

NOTICE OF LAND DEVELOPMENT APPLICATION TO INTERESTED AND AFFECTED PARTIES FOR COMMENT

The following land use application in terms of the Stellenbosch Land Use Planning Bylaw, 2015, refers:

Application Property Address: Hazendal Wine Estate, 81 Bottelary Road

Application Property Number: Remainder of Farm 222, Stellenbosch

Applicant: ICatPlan CC (t/a I.C.@Plan), Cornelia van Zyl – 082 978 7151

Owner: Hazendal Wine Estates (Pty) Ltd, c/o S. Azar (021 903 5034)

Application Reference: LU/14458(TP49/2022)

Application Type: Amendment of conditions of approval

Detailed description of land use or development proposal, including its intent and purpose:

Application in terms of Section 15(2)(h) of the Stellenbosch Municipal Land Use Planning By-Law, 2015 for the Amendment of a condition of approval (Condition 3.8 of approval dated 01 December 2021) to allow the main access to Hazendal Wine Estate to be from Voloshin Road (via Ronelle Street) and to close the Bottelary Road access for the tourist related uses on Remainder Farm 222, Stellenbosch Division.

Notice is hereby given in terms of the provisions of Section 46 of the said Bylaw that the above-mentioned application has been submitted to the Stellenbosch Municipality for consideration. The application is available for inspection on the Planning Portal of the Stellenbosch Municipal Website for the duration of the public participation process at the following address: <https://www.stellenbosch.gov.za/planning/documents/planning-notices/land-use-applications-advertisements>. If the website or documents cannot be accessed, an electronic copy of the application can be requested from the Applicant.

You are hereby invited to submit comments and / or objections on the application in terms of Section 50 of the said bylaw with the following requirements and particulars:

- The comments must be made in writing;
- The comments must refer to the Application Reference Number and Address;
- The name of the person that submits the comments;
- The physical address and contact details of the person submitting the comments;
- The interest that the person has in the subject application;
- The reasons for the comments, which must be set out in sufficient detail in order to:
 - Indicate the facts and circumstances that explain the comments;
 - Where relevant demonstrate the undesirable effect that the application will have if approved;
 - Where relevant demonstrate any aspect of the application that is not considered consistent with applicable policy; and
 - Enable the applicant to respond to the comments.

The comments must be addressed to the applicant by electronic mail as follows: Cornelia van Zyl, cornelia@icaplan.co.za. By lodging an objection, comment or representation, the person

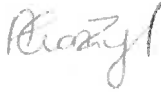
doing so acknowledges that information may be made available to the public and to the applicant.

The comments must be submitted within 30 days from the date of this notice to be received on or before the closing date of **16 November 2022**.

It should be noted that the Municipality, in terms of Section 50(5) of the said Bylaw, may refuse to accept any comments/ objection received after the closing date.

For any enquiries on the Application or the above requirements, or if you are unable to write and /or submit your comments as provided for, you may contact the Applicant for assistance at the e-mail address provided or telephonically at 0829787151 during normal office hours (Monday – Thursday 8:00 – 17:00 & Friday 8:00 – 14:00).

Yours faithfully

A handwritten signature in black ink, appearing to read 'A.C. van Zyl', written in a cursive style.

A.C. van Zyl

KENNISGEWING VAN GROND ONTWIKKELINGS AANSOEK AAN GETRESEERDE EN GEAFFEKTEERDE PARTYE VIR KOMMENTAAR.

Die volgende grondgebruiksaansoek in terme van Stellenbosch se Verordeninge op Grondgebruikbeplanning, 2015, verwys:

Adres van aansoek eiendom: Hazendal Wynlandgoed, Bottelary Pad 81

Aansoek eiendom beskrywing: Restant van Plaas 222, Stellenbosch

Aansoeker: ICatPlan BK (t/a I.C.@Plan) - Cornelia van Zyl (0829787151)

Eienaar: Hazendal Wine Estates (Pty) Ltd, c/o S. Azar (021 903 5034)

Aansoek Verwysing: LU/14458 (TP49/2022)

Tipe Aansoek: Wysiging van goedkeuring voorwaardes

Besonderhede van die grondgebruiksaansoek, insluitende die doel en uitkoms:
Aansoek in terme van Artikel 15(2)(h) van die Stellenbosch Munisipaliteit: Verordening op Grondgebruikbeplanning vir die wysiging van 'n goedkeurings voorwaardé (Voorwaarde 3.8 van goedkeuring gedateer 01 Desember 2021) om die hoof toegang na Hazendal Wynlandgoed van Voloshin Pad (via Ronelle Straat) toe te laat en om die Bottelary Pad toegang vir toerisme verwante gebruike op die Restant van Plaas 222, Stellenbosch Afdeling te sluit.

Kennis word hiermee gegee in terme van die voorskrifte van die Artikel 46 van die genoemde Verordeninge dat bovermelde aansoek by die Stellenbosch Munisipaliteit ingedien is vir oorweging. Die aansoek is beskikbaar vir insae op die Beplannings Portaal van die Stellenbosch Munisipaliteit se Webtuiste vir die tydsduur van die publieke deelname proses by die volgende adres:

<https://www.stellenbosch.gov.za/planning/documents/planning-notices/land-use-applications-advertisements>. Indien die webtuiste of tersaaklike dokumente nie toeganklik is nie, kan die Aansoeker versoek word om 'n elektroniese kopie van die aansoek beskikbaar te stel.

Kommentaar en/ of besware kan vervolgens gedien word op die aansoek in terms van Artikel 50 van die tersaaklike Verordening wat die volgende vereistes en besonderhede moet bevat:

- Die kommentaar moet skriftelik wees;
- Die kommentaar moet die aansoek se verwysings nommer en adres insluit;
- Die naam van die persoon wat die kommentaar lewer;
- Die fisiese adres en kontak besonderhede van die persoon wat die kommentaar lewer.
- Die belang wat die persoon wat die kommentaar lewer, in die aansoek het.
- Die redes vir die kommentaar wat gelewer word, welke redes genoegsame besonderhede moet bevat ten opsigte van die volgende aspekte:
 - Die feite en omstandighede aantoon wat die die kommentaar toelig;
 - Indien toepaslik, aantoon wat die onwenslike resultaat sal wees indien die aansoek goedgekeur word;
 - Waar toepaslik moet aangetoon word indien enige aspek van die aansoek strydig geag word met enige relevante beleid;

- o Dat die insette voldoende inligting sal gee wat die aansoeker in staat sal stel om kommentaar daarop te lewer.

Die kommentaar moet by wyse van elektroniese pos aan die Aansoeker gestuur word as volg: Cornelia van Zyl, cornelia@icaplan.co.za. Deur 'n beswaar, kommentaar of versoë te rig, erken die persoon wat dit doen dat inligting aan die publiek en aan die aansoeker beskikbaar gestel kan word.

Die kommentaar moet binne 30 dae vanaf die datum van hierdie kennisgewing gestuur word en moet ontvang word voor of op die laaste dag van die sluitings datum van **16 November 2022**.

Daar moet kennis geneem word dat die Munisipaliteit, in terme van Artikel 50(5) van die vermelde Verordeninge, mag weier om enige kommentaar / beswaar te aanvaar wat na die sluitingsdatum ontvang word.

Indien daar enige navrae op die aansoek of bovermelde vereistes vir die lewer van kommentaar is, of indien dit nie moontlik is om geskrewe kommentaar te lewer of die kommentaar op die wyse te lewer soos voorsienning gemaak is nie, kan die Aansoeker geskakel word vir bystand by die vermelde elektroniese pos adres of telefonies by 0829787151 gedurende normale kantoor ure (Maandag – Donderdag 8:00 – 17:00 & Vrydag 8:00 – 14:00).

Die uwe



A.C. van Zyl



Our Reference: Remainder Farm 222, Hazendal Wine Estate

4 August 2022

The Municipal Manager
Stellenbosch Municipality
PO Box 17
STELLENBOSCH
7599

ATTENTION: MRS. LOUISA OLLYN

Dear Ma'am

REMAINDER FARM HAASENDAL, NO. 222, STELLENBOSCH: APPLICATION FOR AMENDMENT OF CONDITIONS OF APPROVAL

The telephonic discussion and e-mail correspondence with Ms. Olyyn has reference. We herewith submit a formal application for the amendment of conditions in respect of and existing approval in terms of Section 15(2)(h) of the Stellenbosch Municipality Land Use Planning By-Law.

1. Background

Over the years Hazendal Wine Estate applied for numerous tourist related uses. The approved rights can be summarized as follow:

- a) The rights obtained by the previous owner:
- a wine cellar with a wine tasting and sales area
 - an 80 seater restaurant
 - a seven bedroom guesthouse
 - a museum.

Members: I.K. Germishuys, A.C. van Zyl
E-mail: info@icaplan.co.za | 083 657 8220 | 082 978 7151
Physical Address: 25 De Beers Avenue, Unit 2A Crossfire House, Paardevlei, 7130
Postal Address: Postnet Suite 176, Private Bag X15, Somerset West, 7129
CK Nr. 2004/078584/23, VAT Nr. 4750218135

b) Approval dated 16 January 2019:

- a coffee shop
- a deli
- a gift shop/gallery
- conference facility
- a children's play area
- an increase in the number of people/size of the restaurant.

c) Approval dated 1 December 2021:

- A hotel with related uses which include a restaurant, bar cigar lounge, venue/event space, sport facility consisting of gym, changing rooms and a wellness centre.
- The use of outdoor areas for picnics
- The use of the harvest circle for outdoor seating for the coffee shop/deli
- The use of the Kraal for a beer garden/restaurant
- Overflow outdoor area for the restaurant/a tea garden
- The use of the glass house as a venue
- A car pavilion with occasional event use
- A put-put course
- A wine library in the existing basement.

d) Approval 20 July 2022:

- Rezoning of a portion of the farm to Open Space Zone II for an 18-hole golf course and driving range with associated infrastructure.
- Building line departures for a new entrance gate (Voloshin Road access).
- Building line departures for a new equipment store/workshop.

2. The application

It is proposed to amend conditions of approval to allow the main access to Hazendal Wine Estate to be from Voloshin Road (via Ronel Street) and to close the Bottelary Road for the tourist related uses.

The Provincial Government Western Cape is the roads authority Bottelary Road. Although they initially requested a right turn lane at the Bottelary Road access to the farm, they have since indicated their support/preference for the closure of the Bottelary Road access. Their formal comments will be obtained during the public participation process.

The City of Cape Town, however, previously had certain grievances regarding the closure of the Bottelary Road access, which was mentioned in previous correspondence, discussions and formal comments. The main reasons are listed below:

- They can't support additional use rights in another municipal area which would add to the pressure on their road networks and/or infrastructure without a contribution being made/paid to the City i.e. via development contributions (DCs) (formal comments received during the advertising of the golf course application).
 - During the application for the hotel and other tourism uses, conditions pertaining to the payment of DCs were imposed and Hazendal did pay development contributions to the City. Hazendal is therefore not expecting to utilise the City's infrastructure without cost. Hazendal will also be implementing upgrades at the Kruis Street / Bottelary Road intersection at their cost.
- There was a question surrounding the documents which was available to the City's ratepayers during the advertising period of the hotel application.
 - The application which was advertised and the motivation document which was available to the public clearly stated that the Bottelary Road access will be closed until such time as a right turn lane is built (which is no longer a requirement by the relevant roads authority (PGWC)).
- The City questioned the erection of signage which indicate the access via Voloshin Road.
 - All signage that was erected (within the City of Cape Town's road network (and in the proclaimed Bottelary Road reserve) has followed due procedure and was approved following formal application processes by the owners - please see attached copies from the City.

As the owners wish to close the Bottelary Road access for tourist related uses and use the access via Voloshin Street as the main access to the farm, Innovative Transport Solutions (Pty) Ltd (ITS) was appointed to investigate the technical criteria in order to determine whether the closure of the Bottelary Road access is viable without impacting negatively on the City's Road network. Their supporting report and recommendation are attached herewith.

