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Application Number: LU/9820

Our File Reference Number: Farm 717/1 Paarl Division

Your Reference Number:

Enquiries: Ulrich von Molendorff

Contact No: 021 – 808 8682

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

PER E-MAIL: dupre.lombaard@virdus.com

Sir / Madam

APPLICATION FOR REZONING AND SUBDIVISION OF FARM 717/1, PAARL DIVISION FROM AGRICULTURAL ZONE I TO SUB DIVISIONAL AREA WITH A DEPARTURE AND CONSENT FOR WAREHOUSING AND TRANSPORT USAGE

1. The above application refers.
2. The Municipal Planning Tribunal on the 28 March 2025 resolved as follows:
3. That it **BE DECIDED** that the application for Rezoning and Subdivision with Departures and Consent Use on the subject property, Farm 717/1, Paarl Division, **deviates** from the provisions of the Stellenbosch Municipality SDF as contemplated in terms of Section 19 of the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014), for the following reasons:
 - 3.1. The MSDF has identified the western portion of Farm 717/1, Paarl Division, for "Green Areas Retained".
4. That it **BE DECIDED** that the application for Rezoning and Subdivision with Departures and Consent Use on the property on Farm 717/1, Paarl Division **does warrant site specific circumstances** as contemplated in terms of Section 22(2) of Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) for the following reasons:
 - 4.1 There are unique circumstances or considerations to serve as compelling justification to deviate from the Municipal Spatial Development Framework (MSDF), as the 2023 MSDF, did not consider the existing approvals granted for mixed use in the form of Group Housing and Industrial developments along the river corridor and surrounding area when being revised.

4.2 The proposal under consideration for Farm 717/1, Paarl Division, may not be aligned with the MSDF, but is not considered to be out of character with the surrounding land use approvals granted in the surrounding area.

4.3 The proposed development of Farm 717/1, Paarl Division, will have no impact on the urban growth management of the area, or the development agenda and strategy of the 2023 MSDF.

5. That the following application(s) in terms of Section 15(2) of the Stellenbosch Municipal Land Use Planning Bylaw on Farm 717/1, Paarl Division for:

5.1 Rezoning in terms of Section 15(2)(a) of the said by-law from *Agricultural Zone I* to *Sub-Divisional Area*, in order to accommodate a mixed-use development comprising the following zonings:

- 5.1.1 Residential Zone II (± 1.57 ha)
- 5.1.2 Transport Zone II (± 1.2 ha)
- 5.1.3 Industrial Zone I (± 3.2206 ha)
- 5.1.4 Open Space Zone II (± 1.3137 ha),

5.2 Subdivision in terms of Section 15(2)(d) of the said by-law comprising the following:

- 5.2.1 Portion A measuring ± 1.57 ha for Group Housing purposes.
- 5.2.2 Portion B measuring ± 1.34 ha for Industrial Zone I purposes.
- 5.2.3 Portion C measuring ± 1.88 ha for Industrial Zone I purposes.
- 5.2.4 Portion D measuring ± 1.31 ha for Open Space Zone II purposes.
- 5.2.5 Portion E measuring ± 0.18 ha for Transport Zone II purposes (Public Road)
- 5.2.6 Portion F measuring ± 0.19 ha for Transport Zone II purposes (Public Road)
- 5.2.7 Portion G measuring ± 0.84 ha for Transport Zone II purposes (Public Road)

5.3 *Departure* in terms of Section 15(2)(b) of the said by-law comprising the following:

- 5.3.1 To permit a density of *25 units / hectare* in lieu of the permitted *20 units / hectare* on Portion A.
- 5.3.2 To provide only *30m²* of communal open space per dwelling unit in lieu of the required *80m²* of communal open space per dwelling unit on Portion A.
- 5.3.3 To provide *20%* of private outdoor space of the gross floor space of the unit, in lieu of the required *40%* on Portion A.

5.4 *Consent Use* in terms of Section 15(2)(o) of the said by-law to permit warehousing and transport usage of the Industrial Zone I properties.

BE APPROVED in terms of Section 60 of the said Bylaw and subject to conditions of approval.

6. The approval is subject to the following **conditions** imposed in terms of Section 66 of the said Bylaw:

6.1 The approval only applies to the proposed application under consideration and shall not be construed as authority to depart from any other legal prescriptions or requirements from Council or other legislation or Bylaws or Regulations that may be applicable.

6.2 The approval granted shall not exempt the applicant from complying with any other legal prescriptions or requirements that might have a bearing on the proposed use.

6.3 The subdivision only comes into effect once all suspensive conditions or relevant legislative provisions have been complied with.

