



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Application Number: LU/12700

Our File Reference Number: Farm 1615/3, Paarl

Your Reference Number:

Enquiries: Ulrich von Molendorff

Contact No: 021 808 8682

Email address: Ulrich.Vonmolendorff@stellenbosch.gov.za

PER E-MAIL: [REDACTED]

Sir/Madam

APPLICATION FOR THE AMENDMENT OF CONDITIONS OF APPROVAL: FARM NO. 1615/3, PAARL DIVISION

1. The above application refers.
2. The duly authorised decision maker has decided on the above application as follows:
 - 2.1 That the application in terms of the Stellenbosch Municipal Land Use Planning By-Law, promulgated by notice number 354/2015, dated 20 October 2015 made in terms of Section 15(2)(h) of the said bylaw, for the amendment of the approval conditions, in order to remove conditions;
 - 2.1.1 *“(f) That no additional accesses be created;”* and
 - 2.1.2 *“(g) The operational capacity does not increase beyond 40000m³ of raw wood per annum”* in approval letter dated 17/07/2012,

to allow Farm No. 1615/3, Paarl Division to be used for an alternative industrial use;

BE APPROVED in terms of Section 60 of the said Bylaw and subject to the following conditions of approval in terms of Section 66 of the said Bylaw:

3. Conditions of approval:

- 3.1 The approval applies only to the amendment of the condition of approval to remove conditions (f) and (g) in subject letter dated 17/07/2012 (See **ANNEXURE J**) and shall not be construed as authority to depart from any other legal prescriptions or requirements from Council and external authorities.
- 3.2 That the industrial use be limited to a packing facility for agricultural produce and all building structures be constructed in line with the Site Development Plan No SWM – SDP001 Revision D, drawn by StudioMas Architects and Urban Design dated 30 November 2021 (See **ANNEXURE B**).
- 3.3 Should it be necessary to relocate or support any of the existing Eskom services on Farm No. 1615/3, Paarl Division, the written approval of Eskom must first be obtained in writing, before any activities occur at the cost of the owner in and around any Eskom servitudes over the subject property.
- 3.4 No form of pollution may take place on the property.
- 3.5 No signage may be displayed which is visible from and displayed on any public place/street without the prior approval of Stellenbosch Municipality and the Provincial Roads Engineer in terms of the Advertising on Roads and Ribbon Development Act 21 for 1940.
- 3.6 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 immediately.
- 3.7 The conditions in the letter of support from the Cape Winelands District Municipality dated 16 August 2021 attached as **ANNEXURE I**, at all-time be adhered to.
- 3.8 The conditions in the letter of support from the Western Cape Government: Transport and Public Works (Roads) dated 20 October 2021 attached as **ANNEXURE F**, be adhered to prior to a certificate of occupation be granted and the operationalisation of the pack-shed.
- 3.9 The conditions in the memorandum of support from the Municipal Directorate: Infrastructure Services dated 23 November 2021 attached as **ANNEXURE H**, at all-time be adhered to.
- 3.10 Development contributions are payable in accordance with prevailing and applicable council Tariffs at the time of payment prior to the building plan approval

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

- 4.1 The proposed pack-shed is located within the Wemmershoek Urban Edge, envisaged for urban development.
- 4.2 The industrial use is an existing land use right, and the removal of the subject conditions will only allow and alternative industrial use, bounded by a Site Development Plan.

4.3 All services and accesses can be provided and upgraded to the satisfaction of the requirements of the relevant authorities.

4.4 It is also not envisaged that the proposal will have a negative impact on the municipality's resources and the scenic, heritage and cultural landscape of Wemmershoek and surrounding areas.

5. Matters to be noted:

5.1 All electrical requirements must be directed to Eskom and no Eskom servitudes on the property may be altered or construction commerce within its alignment or safety zone, without the written approval from Eskom.

6. You are hereby informed in terms of section 79(2) of the Stellenbosch Municipal Land Use Planning Bylaw, 2015, of your right to appeal the above decision to the Appeal Authority within 21 days from the date of notification of the above decision. Please note that no late appeals or an extension of time for the submission of appeals are permitted in terms of Section 80(1)(a) of the said By-Law.

7. Appeals must be submitted with the prescribed information to satisfy the requirements of Section 80(2) of the said By-law, failing which the appeal will be invalid in terms of Section 81(1)(b) of the said By-Law. The following prescribed information is accordingly required:

(a) The personal particulars of the Appellant, including:

- (I) First names and surname;
- (II) ID number;
- (III) Company of Legal person's name (if applicable)
- (IV) Physical Address;
- (V) Contact details, including a Cell number and E-Mail address;


(b) Reference to this correspondence and the relevant property details on which the appeal is submitted.

(c) The grounds of the appeal which may include the following grounds:

- (i) that the administrative action was not procedurally fair as contemplated in the Promotion of Administrative Justice Act, 2000 (Act 3 of 2000);
- (ii) grounds relating to the merits of the land development or land use application on which the appellant believes the authorised decision maker erred in coming to the conclusion it did.

- (d) whether the appeal is lodged against the whole decision or a part of the decision;
- (e) if the appeal is lodged against a part of the decision, a description of the part;
- (f) if the appeal is lodged against a condition of approval, a description of the condition;
- (g) the factual or legal findings that the appellant relies on;
- (h) the relief sought by the appellant; and
- (i) any issue that the appellant wishes the Appeal Authority to consider in making its decision;
- (j) That the appeal includes the following declaration by the Appellant:
 - (i) The Appellant confirms that the information contained in the subject appeal and accompanied information and documentation is complete and correct
 - (ii) That the Appellant is aware that it is an offence in terms of Section 86(1)(d) of the said By-Law to supply particulars, information or answers in an appeal against a decision on an application, or in any documentation or representation related to an appeal, knowing it to be false, incorrect or misleading or not believing them to be correct.

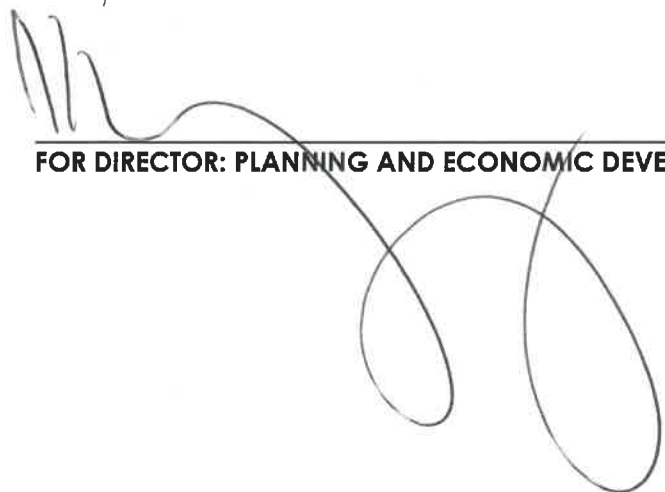
8. Appeals must be addressed to the Municipal Manager and submitted to his/ her designated official by means of E-mail at the following address: landuse.appeals@stellenbosch.gov.za
9. Any party (applicant or other) who lodges an appeal must pay the applicable appeal fee in terms of the approved municipal tariffs and submit the proof of payment together with the appeal. The **LU** Reference number on this correspondence, or the applicable Erf/ Farm Number must be used as the reference for the payment of the appeal fee.
10. The approved tariff structure may be accessed and viewed on the municipal website (<https://www.stellenbosch.gov.za/documents/finance/rates-and-tariffs>) and the banking details for the General Account can also be accessed on the municipal website (<https://www.stellenbosch.gov.za/documents/general/8314-stellenbosch-municipality-banking-details-1/file>).
11. An applicant who lodge an appeal must also adhere to the following requirements stipulated in terms of section 80(3) to (7) of the said By-law:

- 
- (a) Simultaneously serve the appeal on any person who commented on the application concerned and any other person as the municipality may determine.
 - (b) The notice by the applicant must invite persons to comment on the appeal within 21 days from date of notification of the appeal.
 - (c) The notice must be served in accordance with section 35 of the said legislation and in accordance with the prescripts or such additional requirements as may be determined by the Municipality.
 - (d) Proof of serving the notification must be submitted to the Municipality at the above E-mail address within 14 days of serving the notification.

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

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

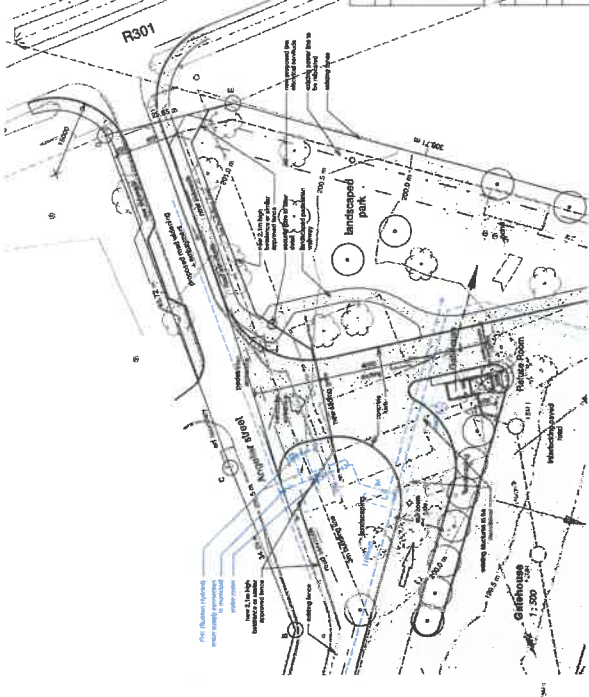
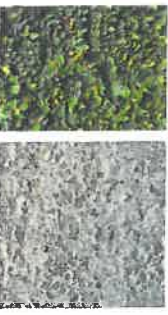
Yours faithfully



FOR DIRECTOR: PLANNING AND ECONOMIC DEVELOPMENT

1/12/2021
DATE:

ANNEXURE B
Site Development Plan



Area	Description	Area (sq m)
mezzanine floor	506 m²	506
office abutment	9 m²	9
lobby	11 m²	11
mezzanine floor	506 m²	506
office abutment	9 m²	9
lobby	11 m²	11
mezzanine floor	506 m²	506
office abutment	9 m²	9
lobby	11 m²	11

SCHEDULE OF ROOFS		PROPERTY DESCRIPTION	
ENVIRONMENT	Urban	Plot Area	10000.00 m²
TOWNSHIP	Urban	Plot Area	10000.00 m²
CITY	Urban	Plot Area	10000.00 m²
ZONING	Urban	Plot Area	10000.00 m²
AREA	Urban	Plot Area	10000.00 m²