The application accordingly entails the amendment of condition 3.8 contained in Annexure N of the letter of approval dated 1 December 2021 (attached herewith) imposed by the City of Cape Town's Directorate: Transport as well as their Directorate: Roads Infrastructure & Management to read as follow:

A. Transport Directorate: Transport Planning (3 September 2021)

- ~~1. That the main access to Estate be taken from Bottelary Road and that all relevant tourism directional signage indicate the same.~~
- ~~2. That the primary and main access from Bottelary Road remains open and unrestricted at all times.~~
- ~~3. That the upgrades to the main access from Bottelary Road, inclusive of the construction of the right turn lane as per previous conditions of approval, be undertaken and provided by the applicant/developer in accordance with design requirements of the Western Cape Government.~~
- ~~4. That the upgrades to the main access and construction of the right turn lane on Bottelary Road be completed prior to the northern access to Ronelle Street being commissioned.*~~
5. That all directional signage comply with the SADC: Road Traffic Signs Manual and be approved by the relevant tourism and roads authorities concerned prior to the erection thereof.
6. That the developer be responsible for the upgrades at the Bottelary/Kruis intersection as discussed and recommended in the TIA for the 2023 total traffic conditions.
7. The upgrades involves the remarking of the existing lane markings on the Northern approach from Kruis Street to a dedicated right-turn lane and a shared through and left-turn lane as well as the appropriate adjustment to the signal phasing.
8. That the primary uses on the estate be limited to:
 - a. A hotel comprising of 32 bedrooms plus ancillary uses in accordance with the motivational document:
 - i. Restaurant (accommodate ±60 people), bar and cigar lounge (accommodate ±60 people);
 - ii. Venue/event space (accommodate ±200 people);
 - iii. Sport facility consisting of a gym, changing rooms; and
 - iv. Wellness center (spa)
 - b. A conference facility for a maximum of 300 patrons.
 - c. An 18 hole golf course and ancillary uses.
 - d. Various tourist facilities and activities as listed in point 3 of the application particulars as well as on the SDP.

*It should be noted that the City agreed to omit 4. above, however, it was erroneously included in the conditions of approval.

B. Transport Roads Infrastructure & Management (6 Augustus 2021)

1. That the developer shall pay a development charge (DC) for the utilisation of City owned bulk civil infrastructure. The DC amount will be based on a pro-rata basis of required bulk infrastructure and/or a direct contribution based on the land-use applied for.

2. That any amendments and/or additions to the Site Development Plan, once approved, which might lead to an increase in the number of rooms or GLA will result in the recalculation of development charges payable to the City of Cape Town for which the developer will be responsible.
3. DC's will be payable to the City of Cape Town prior to the approval of building plans by the Stellenbosch Municipality.
4. That a public road reserve across Farm 222-31 and Farm 222-33 be subdivided and transferred to the City in accordance with the already supported plans by Jennings Goullee Thomson with drawing numbers 6763-SA1 and 6763-SB1 dated May 2020.
- ~~5. That the development main access be from Bottelary Road for all land use activities on the farm.~~
- ~~6. That the position and upgrades to the main access on Bottelary Road be in accordance with the requirements and timelines stipulated by the Western Cape Government.~~
7. That all directional signage to the development meets the requirements of the SADC: Road Traffic Signs Manuals and indicate vehicular movement to the main access on Bottelary Road.
8. That all directional signage be approved by the relevant road authority prior to the erection thereof.


The property owners, Owners Associations and Body Corporates along Voloshin Road and Ronelle Street has been approached for their consent and we have received most of their formal feedback/letters of support. We are, however, still awaiting some responses and will submit all the interested parties' letters soonest.

The following documentation is herewith attached:

- 📎 Report from the Traffic Engineer.
- 📎 Municipal Application Form.
- 📎 Power of Attorney & Company Resolution.
- 📎 Copy of the existing approval.
- 📎 Copies of approved road signage.

We trust that you will find the above in order.

Yours faithfully



A.C. van Zyl

I.C. @ PLAN TOWN PLANNERS
Unit 2A Crossfire House
25 De Beers Avenue
Paardevelei
Somerset West
7130

Our Ref: ITS 3802.1
19 July 2022

Attention: Cornelia van Zyl

Dear Cornelia

REMAINDER FARM HAASENDAL NO. 222, STELLENBOSCH: APPLICATION FOR THE AMMENDMENT OF THE CONDITIONS OF APPROVAL FOR THE CONSENT USES ON HAZENDAL ESTATE

We refer to your request for a motivation in support of an application for the amendment of the conditions of approval for the Hazendal Estate Consent Use application, specifically the condition requested by the City of Cape Town with respect to the dedicated right-turn lane along Bottelary Road (MR187) at the Hazendal access. The purpose of this letter is to address the specific condition related to the right-turn lane at the historical main access into Hazendal off Bottelary Road.

Historical Applications

The Hazendal farm has been the subject of a number of land/consent use applications and traffic impact studies over the past few years. Innovative Transport Solutions (ITS) conducted the following transport impact assessment (TIA) over the past few years:

- June 2017 for the expansion of the existing restaurant, conference facility and retail uses on the site.
- November 2019 for the golf course
- November 2019 for the following uses (The Nov 2019 evaluated all the proposed new uses):
 - a hotel with the following ancillary uses
 - Restaurant, bar and cigar lounge
 - Venue/Event space
 - Sport facility consisting of a gym and changing rooms and
 - A Wellness centre (Spa)
 - Consent use for the following tourist facilities
 - The use of the outdoor areas/lawn in front of the deli for picnics,
 - The use of the harvest circle for outdoor seating for coffee shop/deli,
 - The use of the pavilion and surrounding lawn for outdoor wedding and other events, e.g. jazz concert
 - The kraal for a beer garden/restaurant

THINKING GLOBAL, ACTING LOCAL

Directors: J.L. Coetzee Pr Eng (Managing), Dr P Pretorius Pr Eng,
Dr JC Krogscheepers Pr Eng, Mrs LC Pretorius Pr Eng
Registration No: 2001/027 205/07

- The use of the area between the kraal and of the restaurant for a tea garden,
- The use of the glass house as a venue,
- A car pavilion which will occasionally be used for events,
- A put-put course and library.
- The use of the existing basement for a wine cellar.

nd glass house for extension/overfl...

ed for events,

library.

Approvals

As part of the approval of the restaurant and conference facility, the Western Cape Government (WCG) required that a dedicated right-turn lane be constructed on along Bottellary Road. At the time, this was still the only and historical access into the property for the public. The requirement for the right-turn lane was based on the WCG's safety warrants and reads as follows (WCG Reference 16/9/6/1-25/192 (Job 24480) dated 12 December 201 (See Appendix B)):

"8. This Branch offers no objection to the proposed consent uses and departures, subject to:
 8.1 *The installation of a right turn lane on Main Road 187 Bottellary Road westbound, with the road widened on the south side to retain a constant width shoulder."*

During this application process several environmental studies were conducted including wetland and heritage studies. The findings from these studies limited the widening of the main access road from Bottellary Road to the parking areas on the site, which of course constrained the use of the access and limits its function as a main access for all traffic to/from the site. For a limited time, the farm made use of another secondary access off Bottellary Road and closer to the Kruis Road intersection for exiting traffic. However, the secondary access was only approved for deliveries and the arrangement could not be used as a permanent solution.

In the meantime, the application for the golf course was submitted. The WCG initially objected to the application in the light that the right-turn lane required with the initial conditions of approval dated 12 December 2017 was not implemented yet. The owners then decided to instead of building the right-turn lane along Bottellary Road, to rather construct a new main access linking the property to Ronell Street. The owners then requested the WCG to reconsider the required right-turn lane along Bottellary Road with the proviso that the current access off Bottellary Road be closed to the public until such time as the required right-turn lane is constructed. The November 2019 TIA in support of the Golf Course, Hotel and other Consent uses evaluated the road network with most traffic entering the site via the Bottellary Road access and all traffic egressing via the Ronelle Street access. With the proposed new access arrangement, the WCG approved the Golf Course subject to the following (WCG Reference 16/9/6/1-25/192 (Job 24480) dated 11 March 2021 (See Appendix B)):

"8. In the light of the above, this Branch is prepared to withdraw its objection to the proposed land use application referred to in our 30 November 2020 letter, subject to compliance with the following conditions:

- 8.1 *Completion of the approved access road from the subject property north to Ronelle Street;*
- 8.2 *Upon completion of the link to Ronelle Street, closure of the current exit from the property onto Main Road 187 Bottellary Road at ±KM4.47;*
- 8.3 *Also upon completion of the Ronelle Street link and becoming operational, the current main access off Main Road 187 Bottellary Road shall be closed (including locking of the gate) until such time as the approved right turn lane has been implemented;"*

Subsequently the application for the hotel and other consent uses was also finalised and submitted. In the light of the then proposed access via Ronelle Street, it was then agreed with the WCG that the Bottelary Road access can remain closed for the general public and that all traffic can use the new Ronelle Street access. The WCG indicated their support for the development with access via Ronelle Street and with the use of the historic access off Bottelary Road limited to farming activities without a dedicated right-turn lane along Bottelary Road subject to the following (WCG Reference 16/9/6/1-25/192 (Job 24480) dated 17 August 2021 (See Appendix B)):

“6. In the light of the above, this Branch offers no objection to the land use application, referenced in paragraphs 1.1 and 2 above, subject to the following:

6.1 All of the conditions set in this Branch’s letter to Stellenbosch Municipality dated 11 March 2021 (ref. paragraph 1.2 above (See Appendix B)) shall be complied with;

6.2 The approval by the City of Cape Town, as the Road Authority of Ronelle Street and Kruis Street and involved with the new Link Road to Ronelle Street as a result of the land use application, taking into account the management of the traffic signals at the MR187(Bottelary Road)/DR1087 (Kruis Street) intersection and the capacity limitations thereof.”

However, the City of Cape Town did not support the closure of the Bottelary Road access and insisted that the dedicated right-turn lane be constructed and that the historical access off Bottelary Road remains the main access to the farm. Our understanding is that the City of Cape Town’s position regarding the access arrangement, relates to the information provided to the public during the application process and that it was not evident that access via Ronelle Street will be the main access to the farm with no access off Bottelary Road.

Technical Evaluation

To address the concerns of the City of Cape Town, a further evaluation regarding access and traffic to the farm was done. The primary purpose of this letter is to report on these analyses and findings. The transport impact of the proposed developments on the farm was re-evaluated with updated traffic volumes from traffic counts conducted during February 2022. See the traffic counts attached in Appendix D. This Transport Impact Statement reports the expected transport impact with all the Hazendal Estate traffic in and out via the Ronelle Street access.

The Bottelary Road and Ronelle Street intersections with Kruis Road were evaluated for the Existing Conditions, 2027 Background Conditions including latent rights and general traffic growth of three percent per year, and the 2027 Total Traffic Conditions. The latter scenario includes the background traffic with all the estimated development trips added to the background traffic.

The analysis results for the Bottelary Road/Kruis Road and Kruis Road/Ronelle Street intersections for the three scenarios with the rerouted development trips are shown in Figure A1 in Appendix A. The results of the intersection analysis for the Existing and Background Conditions are summarised in Table 1 and Table 2 below.

Table 1: Existing Conditions - Intersection Analysis Results

#	Intersection	AM Peak Hour			PM Peak Hour		
		LOS	Delay	V/C	LOS	Delay	V/C
1	Kruis Road/Ronelle Street	A	9.0	0.01	A	7.1	0.25
2	Bottelary Road/Kruis Road	A	9.3	0.01	A	9.2	0.56

LOS – Level-of-Service, Delay in seconds per vehicle, V/C – Volume-to-capacity Ratio.

Data for Two-way Stop is for Critical Movement

Data for Signals & All-Way Stop is average of all approaches

Table 2: Background Conditions - Intersection Analysis Results

#	Intersection	AM Peak Hour			PM Peak Hour		
		LOS	Delay	V/C	LOS	Delay	V/C
1	Kruis Road/Ronelle Street	B	12.7	0.61	A	7.9	0.31
2	Bottelary Road/Kruis Road	C	33.2	0.85	B	19.4	0.72

LOS – Level-of-Service, Delay in seconds per vehicle, V/C – Volume-to-capacity Ratio.