6.4 The development must be undertaken in accordance with the zoning and subdivision plan, Ref: PA717-1, Dwg: PROP_REV15, Dated December 2024 and attached as **Annexure B**.

6.5 All land designated for the provision of municipal service infrastructure and amenities on the subdivision plan including the road portions E, F and G be transferred to the Municipality upon transfer of the first unit/erf in the subdivision, of which the cost for the surveying and transfer of such public land will be for the account of the applicant/developer.

6.6 Development charges are payable in accordance with the prevailing and applicable Council Tariffs at the time of payment prior to the transfer of the first property or approval of any building plans or as may be agreed on in writing with the Director Infrastructure Services.

6.7 A service agreement regarding the responsibilities for the provision of engineering services be entered into with the Municipality prior to the construction of any Engineering services or infrastructure in terms of Section 66(3) and Section 82(4) of the said Bylaw, which service agreement includes and complies with the conditions as imposed by the *Directorate Infrastructure Services* in their Memo / letter with Reference 2169 CIVIL LU and Dated February 2025 and attached as **Annexure D**.

6.8 All engineering services and infrastructure as required in terms of the services agreement must be complied with to the satisfaction of the municipality and/ or the relevant authority prior to the issuing of a Section 28 Certification.

6.9 The conditions of approval as imposed by the Western Cape Government, Infrastructure, Chief Directorate: Road Planning be complied with as imposed in their letter Dated 8 August 2023, Ref TPW/CFS/LUD/REZ/SUB-25/335 (Job 27206), attached as **Annexure E**.

6.10 An electronic copy (shp, dwg, dxf) of the approved General Plan be submitted to the Directorate Planning and Economic Development for record keeping purposes, which plan indicate the following information:

6.10.1 Newly allocated erf numbers

6.10.2 Co-ordinates

6.10.3 Survey dimensions

6.10.4 Street names and numbering

- 6.11 A Street Numbering and Naming Plan to be submitted to the Municipality for approval prior to the registration of the first land unit within the subdivision.
- 6.12 The **industrial zoned properties use** be **limited to activities that are light industrial in nature which includes warehousing and transport purposes with associated activities as approved in terms of the consent use** and that all industrial activities do not have any negative impact on the surrounding residential area in terms of noise and air pollution.
- 6.13 An owner's association to be established in terms of section 29(1) of the subject Bylaw to manage the communal property as required.
- 6.14 A constitution for the owner's association be submitted and approved by the municipality in terms of Section 29(3) of the subject Bylaw prior to the transfer of the first land unit, which constitution must make provision for the relevant matters in Section 29 of the subject Bylaw.
- 6.15 All common property, inclusive of private road/s and open space/s and land required for services by the owner's association, be transferred at his cost by the applicant to the owners' association, prior to or simultaneously with the transfer or registration of the first land unit or prior to the first building plan approval, whichever occurs first.
- 6.16 That should the applicant propose to phase the development a phasing plan be submitted to the Municipality for approval prior to the transfer or registration of the first land unit.

7. The **reasons** for the above decision are as follows:

- 7.1 The application under consideration is not out of character with its surroundings.
- 7.2 The proposal will provide access to adjoining properties that are currently land locked and thereby facilitate the development of these properties.
- 7.3 Additional work and residential opportunities will be created for the residents of Klapmuts and surroundings.

8. **Matters to be noted:**

- 8.1 Building plans be submitted and approved by the Municipality prior to the commencing of any building works, including the preparation of land, which will only be approved when all relevant (or qualified) conditions of approval have been complied with.
- 8.2 All electrical requirements be directed to Eskom.
- 8.3 The land use shall not create any undue noise or be a nuisance to the neighbourhood and precautionary measures be taken to avoid environmental noise pollution in terms of the Noise Control Regulations (PN627 dated 20 November 1998) made in terms of Section 25 of the Environmental Conservation Act, 1989 (Act No 73 of 1989).
- 8.4 An application for the erection of advertising signs be submitted for approval to the Municipality and that all signage on the property be erected to the satisfaction of the Municipality OR be in line with the signage policy of the Municipality.
- 8.5 No directional signage be erected without the prior approval of the Provincial Roads Engineer and the Municipality.