DEVELOPMENT CONTROL LIMITS	
COVERAGE	47.23%
FLOOR AREA	10000.00 m²
HEIGHT	14.82m
SETBACK	10.00m

FIGURE 6 - Site Development Plan

Scale: 1:500

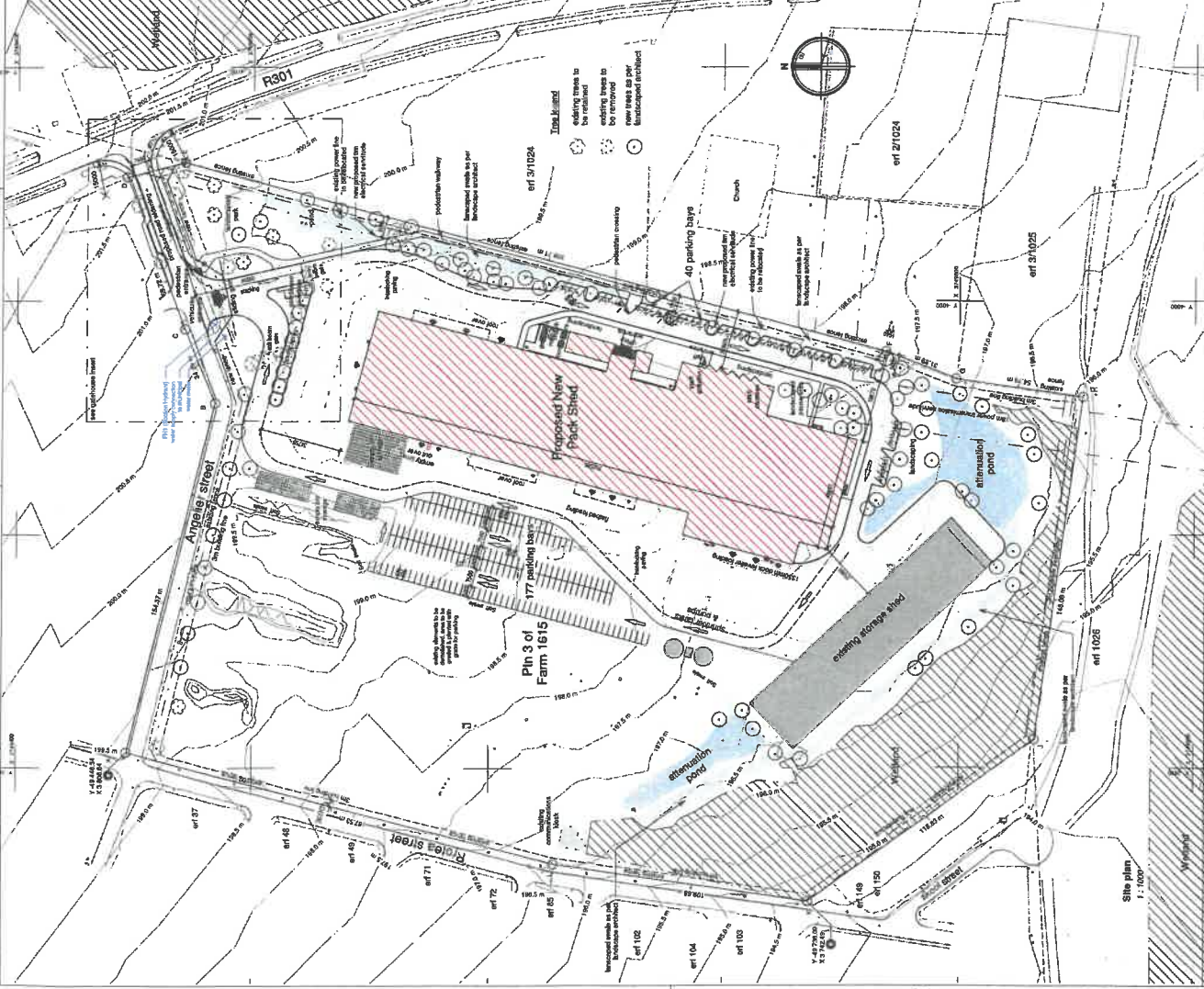
DATE: 14/05/2014

DWG NO.: 8WMM - 8SP001

studiomAS
ARCHITECTURE & URBAN DESIGN

CONSULTANTS:

- ARCHITECTURE: [Redacted]
- STRUCTURAL: [Redacted]
- MECHANICAL: [Redacted]
- ELECTRICAL: [Redacted]
- PLUMBING: [Redacted]
- LANDSCAPE ARCHITECTURE: [Redacted]
- ENVIRONMENTAL ENGINEERING: [Redacted]
- TRAVEL TIME: [Redacted]
- VEHICLE: [Redacted]
- PEDESTRIAN: [Redacted]
- BIKE: [Redacted]
- WALKER: [Redacted]



Site plan
1:500

COMMITMENT NOTE

THESE PLANS ARE SUBMITTED TO YOU AS A GUIDE ONLY. THE CLIENT ACCEPTS THAT THE DESIGNER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT. THE DESIGNER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT.

APPROVED FOR THE CLIENT: [Signature]

DATE: 14/05/2014

ANNEXURE F

Comments from the Department of Transport
and Public Works



REFERENCE: TPW (Job 19487)
ENQUIRIES: Ms G Swanepoel
DATE: 20 October 2021

Director: Planning and Economic Development
Stellenbosch Municipality
PO Box 17
STELLENBOSCH
7599

Attention: Mr Ulrich von Molendorff

Dear Sir

FARM 1615/3 PAARL: MAIN ROAD 201 (R301 WEMMERSHOEK ROAD): APPLICATION FOR DELETION OF CONDITIONS OF APPROVAL

1. Letter to this Branch, ref. Farm 1615/3, Paarl, Stellenbosch Municipality Application No. LU/12700, dated 20 August 2021 from Dr N Mammon of NM and Associates Planners & Designers and attached land use application refer.
2. Farm 1615/3, Paarl is located in the village of Wemmershoek, on the west side of Main Road 201, (R301 Wemmershoek Road), north Main Road 191, (R45) and the disused railway lines.
3. Access to the property is off Angelier Street, which intersects with Main Road 201 ±700m north of the MR191 junction and ±480m north of the railway tracks.
4. The subject property is zoned Industrial Zone I and contains a disused sawmill. Conditions of the 2012 rezoning from Agricultural Zone II included a limitation in the processing capacity of the sawmill, and a requirement "that no additional accesses to the portion are created".
5. The applicant wishes to establish a fruit packing facility on the property, which is within its existing zoned rights, but in order to provide safe and adequate access, a Site Development Plan (SDP) is proposed which relocates the main access to a position opposite the access road to the north of Angelier Street (effectively a fourth leg at the intersection).
6. It is proposed that Angelier Street be widened between MR201 and the property entrance to improve access and egress by trucks delivering fruit or transporting processed fruit from the plant for export. The sidewalk adjacent will therefore also need to be set back.

7. The additional peak hour traffic generated by the development will be relatively low, since most workers at the plant will use public transport. The forecasts and analyses included in the Transport Impact Assessment (TIA) for the development clearly demonstrate that additional capacity such as the provision of right turn lanes will not be warranted by the additional traffic generated, as the Main Road 201 intersections at Angelier Street and Main Road 191 intersections have adequate reserve capacity.
8. Angelier Street is a municipal street, so apart from the intersection with MR201, the upgrades will be under the jurisdiction of Stellenbosch Municipality. It is nevertheless recommended that the safe operation of the access to the property from Angelier Street be given careful consideration, as there is a sharp bend a short distance to the west, with a building on the north side close to the road edge which significantly limits forward visibility for vehicles approaching from the west. Measures to slow down eastbound traffic may be desirable.
9. The intersection of Angelier Street with Main Road 201 is on the inside of a gentle curve, and has a wide verge, with quite dense shrubbery limiting shoulder sight distance to the right for vehicles turning out of Angelier Street. This shrubbery will need to be removed and maintained on a regular basis to ensure that adequate sight distance is available at all times.
10. This Branch offers no objection to the deletion of conditions of approval in respect of Portion 3 of Farm 1615, Paarl, as detailed in the land use application referenced above, subject to the following conditions:
 - 10.1 The bellmouth at the intersection of Angelier Street with Main Road 201 shall be enlarged, with width and radius appropriate to the turning radii required by the heavy vehicles likely to be accessing the property on a regular basis;
 - 10.2 The design of the widening of the access road and intersection shall be carried out by an appropriately registered person in accordance with this Department's design guidelines and requirements. Detailed drawings of the road geometry, pavement / materials, drainage and road markings shall be submitted to this Branch's Design Directorate for approval prior to the commencement of construction (Ms MK Hofmeyr, e-mail: Melanie.Hofmeyr@westerncape.gov.za).
 - 10.3 Detailed construction drawings and proposals for traffic accommodation during construction shall be submitted for approval to the District Roads Engineer (Mr E Smith, e-mail: Eroy.Smith@westerncape.gov.za) prior to construction.
 - 10.4 The Applicant's consultant or contractor shall accept the handing over of the site in writing from the Road Authority prior to construction.
 - 10.5 After completion of the construction phases to the satisfaction of the District Roads Engineer, the Road Authority shall accept in writing the handing over of the site from the Applicant's consultant or contractor.

- 10.6 As built drawings shall be sent to this Branch (Ms GD Swanepoel) the District Roads Engineer (Mr S Bain, e-mail: Stewart.Bain@westerncape.gov.za) and the Roads Department of Cape Winelands District Municipality (Mr F van Eck, e-mail: Francois@capewinelands.gov.za).

Yours Sincerely



SW CARSTENS

For DEPUTY DIRECTOR-GENERAL: ROADS

ENDORSEMENTS

1. Stellenbosch Municipality
Attention: Mr U von Molendorff (e-mail: Ulrich.vonMolendorff@stellenbosch.gov.za);
Mr N Winter (e-mail: Nigell.Winter@stellenbosch.gov.za)

2. NM and Associates
Attention: Dr N Mammon (e-mail: Nisa@visionplan.co.za)

3. ITS Engineers
Attention: Ms L Pretorius (e-mail: Lynne@itsglobal.co.za)

4. District Roads Engineer
Paarl

5. Mr E Smith (e-mail)

6. Mr H Thompson (e-mail)

7. Mr SW Carstens (e-mail)

ANNEXURE G

Comments from Heritage Western Cape

Our Ref: HM/ CAPE TOWN WINELANDS / FRANSCHHOEK/
PORTION 3 OF FARM 1615
Case No: 21031905AM0421E
Enquiries: Ayanda Mdludlu
E-mail: ayanda.mdludlu@westerncape.gov.za
Tel: 021 483 5959



RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: FINAL
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 CONSTRUCTION OF A NEW PACKING SHED, PORTION 3 OF FARM 1615, FRANSCHHOEK, SUBMITTED IN TERMS OF SECTION 38(4) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

CASE NUMBER: 21031905AM0421E

The matter above has reference.

Heritage Western Cape is in receipt of additional information for the above matter received. This matter was discussed at the Heritage Officers Meeting held on 3 May 2021.

You are hereby notified that, since there is no reason to believe that the proposed construction of a new packing shed ON Portion 3 of Farm 1615, Franschhoek, will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

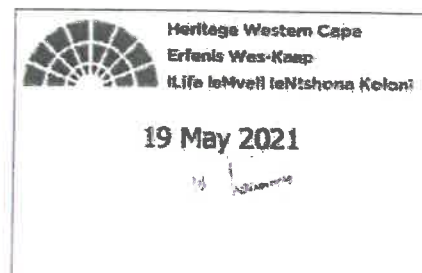
However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay.

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.

.....
Colette Scheermeyer
Acting Chief Executive Officer



www.westerncape.gov.za/cas

Street Address: Unites Ave, office building, Green Market Square, Cape Town, 8000 • Postal Address: P.O. Box 105, Cape Town, 8000
• Tel: +27 (0)21 483 5959 • E-mail: cas@heritage.westerncape.gov.za

Street Address: Prinses Afdelingsgebou, Buisendheidsplein, Kaapstad, 8000 • Posadres: Prinses 105, Kaapstad, 8000
• Tel: +27 (0)21 483 5959 • E-pos: cas@heritage.westerncape.gov.za

Idifesi yendawo: kumpungatha 3, kwisakhiwo siphila Asijayika, Gqeberha, 6001 • Idifesi yeposi: Inombolo yibhokisi

ANNEXURE H

Comments from Directorate: Infrastructure Services



STELLENBOSCH MUNICIPALITY
STELLENBOSCH·PNIEL·FRANSCHHOEK

MEMORANDUM

DIREKTEUR: INFRASTRUKTUURDIENSTE
DIRECTORATE: INFRASTRUCTURE SERVICES

To ▫ Aan: Director: Planning + Economic Development
Att Aandag Bulelwa Mdoda
From ▫ Van: Principal Technician: Development (Infrastructure Services)
Author ▫ Skrywer: Colin Taylor
Date ▫ Datum: 23 November 2021
Our Ref ▫ Ons Verw: Civil LU 2210
Your Ref: LU/12700
Re ▫ Insake: Farm 1615/3, Paarl: Application is made in terms of Section 15(2)(h) for the deletion of the approval conditions; (f) That no additional accesses be created and (g) The operational capacity does not increase beyond 40000m² of raw wood per annum, in the letter of approval dated 17/07/2012 to allow the site be used for an alternative industrial use (packing shed activities) in line with a new revised site development plan on Farm No. 1615/3, Paarl Division.

The application is recommended for approval, subject to the following conditions:

1. **Water**
 - 1.1 The development can connect to the existing 110mm diameter municipal water line. The final position will be confirmed at engineering drawing approval stage. The water line links will be for the Developers cost
 - 1.2 The potable water must be stored and distributed in such a manner that it complies with the SANS 241 Drinking Water Quality Standards..

