



WOODMILL, STELLENBOSCH

MIXED USE DEVELOPMENT

**Land use planning application for approval of the Woodmill
Site Development Plan on Erf 17353, Stellenbosch (3954-P)**

22 January 2024



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PLANNING MOTIVATION REPORT

1. BACKGROUND TO THE WOODMILL MIXED-USE DEVELOPMENT

We refer to the Woodmill mixed-use development project, which is located on Erven 17353 and 17355, Stellenbosch. This land use planning application refers to on Erf 17353, Stellenbosch, which is located on the corner of Adam Tas and Devon Valley Road – see image below.



Figure 1: The Woodmill site in Stellenbosch (including Erf 17353, Stellenbosch)

In 2016 the Stellenbosch Municipality approved the Woodmill mixed-use development, subject to numerous conditions (a copy of the municipal letter of approval and of Heritage Western Cape's letter of approval are included in this submission).

According to the municipal letter of approval a Site Development Plan (SDP) must be submitted for approval before any building plans may be submitted – see extract below:

Conditions imposed in terms of Section 42 of the Land Use Planning Ordinance, 1985 (No. 15 of 1985):

- 1) That a site development plan (SDP) which clearly indicates the phasing of the development in relation to the upgrading of the external infrastructure, which includes roads and non-motorised transport infrastructure. The SDP will be considered by the Director: Planning and Economic Development in consultation with the Directors: Engineering Services, Community and Protection Services and Integrated Human Settlements and Property and will only be approved once agreement is reached on the integration of the development with the upgrading of the external services;

The developer now wishes to proceed with the development of Erf 17353, Stellenbosch in accordance with the erf's mixed-use zoning and development rights. This will be the development of the Woodmill's second precinct.

2. LAND USE PLANNING APPLICATION

To proceed with the development of Erf 17353, Stellenbosch the following land use planning application is hereby made:

- **Application i.t.o. Section 15(2)(l) of the Stellenbosch Municipal Land Use Planning By-Law (2015) for a permission required in terms of a condition of approval on Erf 17353, Stellenbosch, i.e. to obtain approval for the Site Development Plan.**

A copy of the proposed SDP is included in this submission for your approval.

3. PROPERTY DETAILS

The subject property is described in the Deed of Transfer No. T34797/2023 as Erf 17353, Stellenbosch. Erf 17353, Stellenbosch is 10781m² in extent and is owned by Kilokox Precision (Pty) Ltd. A copy of the Deed of Transfer and SG

Diagram is included in this submission.

Below are images of Erf 17353, Stellenbosch.



Figure 2: Erf 17353, Stellenbosch (from Adam Tas Road)



Figure 3: Erf 17353, Stellenbosch (from Devon Valley Road)

4. DEVELOPMENT PROPOSAL

Erf 17353, Stellenbosch is zoned Mixed-Use Zone which allows as a primary right a business premises (including shops, markets, restaurants, offices). The

development proposal entails the construction of a new restaurant (with drive through) on the erf. Below are conceptual images of the proposed restaurant building.

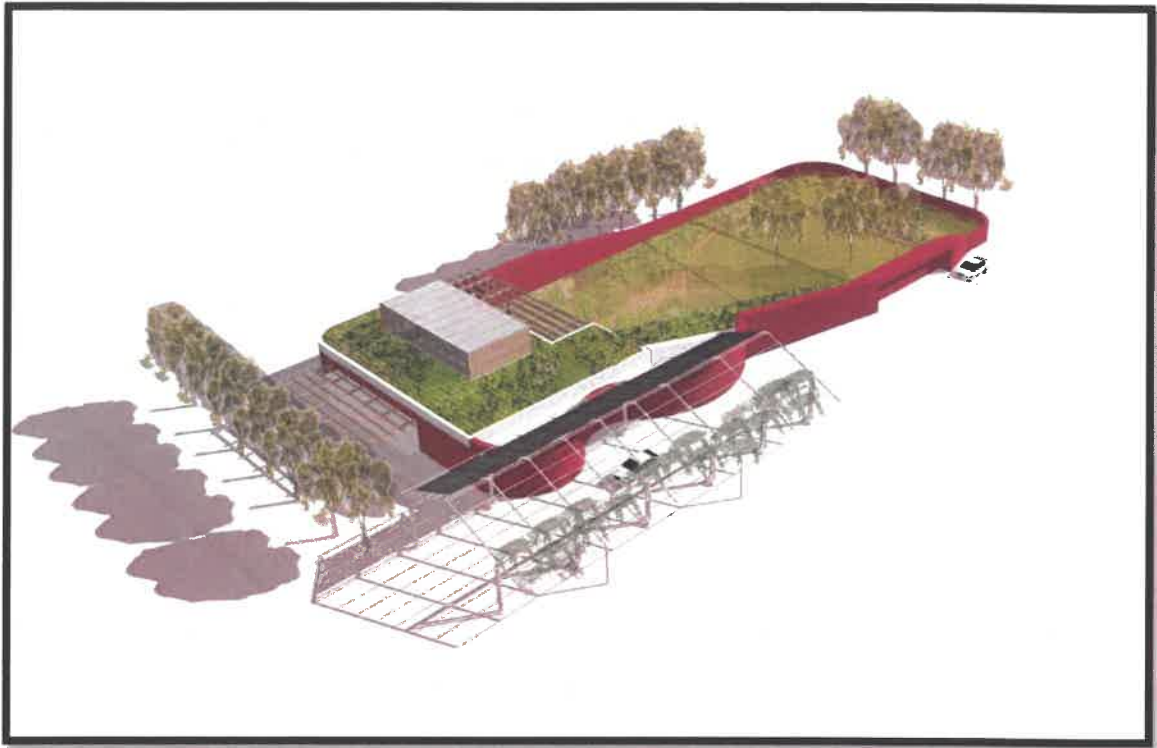


Figure 4: Conceptual image of the proposed restaurant (from Adam Tas Road)



Figure 5: Conceptual image of the proposed restaurant (from Devon Valley Road)



Figure 6: Conceptual image of the proposed restaurant (from Tarentaal Street)

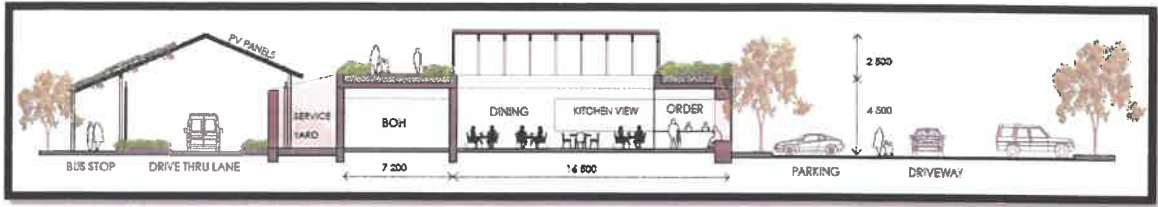


Figure 7: Conceptual section of the proposed restaurant

The proposed restaurant is permissible i.t.o. the erf's mixed-use zoning and development rights. No application is made for any additional development rights. Only to comply with the municipal conditions of approval.

The proposed restaurant's development rules and site information are indicated on the table below.

Table 1: Development rules and site information

DEVELOPMENT RULES TABLE		
DEVELOPMENT RULE	PERMISSIBLE	PROPOSED
ZONING	MIXED-USE ZONE	MIXED-USE ZONE
BUILDING TYPE	BUSINESS PREMISES (INCL RESTAURANTS)	RESTAURANT
STREET BOUNDARY BUILDING LINE	0 m	0 m
COMMON BOUNDARY BUILDING LINE	0 m	0 m
COVERAGE	85%	6,86%
HEIGHT	6 storeys	2 storeys
PARKING	4 bays @ 100m2 GLA = 29 bays	35 bays

PRECINCT SITE AREA	10 780m ²
LAND USE	
RESTAURANT (A:Interior)	+/- 480m ²
RESTAURANT (B:Covered terrace)	+/- 80m ²
RESTAURANT (C: Service yard)	+/-100m ²
RESTAURANT (D: Drive Thru Canopy Pay & Collect)	+/- 65m ²
RESTAURANT (E: Refuse Storage)	+/- 15m ²
TOTAL GLA (A+B+C)	+/- 660m ²
TOTAL COVERAGE (A+B+C+D+E)	+/- 740m ²
GARDEN	
GARDEN	+/- 1370m ²
PERIMETER LANDSCAPING	
PERIMETER LANDSCAPING	+/- 3610m ²
PARKING AREA & ROAD	
PARKING AREA & ROAD	+/- 1260m ²
DRIVE THRU LANE	
DRIVE THRU LANE	+/- 615m ²

A copy of the SDP – with all the development rules – is included in this submission for your approval.

5. MOTIVATION FOR PERMISSION REQUIRED I.T.O. A CONDITION OF APPROVAL

Application is made for the permissions required in terms of the planning conditions of approval, i.e. to proceed with the development of Erf 17353, Stellenbosch the developer must first comply with the following municipal conditions of approval. For this reason, the following land use planning applications are hereby made:

- **Compliance with condition of approval no. 1:**

1) That a site development plan (SDP) which clearly indicates the phasing of the development in relation to the upgrading of the external infrastructure, which includes roads and non-motorised transport infrastructure. The SDP will be considered by the Director: Planning and Economic Development in consultation with the Directors: Engineering Services, Community and Protection Services and Integrated Human Settlements and Property and will only be approved once agreement is reached on the integration of the development with the upgrading of the external services:

Application is made for the approval of Erf 17353, Stellenbosch's SDP (which is included in this submission).