8.6 Compliance to the condition of the Environmental Authorization granted.

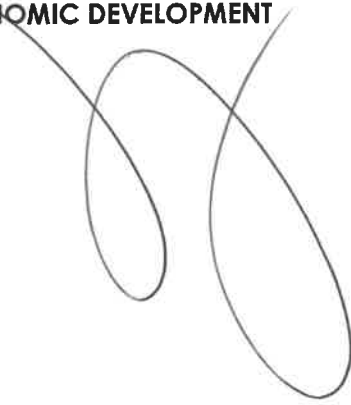
9. You are hereby informed in terms of section 79(2) of the Stellenbosch Municipal Land Use Planning Bylaw of your right to appeal the above decision to the Appeal Authority within 21 days from the date of notification of the above decision. Please note that no late appeals or an extension of time for the submission of appeals are permitted in terms of Section 80(1)(a) of the said By-Law.
10. Appeals must be submitted by completing the required form with the prescribed information to satisfy the requirements of Section 80(2) of the said By-law, failing which the appeal will be invalid in terms of Section 81(1)(b) of the said By-Law.
11. **Appeals must be addressed to the Municipal Manager and submitted to his/ her designated official by means of e-mail at the following address: landuse.appeals@stellenbosch.gov.za**
12. Any party (applicant or other) who lodges an appeal must pay the applicable appeal fee in terms of the approved municipal tariffs and submit the proof of payment together with the appeal. The **LU** Reference number on this correspondence, or the applicable Erf/ Farm Number must be used as the reference for the payment of the appeal fee.
13. The appeal form and approved tariff structure and the banking details for the General Account can be accessed and viewed on the municipal website. For any enquiries the office can be contacted at landuse.appeals@stellenbosch.gov.za or 021 – 808 8684.
14. An applicant who lodges an appeal must also adhere to the following requirements stipulated in terms of section 80(3) to (7) of the said By-law:
 - (a) Simultaneously serve the appeal on any person who commented on the application concerned and any other person as the municipality may determine.
 - (b) The notice by the applicant must invite persons to comment on the appeal within 21 days from date of notification of the appeal.
 - (c) The notice must be served in accordance with section 35 of the said legislation and in accordance with the prescripts or such additional requirements as may be determined by the Municipality.
 - (d) Proof of serving the notification must be submitted to the Municipality at the above E-mail address within 14 days of serving the notification.
15. Kindly note that no appeal right exists in terms of Section 62 of the Local Government Municipal Systems Act, No 32 of 2000.

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

Yours faithfully



FOR DIRECTOR: PLANNING AND ECONOMIC DEVELOPMENT



12/5/2025

DATE



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ANNEXURE B



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ANNEXURE D



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MEMORANDUM

DIREKTEUR: INFRASTRUKTUURDIENSTE
DIRECTORATE: INFRASTRUCTURE SERVICES

CIVIL ENGINEERING SERVICES

TO : The Director: Planning and Development

FOR ATTENTION : Nicole Katts

FROM : Director: Infrastructure Services

DATE : 25 Feb 2025

RE. : Farm 717-1, Klipmuts: Rezoning, Subdivision for Portion A: Residential Zone II, Portion B: Transport Zone I, Portion C: Industrial Zone I POS and Transport Zone II

YOUR REF : LU/9820

OUR REF : 2169 CIVIL LU

This Memo supersedes the Memo dated 15 April 2024. This revised Memo is in response to the amended layout (specifically the roads layout) as per the Proposed Subdivision and Land Use plan Dwg Prop_Sub_rev 15, dated 12 Dec 2024 by FBV

The following engineering documents were evaluated as part of this application:

- Proposed Subdivision and Land Use plan Dwg Prop_Sub_rev 15, dated 12 Dec 2024 by FBV;
- Transport Impact Assessment by ICE Group dated 3 June 2019;
- Report on Civil Engineering Services, by UDS, dated 16 May 2019;
- Water and Sewer capacity analysis reports by GLS dated 15 June 2017

Background: It is noted that this application is only for the mother erf subdivision and internal layout must therefore still be submitted for further approval at a later stage. Additional conditions or requirements may then become applicable.

In consideration of provisions related to Civil Engineering Services the application is supported subject to the following conditions:

Specific Conditions: These conditions must be complied with prior to transfer of the first property or approval of any building plans, whichever occurs first.

1. Water

1.1 There is sufficient capacity in the bulk water reticulation network to accommodate the proposed development:

1.1.1 An existing 250mm dia pipe is located along the southern boundary of the development that can be tied into.

1.1.2 The Developer will be responsible for any link water pipelines between the development and the municipal network.

1.1.3 The identification of adequate connection positions will be done at SDP stage.

1.2 A bulk water meter conforming to the specifications of the Directorate: Infrastructure Services must be installed, the municipal account for the said meter must be activated and the consumer deposit must be paid.