Data for Two-way Stop is for Critical Movement

Data for Signals & All-Way Stop is average of all approaches

Based on the results of the intersection analysis as summarised in Table 1 and Table 2 above, both the Kruis Road/Ronelle Street and the Bottelary Road/Kruis Road intersections operate and will operate at acceptable levels of service now and in 2027.

As outlined in the November 2019 TIA, the Hazendal Estate is expected to generate approximately 337 trips (283 inbound/54 outbound) during the a.m. peak hour and 289 trips (167 inbound/122 outbound) during the p.m. peak hour. Please refer to the November 2019 TIA attached in Appendix C for more detail. These trips were added to the background volumes to evaluate the total conditions. The latter implies that a combination of uses on the farm operate at maximum trip generation and peaks at the same time. The trips generation is illustrated in Figure A1 in Appendix A.

The intersection analysis results for the total conditions are summarised in Table 3 below. The total traffic conditions are also illustrated in Figure A1 in Appendix A.

Table 3: Total Traffic Conditions - Intersection Analysis Results

#	Intersection	AM Peak Hour			PM Peak Hour		
		LOS	Delay	V/C	LOS	Delay	V/C
1	Kruis Road/Ronelle Street	B	14.5	0.72	A	9.4	0.38
2	Bottelary Road/Kruis Road	D	35.7	0.95	C	24.1	0.89

Based on the results as summarised in Table 3, both intersections will operate at acceptable levels of service. This is based on the current geometry and lane configurations at the intersections and with optimised signal timings. This will occur even with all the Hazendal traffic, the trips due to latent rights and a general three-present growth in background traffic volumes. However, the Bottelary Road/Kruis Road intersection will be operating close to capacity.

The current planning of the major roads in the area requires both Kruis Road and Bottelary Road to be widened to four lane roads. The detail design of Kruis Road has already been approved. The upgrade of both these roads implies that the intersection of Kruis Road/Bottelary Road will also be substantially upgraded, with at least two through lanes per direction and at a minimum single right-turn lanes. As the developments in the area rolls out and funding becomes available, the planned network upgrades will be implemented. With these planned upgrades in place, the capacity constraints, specifically at the Kruis Road/Bottelary Road intersection will be removed.

Access via Ronelle Street and the new Link Road

The current City of Cape Town's Roads Improvements Plan (2019) indicates that on the western side of Kruis Street Ronelle Street is classified as a Class 4 road. On the eastern side there is no classification. With the planned eastern extension of Ronelle Street, the eastern portion will most probably also be a Class 4 Road. The eastern section of Ronelle Street is 7.4 metres wide with sidewalks along both

sides of the road. It. Ronelle street will accommodate approximately 6 000 vehicles two-way per day with 665 vehicles two-way during the a.m. peak hour and 585 vehicles two-way during the p.m. peak hour. The new Link Road is 5.5 metres wide with a single lane per direction and this road will carry approximately 340 vehicles two-way during the a.m. peak hour and 290 vehicles two-way during the p.m. peak hour. The total daily two-way traffic along the access Link Road will be less than 2 000 vehicles. The Link Road was also designed to accommodate the expected future trips associated with the planned Pixiewood development that will also have access to Ronelle Street via the Link Road. These volumes are within the design parameters in terms of the recommended maximum capacities of these roads.

From this study and the evaluation of the Hazendal traffic impact with one major access via Ronelle Street, it is our opinion that the road network will be able to accommodate the traffic not only from the development but from all approved developments in the area.

We recommend the following in terms of vehicular and pedestrian access the Hazendal development:

- The historical main access off Bottelary Road (MR 189 at KM 5.36) be closed for public access. It is only to be used for farming activities.
- The historical service access off Bottelary Road (MR 189 at KM 4.47) be closed for public access.
- The newly constructed access via Ronelle Street become the main access to Hazendal for public and private trips.
- The additional traffic via Ronelle Street and the Link Road will not affect the classification, nature and character of either Ronelle Street or the Link Road. Both these roads will function acceptably.
- Cyclists and pedestrians can access Hazendal Farm via the sidewalks and roadway of Ronelle Street and the Link Road. Pedestrians would also be able to access the farm via the historical access off Bottelary Road.

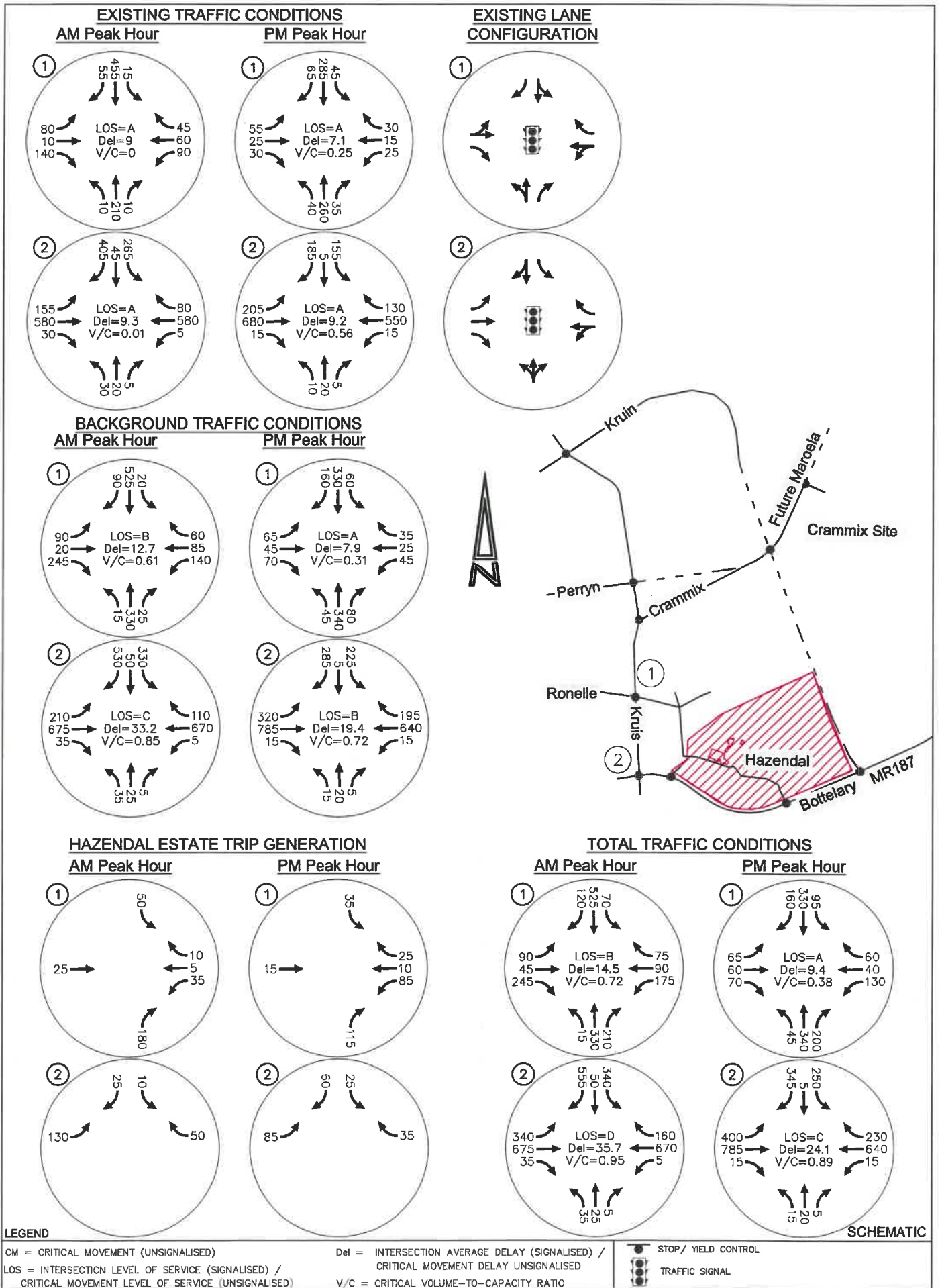
Based on the above recommendations we submit that there is sufficient ground for the City of Cape Town to reconsider their position regarding the requirement to maintain the historical access off Bottelary Road as the main access to the farm, which implies that a right turn lane along Bottelary road needs to be constructed. We recommend that the condition of approval requiring the dedicated right-turn lane along Bottelary Road be removed.

Yours sincerely



J.C. Krogscsheepers Pr. Eng, Ph.D.
for Innovative Transport Solutions

Appendix A: *Figures*



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALED) / DEL = INTERSECTION AVERAGE DELAY (SIGNALISED) / CRITICAL MOVEMENT DELAY UNSIGNALED / STOP/ YIELD CONTROL

LOS = INTERSECTION LEVEL OF SERVICE (SIGNALISED) / CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALED) / V/C = CRITICAL VOLUME-TO-CAPACITY RATIO / TRAFFIC SIGNAL

Appendix B: *WCG Approval Letters*



REFERENCE: 16/9/6/1-25/192 (Job 24480)

ENQUIRIES: Ms GD Swanepoel

DATE: 12 December 2017

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

Attention: Ms C Charles/Mr B Mdoda

Dear Mdam/Sir

MAIN ROAD 187: REMAINDER FARM 222, STELLENBOSCH: APPLICATION FOR CONSENT USE AND TEMPORARY DEPARTURE

1. The following refer:
 - 1.1 Your letter Farm 222, Stellenbosch, Application No. LU/4748 dated 1 November 2016 and attached application;
 - 1.2 Traffic Impact Assessment (TIA) by ITS dated June 2017;
 - 1.3 Letter report from ITS to Cornelia van Zyl of IC Plan providing supplementary information to the June 2017 TIA following discussions between Pieter Arangie of ITS and Harry Thompson of this Branch.
2. The subject property is located on the north side of Main Road 187, Bottelary Road, which is a wide single carriageway with shoulders and has a speed limit of 100km/h, with an average daily traffic flow of more than 14 000 vehicles. There is good visibility at the access in both directions.
3. The Applicant proposes to expand the existing restaurant from 80 to 140 seats, provide new conference facilities for 250 attendees and develop a deli ±200m² and trading stall area (also ±200m²).
4. The TIA and follow-up analyses considered peak period traffic at the access, with two scenarios for directional distribution of traffic: 60/40 and 70/30 east/west.

5. The traffic analyses indicated good levels of service for the right turns into the development, with minimal queuing, but level of service F (long delays) for right turns leaving the property in the afternoon peak.
6. Notwithstanding the analyses provided, this Branch is concerned that queues may develop in the westbound direction from time to time. Morning peak right turns will be between 47 and 63 vehicles per hour, while opposing flows are 963 vehicles per hour. Furthermore, with 737 vehicles per hour westbound passing the entrance, if these pass to the left at speed, there will be the risk of collisions involving cyclists, pedestrians or stationary vehicles in the shoulder, or with other vehicles swerving into the shoulder at a late stage. In terms of the Road Access Guidelines, a right turn lane is warranted and from a safety perspective, if not a capacity perspective, is needed.
7. As right turning vehicles out of the property are off Main Road 187, the calculated delay of 75s per vehicle is considered acceptable; however, delays could be reduced by provision of separate left and right turn lanes on the approach to Main Road 187.
8. This Branch offers no objection to the proposed consent uses and departures, subject to:
 - 8.1 The installation of a right turn lane on Main Road 187 Bottelary Road westbound, with the road widened on the south side to retain a constant width shoulder.
 - 8.2 The widening of the access road as it approaches Main Road 187 to operate as separate left turn and right turn lanes.
 - 8.3 The Applicant shall accept in writing to be responsible for all costs associated with the design and implementation of the required road upgrades.
 - 8.4 The design of the road widening, right turn lane and access road widening 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 the Design Directorate (Ms MK Hofmeyr 021 483 5713) of this Branch for approval prior to the commencement of construction
 - 8.5 Detailed construction drawings and proposals for traffic accommodation during construction shall be submitted for approval to the District Roads Engineer prior to construction.
 - 8.6 The Applicant's consultant or contractor shall accept the handing over of the site in writing from the Road Authority prior to construction.
 - 8.7 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.