Erf 17353, Stellenbosch is zoned Mixed-Use Zone which allows as a primary right a business premises (including shops, markets, restaurants, offices). As is clearly indicated on the SDP, the proposed development will consist of a business premises (a restaurant).

- **Compliance with condition of approval no. 15:**

15) That a detailed Site Development Plan must be submitted and approved by the Director Planning and Economic Development for each precinct prior to a building plan being submitted for consideration and approval:

Application is made for the approval of Erf 17353, Stellenbosch's SDP (which is included in this submission).

- **Compliance with condition of approval no. 19:**

19) That a detailed landscaping plan form part of the site development plan submitted for each precinct. That the tree and plant sizes be indicated on the landscaping plan and that the landscaping be undertaken and completed prior to an occupation certificate being issued for the relevant building:

The vegetation component will be integral to the building's design. Architecture, landscaping and interior elements are equally important and for this reason the erf will be extensively landscaped.

Application is made for the approval of the Landscaping Plan (which is included in this submission). The purpose of the landscaping plan is to ensure that the proposed development is beautified with strategic planting – see images below.



Figure 8: Conceptual section of the berm and roof garden



Figure 9: Landscape elements that will be used to beautify the proposed building

6. ORDERLY PLANNING

A Traffic Impact Statement, a Civil Engineering Services Report and an Electrical Engineering Services Report (for the development of Erf 17353, Stellenbosch) – to illustrate the availability of engineering services for the proposed development – are all included in this submission.

7. CONCLUSION

We respectfully request that the SDP (and supporting documents) be approved as soon as possible. The approval of the SDP will allow the developer to proceed with the submission of building plans and the construction phase of the project.

Please feel free to contact the undersigned at 021 861 3800 or clifford@tv3.co.za if you have any queries or require any additional information to process and approve these documents and plans.

8. SIGNATURE OF APPLICANT



CLIFFORD HEYS

PR. PLANNER (SA): A/1158/2000



**ANNEXURES:
DOCUMENTS AND PLANS INCLUDED
IN THIS SUBMISSION**

1. LUMS APPLICATION FORM
 2. POWER OF ATTORNEY
 3. TITLE DEED AND SG DIAGRAM
 4. STELLENBOSCH MUNICIPALITY'S LETTER OF APPROVAL
 5. HERITAGE WESTERN CAPE'S LETTER OF APPROVAL
 6. LOCALITY MAP
 7. SITE DEVELOPMENT PLAN (**FOR APPROVAL**)
 8. LANDSCAPING PLAN (**FOR APPROVAL**)
 9. CIVIL ENGINEERING SERVICES REPORT
 10. ELECTRICAL ENGINEERING SERVICES REPORT
 11. TRANSPORT IMPACT STATEMENT
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Date: 15 January 2024

Our Ref: UDS362B/Reports/TIS

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ATTENTION: Ms Liani Douglas

Dear Madam,

APPLICATION FOR SITE DEVELOPMENT PLAN SUBMISSION FOR PRECINCT G OF WOODMILL DEVELOPMENT (ERF 17353), STELLENBOSCH: TRAFFIC IMPACT STATEMENT

This company was appointed by *Chickenland (Pty) Ltd* to prepare a Traffic Impact Statement (TIS) for the Site Development Plan (SDP) for Precinct G of the overall Woodmill Development, Stellenbosch.

1. BACKGROUND AND LOCALITY

The subject property is bordered by Adam Tas Road (MR 177) to the south, Devon Valley Road to the west, Tarentaal Road to the north and the access road to *The Vineyard* office/business park to the east. See the attached **Locality Plan**.

The overall *Woodmill Development* Framework was approved in 2020. Conditions of approval for the Framework included certain road upgrades, and that TISs should be submitted for approval along with the individual SDPs submitted per pocket within the approved Framework. A TIS for Precinct A (as first phase) has since been submitted. This TIS accompanies the second SDP to be submitted.

The southern sections of Vredenburg- and Devon Valley Roads were recently realigned to obtain intersection spacing along Adam Tas Road in line with its Access Management Plan. Along with the said realignment, the new intersections to Adam Tas Road were also signalised. These upgrades form part of the overall Framework approval of the *Woodmill Development*.

This TIS accompanies the Application for SDP for Precinct G of the overall Woodmill Development, Stellenbosch.

2. PROPOSED DEVELOPMENT

2.1 Framework Approval

The last Traffic Impact Assessment (TIA) compiled for the *Woodmill Development Framework (Ref: iCE/S/884, 24 June 2019)* assessed the following:

Offices	43 797 m ² Gross Leasable Area (GLA)
Retail	8 500 m ² GLA
Convention	500 seats
Light Industrial	11 030 m ² GLA
Hotel	238 rooms
Residential	705 units

The uses listed above were also contained in the latest letter of no objection from *Western Cape Government: Road Network Management (WCG), Job 18835 (1 June 2020)*.

2.2 First SDP

As briefly mentioned above, a TIS has been submitted for Precinct A (*UDS362A/Reports/TIS: 24 March 2023*). The development proposal as contained in the said report are as follows:

Offices	5 905 m ² Gross Leasable Area (GLA)
Retail	5 029 m ² GLA
Restaurant	2 022 m ² GLA
Business Premises	1 740 m ² GLA
Residential	4 units (two-bedroom)

2.3 Second SDP: Proposed Development

The proposed development as per this second SDP consists of a restaurant/fast food (Nando's) facility with a drive-thru. The extent of the building is 560 m² (480 m² internal with 80 m² external).

The comparison of the development pockets submitted to date versus the overall approved development will be assessed in terms of trip generation in *paragraph 3.3* below.

The proposed layout of the site is indicated on the attached *Typical Site Development Plan* prepared by *Douglas & Company Architects*.

2.4 Access to the Property

Access to the subject property is to be obtained via Tarentaal Road, opposite the existing access to *The Vineyard* office/business park to the east. See *Diagram 1* below. For the proposed drive-thru facility, a left-in access from Devon Valley Road is also proposed. Detail on access will be further discussed in *paragraph 4* below.



Diagram 1 : Access to subject property/proposed development

3. TRAFFIC

3.1 Available Traffic

Traffic counts were conducted at the signalised Adam Tas/Vredenburg Road- and Adam Tas/Devon Valley Road intersections, as well as the roundabout along Devon Valley Road. These counts were conducted on Tuesday, 14 February 2023 (after the University term commenced for the new year) from 06h00 to 09h00 and again from 15h30 to 18h30. The peak hour volumes derived from these counts are indicated in *Figure 1* below.

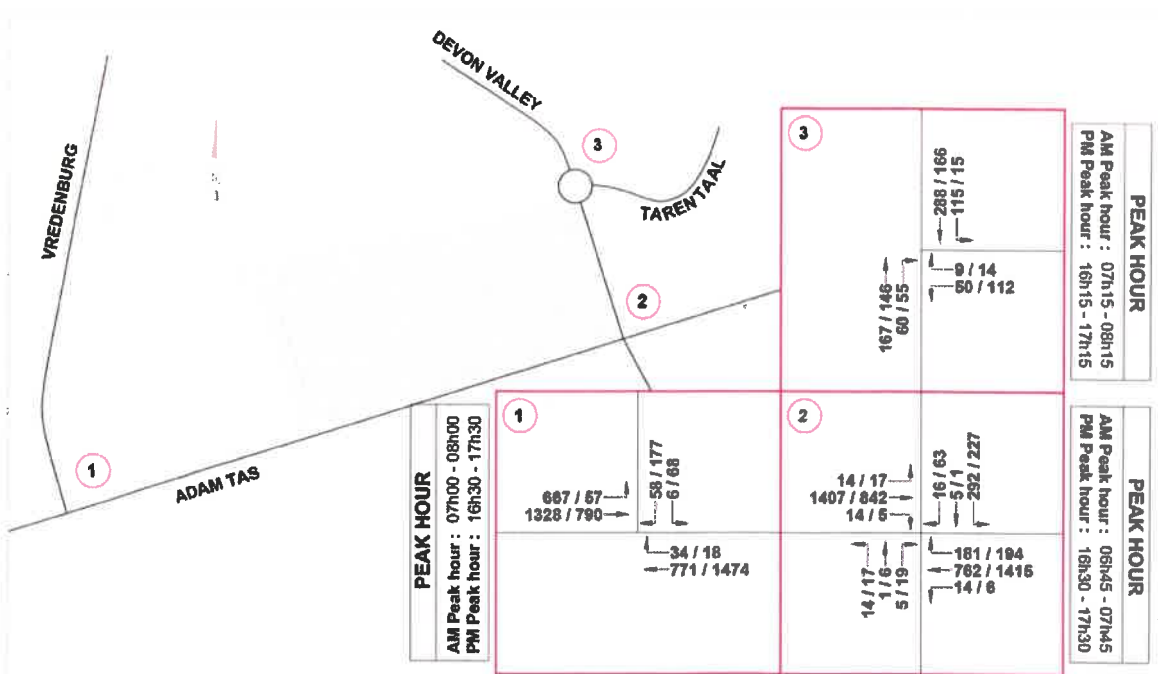


Figure 1 : Available 2023 AM/PM Peak Hour Traffic Volumes

3.2 Traffic Growth

To assess a five-year-horizon (from the date of the report), the abovementioned volumes were increased until 2029 by an average 3% per annum along Adam Tas Road, and a lower 1% per annum along the side streets (growth rates as applied in the previous TIA). In addition to the annual traffic growth, the potential trips generated by the first SDP (Precinct A) was also taken into account for the purpose of obtaining the future background volumes.