2. Klapmuts WWTW (Waste Water Treatment Works):

2.1 The Klapmuts WWTW has a current capacity of 2.4Ml/day. Unfortunately, taking into account the existing developments and new developments already approved, there is not sufficient spare capacity to accommodate the proposed development. **The municipality has allocated budget to the upgrade of the WWTW, but the completion of this upgrade might not align with the implementation of the development.** As an interim solution, and taking into account that this is an industrial development and also the Owners cooperation in allowing bulk municipal services to be constructed on their property recently, it has been agreed with the Developer to

allow a package plant until such time that capacity is available at the WWTW. Once capacity is available, the Developer or successor in title must immediately connect to the municipal network - at their cost. Before any construction work on the plant commences, designs and specification must be submitted for approval by the Water Services department. Further conditions may be set at design approval stage. The necessary approvals must also be obtained from Department of Water and Sanitation for the operation of the package plant – this is the Developer's responsibility. **The package plant is only applicable to the industrial component of the development and not to the residential component (Portion A). No further subdivision of Portion A into the individual erven will therefore be supported until spare capacity at the Klipmuts WWTW has been created.**

3. Sewer

3.1 There is sufficient capacity in the bulk sewer reticulation network to accommodate the proposed development:

3.1.1 The Developer will be responsible for any link sewer pipelines between the development and the municipal network. The nearest connection point is the 200mm dia sewer north of the development.

3.1.2 The identification of adequate connection positions will be done at SDP stage.

4. Roads

4.1 The Public Road Reserves Portions E, F and G, as shown on the Proposed Subdivision and Land Use plan Dwg Prop_Sub_rev 15, dated 12 Dec 2024 by FBV, must be subdivided from Farm 717/1 and be rezoned and transferred to the Municipality. This must be in place before subdivision clearance or before any building plans are approved (whichever may come first).

4.2 The following upgrades must be installed:

4.2.1 In order to construct the long-term road network (**Annexure Long term Roads**) that will give access to this development and other developments along this route, land is required from the properties to the south (Farm 742 and Farm 748/2). This is however not yet in place, which makes the construction of the

ultimate layout problematic at this stage. As an interim solution, access to Farm 717/1 must be constructed in accordance with DWG No LS143-G01 Rev 05 dated 2024-03-15 by Liezl Stodart (**Annexure: Interim Roads**). The section of road, between the R44 and the access to the Farm 717/1 development must be constructed before any subdivision clearance of Farm 717/1 is issued. Should the land become available for the construction of the ultimate layout, the Municipality will set such road construction conditions on any future land use applications.

- 4.3 Any conditions stated by the Provincial Roads Engineer must be complied with.

5. Stormwater

- 5.1 The difference between the pre-and post-development run-off must be attenuated on site. The detention pond, associated stormwater pipelines, inlet and outlet structures and erosion protection must be completed to municipal standards before clearance / Occupation Certificate. All earthworks and trimming and shaping of the pond must also be completed. All stormwater infrastructure details must be clearly indicated on the building plans and/or engineering drawings submitted for approval prior to construction.
- 5.2 The 1:50 and 1:100 year flood lines of the stream traversing the property must be shown on all plans submitted. The flood lines are to be verified by a suitably qualified registered engineering professional. No new development will be allowed under the 1:100 year flood line. This will be evaluated at SDP stage.

6. Solid Waste

- 6.1 Details with regards to solid waste removal infrastructure and operations must be provided at SDP stage, for approval by the Municipality.

7. Installation of Engineering Services

- 7.1 Over and above the bulk and external upgrades identified above, each newly created erf (or each building where subdivision is not applicable) must also be fully serviced its water- and sewer connections, stormwater drainage and roads/access

points. All internal and link engineering services for the development must be installed by the developer at his cost.

- 7.2 Detail engineering drawings must be submitted for approval prior to the commencement of construction. The engineering drawings approval letter issued by the Municipality will constitute the "engineering services agreement" for the provision and installation of services between the municipality and the land owner / developer, as stated in the municipality's land-use planning by-law.

8. Development Charges (DCs)

- 8.1 DCs are payable in accordance with the prevailing and applicable Council DCs Tariffs and DCs Policy at the time of payment prior to the transfer of the first property or approval of any building plans, whichever occurs first. The amount payable will therefore be the amount as calculated according to the approved tariff structure and according to the DCs Policy principles at the time that payment is made.
- 8.2 Where DCs are identified above as a potential funding source for infrastructure projects, the Developer must enter into a DCs Agreement with the Municipality, prior to any work commencing. Any work done or expenditure incurred prior to such an agreement will be at the Developer's own risk.

