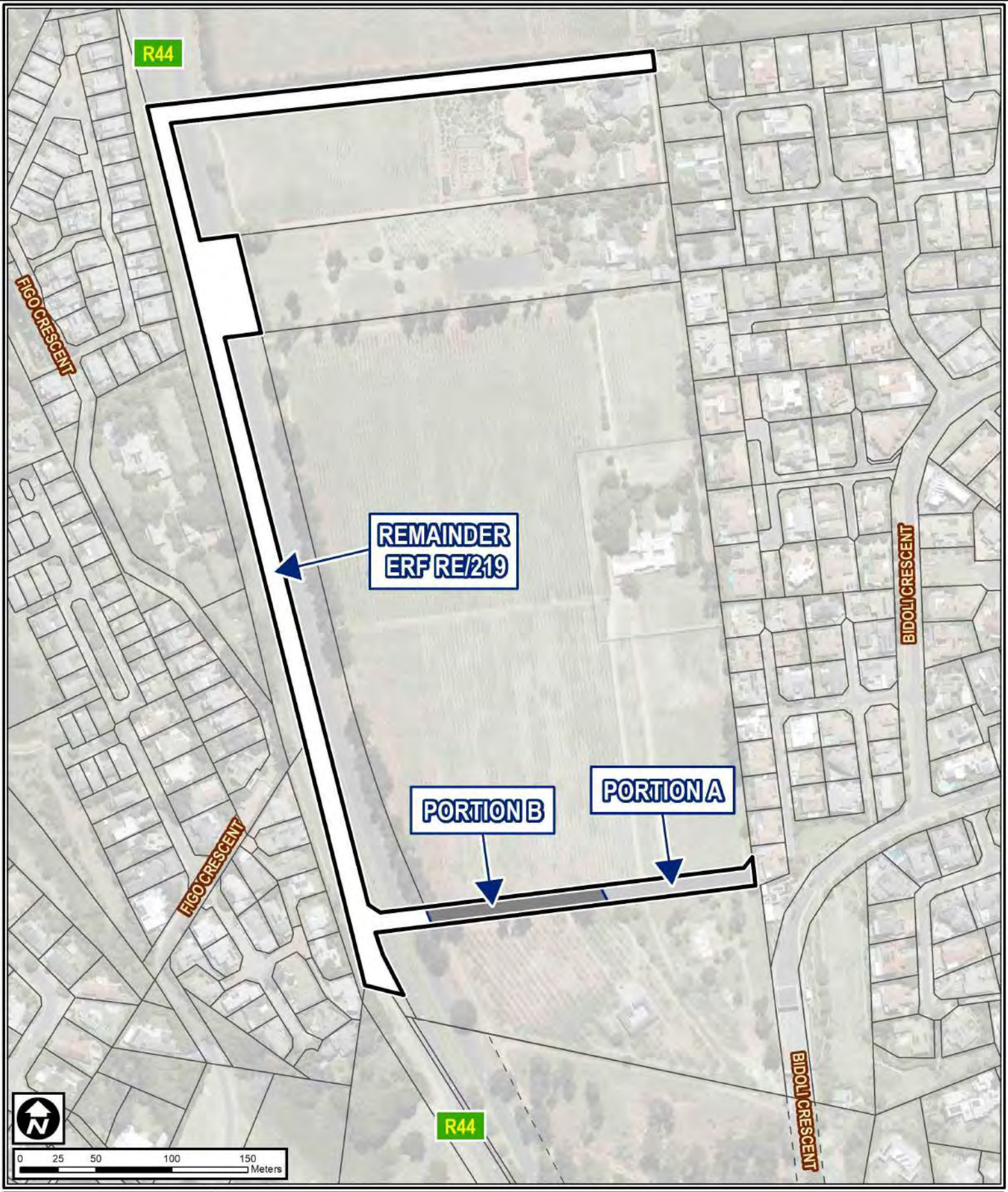
a. 73 Residential Erven (zoned R1)
b. 6 Private Open Space Erven (zoned OS3)
c. 3 Private Road Erven (zoned R1)
d. 1 Utility Zoning Erven (zoned UT)
e. 1 Public Road Erf (zoned TR2)

viii) **Subdivision** of Erf 130 Bakkershoogte in terms of Section 42(d) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) to create a public access road measuring approximately 0.25ha.

ix) **Rezoning** of the subdivided portion (0.25ha) in terms of Section 42(a) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) from Open Space Zoning 2 to Transport Zoning 2 for public road purposes.

x) **Implementation of a subdivision approval in phases** in terms of Section 42(e) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025) to create 3 separate phases.

xi) **Removal of a restrictive conditions** C(C)(a), C(C)(b), C(C)(c),(C)(C)(d), and D(B) contained in Deed of Title T43015/2024 (applicable to Erf 1430 Bakkershoogte) in terms of Section 42(g) of the City of Cape Town Municipal Planning By-Law, 2015 (revised 2025).