2. Waste Water and Sewage

- 2.1 Wemmershoek WWTW does not have spare capacity to accommodate any new developments. Certain upgrades first need to be undertaken in order to create additional capacity. At this stage the development cannot connect to the municipal sewer system.
 - 2.2 Use of existing septic tanks to collect and treat sewage generated by the proposed development is not allowed.
 - 2.3 The existing septic-tank and soak-away has to be replaced by a more environmentally friendly process.
 - 2.4 No new septic tanks are allowed.
 - 2.5 If a conservancy tanks is considered:
 - 2.5.1 The conservancy tank must be accessible to the removal truck and of a volume to necessitate not more than a fortnightly service, unless agreed otherwise by the Directorate: Infrastructure Services.
 - 2.5.2 The surface / layerworks of such access should be designed to accommodate at least a 15 ton / 10 000litre service vehicle.
 - 2.5.3 The required volume of the conservancy tank/s must be determined by a suitably qualified professional.
 - 2.5.4 Note that only Stellenbosch Municipality is allowed to empty conservancy tanks, unless otherwise agreed with the Solid Waste department.
 - 2.5.5 A service contract has to be entered into with the municipality to service the conservancy tanks on a regular basis.
 - 2.5.6 Details of the conservancy tank and the on-site sewer reticulation network has to be submitted to the Engineering Services Directorate for approval, prior to the approval of any building plans.
 - 2.6 Submit the preferred process to treat or dispose of the waste water and sewage for approval at building plan stage.
 - 2.7 Waste water and sewage may not pollute any ground water, stormwater and surface water.
- ## **3. Solid Waste**
- 3.1 Solid waste must be removed from the site to a legal solid waste disposal site in accordance with the requirements of section 20 of the Environmental Conservation Act 1989 (Act 73 of 1989).

4. Roads

- 4.1 The application has to be referred to the District Roads Engineer for comments and conditions.
- 4.2 All the conditions set by the District Roads Engineer will be applicable.

5. Stormwater

- 5.1 The Developer must appoint a consulting engineer to analyse the existing stormwater systems and determine the expected stormwater run-off for the proposed development, for both the minor and the major storm event. Should the existing municipal stormwater system not be able to accommodate the expected stormwater run-off, the difference between the pre- and post-development stormwater run-off must be accommodated on site, or the existing system must be upgraded to the required capacity at the cost of the "Developer" and to the standards and satisfaction of the Directorate: Infrastructure Services. The aforementioned stormwater analysis is to be submitted concurrent with the detail services plans for approval.

6. Development Charges (DCs)

- 6.1 The following DC's are payable: See **Development Charge Calculation** attached.
- 6.2 The DC's were calculated by using the 2021/2022 tariff structure. If DC's are paid after 30 June 2022 it will have to be recalculated by using the tariff structure applicable at date of payment.
- 6.3 The DC's are payable before building plan approval.

7. Electrical Engineering: Comments and Conditions from Mr Martin Slabber (Supt Dwarsrivier Elect)

- 7.1 Comments: Outside electrical network area – Eskom

**COLIN TAYLOR Pr Tech Eng****PRINCIPAL TECHNICIAN: DEVELOPMENT (INFRASTRUCTURE SERVICES)**

V:\2.0 DEVELOPMENT\00 Developments\2210 (CT) Farm 1615 - 3 Paarl (LU-12700)\2210 (CT) Farm 1615-3 Paarl (LU-12700).doc

ANNEXURE A -Development Charge Calculation

Farm 1615/3 Paarl

2021/22 TARIFF STRUCTURE

Date of calculation: 30 November 2021

GLA = 12130 m²

CALCULATION TABLE			
SERVICE	FARM NO.	New	
		kl/day	Amount
WATER	1615 Franschoek	48.52	R 1 227 070,80
SEWERAGE		0	R 0,00
Stormwater			
COMMUNITY SERVICES			
SOLID WASTE			
ROADS			
SUB TOTAL			R 1 956 928,15
15% VAT			R 293 539,22
TOTAL			R 2 250 467,37

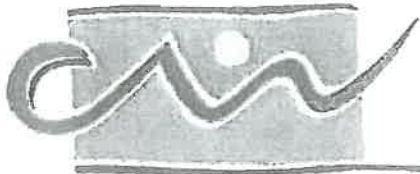
Comments:

Roads input based on trip generation report by ITS dated April 2021.

SERVICE	BREAKDOWN PER SERVICE		TOTAL
	AMOUNT	VAT	
WATER	R 1 227 070,80	R 184 060,62	R 1 411 131,42
SEWERAGE	R 0,00	R 0,00	R 0,00
Stormwater	R 0,00	R 0,00	R 0,00
COMMUNITY SERVICES	R 180 858,30	R 27 128,75	R 207 987,05
SOLID WASTE	R 278 267,05	R 41 740,06	R 320 007,11
ROADS	R 270 732,00	R 40 609,80	R 311 341,80
TOTAL VAT INCLUDED		R 293 539,22	R 2 250 467,37

ANNEXURE I

Comments from Cape Winelands Health
Department



CAPE WINELANDS DISTRICT

MUNICIPALITY • MUNISIPALITEIT • UMASIPALA

NAVRAE/ENQUIRIES/IMIBUZO:
TELEFOON/TELEPHONE/UMNXEBA:
FAKS/FAX/FEKSI:
E-POS/E-MAIL/E-MAIL:
U VERW/YOUR REF/REF YAKHO:
ONS VERW/OUR REF/REF YETHU:

Mnr. M. Mathee
021-8711001
021-8721277
mathee@capewinelands.gov.za
LU/12700
Plaas No. 1615/3

Alexanderstraat 46 Alexander Street
☒ 100
STELLENBOSCH
7599

16 August 2021

The Municipal Manager
Stellenbosch Municipality
PO Box 17
STELLENBOSCH
7599

Dear Sir

APPLICATION FOR DELETION OF CONDITIONS: FARM NO. 1615/3, PAARL

Your email dated 16 August 2021 refers.

From an environmental health perspective, this application may be recommended for approval, if the following conditions are complied with:

1. Sewerage Disposal

Sewage disposal on the premises must not create a health nuisance and will be the owner's responsibility. The sewerage and storm water system must meet Municipal specifications, conditions and approval.

2. Potable Water

The quality of the drinking water on the premises, must at all times, comply with the minimum bacteriological and chemical standards for potable water, as prescribed by SANS 241.

3. Solid Waste Disposal

Refuse collection and storage must not create a health nuisance. .

4. Food Handling

- 4.1 All areas where food is handled must comply with the minimum requirements for food handling premises as determined in Regulation R638 (General Hygiene Requirements for Food Premises Regulations) in terms of the Foodstuffs Act (Act 54 of 1972).
- 4.2 Said food handling areas may not be operated without an application being made to the Environmental Health Department of the Cape Winelands District Municipality for a Certificate of Acceptability. This certificate will only be issued after inspection and if the premises meets the requirements of Regulation R638.

5. General Conditions

- 5.1 The operation of the planned businesses/industries may not result in a "disturbance" or a "noise nuisance" as defined in the Noise Control Regulations PN 627/1998, in terms of the Environmental Conservation Act (Act 73 of 1989).
- 5.2 The requirements for smoking in public places as contained in Regulation 975 – Notice Relating to Smoking of Tobacco Products in Public Places, issued in terms of the Tobacco Products Control Act, 1993 (Act 83 of 1993) as amended, must be complied with at all times.

Yours faithfully



for MUNICIPAL MANAGER

ANNEXURE J
Previous Approval(s)

46

Enquiries C Charles / U Von Molendorff
 Your ref. -
 Our Ref. Farm 1615 /3, Paarl
 Application No. LU/1755
 Date 2012-07-17
 Telephone 021-808 8699 / 8682
 Fax 021-808 8651

REGISTERED MAIL

MTO Forestry (Pty) Ltd
 Private Bag X5024
 Stellenbosch
 7599

Sir/Madam

FORM NO:	Farm 1615/3 Paarl
SCAN NO:	
COLLIMATORIAL NO:	252096

APPLICATION FOR ZONING DETERMINATION ON FARM 1615/3, PAARL DIVISION

Your application in the above regard, refers.

The Director: Planning and Development Services at a recent meeting resolved as follows:

1. That approval be granted in terms of Section 14 of the Land Use Planning Ordinance (15 of 1985), for zoning determination from Agricultural Zone II to Industrial Zone I on Farm 1615/3, Paarl Division, subject to the conditions contained in Annexure A.

In terms of Section 62 of the Local Government Municipal Systems Act, No 32 of 2000, you may appeal to the Municipal Manager against the above Council decision (including any conditions imposed in case of approval) by giving written notice of such appeal, in which case you may upon request be given the opportunity to appear in person before the Appeal authority to state your case. A detailed motivated appeal with reasons therefore (and not only the intention to appeal), clearly stating in terms of which legislation it is made, as well as payment of the appeal fee to the amount of R670,00, should be directed to and received by the Municipal Manager, Stellenbosch Municipality, P O Box 17, Stellenbosch, 7599, or if hand delivered, to Town Planning, ground floor, municipal building, Plein Street, Stellenbosch, within 21 days of the date of registration at the Post office of this notification letter (with such registration day not included in the appeal period), provided where the last day for lodging an appeal falls either on a Sunday or public holiday, it shall be deemed to be the next working day thereafter.

Please note, appellants are not permitted to canvass the Municipal Manager or members of Council's Appeals Committee before or after the matter is heard. Should no appeal be received within such appeal period, or upon conclusion of this appeal process, you will be advised of your right to act on this decision.

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

Yours faithfully


 for DIRECTOR: PLANNING AND DEVELOPMENT SERVICES

STELLENBOSCH MUNICIPALITY
STELLENBOSCH • PAARL • FRUITBURG

ANNEXURE A

Date of final approval: _____

APPROVAL DOCUMENT for Farm 1615/3, Paarl Division

In this approval document:

"Council" means the Stellenbosch Municipality

"the Owner" means the registered owner of the property.

"the property" means Farm 1615/3, Paarl Division

"scheme regulations" has the meaning assigned thereto by Ordinance 15 of 1985.

EXTENT OF APPROVALS: Zoning determination from Agricultural Zone II to Industrial Zone I

VALIDITY OF APPROVAL: Not Applicable

CONDITIONS IMPOSED: Zoning Determination Conditions

CONDITIONS IMPOSED IN TERMS OF SECTION 42(1) OF THE LAND USE PLANNING ORDINANCE 15 OF 1985 IN RESPECT OF THE PROPERTY CONCERNED:

- a) That the approval applies only to the zoning determination in question and shall not be construed as authority to depart from any other legal prescriptions or requirements from Council;
- b) Should it be necessary to relocate or support any of the existing services, at least three months notice in writing is required by Eskom and the cost will be entirely for the account of the developer/applicant;
- c) That Eskom's rights on the properties not be affected;
- d) All services indicated to be verified on site by applicant;
- e) That the conditions imposed by the Health Department (attached hereto as Annexure D) be adhered to;
- f) That no additional accesses are created;
- g) The operational capacity does not increase beyond 40 000m³ of raw wood per annum;
- h) That Council reserves the right to impose further conditions if deemed necessary.

Compiled by:

.....
C Charles

18/06/2012
.....
Date

Recommended by Manager: Land Use Management

.....
N Duze

Date

21/06/12
.....

