STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Application Number: TP1287/2025
Our File Reference Number: Farm No. 527/8, Stellenbosch Division
Your Reference Number:
Enquiries: Ulrich von Molendorff
Contact No: 021 – 808 8682
Email address: Ulrich.Vonmolendorff@stellenbosch.gov.za

PER E-MAIL: [redacted]

Sir / Madam

APPLICATION FOR REZONING AND SUBDIVISION UNREGISTERED FARM 527/8, STELLENBOSCH DIVISION

1. The above application refers.

2. The Municipal Planning Tribunal on 23 October 2026 resolved as follows:

3. That the following application(s) in terms of Section 15(2) of the Stellenbosch Municipal Land Use Planning Bylaw on Unregistered Farm 527/8, Stellenbosch Division for:

   3.1 **Rezoning** in terms of Section 15(2)(a) of the said bylaw, of Unregistered Farm 527/8, Stellenbosch Division from **Public Open Space Zone to Subdivisional Area Overlay Zone** to make provision for;

   3.3.1 **Utility Services Zone** on ±6220m² and
   3.3.2 **Public Open Space Zone** on the Remainder.

   3.2 **Subdivision** in terms of Section 15(2)(d) of the said bylaw, Unregistered Farm 527/8, Stellenbosch Division into two (2) portions, namely;

   3.2.1 Portion A (±6220m² - Authority Use for a Fire station) and
   3.2.2 a Remainder (±4.02ha).

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

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

   4.1 The approval only applies to the rezoning and subdivision 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.

4.2 The development be undertaken in accordance with the endorsed;

4.1.1 **Rezoning Map:** Reference No. STEL/14203/ZN_2, dated June 2025 drawn by CK Rumball and Partners and attached as **APPENDIX 2**.

4.1.2 **Subdivision Plan2:** Reference No. STEL/14203/ZN_2, dated June 2025 drawn by CK Rumball and Partners and attached as **APPENDIX 2**.

4.3 A detailed site development plan as contemplated in terms of Section 16 of the Zoning Scheme Bylaw be submitted to the Municipality and be approved prior to the submission of any building plans, which site development plan satisfactorily addresses, but are not necessarily limited to, all the conditions of this approval, compliance with relevant development parameters of the said Bylaw, any relevant matters relating to Section 16(4) of the said Bylaw, and specifically the position of the building on the site in a manner which does not only meet the technical requirements of the facility but also its spatial relationship with the surrounding area, optimal use of land, possible future expansion, and sustainable and efficient management of the site.

4.4 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.

4.5 The rezoning and subdivision hereby approved be valid for a period of ten (10) years from the date of final notification that the approval comes into operation and lapses if the conditions herein are not complied with within that period.

4.6 An electronic copy (shp, dwg, dxf) of the approved General Plan or surveyor general diagram(s) be submitted to the GIS Manager in the Directorate Planning and Economic Development for record purposes, which plan indicates the following information in the format as determined:

(a) Newly allocated erf numbers
(b) Co-ordinates
(c) Survey dimensions

4.7 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 conditions of approval have been complied with.

4.8 The conditions relating to Infrastructure Services imposed by the Directorate: Infrastructure Services contained in the memorandum dated 06 October 2026, and attached as **APPENDIX 5**, be complied with to the satisfaction of the said department.

4.9 The conditions imposed by the WCG Department of Infrastructure contained in the letter dated 30 July 2026, and attached as **APPENDIX 8**, be complied with to the satisfaction of the said department.

4.10 Sufficient on-site parking be always provided for the maximum employees per shift for the facility and to be illustrated on the building plans.

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

4.12 Wide and unobstructed emergency vehicle access and exit routes designed to handle heavy fire engines always be in place at either temporary or permanent access and exit points.

4.13 Full compliance with national and municipal bylaws regarding the on-site storage of hazardous materials, fuel, foam, or compressed gases.

4.14 The fire station's operational protocols must ensure that sirens and emergency warning systems are, as far, as possible only activated once vehicles have exited the immediate station precinct, or as strictly necessary for immediate road safety, to minimize acoustic disturbance to especially neighbouring educational facilities and residential areas.

4.15 Consideration be given to physical acoustic screening, including a boundary wall of a height allowable in terms of the zoning scheme bylaw and material specification approved by the municipality, to be erected along all boundaries adjacent to residential, sporting, and educational zones to minimize noise transmission from sirens, idling emergency vehicles, and other station operations.