9. As - Builts

- 9.1 Upon completion, a complete set of as-built drawings, as well as the asset verification information (in the case of municipal services) be submitted in a format acceptable to the Municipality. These drawings must be signed by a professionally registered engineer.

10. Phasing

- 10.1 For each of the development phases or portions, a site development plan, accompanied by an engineering services report, and where required by the Municipality, an updated traffic impact study, and water and sewer capacity analysis report by the municipality's master planning consultants, must be submitted for approval by the Infrastructure Directorate. Additional upgrades to the ones listed may be identified at that stage.

- 10.2 Should the developer not take up his rights for whatever reason within **two years** from the date of this memo, a revised engineering report and other specialist engineering reports as may be required, addressing services capacities and reflecting infrastructure amendments during the two year period, must be submitted to the Directorate: Infrastructure Services by the developer for further comment and conditions. Should this revised engineering report confirm that available services capacities are not sufficient to accommodate this development, then the implementation of the development must be re-planned around the availability of bulk services or the necessary upgrades must be done, as any clearances for the development will not be supported by the Directorate: Infrastructure Services for this development if bulk services are not available.

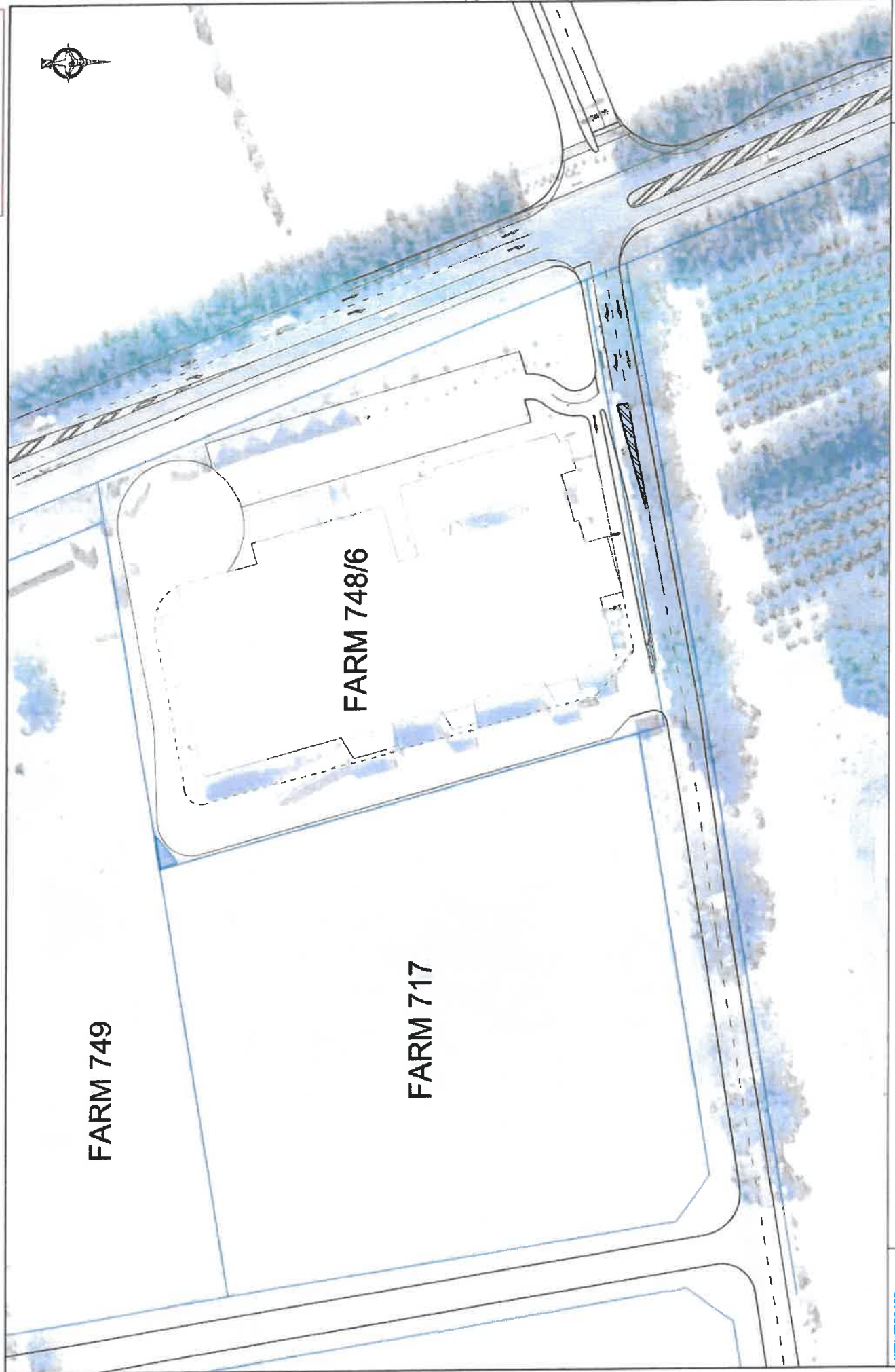
General Conditions

11. The implementation of the development wrt the provision of civil engineering services, must comply with the "*General guidelines and standard practices for the provision of civil engineering services for new developments*" as published on the municipality's website and as amended from time-to-time.
12. The design of the civil engineering services for the development must comply with the "*Design Guidelines and Minimum Standards for Civil Engineering Services*" as published on the municipality's website and as amended from time-to-time.
13. The internal services are private. Therefore, all internal services will be maintained by the Developer and/or Owner's Association.
14. The Developer will be held liable for any damage to municipal infrastructure, caused as a direct result of the development of the subject property. The Developer will therefore be required to carry out the necessary rehabilitation work, at his/her cost, to the standards of the Directorate: Infrastructure Services, prior to transfer of the first property or approval of any building plans or occupation certificate, whichever occurs first.

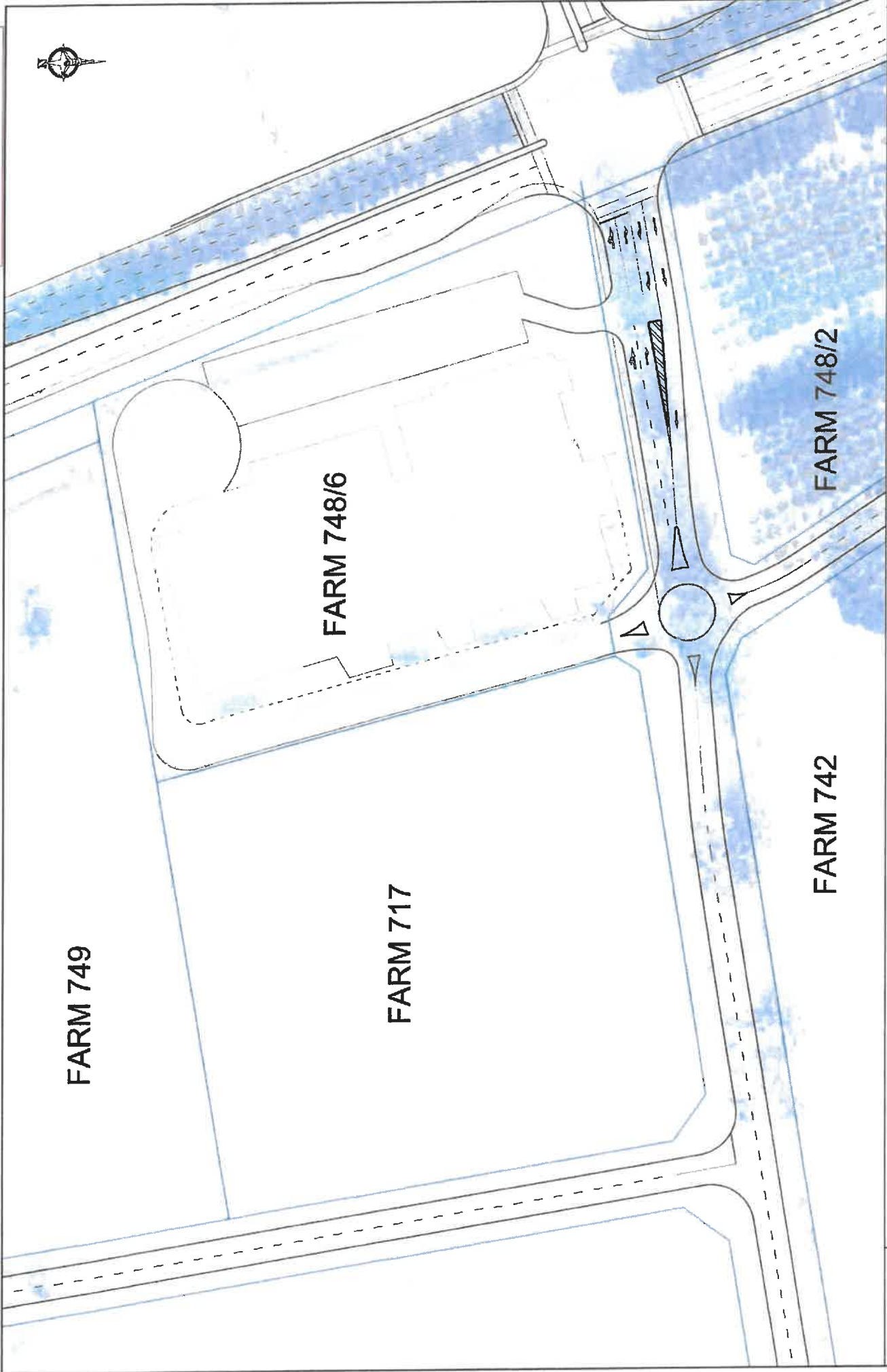


Tyrone King Pr Tech Eng
MANAGER: DEVELOPMENT (INFRASTRUCTURE SERVICES)