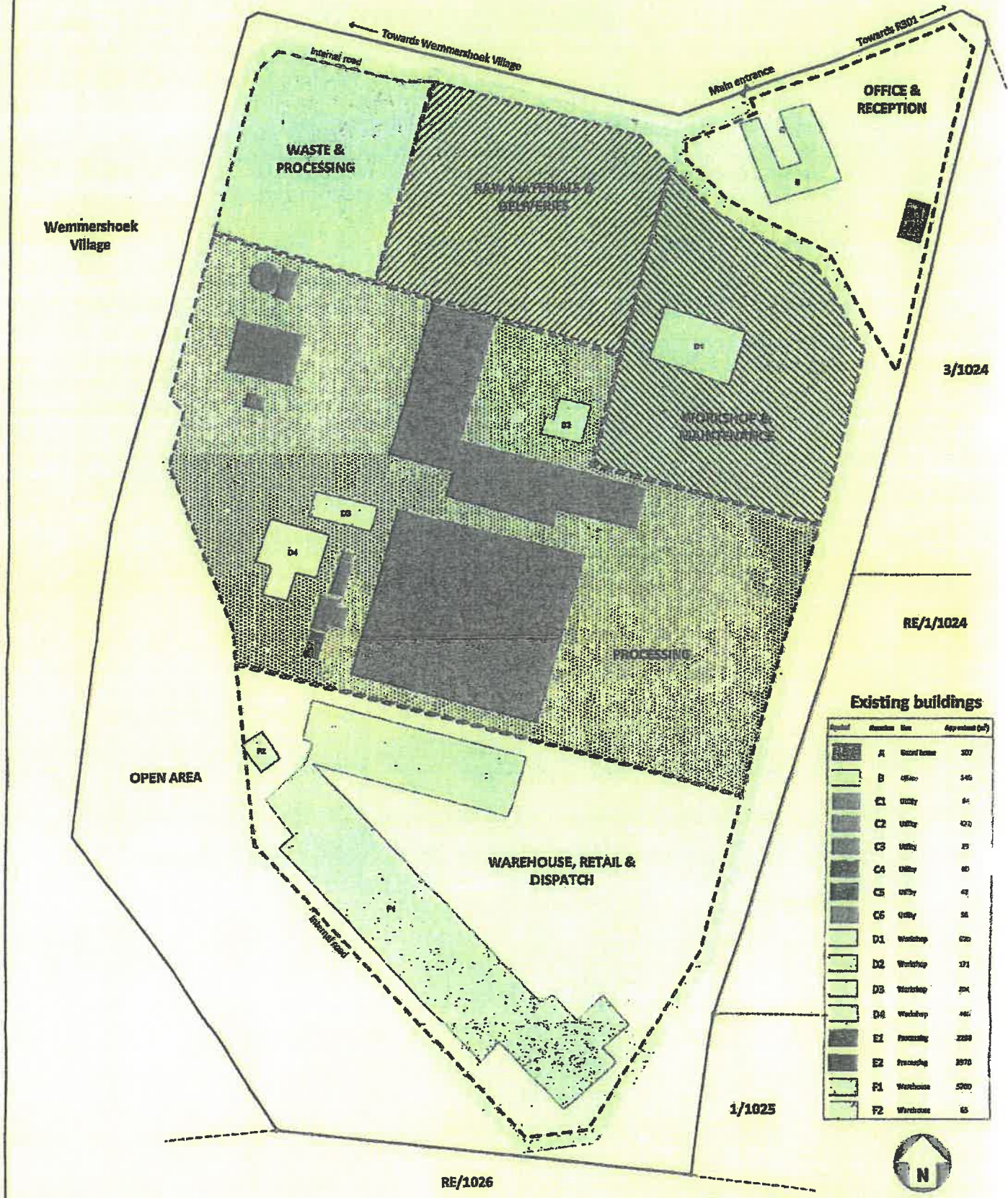
.....
Recommended by Director: Planning and Development

.....
B Davidson

Date

28/06/2012
.....

Annexure F: Site Development Plan: Farm 1615/3, Paarl



Existing buildings

Symbol	Number	Use	Approximate (sq)
[Diagonal hatched]	A	Sawmill	307
[White]	B	Office	140
[Dotted]	C1	Utility	84
[Dotted]	C2	Utility	120
[Dotted]	C3	Utility	25
[Dotted]	C4	Utility	60
[Dotted]	C5	Utility	41
[Dotted]	C6	Utility	28
[Diagonal hatched]	D1	Workshop	620
[Diagonal hatched]	D2	Workshop	171
[Diagonal hatched]	D3	Workshop	204
[Diagonal hatched]	D4	Workshop	441
[Dotted]	E1	Processing	2280
[Dotted]	E2	Processing	3870
[Stippled]	F1	Warehouse	5200
[Stippled]	F2	Warehouse	65



MTO Forestry

JAN VRIJTER

DATE	PROJECT NO.	Wemmershoek Farm 1615/3, Paarl	REV.
SCALE	1:600	Wemmershoek Site Plan -- Farm 1615/3	4 OF 1

1615/3

28



CAPE WINELANDS DISTRICT

MUNICIPALITY • MUNISIPALITEIT • UMASIPALA

NAVRAE/ENQUIRIES/IMIBUZO:
TELEFOON/TELEPHONE/UMNXEBA:
FAKS/FAX/IFEKSI:
E-POS/E-MAIL/E-MAIL:
U VERW/YOUR REF/REF YAKHO:
ONS VERW/OUR REF/REF YETHU:

Mnr. M. Mathee
021-8711001
021-8721277
mathee@capewinelands.gov.za
Farm 1615/3, Paarl
Plaas Nr. 1615/3

Alexanderstraat 46 Alexander Street
100
STELLENBOSCH
7599

Alle korrespondensie moet aan die Munisipale Bestuurder gerig word/
All correspondence to be addressed to the Municipal Manager/Yonke Imbalelwano mayihunyelwe kuMlawuli kaMasipala

The Municipal Manager
Stellenbosch Municipality
P.O. Box 17
STELLENBOSCH
7599



23 November 2011

Dear Sir

DETERMINATION OF ZONING: PORTION 3 OF FARM 1615, PAARL DIVISION

Your letter dated 6 September 2011 refers.

From an environmental health perspective this application may be recommended for approval; provided that the following conditions are complied with:

1. Environmental pollution
 - 1.1 No pollution such as water, air, dust or noise pollution may occur on any part of the premises during the construction phase. Proper preventative measures must be put in place beforehand.
 - 1.2 On the basis of the application/proposed industry it is recommended that the developers carry out a comprehensive Environmental Impact Assessment (EIA), which must be submitted to the Stellenbosch Municipality before the application may be approved.
2. Sewerage/Sanitary facilities
 - 2.1 The sewerage system from the proposed development must conform to Stellenbosch Municipality's specifications, conditions and approval.
 - 2.2 Sewage disposal on the premises must at all time take place in a nuisance-free manner and shall be the owner's responsibility.
 - 2.5 An industry generating oil or similar products as waste must be provided with an adequate drainage system and sand pit.
3. Potable water/Storm water

E NR: _____

PI 1615/3 P

CAN NR: 858

COLLABORATOR NR: 229506

- 3.1 The quality of the potable water on the premises must at all times comply with the minimum bacteriological and chemical standards for potable water, as determined by SANS code 241.
- 3.2 The collection and subsequent disposal of storm water in the nearby Berg River must be approved by the Department of Water Affairs and Forestry.
4. Solid waste disposal
 - 4.1 Refuse collection and storage must be done in a way that will not cause a health nuisance.
 - 4.2 The proposed industry must be provided with a refuse area that complies with the following:
 - 4.2.1 Large enough to store all the refuse generated on the premises;
 - 4.2.2 Inaccessible to the public, ie equipped with a lockable door or gate;
 - 4.2.3 A smooth, washable floor surface, constructed at an angle to direct drainage to a specific point;
 - 4.2.4 A catchment pit connected to the sewerage system;
 - 4.2.5 A cold water tap for washing up purposes;
 - 4.2.6 Rodent and insect proof according to the best available method.
5. Food handling
 - 5.1 All areas where food is handled must comply with the minimum requirements for food handling premises as determined in Regulation R918 (General Hygiene Requirements for Food Premises Regulations) in terms of the Health Act (Act 63 of 1977).
 - 5.2 Said food handling areas may in no circumstances be operated without application being made to the Environmental Health Department of the Cape Winelands District Municipality for a Compliance Certificate. This certificate will only be issued after inspection and if the premises meet the requirements of Regulation R918.
6. General conditions
 - 6.1 The operation of the planned businesses may not result in a "disturbance" or a "noise nuisance" as defined in the Noise Control Regulations PN 627/1998, in terms of the Environmental Conservation Act (Act 73 of 1989), as well as the provisions of SABS Code 0103 - 1994.
 - 6.2 Based on the nature of the application/proposed industry, it is proposed that the developers do a comprehensive Noise Impact Assessment (NIA) as defined in SANS 0103 - 1994 for submission to Drakenstein Municipality before approval of the development.

Please contact me if you have any further questions or comments in this regard.

Yours faithfully


pp MUNICIPAL MANAGER

ANNEXURE K
Specialist Reports (TIA)

Fruit Pack House on Portion 3 of Farm 1615

***Transport Impact Assessment
Wemmershoek, Western Cape***

April 2021

5th Floor

Imperial Terraces

Carl Cronje Drive

Tyger Waterfront

Bellville, 7530

(021) 914 6211 (T)

e-mail: westerncape@itsglobal.co.za

SUMMARY SHEET

Report Type	Transport Impact Assessment
Title	Fruit Pack House on Portion 3 of Farm 1615
Location	Wemmershoek, Western Cape
Client	Vastana (Pty) Ltd
Reference Number	ITS 4337
Project Team	Lynne Pretorius, Pr. Eng Carla Sequeira
Contact Details	Tel: 021 914 6211
Date	April 2021
Report Status	Final v2
File Name	G:\4337 TIA Prtn 3 Farm 1615 Wemmershoek\12 Reports\Draft\4337 Portion 3 Farm 1615_Finalv2_CPK_2021-04-19.docx

It is herewith certified that this Transport Impact Assessment was undertaken by a professionally registered transport engineer and prepared according to the requirements of the South African Traffic Impact and Site Traffic Assessment Manual.

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7	Study Intersections (existing control)	2
8	Existing Intersection Operations.....	2
9	Approved Developments/ Latent Rights.....	2
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13	Trip Generation Rates and Development Trips	3
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REPORT - SUMMARY TABLE

This Transport Impact Assessment is reported only in a summary table instead of a lengthy report to assist review and interpretation of the results. This summary table includes all the relevant information that is normally contained in a report. It should be sufficient for review and interpretation of the expected transport impacts as well as the comprehension of the required measures to mitigate the transport impact. If any more detail is required please contact the authors.

APPENDIX

- Appendix A: Figures
- Appendix B: RNIS Data
- Appendix C: R45 Access Spacing
- Appendix D: Trip Generation Calculations

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ABBREVIATIONS

COTO	Committee of Transport Officials
Ha	Hectare
HCM	Highway Capacity Manual
LOS	Level of Service
NMT	Non-motorised Transport
SATGR	South African Trip Generation Rates
SQM	Square Meters (m ²)
TIA	Transport Impact Assessment
V/C	Volume to Capacity Ratio
WCG	Western Cape Government

<h2 style="margin: 0;">Transport Impact Assessment</h2> <p style="margin: 0;"><i>Fruit Pack House on Portion 3 of Farm 1615, Wemmershoek, Western Cape</i></p>	
1 Purpose of Study	The purpose of this study is to determine the transport impact of the proposed Fruit Pack House in Wemmershoek.
2 Locality <i>Refer to Figure A1 (Appendix A)</i>	The Fruit Pack House is proposed on Portion 3 of Farm 1615. The proposed site is situated north of the R45 (MR191) and west of the R301 (MR201) and is adjacent to the Wemmershoek residential area.
3 Land Use <i>Refer to Figure A2 (Appendix A)</i>	The site currently consists of a 3 067m ² shed and previously operated as a sawmill. The proposed development will consist of a Fruit Pack House. The Fruit Pack House will be used to clean, sort, pack and cool the fruit. The Fruit Pack House building will have a total floor area of approximately 15 197m ² which includes 637m ² of offices.
4 Existing Roadways <i>Refer to Figure A1 (Appendix A)</i>	<p>The existing roadways in the site vicinity are summarised below:</p> <p>R45 (MR 191): Provincial Main Road: Class 2 major arterial, one lane per direction, with gravel shoulders and a sidewalk on the northern section of the road. The intersection with the R301 has also been widened to include 2 shared through lanes on each approach.</p> <p>R301 (MR201): Provincial Main Road: Class 2 major arterial, one lane per direction, with gravel shoulders and no sidewalks, 80 km/hr speed limit.</p> <p>Angelier Street: Class 4 Collector Street, one lane per direction, with no shoulder lane and sidewalks.</p>
5 Analyses Hours	<p>The traffic analyses are based on weekday a.m. and p.m. peak hours. The following peak hours are a representative of the study area:</p> <ul style="list-style-type: none"> • Weekday a.m. peak hour: 07:15 to 08:15 • Weekday p.m. peak hour: 17:00 to 18:00
6 Scenarios Analysed	<p>The following scenarios were analysed to determine the transport impact of the proposed development:</p> <ol style="list-style-type: none"> 1. 2021 Existing conditions 2. 2022 Background traffic conditions (2021 existing traffic conditions plus expected traffic growth based on a 1-year traffic horizon) as it is expected that the Fruit Pack House will be operational in 2022. 3. 2022 Total traffic conditions (2022 background traffic conditions plus development trips) <p>The traffic growth assumptions used to analyse future scenarios are discussed in Section 10.</p>