8.8 As built drawings shall be sent to this Branch (Ms GD Swanepoel 021 483 2009), the District Roads Engineer (Mr S Buthelezi 021 863 2020) and the Roads Department of Cape Winelands District Municipality (Mr ACA Stevens 086 126 5263).

Yours faithfully

A handwritten signature in black ink, appearing to read 'ML Watters', with a stylized, cursive script.

ML WATTERS
For CHIEF DIRECTOR: ROAD NETWORK MANAGEMENT

ENDORSEMENTS

1. Stellenbosch Municipality

Attention: Ms C Charles (e-mail)
Mr B Mdoda (e-mail)

2. IC Plan

Attention: Ms Cornelia van Zyl (e-mail: cornelia@icaplan.co.za)

3. its

Attention: Pieter Arangie (e-mail: Pieter@itsglobal.co.za)

4. District Roads Engineer
Paarl

5. Mr ML Watters (e-mail)

6. Ms M Hofmeyr (e-mail)

7. Mr H Thompson (e-mail)

8. Planning Section



REFERENCE: 16/9/6/1-25/192 (Job 24480)

ENQUIRIES: Ms G Swanepoel

DATE: 11 March 2021

Director: Planning & Economic Development

Stellenbosch Municipality

PO Box 17

STELLENBOSCH

7599

Attention: Mr Ulrich von Molendorff

Dear Sir

FARM HAASENDAL 222; STELLENBOSCH: MAIN ROAD 187 (BOTTELARY ROAD): REZONING APPLICATION

1. The following refer:
 - 1.1 This Branch's letter 16/9/6/1-25/192 (Job 24480), dated 30 November 2020 to you and
 - 1.2 Letter report to this Branch from ITS Engineers, ref. ITS 3802.1 dated 10 February 2021.
2. In our 30 November 2020 letter, of paragraph 1.1 above, this Branch objected to the proposed rezoning of land for purposes of developing a golf course, on the grounds that conditions of approval of past applications for various facilities had not been met, even though those facilities had been in place for several years. In particular, there was the requirement that a right turn lane into the property from the entrance on Main Road 187 Bottelary Road be constructed at the Applicant's expense.
3. In the interim, a new access from the property to Ronelle Street is under construction. While the design of the right turn lane on Main Road 187 Bottelary Road was approved by this Branch's Chief Directorate: Design in July 2019, the turn lane has not yet been constructed, nor has a traffic management plan for such construction been received by the District Roads Engineer.
4. The letter report by ITS (ref. 1.2 above) proposes the following:
 - 4.1 Once the Ronelle Street link is completed and operational, the main access off Main Road 187 Bottelary Road will be closed and locked until such time as the right turn lane is in place.

- 4.2 Traffic to be redirected to Ronelle Street via Kruis Road; existing tourism guidance signs at the access to be removed and placed at the Main Road 187 Bottelary Road/Kruis Road intersection, with additional signage at the Kruis Road/Ronelle Street intersection.
- 4.3 Once the right turn lane has been constructed on Main Road 187 Bottelary Road, the access can be re-opened as a secondary access.
5. It is considered likely that once the access on Main Road 187 Bottelary Road is re-opened, it will revert to being the primary access to Hazendal Estate.
6. It will be important to ensure that access arrangements are such that queues do not develop at the entrance and extend back to Main Road 187 Bottelary Road, causing congestion and creating a safety hazard.
7. The traffic analyses carried out indicate that if all Hazendal traffic is diverted via Kruis Road and Ronelle Street through to 2025, including background traffic growth of 3% p.a. and traffic generated by a proposed future hotel on the subject property, the two intersections on Kruis Road will function satisfactorily in both peak periods.
8. In light of the above, this Branch is prepared to withdraw its objection to the proposed land use application referenced in our 30 November 2020 letter, subject to compliance with the following conditions:
 - 8.1 Completion of the approved access road from the subject property north to Ronelle Street;
 - 8.2 Upon completion of the link to Ronelle Street, closure of the current exit from the property onto Main Road 187 Bottelary Road at \pm km4.47;
 - 8.3 Also upon completion of the Ronelle Street link and becoming operational, the current main access off Main Road 187 Bottelary Road shall be closed (including locking of the gate) until such time as the approved right turn lane has been implemented;
 - 8.4 Implementation of the approved design of a right turn lane for westbound traffic to give access to the subject property at the existing main access at \pm km5.36 on Main Road 187 Bottelary Road;
 - 8.5 Submission of plans to this Branch's Chief Directorate: Design (for attention Ms M Barker, e-mail: Melissa.Barker@westerncape.gov.za), showing the precise locations and detailed plans of all signs proposed for the temporary and permanent access arrangements. (It should be noted that Kruis Road is a municipal street, so the approval of the City of Cape Town for the signage plan as it relates to their road, as well as to the intersection plans will also be required);
 - 8.6 Detailed construction drawings and proposals for traffic accommodation during construction shall be submitted for approval to the District Roads Engineer, Paarl (Mr E Smith, e-mail: Eloy.Smith@westerncape.gov.za) prior to construction;
 - 8.7 The Applicant's consultant or contractor shall accept the handing over of the site in writing from the Road Authority prior to construction;

- 8.8 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;
- 8.9 As built drawings shall be sent to this Branch (Ms GD Swanepoel), the District Roads Engineer (Mr E Smith, e-mail: Elroy.Smith@westerncape.gov.za) and the Roads Department of Cape Winelands District Municipality (Mr ACA Stevens, e-mail: aubrey@capewinelands.gov.za) and
- 8.10 The Applicant shall ensure that when the access onto Main Road 187 Bottelary Road is re-opened, queues do not extend into the road. When events are scheduled with a large number of arrivals over a short time interval, the gates shall be kept open to permit the free flow of entering traffic.

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)

2. City of Cape Town
Attention: Mr S Storm (e-mail: Sigmund.Storm@capetown.gov.za)
Mr S de Villiers (e-mail: StefanJuan.DeVilliers@capetown.gov.za)

3. ITS Engineers
Attention: Dr C Krogscheepers (e-mail: Christoff@itsglobal.co.za)
Mr P Arangie (e-mail: pietera@itsglobal.co.za)

4. District Roads Engineer
Paarl

5. Mr E Smith (e-mail)

6. Mr H Thompson (e-mail)

7. Mr A Cope (e-mail)

8. Mr B du Preez (e-mail)

9. Mr E Burger (e-mail)

10. Mr S Carstens (e-mail)



REFERENCE: 16/9/6/1-25/192 (Job 24480)

ENQUIRIES: Ms G Swanepoel

DATE: 17 August 2021

IC@Plan Town Planners
Unit 2A, Crossfire House
25 De Beers Avenue
SOMERSET WEST
7130

Attention: Ms C van Zyl

Dear Madam

REMAINDER FARM HAASENDAL 222, STELLENBOSCH: MAIN ROAD 187 (BOTTELARY ROAD) AND DIVISIONAL ROAD 1087 (KRUIS STREET): APPLICATION FOR CONSENT USES

1. The following refer:
 - 1.1 Your Notice of Application dated 7 June 2021, Stellenbosch Municipality LU/12596;
 - 1.2 This Branch's letter 16/9/6/1-25/192 (Job 24480) dated 11 March 2021 to Stellenbosch Municipality, attention Mr U von Molendorff;
 - 1.3 Your e-mail of 28 July 2021 indicating that the Applicant had agreed to provide a right turn lane at the current main entrance to the property from Main Road 187 (Bottelary Road);
 - 1.4 Amended Traffic Impact Statement by ITS, ref. ITS 3802.1 dated 7 July 2021 and
 - 1.5 Separate Memoranda, both dated 6 August 2021, by Messrs Sigmund Storm and Stéfan de Villiers of the City of Cape Town regarding the current application.
2. The current development application referenced in paragraph 1.1 above is for:
 - 2.1 Consent Use for a tourist accommodation establishment/hotel and ancillary uses in the same building (restaurant, bar, wellness centre, venue/event space);
 - 2.2 Consent Use for the following tourist facilities, some of which are already in use:

- i. Outdoor areas/lawns in front of Deli for picnics;
 - ii. Use of the harvest circle for outdoor seating for the Coffee Shop/Deli;
 - iii. Use of pavilion and surrounding lawn area for outdoor weddings and other events, eg. jazz concert;
 - iv. Use of Kraal for beer garden/restaurant;
 - v. Use of area between Kraal and glass house for overflow of restaurant for a tea garden;
 - vi. Use of glass house as a venue;
 - vii. Use of the existing basement/barrel store as a wine library;
 - viii. A car pavilion which will occasionally be used for events;
 - ix. A putt putt course.
3. The amended Traffic Impact Statement (ref. paragraph 1.4 above) indicates that the intersection of Kruis Street and Ronelle Street with traffic signals has adequate capacity and indicates that traffic signals are currently being installed at the intersection.
 4. It is noted in ITS's 10 February 2021 TIS, included in ref. paragraph 1.4 above, that Main Road 187 (Bottelary Road) / Divisional Road 1087 (Kruis Street) intersection, with background traffic growth + the hotel, conference centre and other uses on Hazendal Estate, will have a volume / capacity ratio in the morning peak hour of 0.99, although the level of service is still good. However, this was based on the assumption that the MR187 (Bottelary Road) access would be closed to visitors. The TIS assumes that as other developments take place in the area, the necessary capacity upgrades / additional lanes will be provided.
 5. The Memorandum by Mr Storm of the City of Cape Town (ref. paragraph 1.5 above) notes that the combined total of potential visitors to the site for all the various existing and proposed uses could be significantly higher than was assumed in the traffic analyses. However, with access available on Bottelary Road, this may not be a major concern. It is unlikely that the various uses being applied for in paragraph 1.1 above will add significantly to the morning peak traffic and the evening peak has adequate capacity to accommodate additional traffic.
 6. In light of the above, this Branch offers no objection to the land use application referenced in paragraphs 1.1 and 2 above, subject to the following:
 - 6.1 All of the conditions set in this Branch's letter to Stellenbosch Municipality dated 11 March 2021 (ref. paragraph 1.2 above) shall be complied with;

- 6.2 The approval by the City of Cape Town, as Road Authority of Ronelle Street and Kruis Street and involved with the new Link road to Ronelle Street as a result of the land use application, taking into account the management of the traffic signals at the MR187 (Bottelary Road) / DR1087 (Kruis Street) intersection and the capacity limitations thereof.

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)

2. City of Cape Town
Attention: Mr S Storm (e-mail: Sigmund.Storm@capetown.gov.za);
Mr S de Villiers (e-mail: Stefan.deVilliers@capetown.gov.za)

3. IC@Plan Town Planners
Attention: Ms C van Zyl (e-mail: Cornelia@icaplan.co.za)

4. ITS Global
Attention: Dr C Krogscheepers (e-mail: Christoff@itsglobal.co.za)

5. District Roads Engineer
Paarl

6. Mr E Smith (e-mail)

7. Mr SW Carstens (e-mail)

8. Mr E Burger (e-mail)

9. Mr H Thompson (e-mail)

10. Mr B du Preez (e-mail)

Appendix C: November 2019 TIA

HAZENDAL WINE ESTATE (PTY) LTD
P.O. Box 111
Soneike
7583

18 November 2019

Our Reference: 3802.1

Attention: Shlomi Azar

FARM 222, HAZENDAL ESTATE – GOLF COURSE AND BOUTIQUE HOTEL: TRANSPORT IMPACT STATEMENT

We refer to our appointment to evaluate the expected transport related impacts associated with the proposed Golf Course and Boutique Hotel on Hazendal Estate, Farm 222 Stellenbosch. Hazendal Estate falls within Stellenbosch Municipality area of jurisdiction in terms of services. Previously access to Hazendal Estate was obtained from Bottelary Road only. It is now proposed to also provide access via the City of Cape Town's municipal street network and this report is also in support of an application for access via Ronelle Street to the north of the property.

The property is located to the north of Bottelary Road, to the east of Kruis Street and to the south of the Brackenfell South Smallholdings. See Error! Reference source not found. in Annexure A for a Locality Plan.