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

5.1 The development provides a critically located emergency service targeting Jamestown, while substantially improving the emergency response times in the southern corridor for Stellenbosch and alleviates existing operational pressure on the main Stellenbosch fire station.

5.2 The application strictly aligns with the directives of the Stellenbosch Municipal Spatial Development Framework (MSDF), as it is located within the defined urban edge and promoting controlled and structured municipal expansion.

5.3 The project fulfills the municipal mandate to support public service investment and ensures equitable access to essential services for all residents.

5.4 The development is fully backed by independent specialist assessments and relevant municipal departments.

5.5 Infrastructure readiness is secured through enforceable conditions of approval that adequately address traffic management, site access, municipal service connections, impact on surrounding area and electrical supply.

5.6 The proposal's location ensures the highly efficient use of available land and seamlessly integrates with existing infrastructure networks.

6. Matters **to be noted**:

6.1 All electrical requirements are directed at Eskom.

7. 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.

8. 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.

9. **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**

10. 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.

11. 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.

12. 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.

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

14. 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.

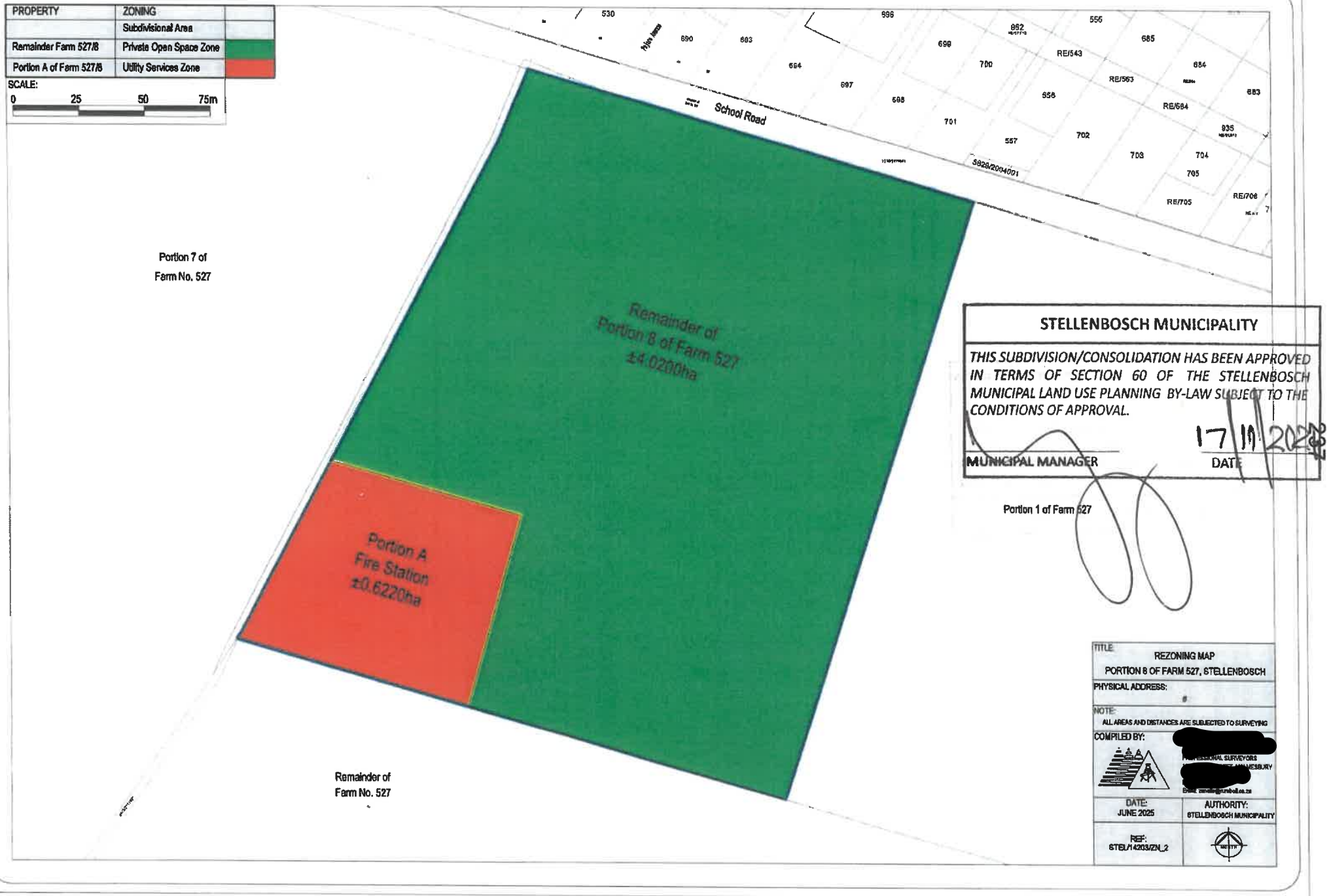
Yours faithfully

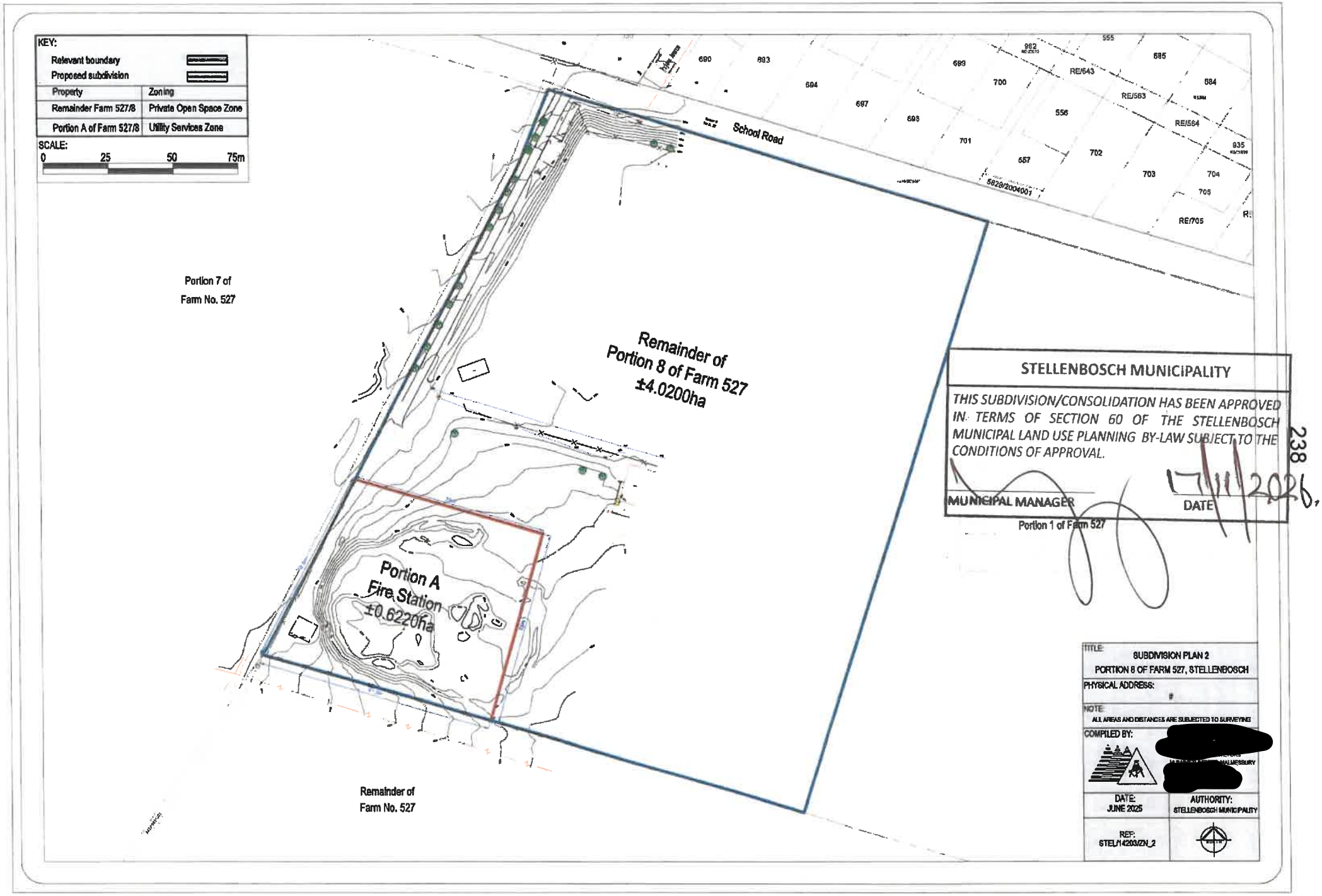
FOR DIRECTOR: PLANNING AND ECONOMIC DEVELOPMENT

DATE 17/11/2026.