<p>7 Study Intersections (existing control) Refer to Figure A3 (Appendix A)</p>	<p>The scope of the analyses for the TIA included the intersections summarised in Table 1. Refer to Figure A3 in Appendix A for the existing lane configuration and intersection controls.</p> <p style="text-align: center;"><i>Table 1: Study Intersection</i></p> <table border="1" data-bbox="448 416 1401 521"> <thead> <tr> <th>No.</th> <th>Name</th> <th>Existing Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>R301/R45</td> <td>Priority-controlled</td> </tr> <tr> <td>2</td> <td>R301/Angelier Street</td> <td>Priority Controlled</td> </tr> </tbody> </table>	No.	Name	Existing Control	1	R301/R45	Priority-controlled	2	R301/Angelier Street	Priority Controlled
No.	Name	Existing Control								
1	R301/R45	Priority-controlled								
2	R301/Angelier Street	Priority Controlled								
<p>8 Existing Intersection Operations Refer to Figure A3 (Appendix A)</p>	<p>New traffic surveys were not conducted for this study, as the Covid-19 pandemic has caused an overall reduction in traffic volumes. Historical traffic volumes were used, as this is a better representation of the traffic volumes along the road network.</p> <p>Historical surveys were used to determine the intersection volumes:</p> <ul style="list-style-type: none"> • 2018 traffic counts for the R45/R301 intersection was available in the ITS traffic counting database. A growth rate of 2.31% per annum, as discussed in more detail in Section 10, was applied to the 2018 traffic volumes to obtain the 2021 traffic volumes. • R301/Angelier Street: At this intersection the R301 traffic volumes were derived from the R301/R45 intersection volumes. 2012 traffic counts for this intersection were also available in the ITS database and the 2018 turning movements were derived pro rata. • The R45 traffic volumes were adjusted based on a 4% per annum growth rate, as discussed in more details in Section 10. <p>The intersections in the study area were analysed to determine the level of service (LOS), delay per vehicle (in seconds) and volume per capacity (V/C) for each intersection in the peak hour. Refer to Figure A3 in Appendix A for the weekday a.m. and p.m. peak hour traffic operations for the existing traffic conditions. Based on the results of the analyses, all the intersections are operating satisfactorily with no capacity conditions being experienced.</p>									
<p>9 Approved Developments/ Latent Rights</p>	<p>No specific approved/latent developments have been incorporated in the analyses.</p>									
<p>10 Traffic Growth Refer to Appendix B</p>	<p>Traffic growth rates are used to estimate the future traffic. A historical traffic growth of approximately 2.31% per annum has been experienced along the R301 and a 4% per annum growth rate on average has been experienced along the R45. This was experienced between the years 2009 and 2018. These growth rates are based on traffic data managed by the Western Cape Government (WCG), (RNIS, 2021). Refer to Appendix B for the growth rates along the R301 and R45. Accordingly, these growth rates were applied to the 2018 traffic counts to estimate the traffic in 2021 and the future scenario.</p>									

<p>11 Background Traffic Conditions <i>Refer to Figure A3 (Appendix A)</i></p>	<p>The 2022 background traffic conditions scenario analyses the existing traffic after applying the growth rates, as stated in Section 10, along the R301 and R45 over one year.</p> <p>None of the study intersections, experience capacity constraints during the weekday a.m. and p.m. peak hours. Refer to Figure A3 in Appendix A for the respective peak hour background intersection operation results.</p>
<p>12 Site Access <i>Refer to Figure A2 (Appendix A)</i></p>	<p>Existing Access:</p> <p>Various accesses are currently provided to the site, of which one access to the parking area is located such that it is the 4th leg to the intersection on Angelier Street. Refer to the photographs in Figure A5 in Appendix A.</p> <p>Proposed Access</p> <p>It is proposed that 2 of the existing accesses be closed. The existing parking area access on Angelier, located at approximately 70m from the R301/Angelier Street intersection, will be upgraded to become the access to the Fruit Pack House.</p> <p>The Western Cape Access Management Guidelines recommend that a low/high volume driveway, on a Class 4 road in a Suburban environment, be located 115m from an unsignalised intersection, on the downstream segment from a Class 2 road. Accordingly, the access is sub-standard. When compared with the previous Western Cape Road Access Guidelines, the recommended access spacing is 45-60m for a low/high volume driveway for a Class 4 road. However, as this is an existing access that is being upgraded, a low volume driveway access at a location that was previously approved, the access location is supported.</p> <p>A queuing analysis at the entrance gate was also undertaken to determine the queue length in peak conditions. A minimum storage length of 16m is required at the proposed access (between Angelier Street and the access gate) to ensure that queueing vehicles do not extend into Angelier Street. The current Site Layout Plan indicates that 46m is available between the access gate and the Angelier Street kerb, enabling 2 heavy vehicles to queue in this area as well as the normal passenger car vehicles.</p>
<p>13 Trip Generation Rates and Development Trips <i>Refer to Figure A4 (Appendix A) & Appendix C</i></p>	<p>Heavy vehicle movement</p> <p>There is no trip generation rate in the COTO THM17 Trip Data Manual (COTO, 2013) for a Fruit Pack House. The heavy vehicle trip generation was determined based on the volumes of fruit produced for the market and the capacity of one truck. From this the number of heavy vehicles per day can be determined.</p> <p>The total number of heavy vehicles generated by the development is 10 heavy vehicles per day leading to approximately 2 heavy vehicles per hour, assuming that the heavy vehicles will arrive in the off-peak period (8hrs).</p>

	<p>Staff trips</p> <p>There will be 10 management staff and 130 Fruit Pack House staff. It is assumed that all management staff will travel to the Fruit Pack House by private vehicle. The modal split for the Fruit Pack House staff is expected to be as follows:</p> <ul style="list-style-type: none"> • 45% Busses (60 pax in four busses) • 45% Minibus taxis (MBT) • 10% Walk/bicycle <p>Based on the above information a total of 18 vehicle trips are expected. Refer to Table 2 for the expected management and Fruit Pack House staff trip generation.</p> <p style="text-align: center;"><i>Table 2: Expected Management and Fruit Pack House Staff Trip Generation</i></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #92d050;"> <th style="text-align: left;">Mode of Transport</th> <th style="text-align: right;">Total</th> </tr> </thead> <tbody> <tr> <td>Private Vehicles</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Busses</td> <td style="text-align: right;">4</td> </tr> <tr> <td>MBT</td> <td style="text-align: right;">4</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">18</td> </tr> </tbody> </table> <p>An in/out split of 60/40 during the a.m. and 45/55 during the p.m. peak hour was used for the private vehicles, busses and MBT. This is based on the Manufacturing and Distribution trip generation data as indicated in the THM 17 (COTO, 2013). Refer to Appendix C for the trip generation calculations as discussed above. The trip generation is illustrated in Figure A4 in Appendix A for the respective peak hours.</p>	Mode of Transport	Total	Private Vehicles	10	Busses	4	MBT	4	Total	18
Mode of Transport	Total										
Private Vehicles	10										
Busses	4										
MBT	4										
Total	18										
<p>14 Trip Distribution</p>	<p>Different trip distributions are expected for the different modes of transport. The expected trip distributions used in the traffic model for the development are as follows:</p> <p>Heavy vehicles Inbound:</p> <ul style="list-style-type: none"> • 100% to/from Stellenbosch and Pniel side <p>Heavy vehicles Outbound:</p> <ul style="list-style-type: none"> • 100% via the R301 to/from the harbour <p>Private vehicles and MBT:</p> <ul style="list-style-type: none"> • 33% to/from Paarl • 33% to/from Franschoek • 34% to/from Stellenbosch and Pniel <p>Busses:</p> <ul style="list-style-type: none"> • 100% from Stellenbosch and Pniel 										

15 Total Traffic Conditions
 Refer to Figure A4
 (Appendix A)

The 2022 total traffic conditions scenario analyses the background traffic condition plus the development trips assigned and distributed through the road network.

Based on the intersection capacity analyses, all of the study intersections can expect to operate satisfactorily during the respective a.m. and p.m. peak hours. No capacity road improvements are required to accommodate the additional development trips. However, Angelier Street will need to be widened to accommodate the heavy vehicle turning movements. This is further discussed in Section 16 below.

Refer to Figure A4 in Appendix A for the respective peak hour total intersection operation results.

The warrant for an exclusive right-turn lane was assessed and it is concluded that an exclusive right-turn lane is not required along the R301. Refer to Figure 1 for the Western Cape Government’s Access Management Guidelines (WCG, 2020) right-turn lane warrant. The % right turners in the AM is 3% and in the PM is 11%. Hence, a right-turn lane is not warranted at the R301/Angelier Street intersection.

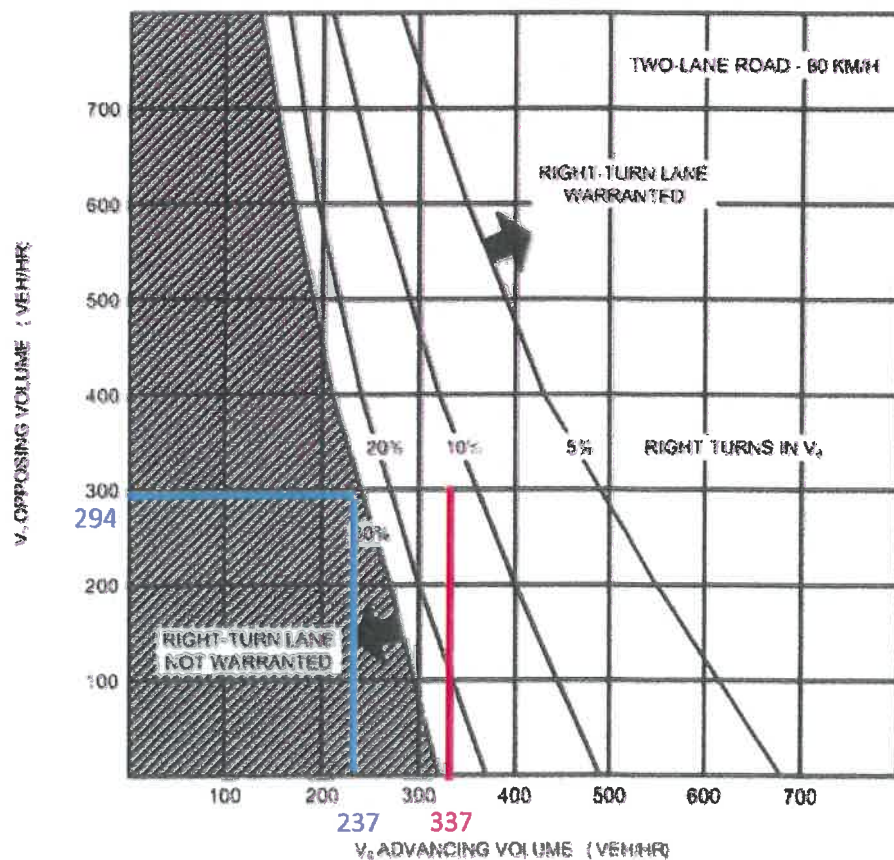
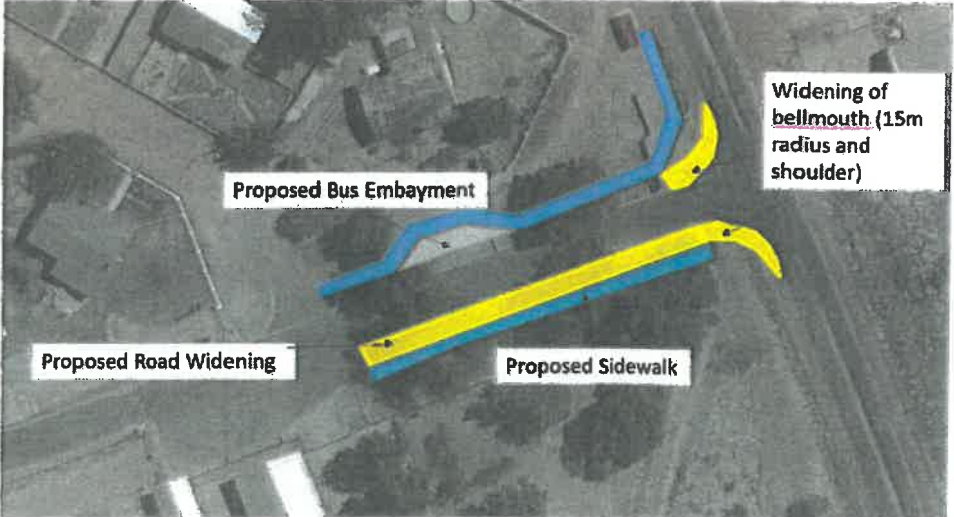