Proposed Development

Previously ITS conducted a TIA dated June 2017 for the proposed development of the Hazendal Estate with the following land uses:

- Expand the existing restaurant with 60 additional seats, to a total of 140 seats inside and outside,
- New Conference Facilities 250 seats,
- Babushka Deli (±200m² GLA)
- New Trading Stalls – Jonkershuis (±200m² GLA)

Please also refer to the June 2017 TIA for more detail.

It is now proposed to also develop a 18-hole golf course and a boutique Hotel with 34 rooms on the estate. The hotel also includes a 200-seat function venue. Refer to **Figure 2** in Annexure A for the proposed site layout plan.

THINKING GLOBAL, ACTING LOCAL

Directors: MC Ntuli (Chairman), JL Coetzee Pr Eng (Managing), Dr P Pretorius Pr Eng,
Dr JC Krogscheepers Pr Eng, Mrs LC Pretorius Pr Eng
Registration No: 2001/027 205/07

Existing Traffic Conditions

Existing Roadways in Site Vicinity

Bottelary Road (Provincial Main Road MR187): Class 2 Major Arterial One lane per direction, 100 km/h posted speed limit with paved shoulders and no sidewalks.

Kruis Street: Class 2 Primary Arterial. One lane per direction in the site vicinity, a speed limit of 60km/h, gravel shoulders and no sidewalks.

Ronelle Street: Ronelle Street to the west of Kruis Street is a Class 4 Collector. The section of Ronelle Street to the east of Kruis Street is currently unclassified, but it is expected that the Class 4 status will be extended to the east as Ronelle Street is extended to the east. One lane per direction in the site vicinity, no shoulders and a sidewalk along the northern side of the road.

Photo 1 to 4 in Annexure B shows the typical cross sections of the roads in the site vicinity.

Study Intersections

The following study intersections were included in the analyses:

- Int1: Kruis Street/Ronelle Street (Two-Way Stop)
- Int2: Bottelary Road/Kruis Street (Traffic Signal)
- Int3: Bottelary Road /Hazendal Wine Estate Access (Two-Way Stop)
- Int4: Bottelary Road /Botfontein Road (Two-Way Stop)

Transport Impact Analysis

Existing Conditions

All intersections currently operate at acceptable levels-of-service except the Bottelary Road/Botfontein Road intersection. This intersection operates at a level-of-service (LOS=F) during the a.m. peak hour with average delays of more than 50 seconds per vehicle for the critical movement. It is recommended that this intersection be upgraded with signals. The recommended upgrade was highlighted in several previous studies. This upgrade is not triggered by the Hazendal Development, it is an existing issue and it is recommended that the Roads Authority put this upgrade on budget for implementation in the near future. Please refer to the June 2017 TIA for more detail. See Figure 3 in Annexure A for a summary of the Existing Traffic Conditions.

Year 2024 Background Traffic Conditions

The 2024 Background Traffic volumes are based on the 2019 existing traffic volumes adjusted with a growth rate of 3 percent per annum over a five-year period. The trips associated with the latent development rights for the Schoongezicht Development was also added to Background Traffic Volumes. Based on information available, it is assumed that approximately 40 percent of the Schoongezicht Development has already been built and the trips associated with 60% latent rights is estimated at approximately 160 peak hour trips.

It is assumed that the signal upgrade recommended for the Bottelary Road/Botfontein Road intersection will already be implemented for the 2024 Background Conditions.

Based on the capacity analyses results, all the study intersections will operate at acceptable Levels-Of-Service (LOS) during the Weekday a.m. and p.m. peak hours. No additional upgrades are required for the background conditions. The Kruis Road/Ronelle Street intersection will be operating close capacity. This intersection has already been identified in previous applications for a possible upgrade with signal control.

See **Figure 4** in Annexure A for a summary of the Background Traffic Conditions and upgraded lane configuration.

Trip Generation and Trip Distribution

The trip generation rates below is based on the Committee of Transport Official's South African Trip Data Manual (TMH17):

- Golf course (COTO430) - 40 trips with 80/20 peak directional split during the a.m. peak hour and 50 trips with a 45/55 directional split during the typical weekday p.m. peak hour
- Hotel (COTO310) – 0.5 trips per room with 60/40 peak directional split during the a.m. peak hour and a 55/45 directional split during the typical weekday p.m. peak hour.
- Function Venue (COTO780) – 0.5 trips per seat with 90/10 peak directional split during the a.m. peak hour and 0.3 trips per seat with a 10/90 directional split during the typical weekday p.m. peak hour.

Based on these trip generation rates, the proposed Golf Course and Hotel with function venue can generate an additional 157 trips (132in/25out) during the a.m. peak hour and 127 trips (38in/89out) during the p.m. peak hour. For the purposes of this report these additional trips are added to the trips associated with the land uses approved in the previous application. The traffic counts were conducted during a time when there was little or no activity on the farm and for analysis purposes in this report the trips associated with all land uses on the farm was added to the counted traffic volumes. The total trips for all the land uses on the farm are 292 trips (251in/41out) during the a.m. peak hour and 255 trips (78in/177out) during the p.m. peak hour.

Please refer to the June 2017 TIA for more detail with regards to the land uses previous approved and the trip distribution pattern. **Figure 5** in Annexure A also illustrates the estimated Trip Generation and the expected Trip Distribution pattern.

Traffic Impact

In the June 2017 TIA the trip generation estimate was calculated assuming all the different land uses on the Estate will generate the maximum number of trips during the peak hours that was evaluated in the report. To evaluate the possible worst-case scenario with the golf course and the hotel, the maximum trips associated with the golf course and hotel was added to the trips calculated in the June 2017 TIA.

With the latest development proposal, the access configuration has been revised to a one-way circulation system with ingress off Bottelary Road at the main access up to the parking area and two-way traffic along a new access road between the parking area and Ronelle Street. Refer to **Figure 2**

in Annexure A for the SDP and access road alignment. No outbound movements will be allowed at the main access off Bottelary Road.

Previously the right-out movement at the main access off Bottelary Road was a critical movement. All outbound movements will now be accommodated via Ronelle Street. Based on the analysis results all study intersections will operate at acceptable levels-of-service with all the development traffic added to the road network except the Kruis Road/Ronelle Street intersection. This intersection will operate at a level-of-service LOS=F during the a.m. peak hour with average delays of more than 50 seconds per vehicle and a volume to capacity ratio of 0.65. However, the analysis is based on all the Hazendal Estate land uses generating maximum trips simultaneously and the Schoongezicht Development fully built out. Based on the analysis results the SARTSM 4 queue warrant for signals are not met and it is recommended that the intersection be monitored once the new Hazendal Estate access configuration with access via Ronelle Street is operational.

Furthermore, although the critical eastbound right-turn movement along Ronelle Street at the Kruis Road intersection will operate at a LOS=F during the a.m. peak hour, this movement will be operating at a volume to capacity ratio of 0.65, which means that the movement has some spare capacity. Vehicles will still find acceptable gaps in the conflicting traffic stream along Kruis Road, but they will have to wait for more than 50 seconds during the peak 15 minutes in the a.m. peak hour.

Based on the Western Cape Government Department of Transport and Public Works Road Network Management's warrants for turning lanes and the traffic volumes evaluated in this report a dedicated westbound right-turn lane is required long Bottelary Road at the access. However, the long-term plan is to relocate the access to the eastern boundary of the site and to limit abortive costs, it is recommended that the right-turn lane is painted on the existing road surface, without widening the road.

Accesses

Access is proposed via two accesses, i.e. the existing main access off Bottelary Road at ±KM5.36 as an ingress only and a new two-way secondary access road via an access servitude off Ronelle Street as illustrated on the SDP. No egress will be allowed at the existing Bottelary access.

Parking

Based on the November 2019 Stellenbosch zoning scheme requirements parking for the additional land uses should be provided at the following rates:

- Golf Course - 0.25 parking bay per player
- Hotel - 0.7 bays per room plus 20 additional parking bays for the Bar.
- Function Venue - 0.25 parking bays per seat

Based on the SDP more than 300 parking bays are provided on site, which is sufficient for all the approved and planned land uses on site.

Public Transport and Non-Motorised Transport

There are existing public transport services available along Bottelary Road. No additional facilities are recommended.

There are no existing sidewalks along Bottelary Road and no NMT facilities are recommended for this development.

Conclusions and Recommendations

Based on the evaluation in this report, the conclusions and recommendations are as follows:

- In previous reports the existing conditions at the Bottelary Road/Botfontein Road intersection was highlighted for possible signal upgrade and it is recommended that the Roads Authority should place this upgrade on budget for implementation in the near future. This upgrade is not triggered by the Hazendal Development.
- For the Background Traffic Conditions a growth rate of 3% per annum was applied to the existing traffic volumes and the traffic volumes associated with the latent development rights of the Schoongezicht Development were added to the analysis. The Kruis Road/Ronelle Street intersection will be operating close capacity during the Background Conditions. This intersection has already been identified in previous applications for a possible upgrade with signal control.
- The trips generated by the proposed new land uses now applied for is approximately 157 new-trips during the a.m. peak hour (132 inbound/25 outbound) and approximately 127 new-trips during the p.m. peak hour (38 inbound/89 outbound).
- Access is proposed via two accesses. An ingress only off Bottelary Road at the existing main access and a secondary two-way servitude access via Ronelle Street.
- With the Schoongezicht Development and all the approved and planned land uses of the Hazendal Estate completed the Kruis Road/Ronelle Street intersection will operate at a capacity at a level-of-service LOS=F during the a.m. peak hour. However, based on the analysis results a signal will not be warranted and it is recommended that the intersection be monitored upgraded with signal control once the SARTSM warrants are met.
- Based on the traffic volumes evaluated in this report a dedicated westbound right-turn lane is required long Bottelary Road at the access. However, the long-term plan is to relocate the access to the eastern boundary of the site and to limit abortive costs, it is recommended that the right-turn lane is painted on the existing road surface, without widening the road.
- Based on the SDP more than 300 parking bays are provided on site, which is sufficient for all the approved and planned land uses for Hazendal Estate.
- There are public transport services available along Bottelary Road and no dedicated facilities are recommended for the proposed development.

- There are no existing sidewalks along Bottelary Road and no public NMT facilities are recommended for this development.
- Based on the transport impact evaluation in this report, it is evident that the expected transport impact of the proposed Hazendal Estate development on Farm 222, Stellenbosch will be low and it is recommended that the development be approved from a transport perspective.