These increased future background volumes are indicated in **Figure 2** below.

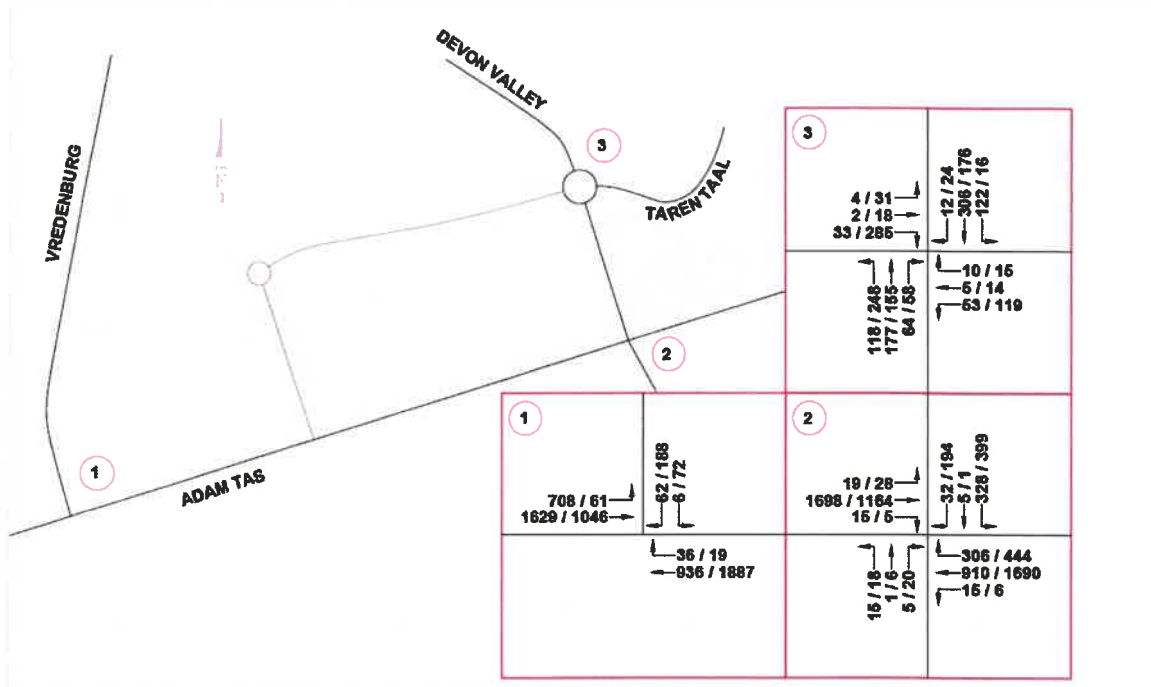


Figure 2 : Estimated 2029 AM/PM Peak Hour Traffic Volumes

3.3 Trip Generation

Trip generation rates as contained in the TMH17 *South African Trip Data Manual* were consulted to calculate the potential peak hour traffic that can be generated by the proposed development. For the 'fast food' use, the TMH17 suggests 45 and 50 trips per 100 m² GLA during the AM and PM peak hours, respectively (both with 55/45 in/out splits). For a standard restaurant, the TMH17 suggests 8 PM peak hour trips per 100 m² GLA (65/35 in/out). For the purpose of trip generation calculations, the internal portion of the proposed development was considered as 'fast food', whilst the outdoor section mostly accommodating seating was considered more in line with the standard restaurant use.

Based on these trip generation rates, the proposed development will have the potential to generate 216 AM peak hour trips (119 in, 97 out) and 270 PM peak hour trips (149 in, 121 out).

These trips compared to the overall framework trips, as well as the first SDP previously submitted, are summarised as follows:

Application	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Framework	1 777	1 273	504	2 353	815	1 538
Precinct A	231	174	57	870	378	492
Precinct G	216	119	97	270	149	121
<i>Remainder</i>	<i>1 348</i>	<i>980</i>	<i>350</i>	<i>1 213</i>	<i>288</i>	<i>925</i>

As tabled above, an additional 1 348 AM- and 1 213 PM peak hour trips of the overall Framework remains to still be developed (following this proposed development).

3.4 Trip Distribution

The trips potentially generated by this second pocket/precinct of the overall development were distributed to the road network based on the same distribution assumed in the overall TIA:

	Stellenbosch	Cape Town	Devon Valley
Offices	60%	30%	10%
Retail	70%	20%	10%
Residential	70%	30%	0%

The fast food restaurant use was assumed to distribute similarly to the retail.

These distributed volumes are indicated below.

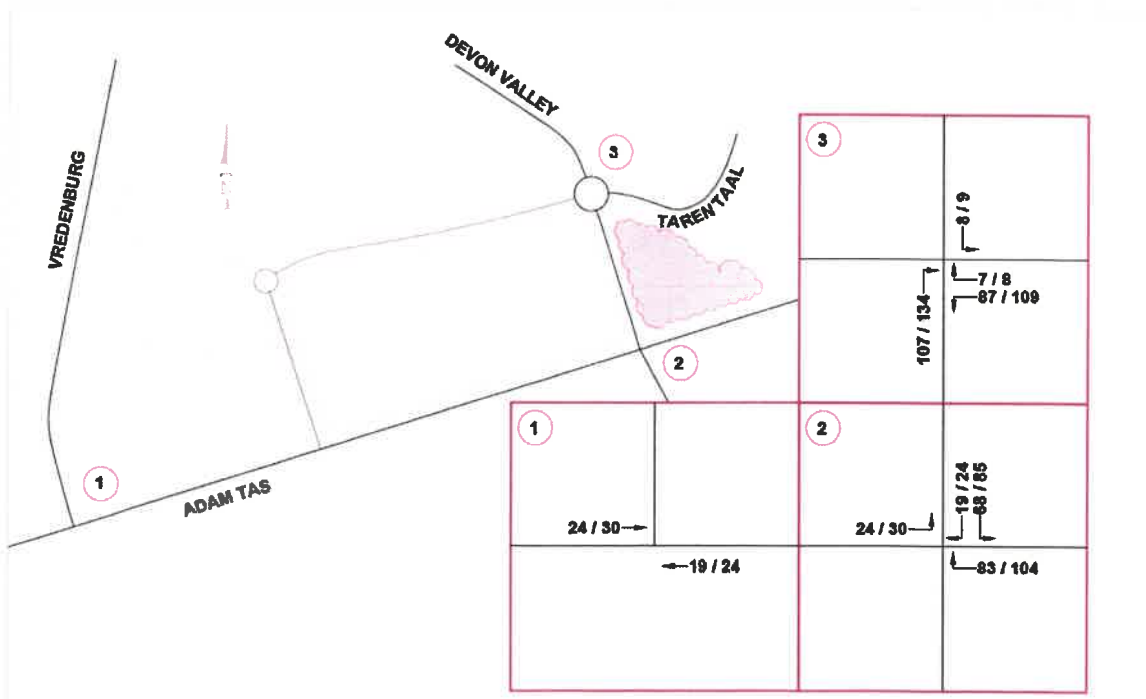


Figure 3 : Distribution of Potential Peak Hour Trip Generation

These trips added to the background volumes are indicated below:

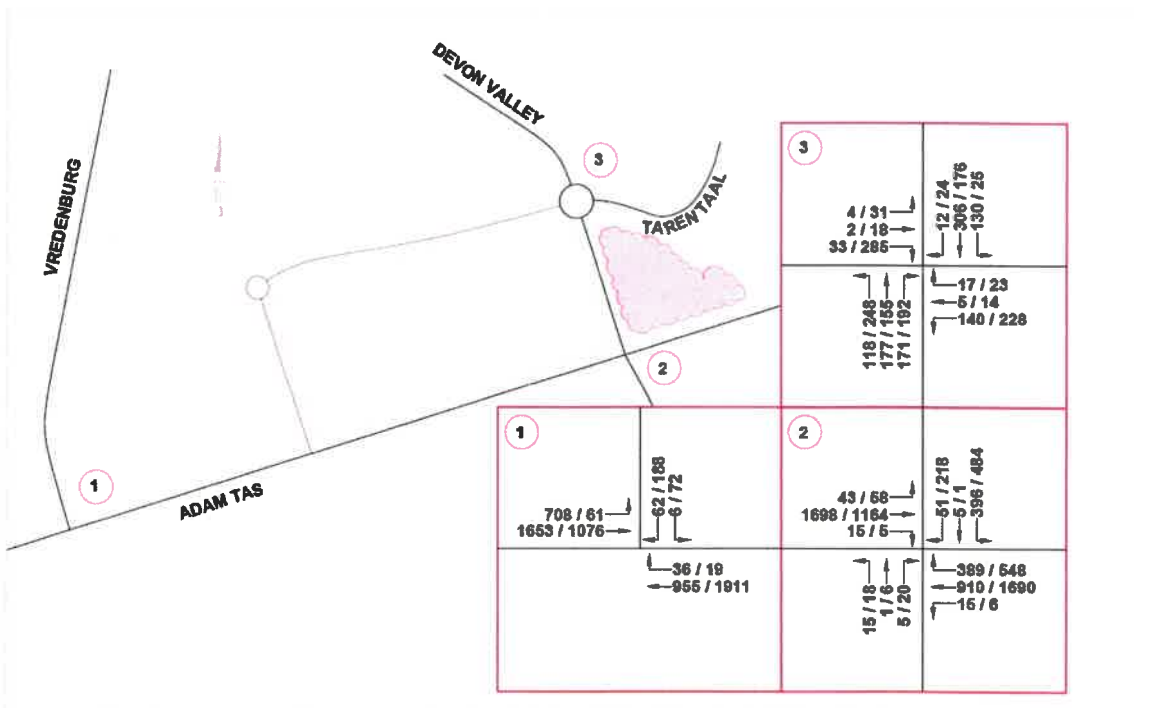


Figure 4 : Expected 2029 AM/PM Peak Hour Traffic Volumes

3.5 Traffic Analysis

Traffic analyses of the intersections were done by means of the Sidra Intersection 9.0 software. Service levels A to D are considered acceptable, with D the critical.

The intersections analysed consist of lane layouts as follows:

Adam Tas Road/Devon Valley Road Intersection:

This intersection was recently constructed as a signalised intersection with dedicated right-turn lanes on all approaches (two right-turn lanes on the eastern Adam Tas Road-approach), and dedicated left-turn lanes on the Adam Tas Road- and Devon Valley Road-approaches. See the layout below.



Diagram 2 : Existing Adam Tas Road/Devon Valley Road intersection layout

Devon Valley Road/Tarentaal Street Roundabout:

This intersection was recently constructed as a roundabout with dual circulating lanes to accommodate the dualled section of Devon Valley Road (southern approach). See the layout below. The future planned access to the first SDP-development will form the western approach.



Diagram 3 : Existing Devon Valley Road/Tarentaal Street roundabout layout

3.5.1 Analysis of Available and Estimated Peak Hour Volumes (excluding proposed development)

Adam Tas Road/Vredenburg Road Intersection:

According to the Sidra analyses, acceptable service levels C and above are currently experienced on all movements during the available AM and PM peak hours.

During the estimated 2029 peak hours, acceptable service levels D and above can be expected on all movements.

It can thus be concluded that no upgrades to the Adam Tas Road/Vredenburg Road intersection are required to accommodate the background traffic.

Adam Tas Road/Devon Valley Road Intersection:

According to the Sidra analyses, acceptable service levels C and above are currently experienced on all movements during the available AM and PM peak hours.

During the estimated 2029 peak hours, acceptable service levels D and above can be expected on all movements.

It can thus be concluded that no upgrades to the Adam Tas Road/Devon Valley Road intersection are required to accommodate the background traffic.

Devon Valley Road/Tarentaal Street Roundabout:

According to the Sidra analyses, acceptable service levels A are currently experienced on all movements during the available peak hours, and can be expected to remain during the estimated 2029 AM and PM peak hours.

It can thus be concluded that no upgrades to the Devon Valley Road/Tarentaal Street roundabout are required to accommodate the background traffic.

3.5.2 Analysis of Expected Peak Hour Volumes (including proposed development)

During the expected AM and PM peak hours, the acceptable service levels experienced at the three intersections analysed during the background peak hours can be expected to remain, with marginal increase in delays.

It can thus be concluded that no upgrades to the Adam Tas Road/Vredenburg Road intersection, Adam Tas Road/Devon Valley Road intersection or the Devon Valley Road/Tarentaal Street roundabout are considered necessary as result of the second SDP as proposed for the Woodmill Development.

4. GEOMETRY

As previously mentioned, access to the subject property is to be obtained via Tarentaal Road. The said road is accessed via Devon Valley Road from Adam Tas Road. Based on the *Road Master Plan (2018)* of Stellenbosch Municipality, Adam Tas Road is classified as Class 2, Devon Valley Road as Class 4 and Tarentaal Road as Class 5.

The access road from Tarentaal Road is a public link, currently providing access to *The Vineyard* office/business park. The said access road follows a section of the previous alignment of Devon Valley Road.

As briefly mentioned in *paragraph 2.3* above, access to the subject property will be obtained via Tarentaal Road, opposite the existing access to *The Vineyard* office/business park to the east, with a left-in access proposed from Devon Valley Road. The left-in is proposed approximately halfway along Devon Valley Road between its intersections with Adam Tas Road and Tarentaal Road (± 80 metres from the signalised Adam Tas Road-intersection). As the access will accommodate left-turn inbound movements only, the position thereof is not expected to negatively impact the Adam Tas Road-traffic signals or the Tarentaal Road-roundabout.

During operating hours, free-flow inbound movements will be accommodated. Should any form of access control be considered during operation hours, sufficient stacking space should be made available to ensure vehicles do not queue into the external public streets.

On-site traffic flow will occur between the accesses via either the parking bays or the drive-thru lane. The circulation space between the parking bays are 8,0 metres wide which is considered sufficient for the expected two-way traffic. The one-way left-in access measures 4,9 metres in width which is considered sufficient for the one-way inbound traffic expected. The drive-thru lane measures 3,5 metres in width which is sufficient to accommodate passenger vehicles along the route. According to the available information, the client/operator of the proposed development require only one circulating lane (i.e. no passing lane). Sufficient bellmouth radii are indicated in general, however, where radii are not indicated on the SDP, it should be ensured on the engineering design drawings that the relevant standards/guidelines are applied.

According to available information, the client/operator of the proposed development do not require a dedicated embayment for deliveries as it generally occurs during off-peak times via the parking area.

A 'refuse storage' area is indicated on the attached plan adjacent to the access to the neighbouring *The Vineyards* office/business park. Based on the layouts provided, a refuse truck will be able to turn around/make a three-point-turn in the existing hammerhead (from where access to the proposed development will now be obtained). It could thus be considered providing space for these vehicles to reverse into the area next to the storage area as schematically indicated below (diagram on the left). Should the position of the refuse area as currently indicated become problematic due to its proximity to the neighbouring development, an alternative position could perhaps be considered as indicated below (diagram on the right).

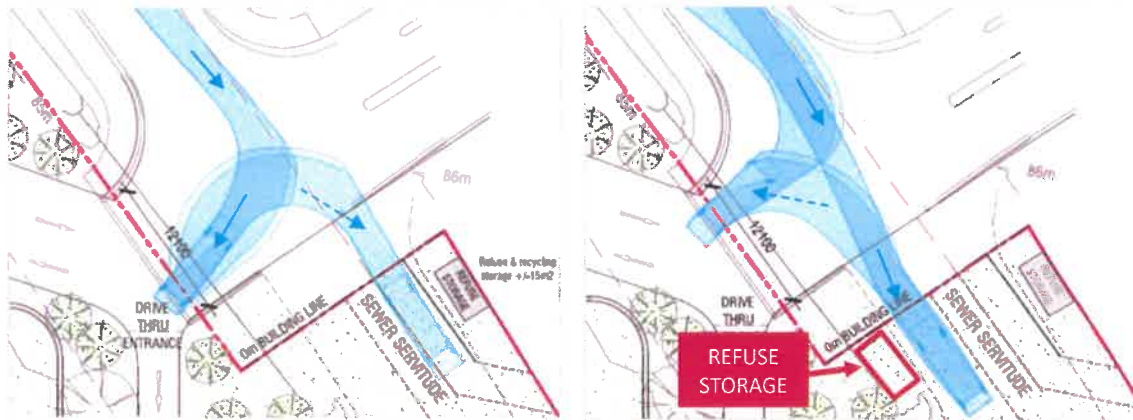


Diagram 4 : Refuse removal alternatives

5. PARKING

5.1 Parking Requirements

Based on the parking requirements as contained in the Stellenbosch Zoning Scheme By-law, the following applies:

Land Use Category	Rate	Units/GLA	Bays Required
Restaurant	4 bays/100m ² gross leasable area	560 m ²	≈ 23 bays

5.2 Parking Provided

As indicated on the attached SDP, 35 parking bays are provided, which is more than sufficient based on the requirements as per the above.

5.3 Parking Layout/Dimensions

The 90-degree parking bays provided consist of dimensions in line with normal parking standards, i.e. 2,5 by 5,0 metre bays. Isle widths behind these bays are 8,0 metres, which is more than sufficient.

The parking bay dimensions as proposed are thus considered sufficient.

6. PUBLIC- AND NON-MOTORISED TRANSPORT

Public transport embayments were constructed along Adam Tas Road at the signalised intersections (Vredenburg- and Devon Valley Roads). The Devon Valley Road-embayment is situated adjacent to the proposed development. From these embayments, sidewalks exist along the abutting roads, whilst pedestrian accommodation across Adam Tas Road were made at the traffic signals.