Figure 1: Right-turn lane warrant for two-lane road with 80km/h operating speed

<p>16 Geometric Improvements</p>	<p>AutoTurn analyses were conducted to evaluate the heavy vehicle movements in and out of the Fruit Pack House. Angelier Street, between the R301 and the Pack Shed access, is too narrow to accommodate the turning movements of the heavy vehicles. It is therefore proposed that this portion of Angelier Street be widened to accommodate the heavy vehicle turning movements.</p>
<p>17 Non-Motorised Transport <i>Refer to Figure A2 (Appendix A)</i></p>	<p>There is currently a pedestrian path along the southern edge of Angelier Street. A pedestrian path is proposed along the northern edge of Angelier Street, from the Fruit Pack House access to the existing public transport stop along the R301. Due to the road widening, the existing pedestrian path will need to be relocated further south to behind the existing trees as well as be extended up to the intersection with the R301. Refer to Figure 2 for the location of the proposed sidewalk.</p> <p>Pedestrian paths are provided for staff walking in from the gatehouse onto the site. Refer to the Site Development Plan in Annexure A2.</p>
<p>18 Public Transport</p>	<p>There are currently two public transport stops with shelters provided along Angelier Street (between the Fruit Pack House access and the R301) and one public transport stop with shelter provided along the R301, just north of the R301/Angelier Street intersection.</p> <p>An additional public transport embayment is proposed between the development access and the R301 along the northern edge of Angelier Street. Refer to Figure 2 for the location of the proposed bus embayment.</p>  <p><i>Figure 2: Location of proposed sidewalk and bus embayment</i></p>

<p>19 Parking <i>Refer to Figure A2 (Appendix A)</i></p>	<p>The Stellenbosch Municipality Zoning Scheme (Stellenbosch Municipality, 2019) does not contain a parking ratio for a Fruit Pack House. However, the parking rate for industrial is 1.5 bays/100m² and for offices is 4 bays/100m² GLA. From this, 218 bays are required for the 14 560m² industrial and 26 bays are required for the 637m² offices. A total of 244 parking bays are required.</p> <p>The number of parking bays required were also compared with the number of staff that are expected to use their private vehicles. From this 10 parking bays are needed.</p> <p>The SDP indicates that 40 parking bays will be provided at the Fruit Pack House. An overflow parking area is provided to accommodate the remaining 204 parking bays. Refer to the Site Development Plan in Figure A2.</p>
<p>20 Internal Road Network</p>	<p>Once on the site, heavy vehicles will circulate in a clockwise direction through and around the shed. Heavy vehicles will enter the Fruit Pack House from Angelier Street, drive through and exit again at Angelier Street. These were checked with Autoturn.</p>
<p>21 Conclusion & Recommendations</p>	<p>Road Network</p> <p><u>Existing (2021) and Background (2022) Traffic Conditions</u></p> <p>All the intersections are currently and will remain operating at acceptable LOS.</p> <p><u>Access</u></p> <p>It is proposed that two of the three existing accesses be closed. The existing parking area access on Angelier, located at approximately 70m from the R301/Angelier Street intersection, will be upgraded to become the access to the Fruit Pack House.</p> <p>The Western Cape Access Management Guidelines recommend that a low/high volume driveway, on a Class 4 road in a Suburban environment, be located 115m from an unsignalised intersection, on the downstream segment from a Class 2 road. Accordingly, the access is sub-standard. When compared with the previous Western Cape Road Access Guidelines, the recommended access spacing is 45-60m for a low/high volume driveway for a Class 4 road. However, as this is an existing access that is being upgraded, a low volume driveway access at a location that was previously approved, the access location is supported.</p> <p>A minimum storage length of 16m is required at the proposed access (between Angelier Street and the access gate). A storage length of 46m is available between the access gate and the Angelier Street kerb, enabling 2 heavy vehicles to queue in this area as well as the normal passenger car vehicles.</p>

Development Trips

It is expected that a total of 2 heavy vehicles and 18 light vehicles (private vehicles, busses and MBT) will be generated by the proposed development during the peak periods.

Total Traffic Conditions

All the study intersections will operate at acceptable traffic conditions from an intersection capacity point-of-view. No capacity road improvements are required to accommodate the additional development trips. A right-turn lane is not warranted at the R301/Angelier Street intersection.

Pedestrians and Cyclists

A pedestrian path from the proposed public transport embayment on the northern side of Angelier Street to the entrance is proposed. Due to the road widening, the existing pedestrian path will need to be relocated further south to behind the existing trees as well as be extended up to the intersection with the R301.

Public Transport

An additional public transport embayment is proposed between the development access and the R301 along the northern edge of Angelier Street.

Parking

A total of 244 parking bays are required. A total of 40 parking bays will be provided on site. An overflow parking area is provided to accommodate the remaining 204 parking bays.

Recommendation

It is recommended that the development be approved from a transport perspective subject to the proposed upgrades. These are as follows:

- Provide a pedestrian path along the northern edge of Angelier Street, from the Fruit Pack House access to the existing public transport stop along the R301. The existing pedestrian path to be relocated further south to behind the existing trees as well as be extended up to the intersection with the R301
- A Public transport embayment be provided between the development access and the R301, along the northern edge of Angelier Street
- Widening of Angelier Street between development access and R301.

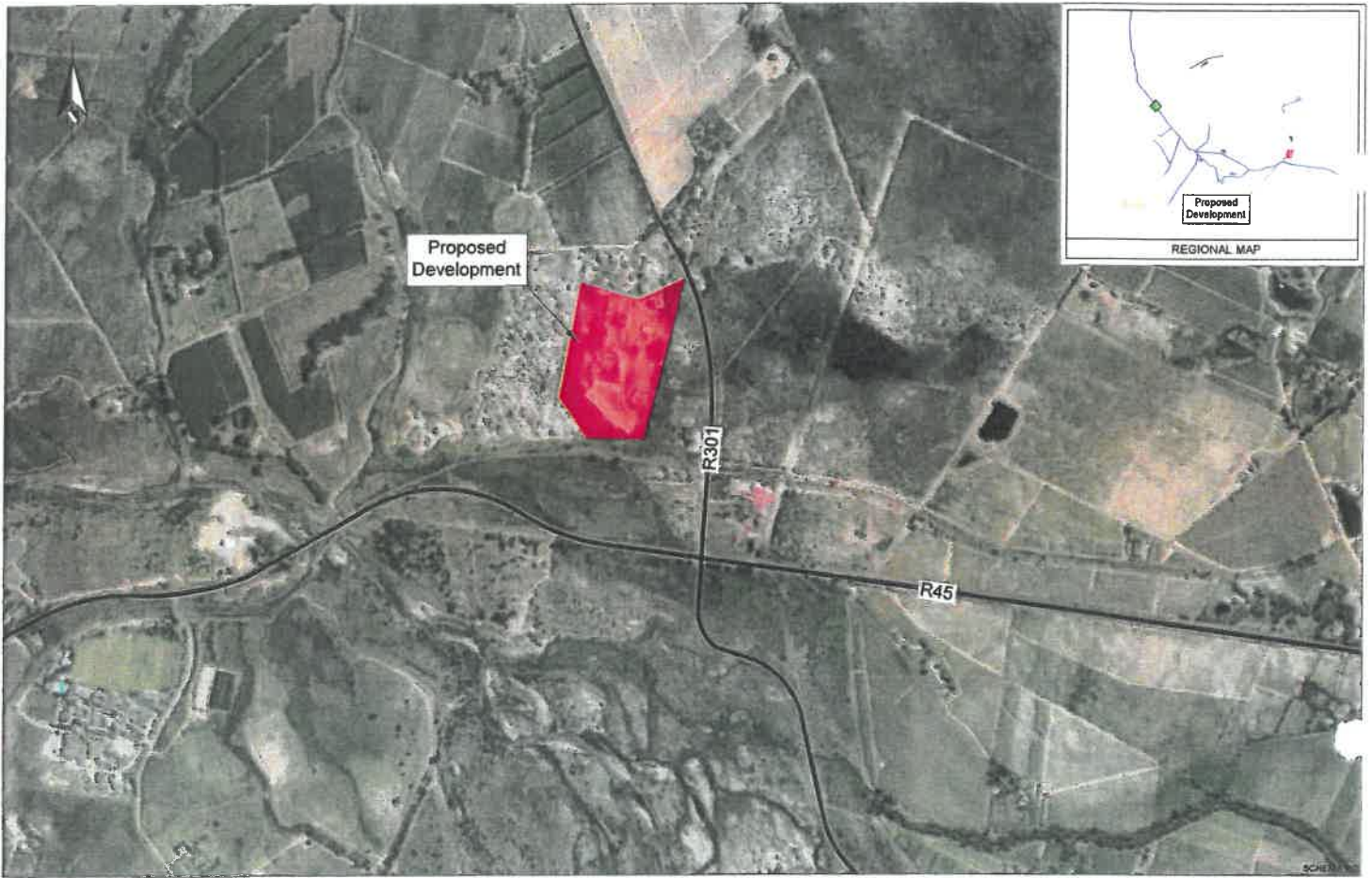
Furthermore that the combination of formal parking and overflow parking be accepted.