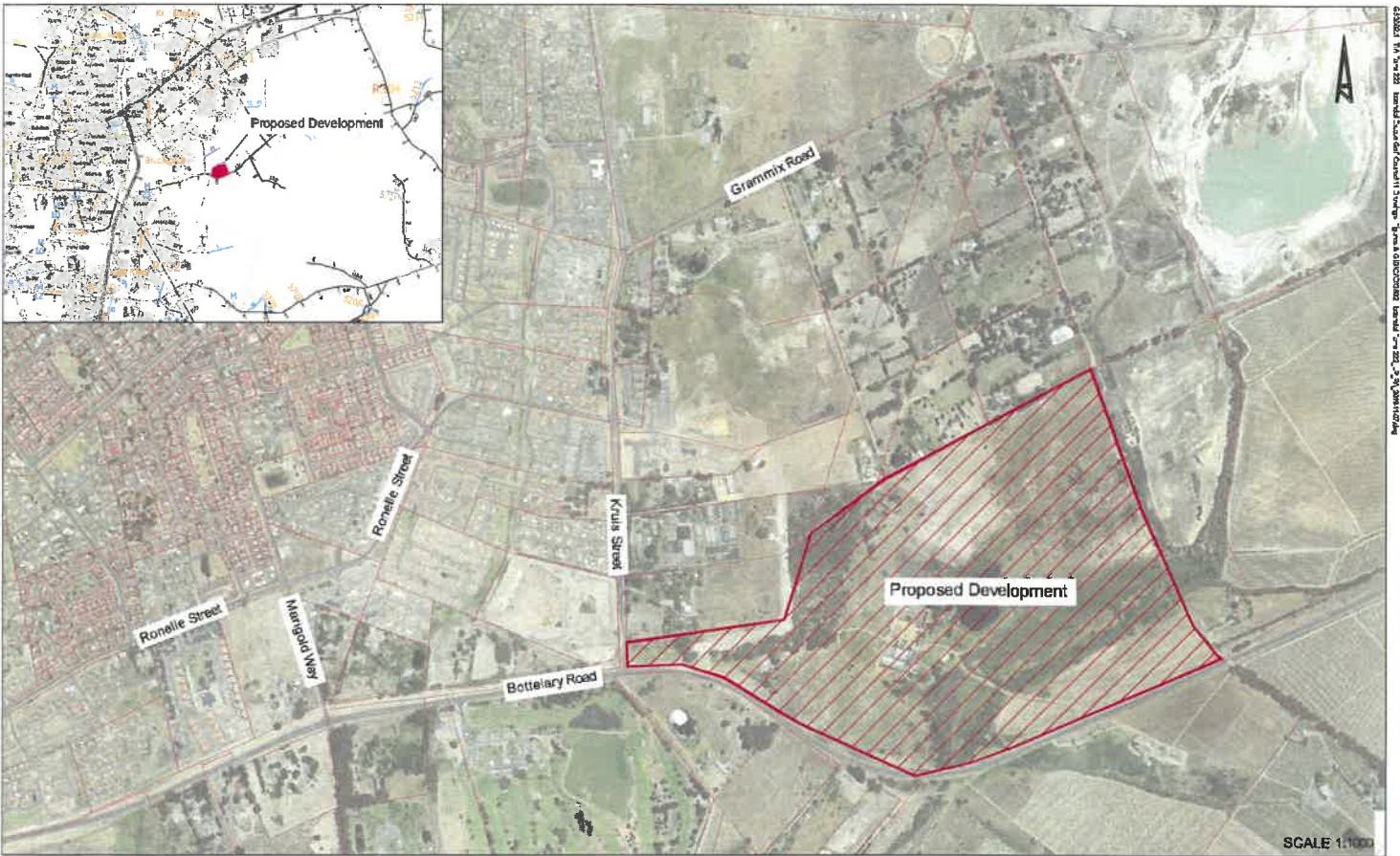
We hope this adequately addresses the expected transport impact associated with the proposed development. Please do not hesitate to contact us should you required any further information.

Yours sincerely,



Christoff Krogscheepers
For ITS Engineers

Annexure A: Figures

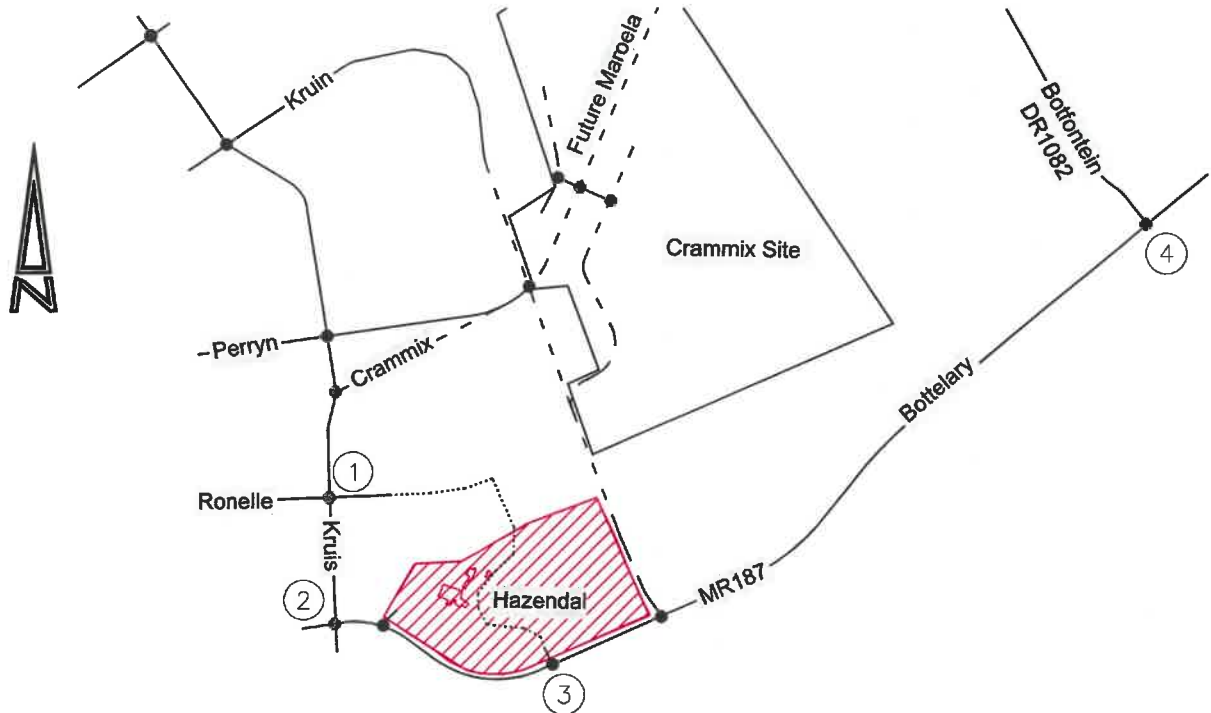
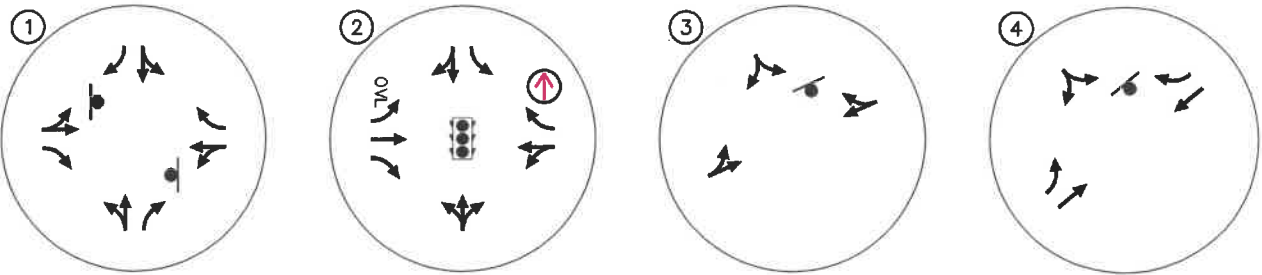


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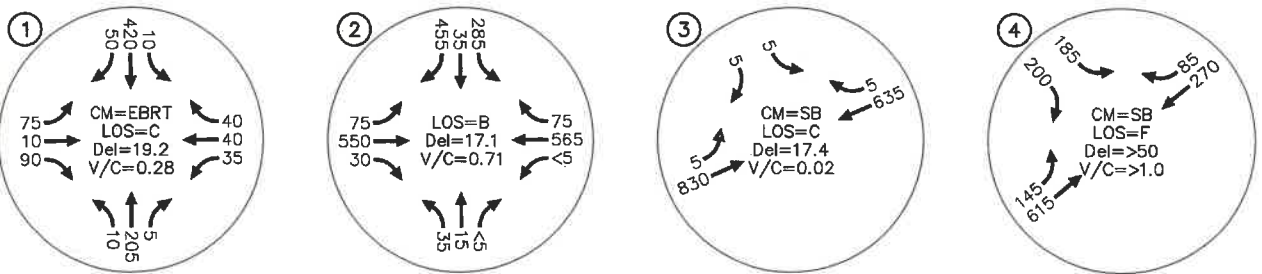


PROJECT:	HAZENDAL ESTATE FARM 222, STELLENBOSCH	FIGURE:	LOCALITY PLAN
			NUMBER: 01

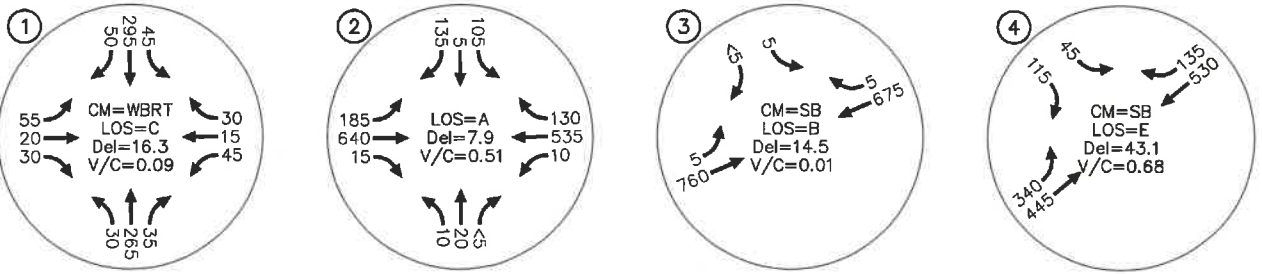
RECOMMENDED LANE CONFIGURATION



WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALED)	STOP/ YIELD CONTROL
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALISED) / CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALED)	TRAFFIC SIGNAL
Del = INTERSECTION AVERAGE DELAY (SIGNALISED) / CRITICAL MOVEMENT DELAY UNSIGNALED	PROTECTED RIGHT-TURN
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO	OVL OVERLAP LEFT-TRUN

SCHEMATIC

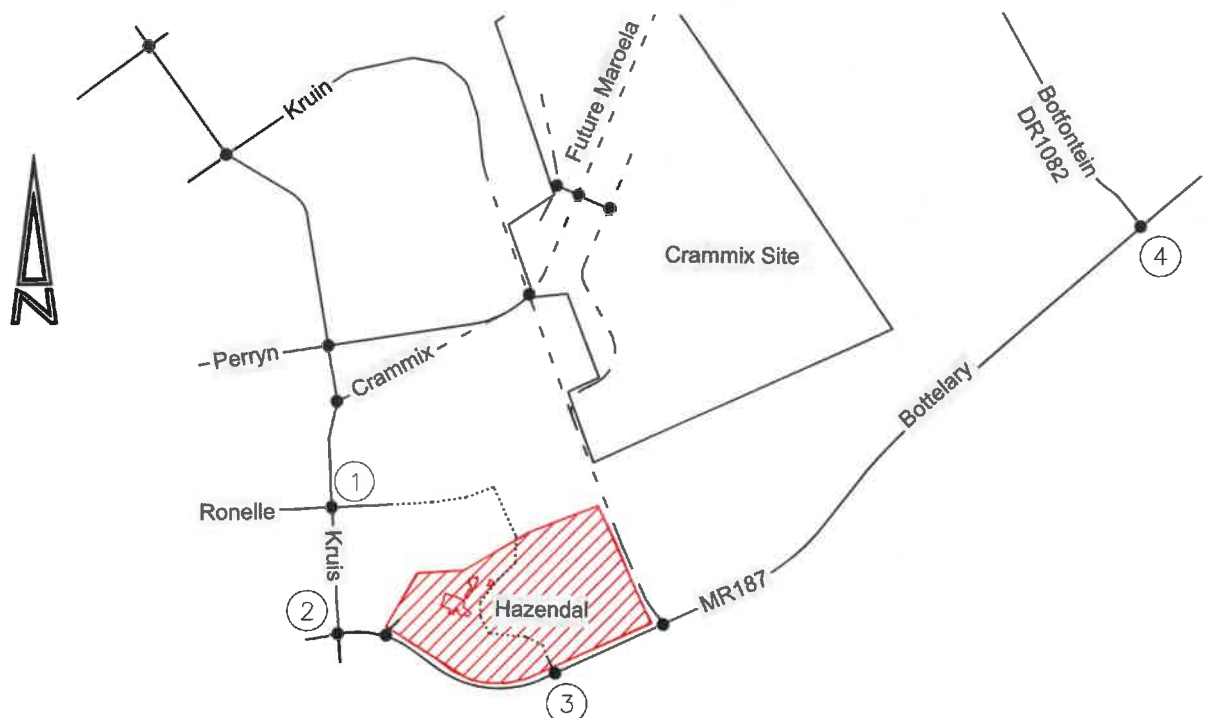
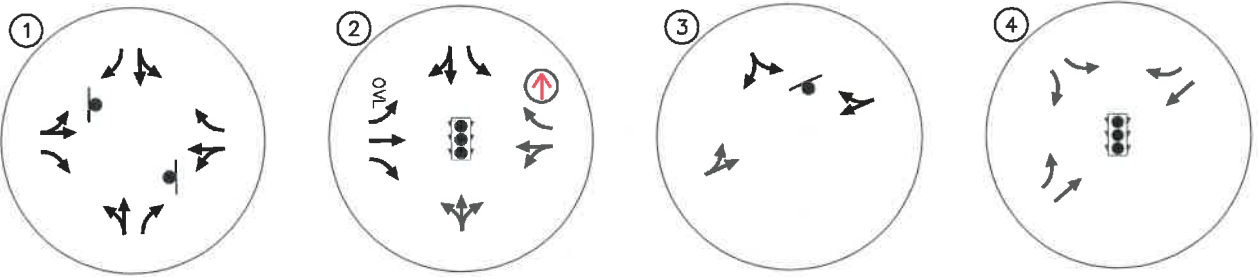