The master planning of the Woodmill Development suggests NMT accommodation along the services servitude traversing the parent property. For each pocket to be developed, the intention would thus be to provide the relevant connections to the said main route. The site of this second SDP is situated to the outside of this internal network, however, connections will be made. See schematic below.

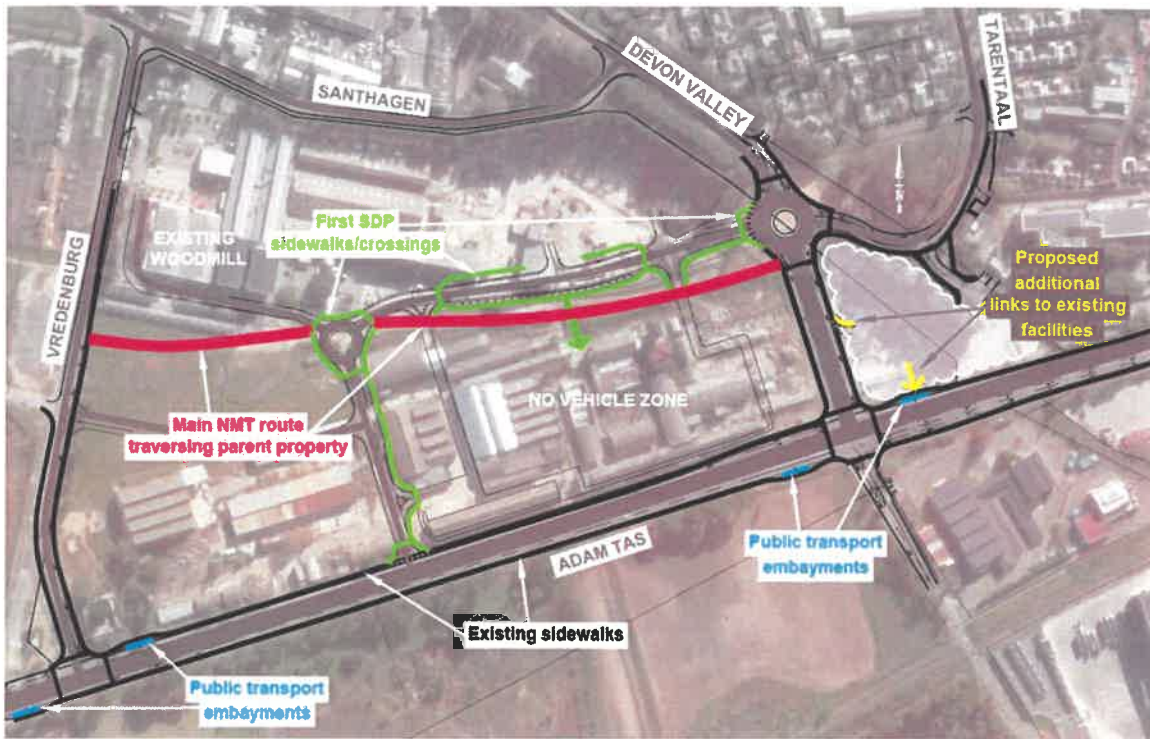


Diagram 5 : Existing public- and non-motorised transport facilities of overall Woodmill Development

The public- and non-motorised transport facilities as above are considered sufficient to accommodate the proposed Precinct G development.

7. CONCLUSIONS

The following can be concluded from the report:

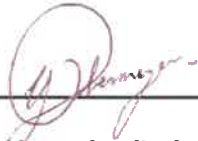
- 1) That this TIS accompanies the SDP application for Erf 17353, bordered by Adam Tas Road (MR 177) to the south, Devon Valley Road (DR 1069) to the west, Tarentaal Road to the north and the access road to *The Vineyard* office/business park to the east, Stellenbosch;
- 2) That the overall *Woodmill Development* Framework was approved in 2020, with framework conditions of approval including certain road upgrades, and that TISs be submitted for approval along with individual SDPs per pocket within the approved framework;
- 3) That the southern sections of Vredenburg- and Devon Valley Roads were recently realigned to obtain intersection spacing along Adam Tas Road in line with its Access Management Plan, including the signalisation of the new intersections – these upgrades form part of the overall Framework approval of the *Woodmill Development*;
- 4) That the proposed development of this, the second pocket (Precinct G), consists of restaurant/fast food (Nando's) facility with a drive-thru, with extent of the building 560 m² (480 m² internal, 80 m² external);
- 5) That access is to be obtained via Tarentaal Road, opposite the existing access to The Vineyard office/business park to the east, with a left-in also proposed along Devon Valley Road;
- 6) That this proposed second pocket is expected to have the potential to generate 216 AM peak hour trips (119 in, 97 out) and 270 PM peak hour trips (149 in, 121 out), which is still within the total framework figures as previously approved;
- 7) That the existing lane layouts of the Adam Tas Road/Vredenburg Road-, Adam Tas Road/Devon Valley Road- (both signalised intersections), and the Devon Valley Road/Tarentaal Street-roundabout are all considered sufficient to accommodate the background- and proposed development traffic;
- 8) That the access road from Tarentaal Road is a public link, currently providing access to *The Vineyard* office/business park, following a section of the previous alignment of Devon Valley Road;
- 9) That the left-in proposed to the proposed development is situated approximately halfway along Devon Valley Road between its intersections with Adam Tas Road and Tarentaal Road, and that as the access will accommodate left-turn inbound movements only, the position thereof is not expected to negatively impact the Adam Tas Road-traffic signals or the Tarentaal Road-roundabout;
- 10) That on-site traffic flow will occur between the accesses via either the parking bays or the drive-thru lane, all of which are considered wide enough to accommodate the expected on-site traffic;
- 11) That a refuse storage area is indicated on the SDP, and that refuse vehicles would be able to turn around/make a three-point-turn in the existing hammerhead;
- 12) That sufficient parking is provided (35 bays) based on the relevant requirements (23 bays) and that parking bay dimensions are in line with normal parking standards;
- 13) That public transport embayments were constructed along Adam Tas Road at the two new signalised intersections, with sidewalks along the abutting roads and pedestrian accommodation across Adam Tas Road at the traffic signals; and
- 14) That the proposed development will be provided with NMT-links to the external network and to the Woodmill master planning.

8. RECOMMENDATIONS

From the above, it is recommended that the proposed second pocket of the overall Woodmill Development, as indicated on the attached SDP, be supported from a traffic point of view.

We trust that the Traffic Impact Statement will be to your satisfaction and will gladly provide any additional information required on request.

Yours faithfully,



Compiled by: **Yolandi Obermeyer** (B Eng)

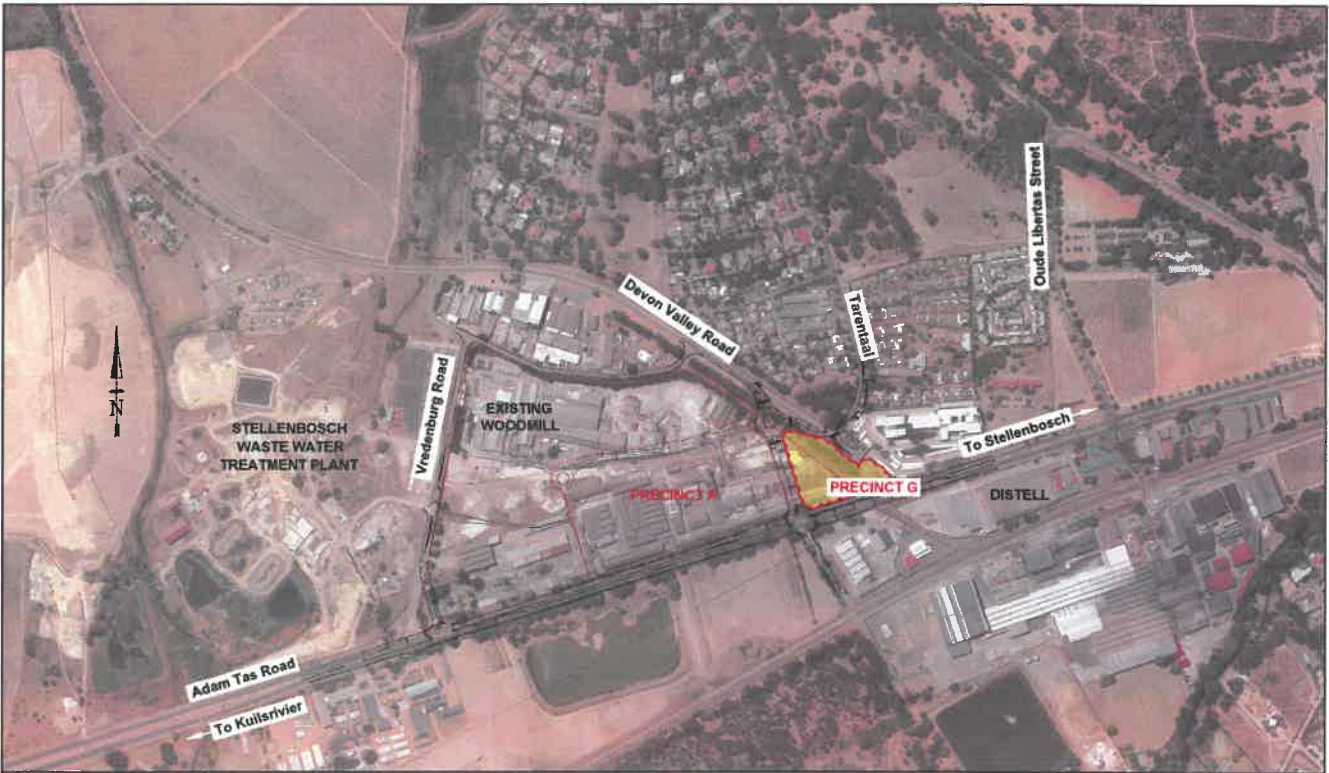
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Attachments:

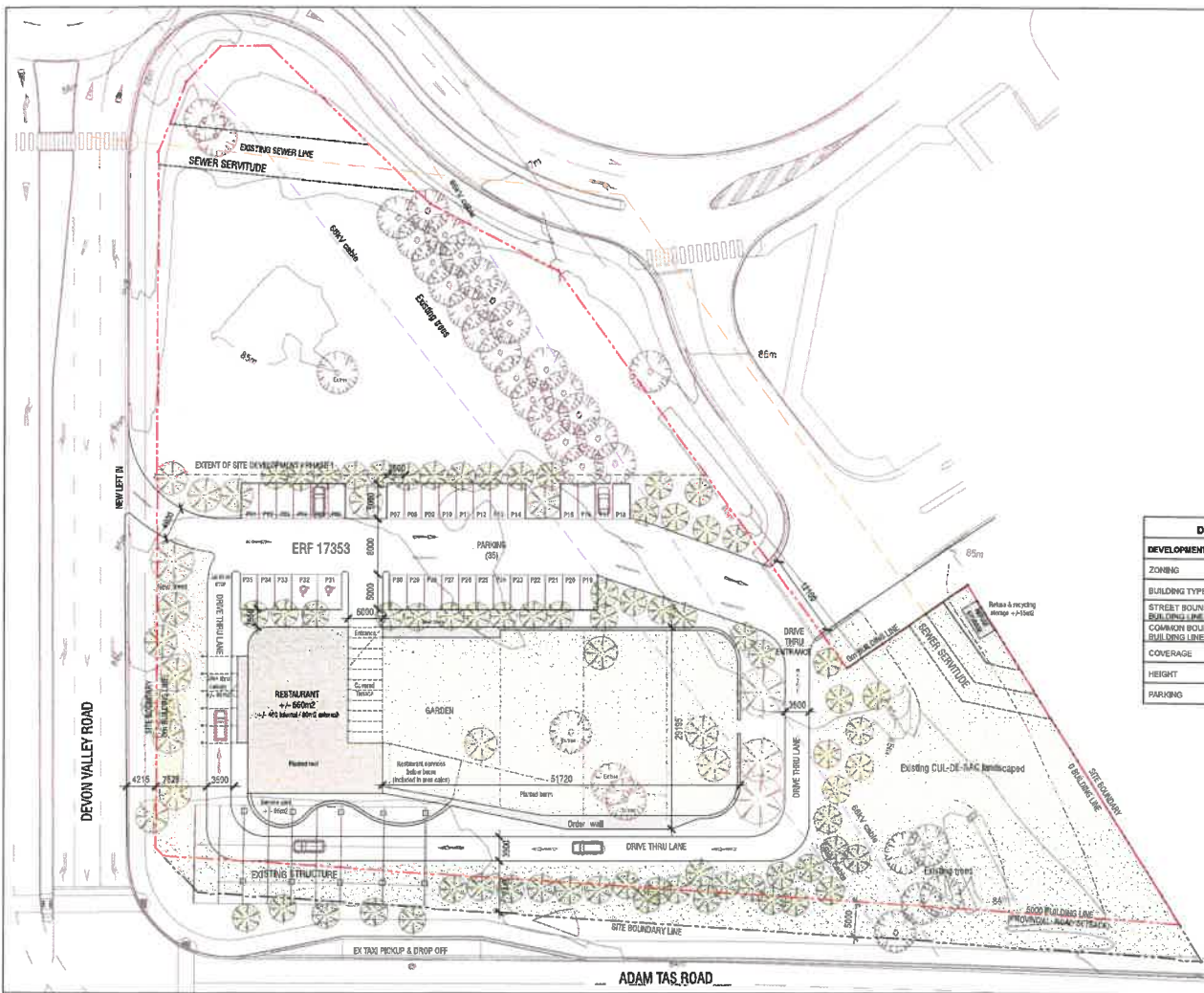
Locality Plan

Typical Site Development Plan (*Douglas & Company Architects*)



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Locality Plan



NOTE
 All areas and dimensions are approximate and should be verified by a professional land surveyor. Any discrepancies should be reported to the architect prior to commencement of work on site.

PRECINCT SITE AREA	10 780m ²
LAND USE	
RESTAURANT (A: Interior)	+/- 480m ²
RESTAURANT (B: Covered Terrace)	+/- 60m ²
RESTAURANT (C: Service yard)	+/- 100m ²
RESTAURANT (D: Drive Thru Canopy (Pillars & Columns))	+/- 65m ²
RESTAURANT (E: Refuse Storage)	+/- 15m ²
TOTAL GLA (A+B+C)	+/- 645m ²
TOTAL COVERAGE (A+B+C+D+E)	+/- 740m ²
GARDEN	+/- 1370m ²
PERIMETER LANDSCAPING	+/- 3610m ²
PARKING AREA & ROAD	+/- 1280m ²
DRIVE THRU LANE	+/- 613m ²

All areas and dimensions are approximate and should be verified by a professional land surveyor. Any discrepancies should be reported to the architect prior to commencement of work on site.

North

DEVELOPMENT RULES TABLE		
DEVELOPMENT RULE	PERMISSIBLE	PROPOSED
ZONING	MIXED-USE ZONE	MIXED-USE ZONE
BUILDING TYPE	BUSINESS PREMISES (INCL RESTAURANTS)	RESTAURANT
STREET BOUNDARY BUILDING LINE	0 m	0 m
COMMON BOUNDARY BUILDING LINE	0 m	0 m
COVERAGE	85%	6.88%
HEIGHT	6 storeys	2 storeys
PARKING	4 bays @ 100m ² GLA + 26 bays	35 bays

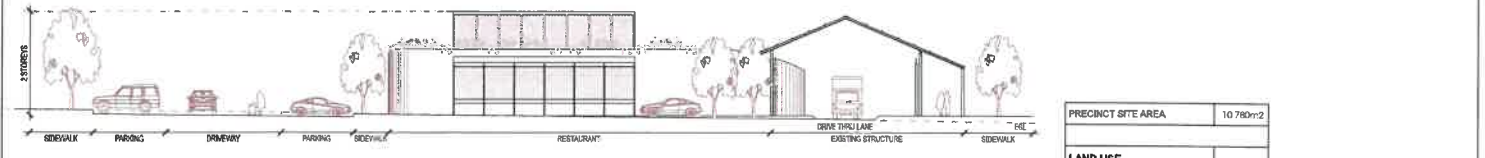
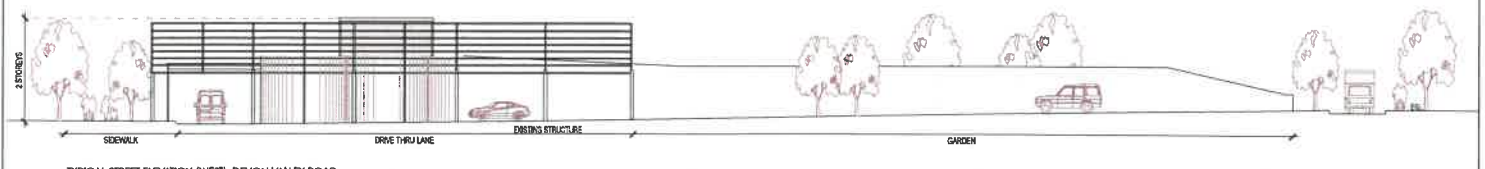
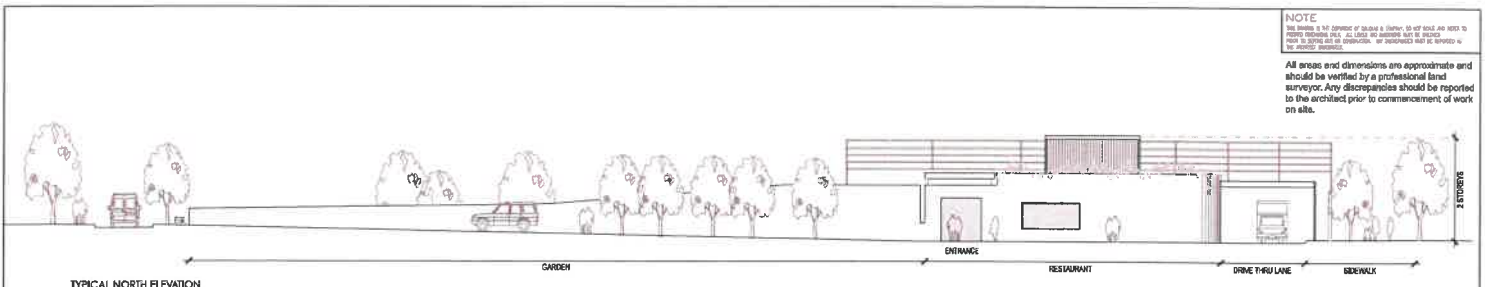
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**MANDO'S RESTAURANT STELLENBOSCH
 THE WOODMILL- PRECINCT G**

DWG NO: DD42_101 SDP

TYPICAL SITE DEVELOPMENT PLAN
 SCALE: 1:500 / A3 REV 6 13.12.2023

NOTE
 The drawings are not intended to be used as a basis for any other drawings or specifications. All dimensions are approximate and should be verified by a professional land surveyor. Any discrepancies should be reported to the architect prior to commencement of work on site.