GINANA ESTATE

ERF 219 RAITHBY

SUBDIVISION PLAN

URBAN DYNAMICS SOUTH CAPE
TOWN & REGIONAL PLANNERS

SOUTH GATE OFFICE PARK, GROUND FLOOR, UNIT 2,
CARL CRONJE DRIVE, BELLVILLE, 7530

CADASTRAL BOUNDARIES

ERF RE/219 RAITHBY (±1.73ha)

PORTION A
A PORTION OF ERF RE/219 RAITHBY
= ±0.13ha

PORTION B
A PORTION OF ERF RE/219 RAITHBY
= ±0.15ha

REMAINDER ERF RE/219 RAITHBY
= ±1.45ha

PLEASE NOTE:
All boundary line positions, distances and property sizes need to be verified by a Professional Land Surveyor.

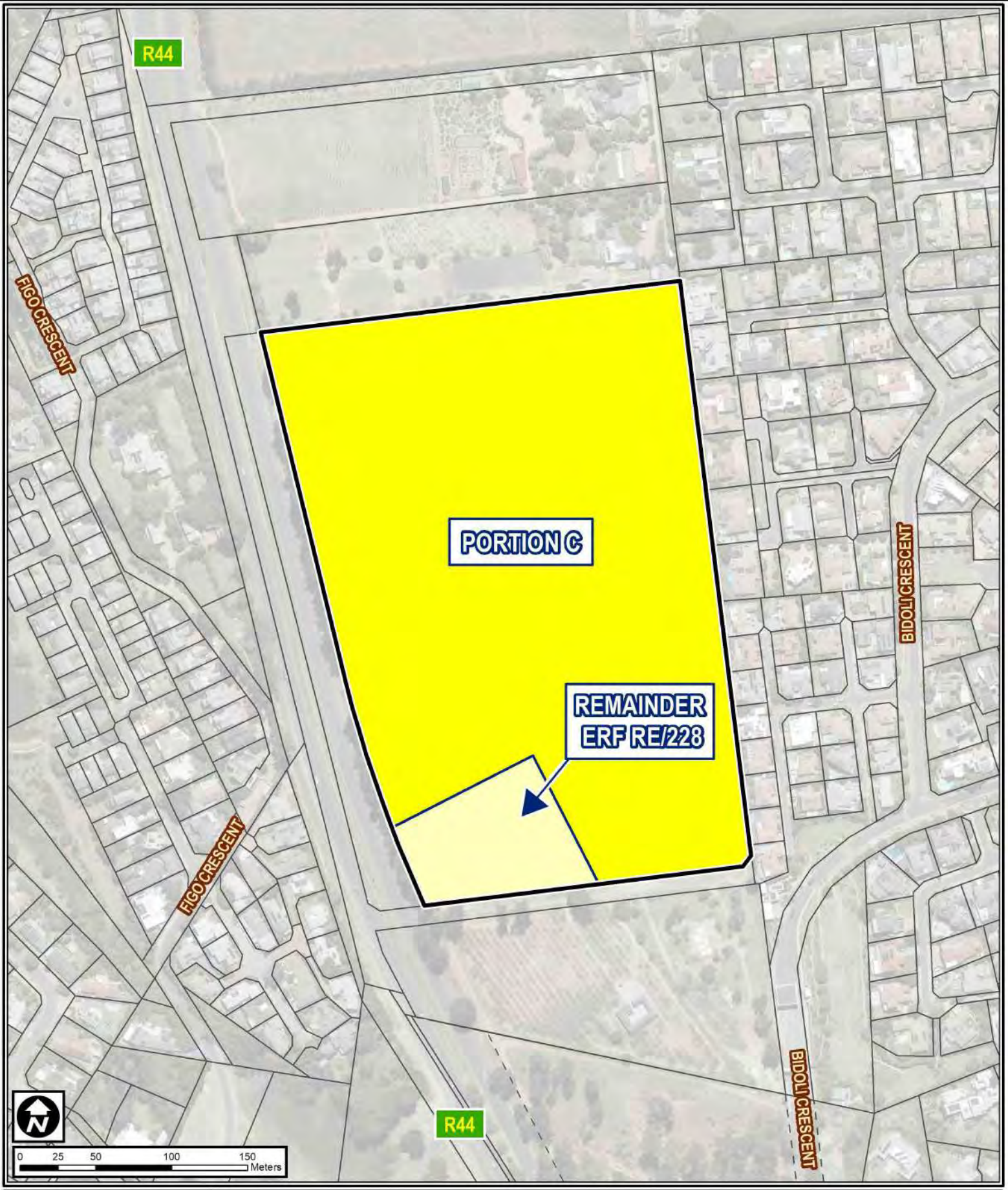
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GINANA ESTATE

ERF 228 RAITHBY

SUBDIVISION PLAN

URBAN DYNAMICS SOUTH CAPE
TOWN & REGIONAL PLANNERS

SOUTH GATE OFFICE PARK, GROUND FLOOR, UNIT 2,
CARL CRONJE DRIVE, BELLVILLE, 7530

CADASTRAL BOUNDARIES

ERF 228 RAITHBY (±9.89ha)

PORTION C
A PORTION OF ERF RE/228 RAITHBY
= ±9.08ha

REMAINDER ERF RE/228 RAITHBY
= ±0.81ha

PLEASE NOTE:
All boundary line positions, distances and property sizes need to be verified by a Professional Land Surveyor.