PROJECT:
HAZENDAL ESTATE FARM 222, STELLENBOSCH

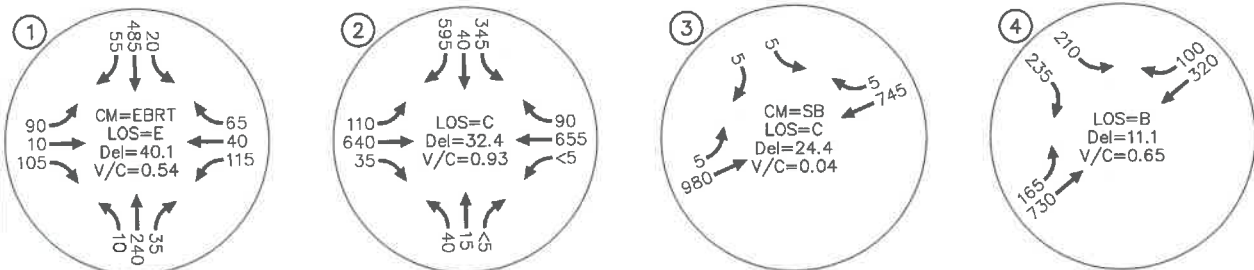
FIGURE:
2019 EXISTING TRAFFIC CONDITIONS

NUMBER:
3

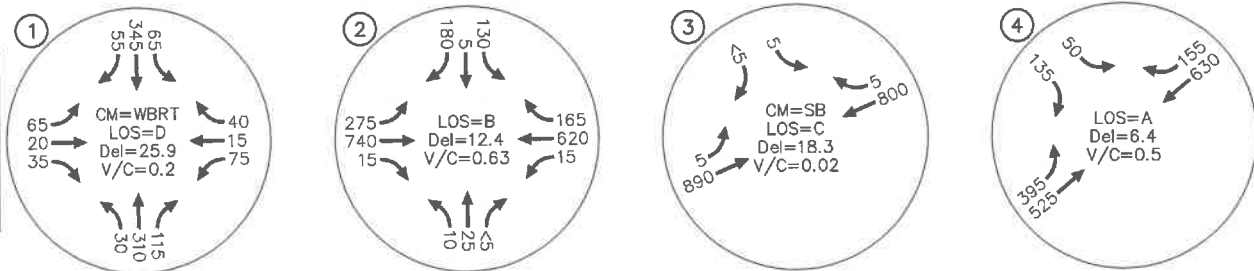
RECOMMENDED LANE CONFIGURATION



WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR



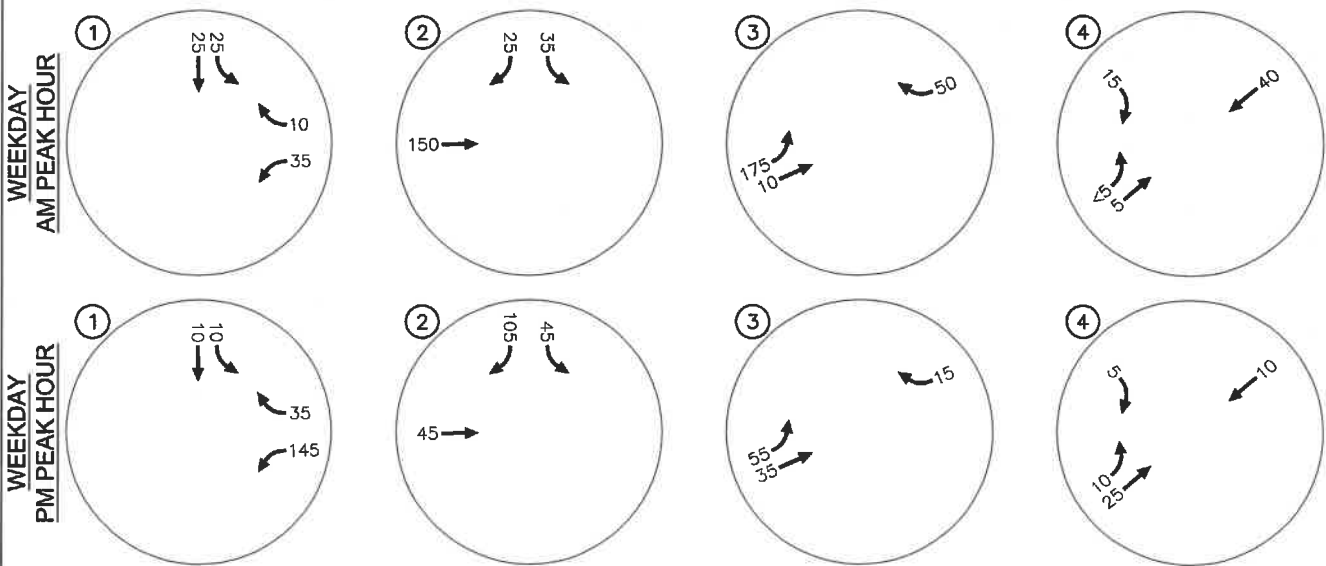
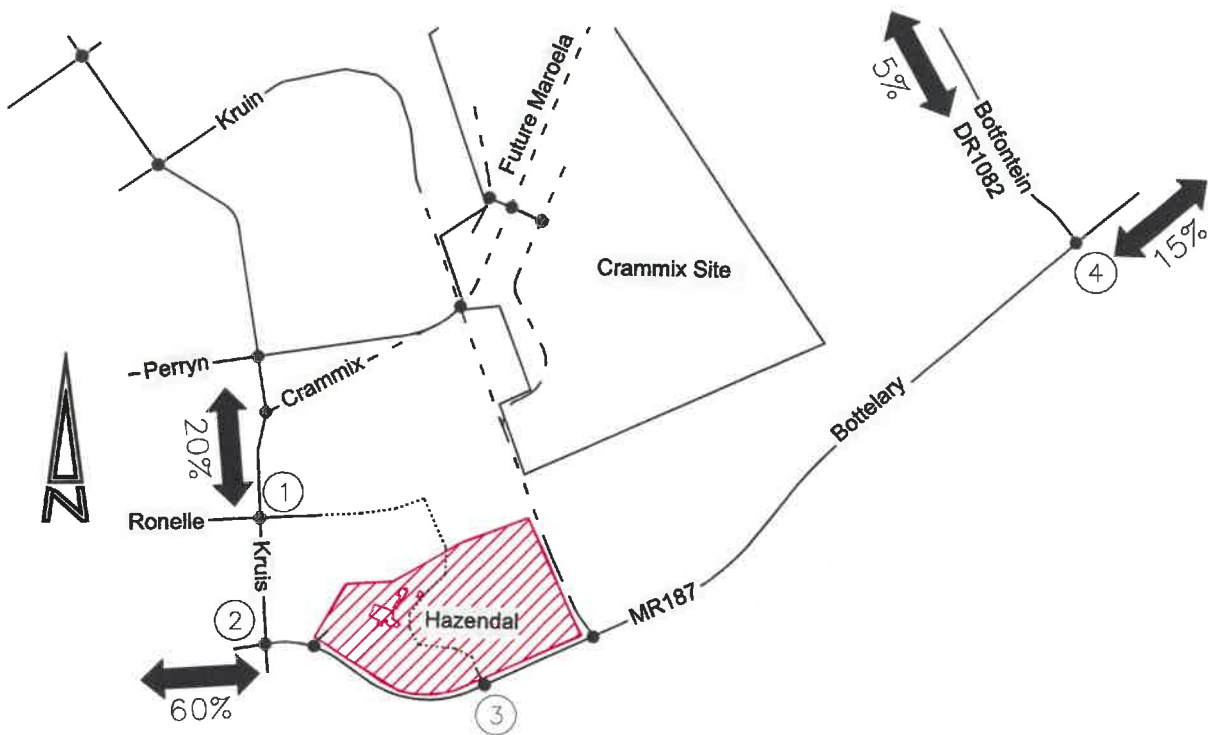
LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALED)	STOP / YIELD CONTROL
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALISED) / CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALED)	TRAFFIC SIGNAL
Del = INTERSECTION AVERAGE DELAY (SIGNALISED) / CRITICAL MOVEMENT DELAY UNSIGNALISED	PROTECTED RIGHT-TURN
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO	OVL OVERLAP LEFT-TURN

SCHEMATIC



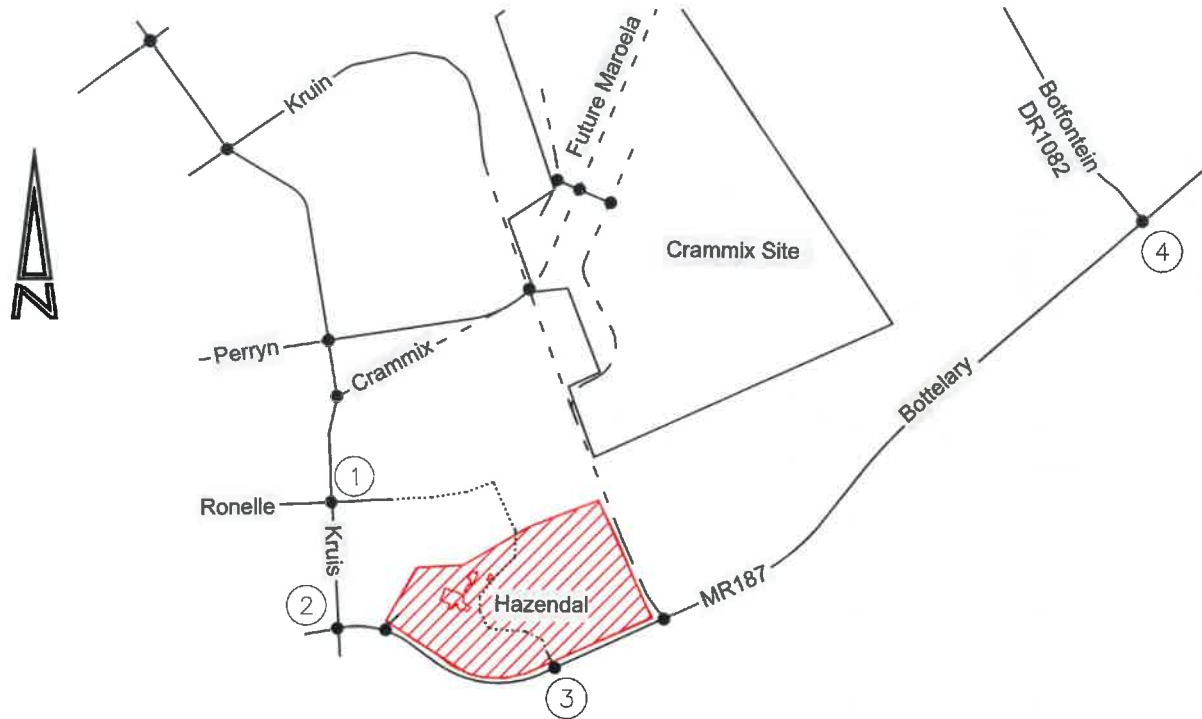
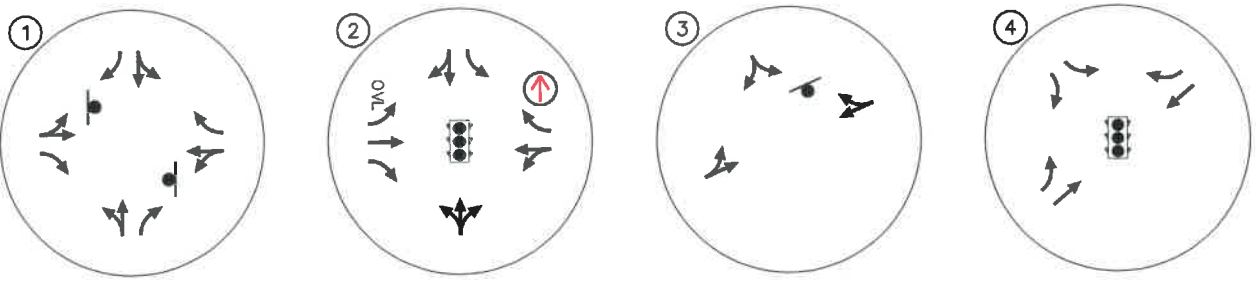
PROJECT: HAZENDAL ESTATE FARM 222, STELLENBOSCH	FIGURE: 2024 BACKGROUND TRAFFIC CONDITIONS	NUMBER: 4
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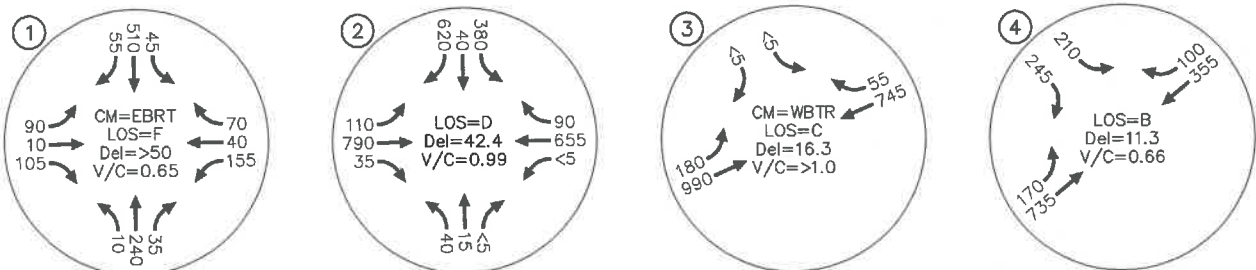
PEAK HOUR	IN	OUT	TOTAL
AM	251	41	292
PM	78	177	255