PRECINCT SITE AREA	10 780m ²
LAND USE	
RESTAURANT (A:Interior)	+/- 480m ²
RESTAURANT (B:Covered terrace)	+/- 80m ²
RESTAURANT (C: Service yard)	+/- 100m ²
RESTAURANT (D: Drive Thru Canopy Pav. & Collet)	+/- 65m ²
RESTAURANT (E: Refuse Storage)	+/- 15m ²
TOTAL GLA (A+B+C)	+/- 640m²
TOTAL COVERAGE (A+B+C+D+E)	+/- 740m²
GARDEN	+/- 1370m ²
PERIMETER LANDSCAPING	+/- 3410m ²
PARKING AREA & ROAD	+/- 1260m ²
DRIVE THRU LANE	+/- 615m ²

DEVELOPMENT RULES TABLE		
DEVELOPMENT RULE	PERMISSIBLE	PROPOSED
ZONING	MIXED-USE ZONE	MIXED-USE ZONE
BUILDING TYPE	32 BUSINESS PREMISES (R2), RESTAURANTS	RESTAURANT
STREET BOUNDARY BUILDING LINE	0 m	0 m
COMMON BOUNDARY BUILDING LINE	0 m	0 m
COVERAGE	85%	6.86%
HEIGHT	3 storeys	2 storeys
PARKING	4 bays @ 100m ² GLA = 28 bays	35 bays

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**MANDO'S RESTAURANT STELLENBOSCH
 THE WOODMILL - PRECINCT G**

DWG NO: D042_102 SDP

TYPICAL SITE ELEVATIONS
 SCALE: 1:250 / A3 REV: 0 13.12.2023

NOTE
 THE CLIENT IS THE CONTRACTOR & COMPANY ON THE SITE AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL COUNCIL. ALL UTILITIES AND SERVICES SHALL BE IDENTIFIED AND MARKED PRIOR TO COMMENCEMENT OF WORK. ANY DIMENSIONS NOT BE REFERRED TO ARE TO BE TAKEN FROM THE SITE PLAN.

PRECINCT SITE AREA	10 780m ²
LAND USE	
RESTAURANT (A: Interior)	+/- 480m ²
RESTAURANT (B: Covered Terrace)	+/- 80m ²
RESTAURANT (C: Service yard)	+/- 100m ²
RESTAURANT (D: Drive Thru Canopy Pay & Collect)	+/- 65m ²
RESTAURANT (E: Refuse Storage)	+/- 15m ²
TOTAL GLA (A+B+C)	+/- 660m ²
TOTAL COVERAGE (A+B+C+D+E)	+/- 740m ²
GARDEN	+/- 1370m ²
PERIMETER LANDSCAPING	+/- 3610m ²
PARKING AREA & ROAD	+/- 1260m ²
DRIVE THRU LANE	+/- 615m ²

All areas and dimensions are approximate and should be verified by a professional surveyor. Any discrepancies should be reported to the architect prior to commencement of work on site.

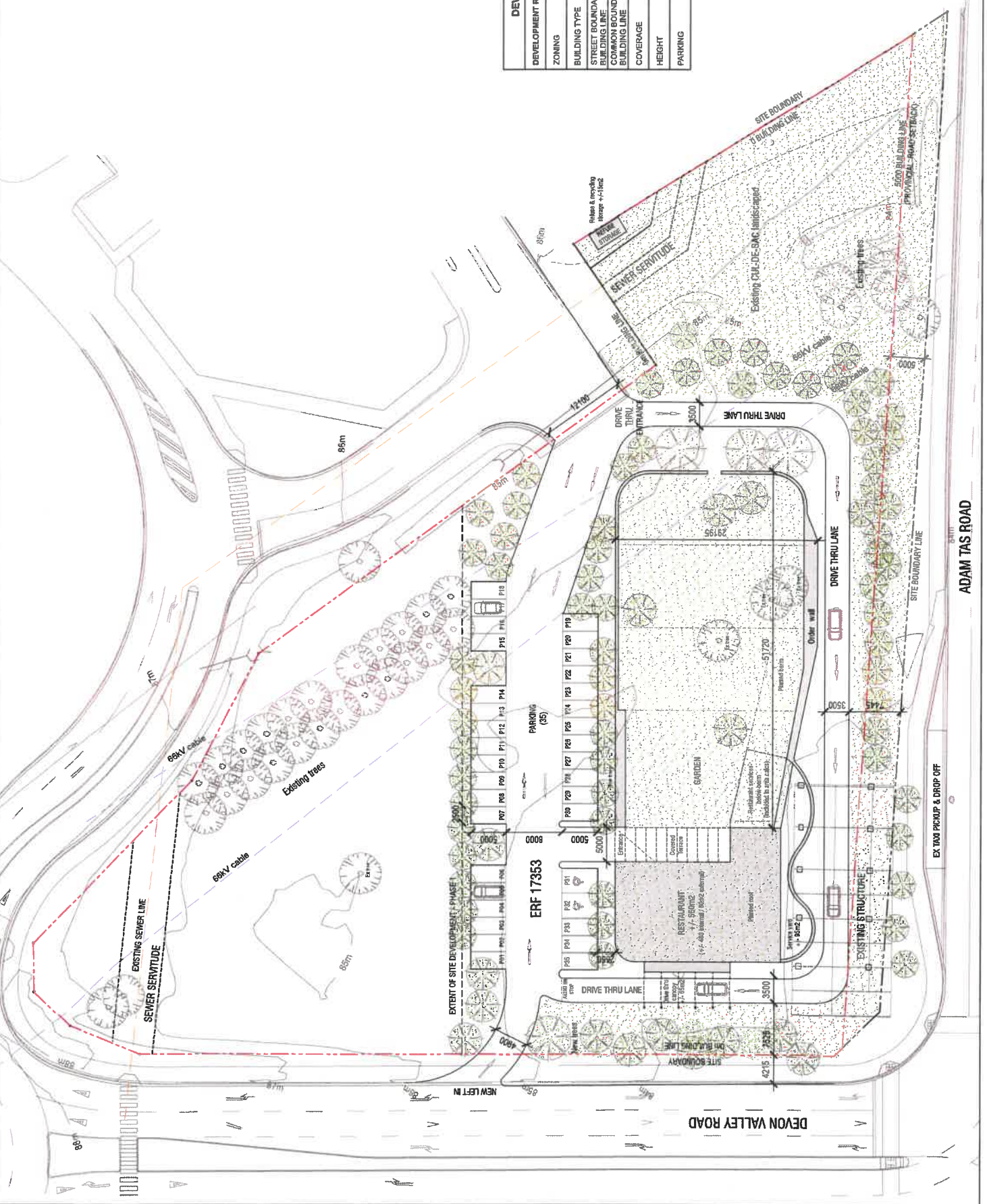


DEVELOPMENT RULE	PERMISSIBLE	PROPOSED
ZONING	MIXED-USE ZONE	MIXED-USE ZONE
BUILDING TYPE	BUSINESS PREMISES (INCL RESTAURANTS)	RESTAURANT
STREET BOUNDARY BUILDING LINE	0 m	0 m
COMMON BOUNDARY BUILDING LINE	0 m	0 m
COVERAGE	85%	0.66%
HEIGHT	6 storeys	2 storeys
PARKING	4 bays @ 100m ² GLA + 20 bays	35 bays