REFERENCES

1. Committee of Transport Officials, South African Trip Data Manual, TMH17, Version 1.1, September 2013
2. Committee of Transport Officials, South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual, TMH 16, Volume 2, February 2014
3. Stellenbosch Municipality, Zoning Scheme By-law, September 2019
4. Western Cape Government, Access Management Guideline, 2020
5. Western Cape Government, Road Access Guideline, 2002
6. Western Cape Government, Road Network Information System, https://rnis.westerncape.gov.za/rnis/rnis_web_reports.main, 2020

Appendix A

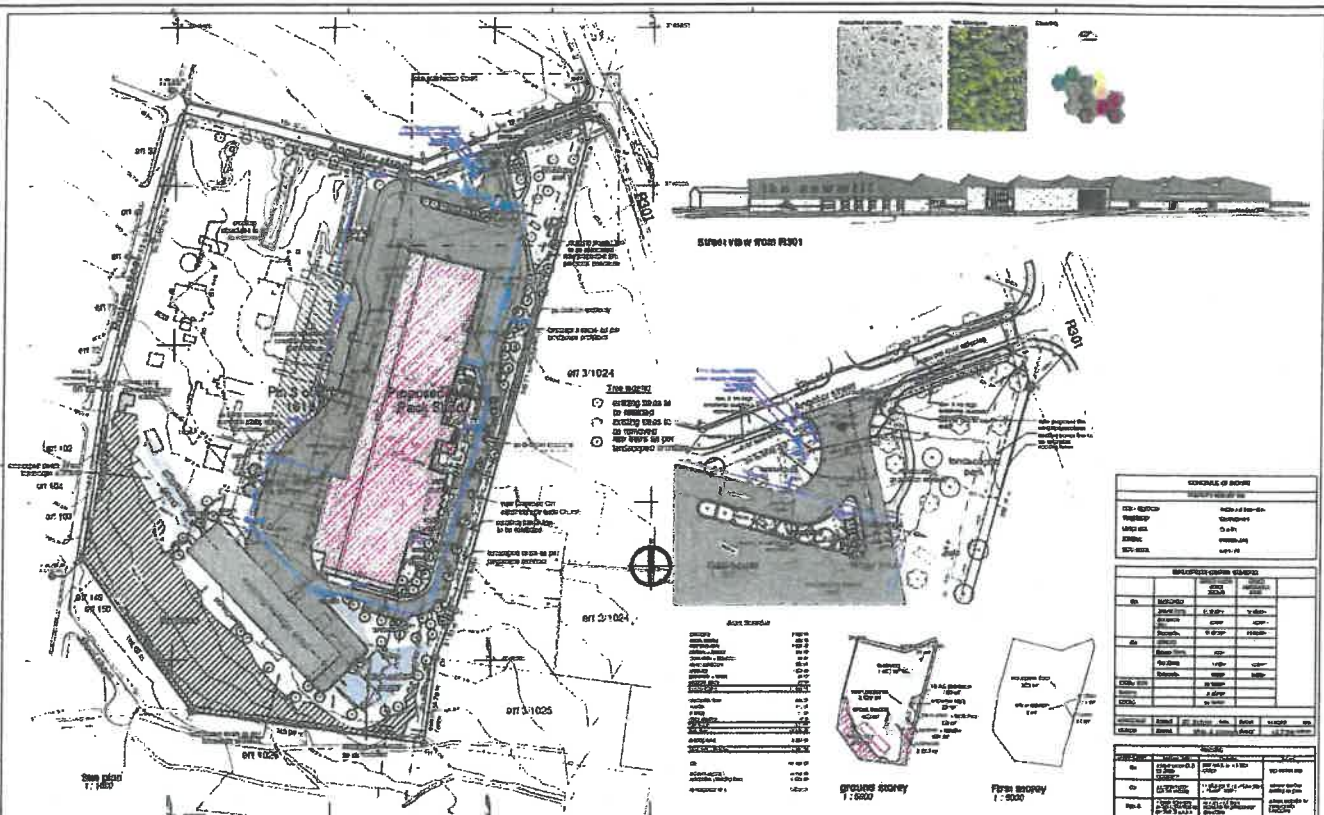
Figures



PROJECT: TIA Wemmershoek

FIGURE: Locality Plan

NUMBER: A1



CONTENTS OF BOOK	
NO.	DESCRIPTION
01	Site Plan
02	Ground Floor Plan
03	First Floor Plan
04	Section View
05	Detail

NOTES

1. All dimensions are in meters unless otherwise stated.
2. The site is to be developed in accordance with the approved planning conditions.
3. The site is to be developed in accordance with the approved planning conditions.
4. The site is to be developed in accordance with the approved planning conditions.
5. The site is to be developed in accordance with the approved planning conditions.

NO.	DESCRIPTION	DATE
1	Issue for Planning	10/10/2023
2	Issue for Construction	10/10/2023

Revision History

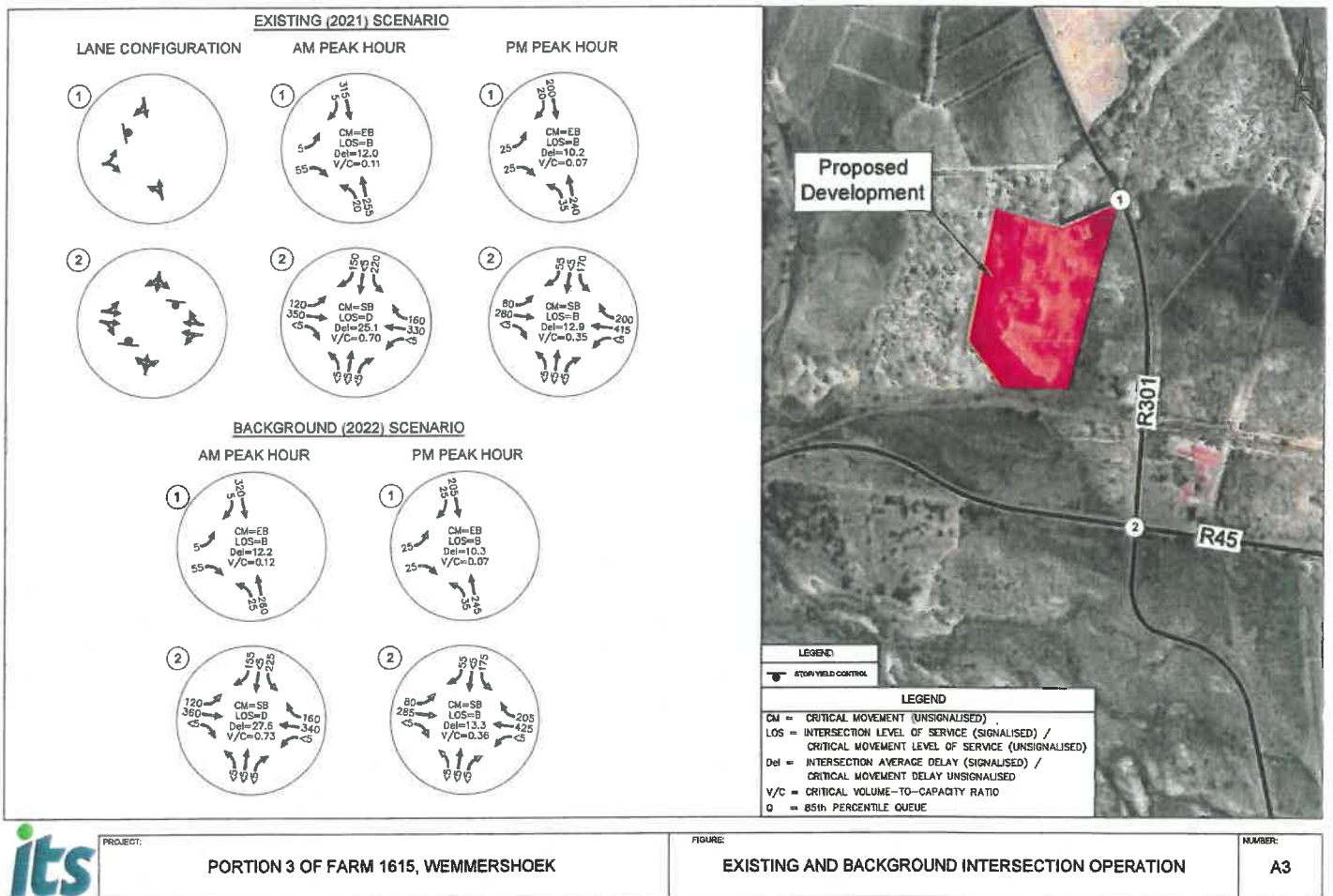
NO.	DESCRIPTION	DATE
1	Issue for Planning	10/10/2023
2	Issue for Construction	10/10/2023

studiomAS
ARCHITECTS

New Packing Shed & Offices
Plot 1615, Farm 1615, Wemmershoek
Cnr R301 & R46

Site Development Plan
SWM - SDP001

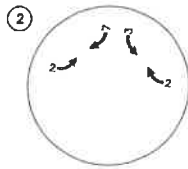
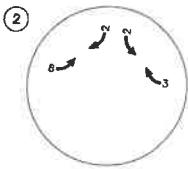
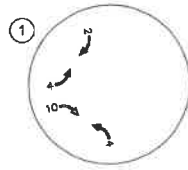
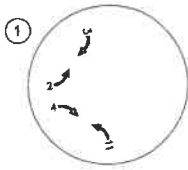




TRIP GENERATION

AM PEAK HOUR

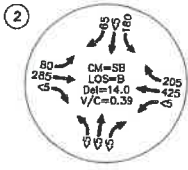
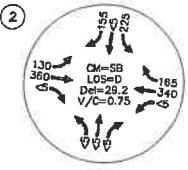
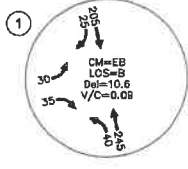
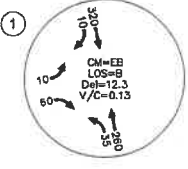
PM PEAK HOUR



TOTAL (2022) SCENARIO

AM PEAK HOUR

PM PEAK HOUR



PROJECT:

PORTION 3 OF FARM 1615, WEMMERSHOEK

FIGURE:

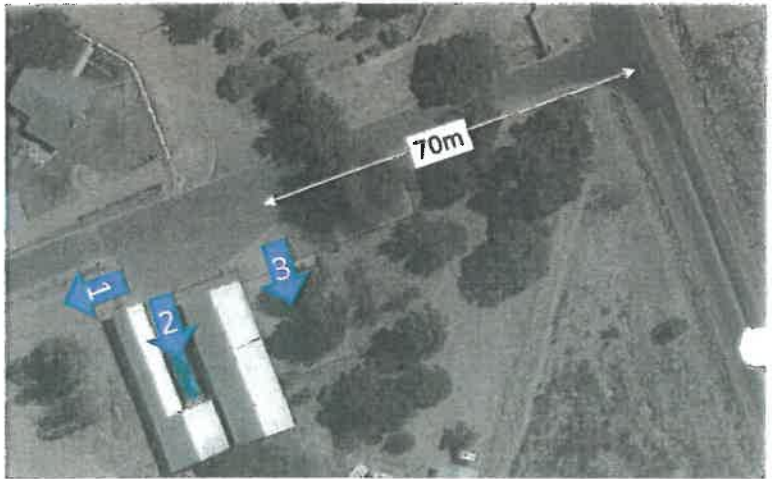
TRIP DISTRIBUTION AND TOTAL INTERSECTION OPERATION

NUMBER:

A4



Access 1 and 2 to be closed



PROJECT:

Portion 3 of Farm 1615, Wemmershoek

FIGURE:

Existing site accesses on Angelier Street

NUMBER:

A5

Appendix B

RNIS Data

Station Data

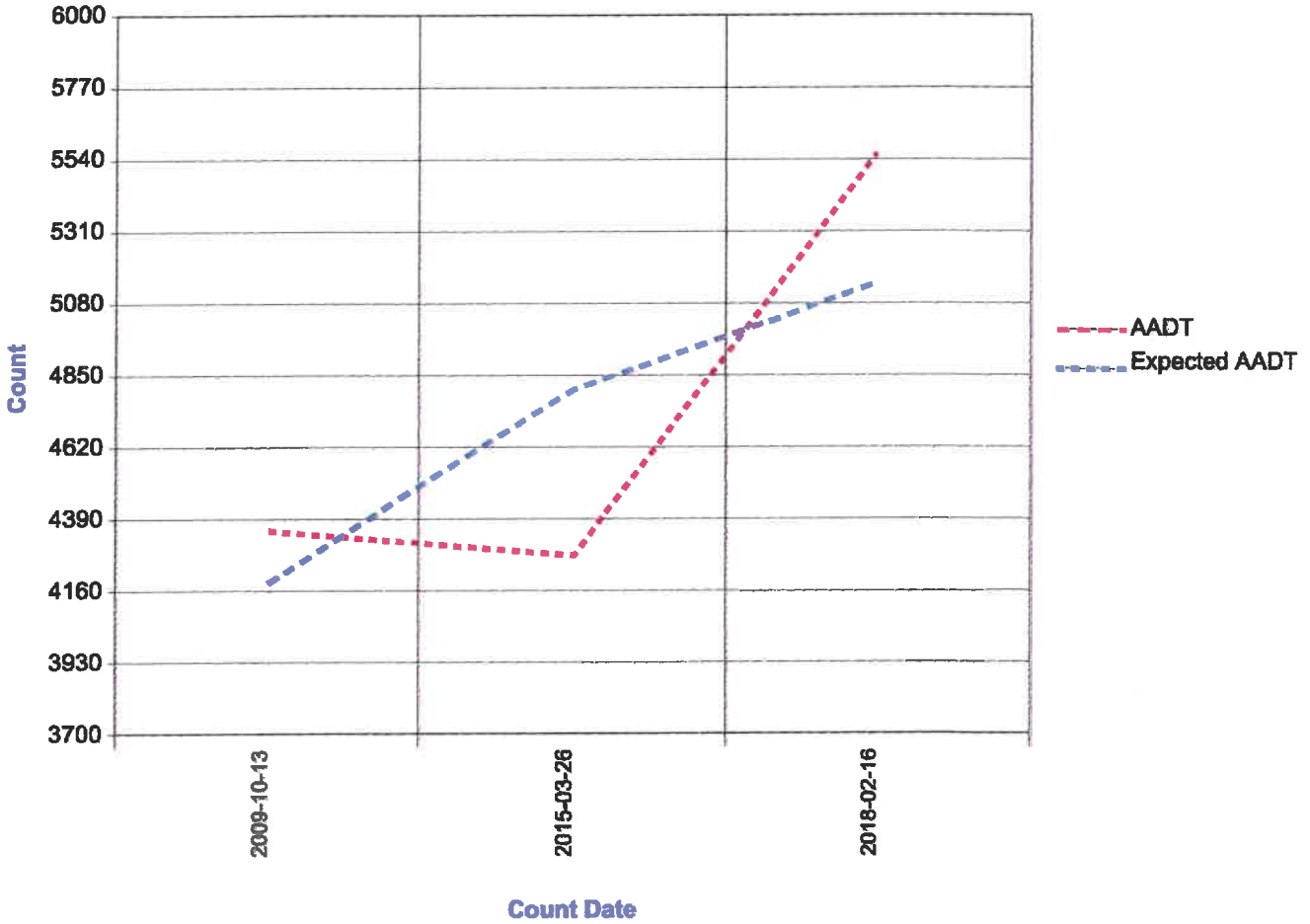
Road Number: **MR00201**
 Km Distance: **74.58**
 Growth Rate: (Based on the last 5 available counts) **4.67**
 Recalculated Growth Rate: (Based on Selected Counts) **2.31**
 Node: **4272**
 Leg: **B**