W:\2.0 DEVELOPMENT\01 Land Use applications\2169 (TK) Farm 717-1 Paarl (LU-9820) (Klapmuts - Dupre)\2169 (TK) Farm 717-1 Paarl (LU-9820)_5 (amended layout with access to neighbours).doc



<p>UEZI STODART M.Eng. P.E. Eng. 101 New Rd. 101 The Woodlands Estate (Midlands) 1000 101 The Woodlands Estate (Midlands) 1000 101 The Woodlands Estate (Midlands) 1000</p>	<p>ACCESS TO FARMS 748/6 (POTBELLY / SUBTROPICAL), 717 (CADCOR) AND 749 (HEEN EN WEER), KLAPMUTS SUGGESTED INTERIM LAYOUT</p>	<p>DWG NO. LS143-001 Rev 05 2024-09-16</p>
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DWG NO. LS143-50
Rev 04
2024-09-16

ACCESS TO FARMS 748/6 (POTBELLY / SUBTROPICO), 717 (CADCOR) AND 749 (HEEN EN WEER), KLAPMUTS
LONG TERM FUTURE LAYOUT

LIEZL STODART
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ANNEXURE E



**Western Cape
Government**

Infrastructure
Vanessa Stoffels

Chief Directorate: Road Planning

Vanessa.Stoffels@westerncape.gov.za | Tel: 021 483 4669

Ref: TPW/CFS/RP/LUD/REZ/SUB-25/335 (Job 27206)

The Municipal Manager
Stellenbosch Municipality
PO Box 17
STELLENBOSCH
7599

Attention: Mr Ulrich von Molendorff

REMAINDER OF PORTION 1 OF FARM GROENFONTEIN 177 PAARL (KLAPMUTS): MAIN ROAD 27 AND MAIN ROAD 205: UPDATED TRAFFIC IMPACT ASSESSMENT FOR THE ORIGINAL APPLICATION FOR SUBDIVISION, REZONING AND CONSENT USE AND DEPARTURES

1. The following refer:
 - 1.1. The email from Viridus Works dated 21 February 2023;
 - 1.2. The letter UDS233/Reports/TIA/Addendum from UDS Africa dated 20 February 2023 serving as an Addendum to the previous Traffic Impact Assessment (TIA) (Ref: ICE/S/1297 and dated 3 June 2019);
 - 1.3. Proposed Land Development Plan dated 8 November 2021 (reference PA717-1, drawing number PA717-1 and Revision 11) as prepared by Friedlaender, Burger & Volkmann;
 - 1.4. This Branch's comments and conditions (reference TPW/CFS/RP/LUD/EWZ/SUB-25/335 (Job 27206) dated 18 November 2021 on the application;
 - 1.5. All previous correspondence and conditions relating to the Rezoning and Consent application for the original Portion 6 of Farm No. 748, Paarl (Potbelly Pantry) with the intension of also creating a 20m road reserve on the southern edge of the subject property to perform the function of a Class 4 Municipal Collector road between Main Road 27 and Groenfontein road (10m will be taken from Farm 748/6 and 10m from the adjacent Portion 2 of Farm 748):
 - 1.5.1. Reference 16/9/6/1-25 (Job 26250) dated 10 September 2018 relating to this Branch's comments and conditions for the Rezoning and Consent application for Portion 6 of Farm 748, Klapmuts Paarl;
 - 1.5.2. Reference 16/9/6/1-25 (Job 270) dated 9 November 2020 for this Branch's comments and conditions and also to comply with the above approval by Stellenbosch

Municipality: Application for Subdivision of Portion 6 of Farm No. 748 (Potbelly Pantry) into two portions, Portion A (1056.4m²) a 10m wide strip along the southern boundary (part of the 20m road reserve) and Portion B (11913.4m²), the remainder and the Rezoning of the subdivided Portion A of Portion 6 of Farm 748 (Potbelly Pantry) from Industrials zone to Public Roads and Parking.