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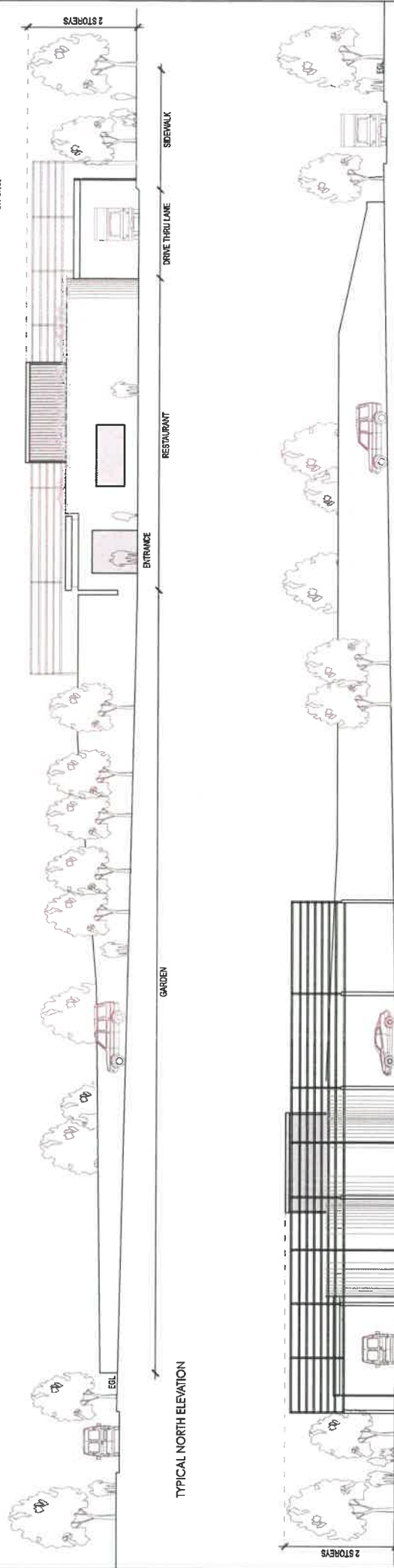
MANDO'S RESTAURANT STELLENBOSCH
 THE WOODMILL- PRECINCT 'G'

DWG NO: D042_101 SDP
 TYPICAL SITE DEVELOPMENT PLAN
 SCALE 1:500 / A3 REV 0 13.12.2023



NOTE
 THE DIMENSIONS OF THE EXISTING BUILDING ON THIS SITE ARE GIVEN TO FORMED DIMENSIONS ONLY. ALL LEVELS AND DIMENSIONS MUST BE CHECKED ON SITE. DIMENSIONS MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY.

All areas and dimensions are approximate and should be verified by a professional land surveyor. Any discrepancies should be reported to the architect prior to commencement of work on site.



TYPICAL NORTH ELEVATION

TYPICAL STREET ELEVATION (WEST): DEVON VALLEY ROAD

TYPICAL STREET ELEVATION (SOUTH): ADAM TAS ROAD

PRECINCT SITE AREA	10 780m ²
LAND USE	
RESTAURANT (A: Interior)	+/- 480m ²
RESTAURANT (B: Covered terrace)	+/- 80m ²
RESTAURANT (C: Service yard)	+/- 100m ²
RESTAURANT (D: Drive Thru Canopy Play & Collect)	+/- 65m ²
RESTAURANT (E: Refuse Storage)	+/- 15m ²
TOTAL GLA (A+B+C)	+/- 440m²
TOTAL COVERAGE (A+B+C+D+E)	+/- 740m²
GARDEN	+/- 1370m ²
PERIMETER LANDSCAPING	+/- 3610m ²
PARKING AREA & ROAD	+/- 1260m ²
DRIVE THRU LANE	+/- 615m ²

DEVELOPMENT RULE	PERMISSIBLE	PROPOSED
ZONING	MIXED-USE ZONE	MIXED-USE ZONE
BUILDING TYPE	BUSINESS PREMISES (RCL RESTAURANTS)	RESTAURANT
STREET BOUNDARY BUILDING LINE	0 m	0 m
COMMON BOUNDARY BUILDING LINE	0 m	0 m
COVERAGE	85%	6.66%
HEIGHT	8 storeys	2 storeys
PARKING	4 bays @ 100m ² GLA = 23 bays	35 bays



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NANDO'S RESTAURANT STELLENBOSCH
 THE WOODMILL- PRECINCT G

DWG NO: D042_102 SDP
 TYPICAL SITE ELEVATIONS
 SCALE 1:250 / A3 REV 0 13.12.2023

Precinct C	16303m ²
Offices	6686.5m ²
Medical	64m ²
Retail	3007m ²
Wine Storage	422m ²
Sport/Fitness	518m ²
Restaurant	450m ²
Brewery	564m ²
Light Industrial	4591.5m ²

Precinct F	14865m ²
Retail	918m ²
Residential	13029m ²
Offices	918m ²

Precinct D	22212m ²
Retail	1002m ²
Residential	20208m ²
Offices	1002m ²

Precinct E	30280m ²
Retail	1055m ²
Residential	28170m ²
Offices	1055m ²

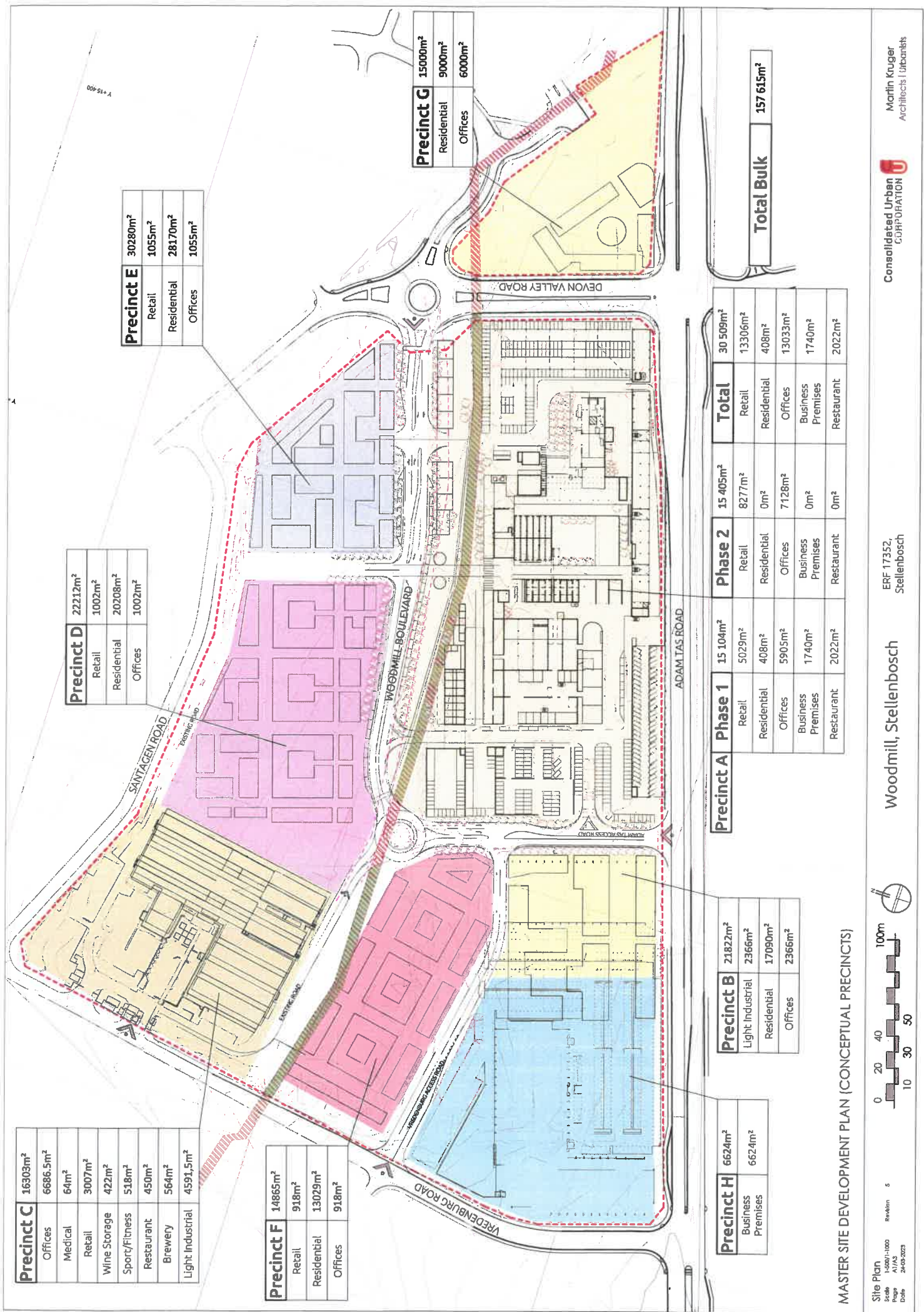
Precinct G	15000m ²
Residential	9000m ²
Offices	6000m ²

Precinct H	6624m ²
Business Premises	662.4m ²

Precinct B	21822m ²
Light Industrial	2366m ²
Residential	17090m ²
Offices	2366m ²

Precinct A	Phase 1	15 104m ²	Phase 2	15 405m ²	Total	30 509m ²
	Retail	5029m ²	Retail	8277m ²	Retail	13306m ²
	Residential	408m ²	Residential	0m ²	Residential	408m ²
	Offices	5905m ²	Offices	7128m ²	Offices	13033m ²
	Business Premises	1740m ²	Business Premises	0m ²	Business Premises	1740m ²
	Restaurant	2022m ²	Restaurant	0m ²	Restaurant	2022m ²

Total Bulk	157 615m ²
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MASTER SITE DEVELOPMENT PLAN (CONCEPTUAL PRECINCTS)

Site Plan
 Scale 1:500/1:1000
 Page A1/A3
 Date 24-05-2023

Revision 5

Woodmill, Stellenbosch

ERF 17352
 Stellenbosch



Martin Kruger
 Architects | Urbanists