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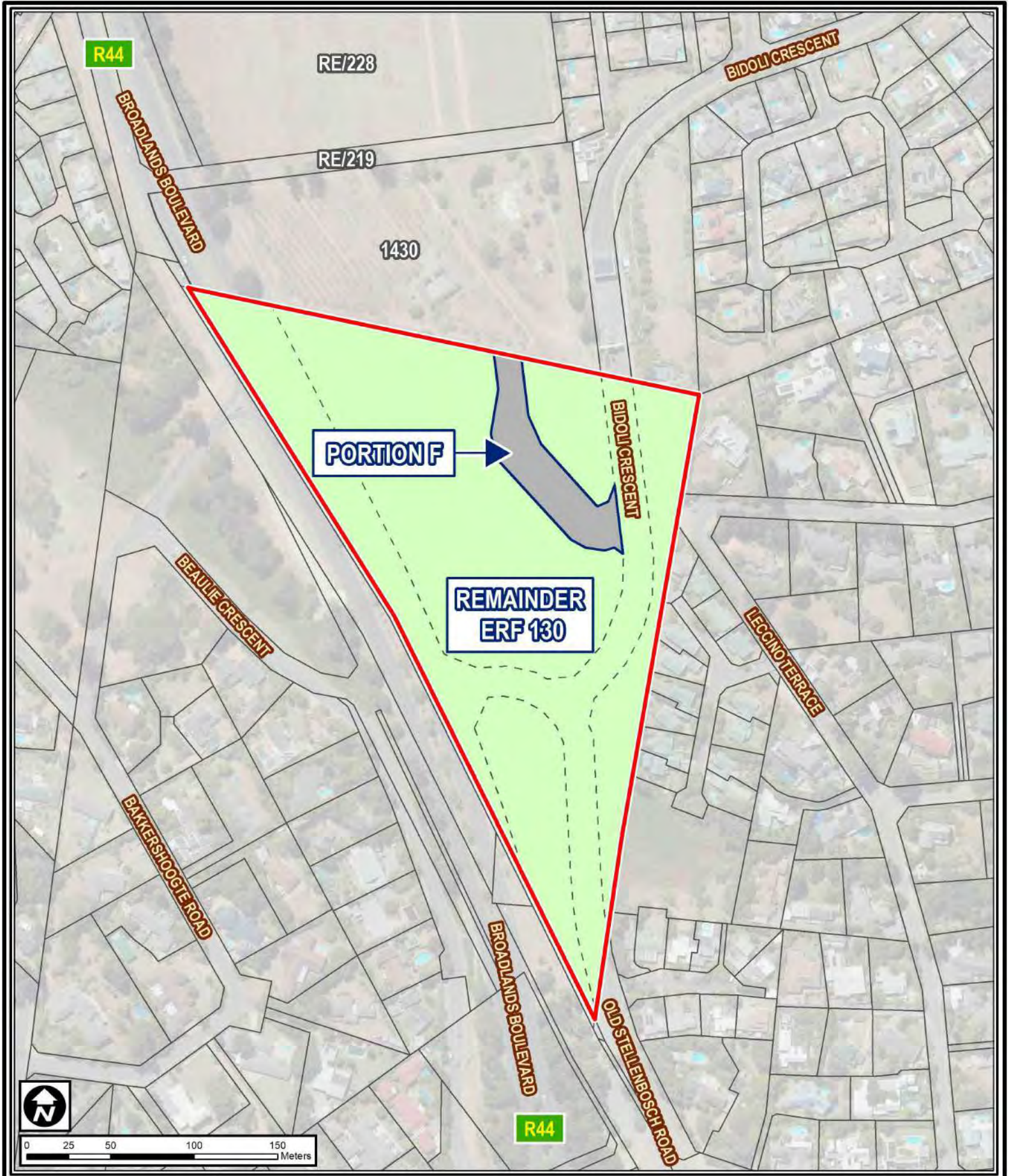
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FILE NAME:



GINANA ESTATE

ERF 130 BAKKERSHOOGTE

SUBDIVISION PLAN

URBAN DYNAMICS SOUTH CAPE
TOWN & REGIONAL PLANNERS

SOUTH GATE OFFICE PARK, GROUND FLOOR, UNIT 2,
CARL CRONJE DRIVE, BELLVILLE, 7530

CADASTRAL BOUNDARIES

ERF 130 BAKKERSHOOGTE (±5.57ha)

PORTION C
A PORTION OF ERF 130 BAKKERSHOOGTE
= ±0.33ha

REMAINDER ERF 130 BAKKERSHOOGTE
= ±5.24ha

PLEASE NOTE:
All boundary line positions, distances and property sizes need to be verified by a Professional Land Surveyor.

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INDEMNITY

DATE: October 2026

SCALE: See Linescale

DRAWING NO: 10

FILE NAME:

CLIENT