2. Main Road 27 (MR27; R44) is directly affected by this application while the Main Road 27/Main Road 189 (Old Paarl Road) and Main Road 27 / Main Road 205 (Simondium Road) is indirectly affected.
3. This Branch objected to the previous application because access would only have been through the existing Klappmuts road network with the main access off Groenfontein Road.
4. Key findings in the latest Addendum to the previous TIA are as follows:
 - 4.1. Access was initially only proposed via Groenfontein Road as issues regarding access over Portion 6 of Farm 748 (Potbelly Pantry) to MR27 (R44) were not yet resolved;
 - 4.2. The proposed access position changed from the Groenfontein Road access only, to access also now possible onto MR27 (R44) over Portion 6 of Farm 748 (Potbelly Pantry) and was possible following negotiations with Stellenbosch Municipality and the neighbouring property owners;
 - 4.3. It was agreed with Stellenbosch Municipality that 16m (of the 20m road reserve) would be provided along the subject property and Portion 6 of Farm 748, whilst the remaining 4m required to accomplish the 20m would be provided by the neighbouring property (Portion 2 of Farm 748) if/when it is developed;
 - 4.4. The 16m will provide sufficient space for an 8m road and 2m sidewalk;
 - 4.5. The proposed future 4m along the neighbouring property (Portion 2 of Farm 748) would accommodate the current row of trees and the NMT route;
 - 4.6. The potential trip generation, as per the previous TIA, were 276 peak hour trips (183 in, 93 out during the AM peak hour and 89 in, 187 out during the PM peak hour) for the light industrial/warehousing uses, and 23 peak hour trips (6 in, 17 out during the AM peak hour and 16 in, 7 out during the PM peak hour) for the potential housing portion of the development:
 - 4.6.1. With the proposed access to Main Road 27, approximately 75% of the light industrial/warehousing trips were assumed to travel via the said access, whilst the remainder of the light industrial/warehousing trips (possibly employees via the existing Klappmuts area) plus the housing portion-trips were assumed to travel via Groenfontein Road.
 - 4.6.2. To provide access to the Mount Vernon development, to the opposite side of the Potbelly Pantry-access, a dedicated right-turn lane (as first phase upgrade) and traffic signals (to follow when warranted) will be provided at this intersection.
 - 4.6.3. MR27 (R44) / MR189 (Old Paarl Road) intersection: WCG comments mentioned that this intersection was not included in the previous TIA's analyses but should be assessed

as the development would "add at least 200 vehicle trips to the traffic passing through" the intersection.

- 4.6.4. It was concluded that no upgrades to the MR27 (R44) / MR189 (Old Paarl Road) intersection is considered necessary as result of the proposed development traffic and that background issues exist in the area, i.e. the dualling of Main Road 27 considered required to accommodate the traffic along the road through Klapmuts (between Klapmuts-Simondium Road-intersection and the N1-interchange), by the year 2026/2027 (based solely on annual growth in background traffic along the road, regardless of specific developments).
- 4.6.5. It was recommended that the proposed development on the subject property be considered for approval from a traffic point of view on condition that the R44/Potbelly/Mount Vernon intersection is signalised, and access to the full proposed development is possible to Groenfontein Road as well.
5. This Branch offers no objection to this application for the Subdivision, Rezoning, Consent Use and Departures for Remainder of Portion 1 of Farm Groenfontein 177 Paarl (Klapmuts) subject to the following conditions:
 - 5.1. Access off MR27 (R44) to Portion 1 of Farm 717 must be via a 16m municipal road reserve over Portion 6 of Farm 748 (Potbelly Pantry);
 - 5.2. The section of the 16m municipal road reserve must be acquired and the street off MR27 (R44) over Portion 6 of Farm 748 (Potbelly Pantry) must be constructed prior to the construction of the development;
 - 5.3. The extension of the 16m municipal street must link with Groenfontein Road;
 - 5.4. The development must provide access to Farm 749 (Heen-en-Weer) via a right of way servitude or municipal street over Portion 1 of Farm 717;
 - 5.5. Access to the development via Groenfontein Road will not be allowed without the access over Portion 6 of Farm 748 off MR27 (R44).
6. This Branch remains concerned about the continuous ad-hoc development approvals in Klapmuts with interim road intersection measures proposed but also affecting the further deterioration of the mobility function of this section of MR27 (R44) until such time as the dualling of the affected section of MR27 (R44) is in place.

Yours Sincerely



SW CARSTENS

For DEPUTY DIRECTOR-GENERAL: TRANSPORT INFRASTRUCTURE

DATE: 8 AUGUST 2023