Count Dates

1979-01-01
 1983-01-01
 1986-04-03
 1991-05-22
 1994-05-25
 2000-05-29
 2003-08-28

2009-10-13
 2015-03-26
 2018-02-16

Print
 Edit



Growth Rate Chart

Station Data

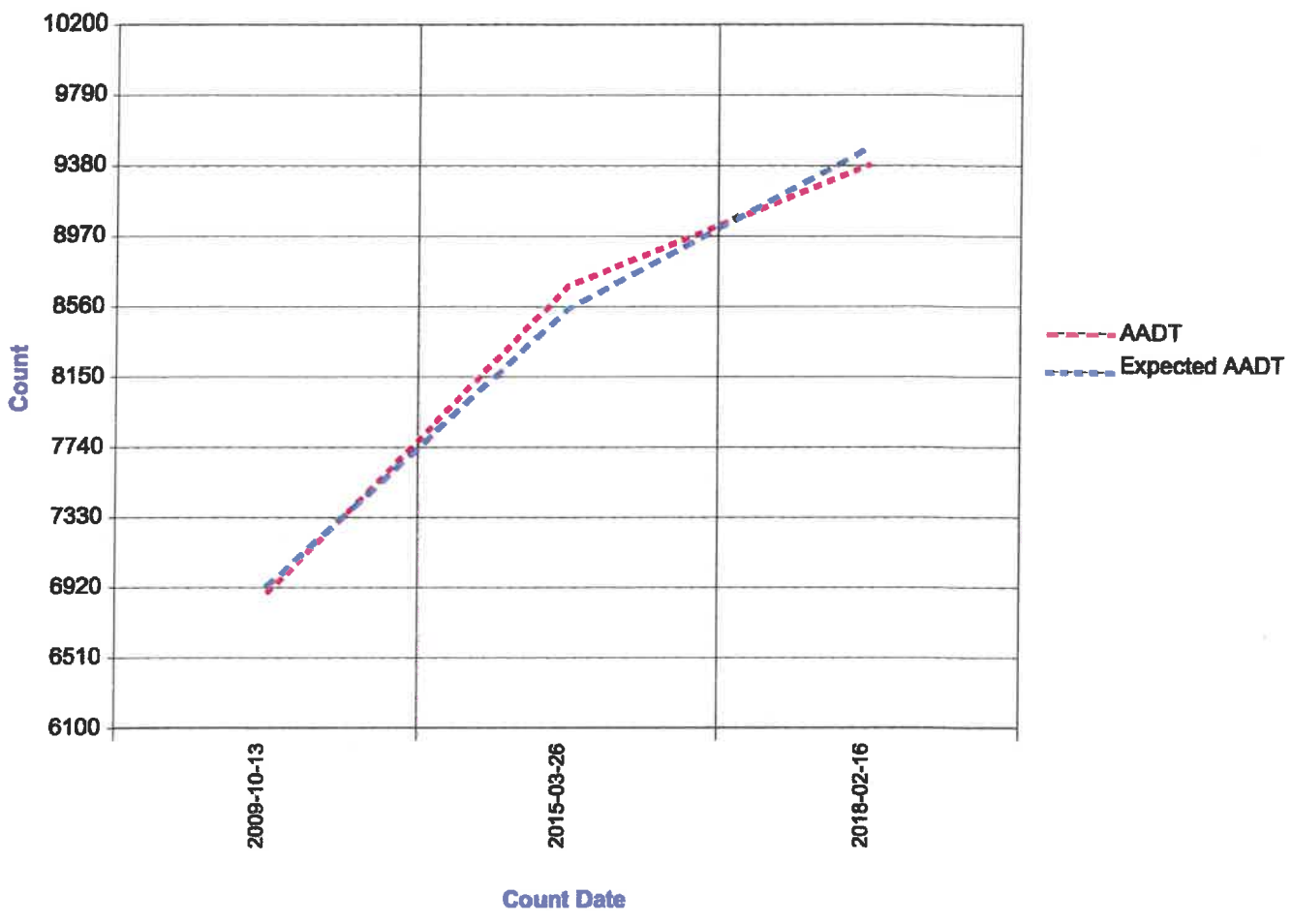
Road Number: **MR00191**
 Km Distance: **16.65**
 Growth Rate: (Based on the last 5 available counts) **6.63**
 Recalculated Growth Rate: (Based on Selected Counts) **3.56**
 Node: **4272**
 Leg: **A**

Count Dates

1979-01-01
 1983-01-01
 1986-04-03
 1991-05-22
 1994-05-25
 2000-05-29
 2003-08-28

2009-10-13
 2015-03-26
 2018-02-16

Print
 Edit



Station Data

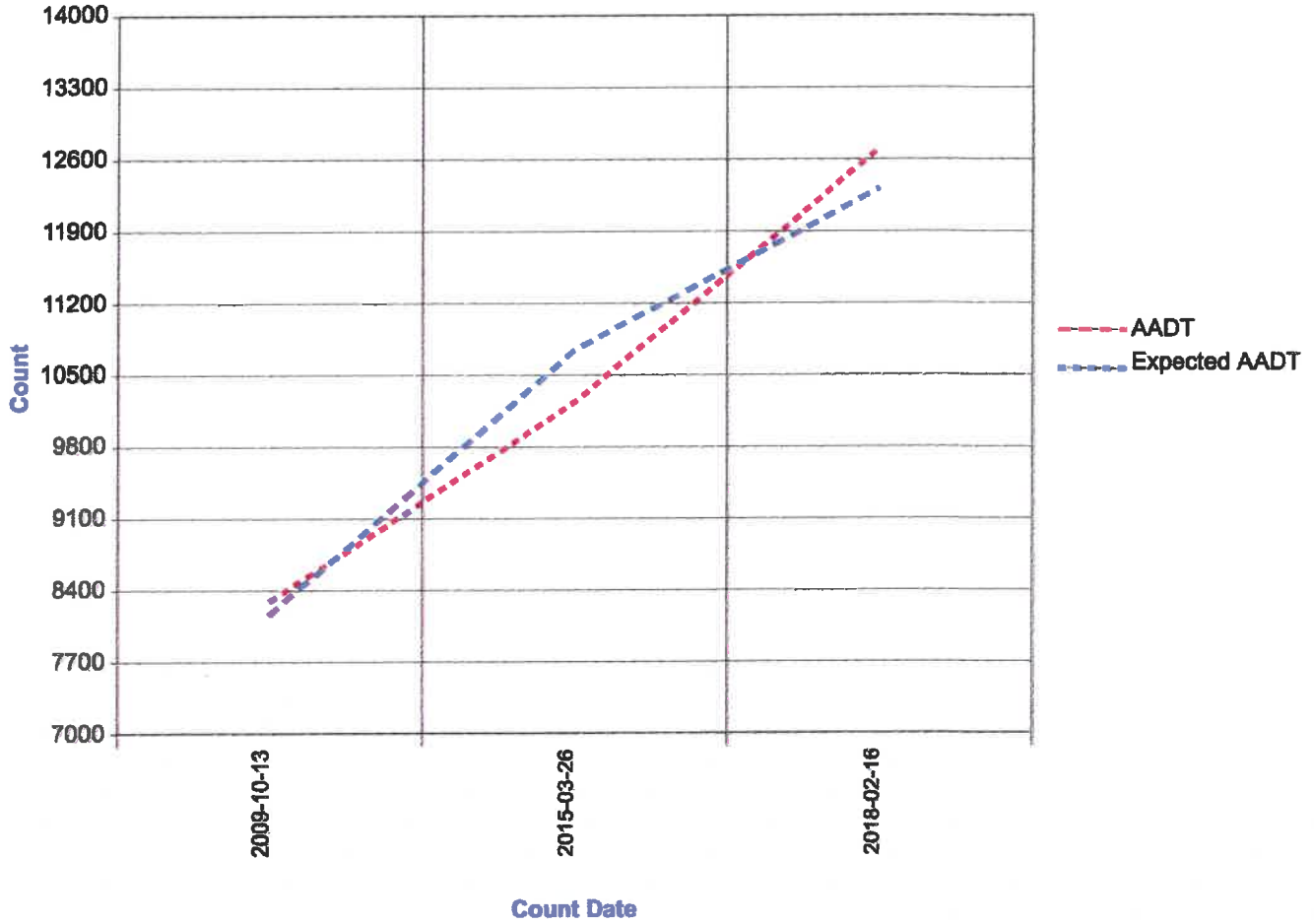
Road Number: **MR00191**
 Km Distance: **16.65**
 Growth Rate: (Based on the last 5 available counts) **3.88**
 Recalculated Growth Rate: (Based on Selected Counts) **4.67**
 Node: **4272**
 Leg: **C**

Count Dates

1979-01-01
 1983-01-01
 1986-04-03
 1991-05-22
 1994-05-25
 2000-05-29
 2001-11-14
 2003-08-28

2009-10-13
 2015-03-26
 2018-02-16

Print
 Exit



Appendix C

Trip Generation Calculations

Table C1: Trip Generation

Horizon Year	Number of people				
	Management Staff		Packaged Staff		Total
	Existing	New	Existing	New	
2022	0	10	0	180	190

Mode of Transport	Number of vehicles					
	Management Staff			Packaged Staff		
	Existing	New	Total	Existing	New	Total
Private vehicles	-	10	10	0	0	0
Busses	-	-	-	4	4	4
MET	-	-	-	4	4	4
Total	0	10	10	8	8	18

Heavy vehicles		
Inbound	Outbound	Total
21	27	48
4	5	10
1	1	2

(50/50 split between AM and PM)
per week
per day
per hour (working day of 8 hours)

Trip Distribution					
	Heavy vehicles		Private vehicles & MET		Busses
	Inbound	Outbound	Paarl	Franschoek	
Harbour	-	-	33%	-	-
Stellenbosch/Paarl	100%	100%	33%	34%	100%

	In/Out Split	
	In	Out
AM	60%	40%
PM	45%	55%

Mode of Transport	%	People
Private vehicles	0%	0
Busses	45%	59
MET	45%	59
Walk/Bicycle	10%	13

Vehicle Occupancy (assumed)	
Private vehicles - management staff	1
Private vehicles - packaged staff	0
Busses	18
MET	18

Note:
*Number of people and HV were given
*Staff movements are peak hour movements