SCHEMATIC

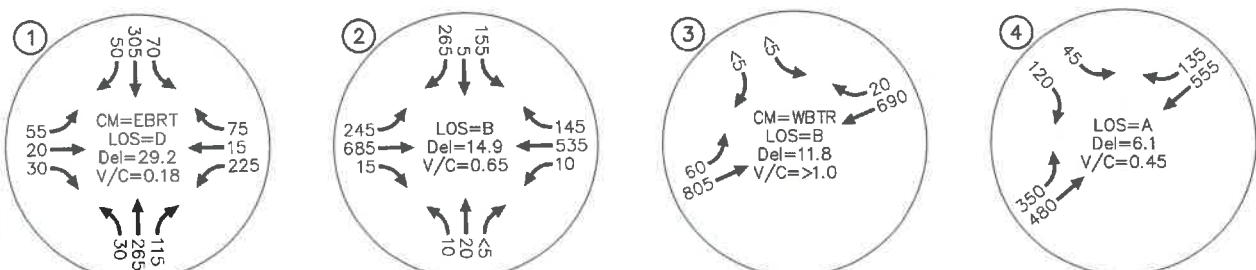
RECOMMENDED LANE CONFIGURATION



WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR



LEGEND

- CM = CRITICAL MOVEMENT (UNSIGNALISED)
- LOS = INTERSECTION LEVEL OF SERVICE (SIGNALISED) / CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALISED)
- Del = INTERSECTION AVERAGE DELAY (SIGNALISED) / CRITICAL MOVEMENT DELAY UNSIGNALISED
- V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
- STOP/ YIELD CONTROL
- TRAFFIC SIGNAL
- PROTECTED RIGHT-TURN
- OVL OVERLAP LEFT-TRUN

SCHEMATIC



PROJECT:
HAZENDAL ESTATE FARM 222, STELLENBOSCH

FIGURE:
2024 TOTAL TRAFFIC CONDITIONS

NUMBER:
6

Annexure B: Photos



Photo 1: Bottelary Road Eastbound View towards Kruis Street



Photo 2: Bottelary Road Westbound View towards Site Access



Photo 3: Kruis Street Northbound View towards Ronelle Street



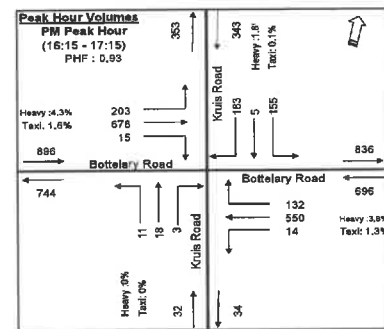
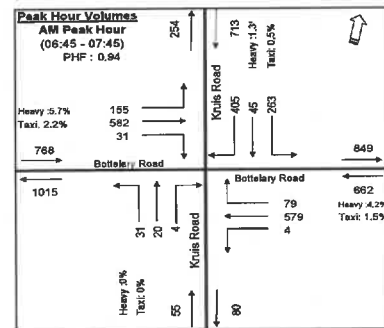
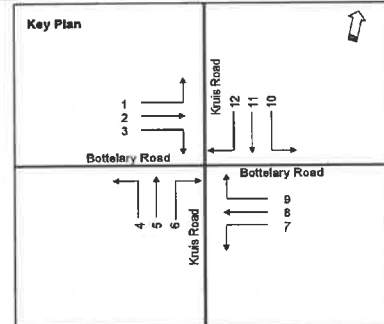
Photo 4: Ronelle Street Eastbound View towards Schoongezicht

Appendix D: Traffic Counts

TRAFFIC COUNT

INTERSECTION: **Bottlejary Road/Kruis Road**
 PERIOD: **3 Hrs Am; 3 Hrs Pm**
 DATE: **18-Feb-22** Area: Brackenfell

TIME		Total Traffic												Hourly Totals
Start	End	Traffic Movements												
		1	2	3	4	5	6	7	8	9	10	11	12	Total
06:00	06:15													
06:15	06:30													
06:30	06:45	23	105	1	2	1		1	101	8	44	3	97	386
06:45	07:00	38	157	2	4	2	2		122	19	80	7	116	649
07:00	07:15	41	155	6	6	6	1	1	177	18	57	6	110	684
07:15	07:30	40	139	11	8	4		2	142	24	62	8	112	552
07:30	07:45	36	131	12	13	8	1	1	138	18	64	15	87	504
07:45	08:00	32	129	5	12	10	1	2	105	9	55	5	70	435
08:00	08:15	30	111	2	5	2	1	1	133	17	22	1	51	379
08:15	08:30	33	104	1	2				87	9	33	1	42	312
08:30	08:45	29	97	1	4	1	1	1	75	8	28	2	45	292
08:45	09:00	31	70	1	1	1			77	24	31		36	274
09:00	09:15													876
09:15	09:30													566
09:30	09:45													274
09:45	10:00													
10:00	10:15													
10:15	10:30													
10:30	10:45													
10:45	11:00													
11:00	11:15													
11:15	11:30													
11:30	11:45													
11:45	12:00													
12:00	12:15													
12:15	12:30													
12:30	12:45													
12:45	13:00													
13:00	13:15													
13:15	13:30													
13:30	13:45													
13:45	14:00													
14:00	14:15													
14:15	14:30													
14:30	14:45													
14:45	15:00													
15:00	15:15	21	76	1		1		2	49	21	20		20	211
15:15	15:30	22	90	2	1	2	1	1	122	31	10	1	35	287
15:30	15:45	51	127	1	1	3	1		123	4	26		44	381
15:45	16:00	44	131	2	3	4		2	85	44	26	2	42	395
16:00	16:15	39	137	2	2	4	1	1	117	51	22		57	433
16:15	16:30	63	177	3	1	4	1	2	129	24	37	1	68	508
16:30	16:45	55	181	5	3	8	1	4	145	29	42	2	56	529
16:45	17:00	32	185	3	4	5		3	133	33	35	2	30	445
17:00	17:15	53	155	4	3	3	1	5	143	46	41		31	485
17:15	17:30	33	140	2	2	2	1	4	125	39	31	2	25	406
17:30	17:45	42	155		2	1		1	180	42	23		22	468
17:45	18:00	55	121	1	1				55	22	17	1	27	300
18:00	18:15													1174
18:15	18:30													768
18:30	18:45													300
18:45	19:00													
TOTAL		843	2853	68	83	70	14	34	2573	509	806	59	1203	9115
EST, 24 HR														



TRAFFIC COUNT

INTERSECTION: **Ronelle Street/Kruis Street** Intersection ID: **2000**
 PERIOD: **3 Hrs Am; 3 Hrs Pm**
 DATE: **18-Feb-22** Area: **Brackenfell**

TIME		Total Traffic												Hourly Totals	
Start	End	Traffic Movements													
		1	2	3	4	5	6	7	8	9	10	11	12	Total	
06:00	06:15	10	2	10	2	22		6	7	6	2	55	3	126	126
06:15	06:30	12		10	1	33	2	8	10	8	1	83	6	174	299
06:30	06:45	13	3	17		38		15	17	12	5	99	8	227	526
06:45	07:00	18	2	25	2	45	1	25	13	15	4	117	13	280	806
07:00	07:15	21	4	34	1	48	2	25	17	8	2	121	15	298	979
07:15	07:30	22	2	43	3	63	4	22	20	9	2	123	14	327	1132
07:30	07:45	18	4	37	6	55	3	18	11	14	6	93	11	276	1161
07:45	08:00	11	2	21	2	47	3	11	8	15	5	88	9	222	1123
08:00	08:15	11	4	9	7	35	4	14	4	4	6	77	7	182	1007
08:15	08:30	12		7	2	40	4	11	7	9	7	60	4	163	843
08:30	08:45	4	1	2	3	46	1	3	3	7	5	58	5	139	706
08:45	09:00	15		3	5	38	2	1	3	5	1	60	6	136	623
09:00	09:15														441
09:15	09:30														278
09:30	09:45														139
09:45	10:00														
10:00	10:15														
10:15	10:30														
10:30	10:45														
10:45	11:00														
11:00	11:15														
11:15	11:30														
11:30	11:45														
11:45	12:00														
12:00	12:15														
12:15	12:30														
12:30	12:45														
12:45	13:00														
13:00	13:15														
13:15	13:30														
13:30	13:45														
13:45	14:00														
14:00	14:15														
14:15	14:30														
14:30	14:45														
14:45	15:00														
15:00	15:15														
15:15	15:30														
15:30	15:45														
15:45	16:00														
16:00	16:15	8	4	5	3	68	12	11	7	8	10	71	11	216	216
16:15	16:30	14	5	11	8	57	8	15	3	8	12	80	13	234	450
16:30	16:45	18	5	8	9	79	7	10	7	11	13	77	18	260	710
16:45	17:00	15	3	7	10	60	7	7	2	5	10	67	11	204	914
17:00	17:15	11	8	8	12	56	9	4	6	4	15	65	15	213	911
17:15	17:30	12	9	6	8	67	13	6	2	9	8	75	25	240	917
17:30	17:45	13	11	11	4	60	12	3	3	10	10	77	18	232	889
17:45	18:00	7	7	5	7	71	5	2	6	4	12	50	12	188	873
18:00	18:15	4	10	1	5	70	19	2	3	3	3	45	19	184	844
18:15	18:30	12	7	3	7	67	17	6	6	5	7	40	15	192	796
18:30	18:45	13	4	2	2	58	9	6	8	2	10	48	11	173	737
18:45	19:00	6	4	3	2	50	10	2	3	3	11	39	10	145	694
TOTAL		302	101	268	111	1271	154	233	176	184	167	1769	277	5033	
EST. 24 HR															