APPENDIX 2:

Site Layout Plan, Zoning Map, Subdivision Plan


PROPERTY
ZONING
Subdivisional Area
Remainder Farm 527/8
Private Open Space Zone
Portion A of Farm 527/8
Utility Services Zone
SCALE:
0 25 50 75m
School Road
Portion 7 of
Farm No. 527
Remainder of
Portion 8 of Farm 527
±4.0200ha
Portion A
Fire Station
±0.6220ha
Remainder of
Farm No. 527
Portion 1 of Farm 527
STELLENBOSCH MUNICIPALITY
THIS SUBDIVISION/CONSOLIDATION HAS BEEN APPROVED IN TERMS OF SECTION 60 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW SUBJECT TO THE CONDITIONS OF APPROVAL.
17/11/2025
MUNICIPAL MANAGER
DATE
TITLE:
REZONING MAP
PORTION 8 OF FARM 527, STELLENBOSCH
PHYSICAL ADDRESS:
NOTE:
ALL AREAS AND DISTANCES ARE SUBJECTED TO SURVEYING
COMPILED BY:
[redacted]
DATE:
JUNE 2025
AUTHORITY:
STELLENBOSCH MUNICIPALITY
REF:
STEL/14203/ZN_2


KEY:
Relevant boundary
Proposed subdivision
Property
Zoning
Remainder Farm 527/8
Private Open Space Zone
Portion A of Farm 527/8
Utility Services Zone
SCALE:
0
25
50
75m
School Road
Portion 7 of
Farm No. 527
Remainder of
Portion 8 of Farm 527
±4.0200ha
Portion A
Fire Station
±0.6220ha
Remainder of
Farm No. 527
Portion 1 of Farm 527
690
693
694
697
698
699
700
701
702
703
704
705
555
556
557
685
684
935
RE/643
RE/563
RE/564
RE/705
5828/2004007
STELLENBOSCH MUNICIPALITY
THIS SUBDIVISION/CONSOLIDATION HAS BEEN APPROVED IN TERMS OF SECTION 60 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW SUBJECT TO THE CONDITIONS OF APPROVAL.
MUNICIPAL MANAGER
DATE
17/11/2026
238
TITLE:
SUBDIVISION PLAN 2
PORTION 8 OF FARM 527, STELLENBOSCH
PHYSICAL ADDRESS:
#
NOTE:
ALL AREAS AND DISTANCES ARE SUBJECTED TO SURVEYING
COMPILED BY:
[redacted]
MALMESBURY
DATE:
JUNE 2025
AUTHORITY:
STELLENBOSCH MUNICIPALITY
REF:
STEL/14203/ZN_2

APPENDIX 5:

Comments from Municipal Infrastructure Services

STELLENBOSCH MUNICIPALITY

STELLENBOSCH·PNIEL·FRANSCHHOEK

MEMORANDUM

DIREKTORAAT: INFRASTRUKTUURDIENSTE
DIRECTORATE: INFRASTRUCTURE SERVICES

CIVIL ENGINEERING SERVICES

To ▫ Aan:	**Director: Planning + Economic Development**
Att Aandag:	**Bulelwa Mdoda**
From ▫ Van:	**Development (Infrastructure Services)**
Author ▫ Skrywer:	**Tyrone King**
Date ▫ Datum:	**6 October 2026**
Our Ref ▫ Ons Verw:	**Civil LU 2986**
Town Planning Ref:	**TP1287/2025**
Re ▫ Insake:	**Farm 528/7, Stellenbosch: 1. Rezoning from Public Open Space to Subdivisional Area to accommodate the following uses: a) Utility Services (Fire Station) (±0.62 ha in extent)Public Open Space (Sportsgrounds and clubhouse) (±4.02 ha in extent) 2. Subdivision of Farm 527/8 into: a) Portion A (±4.02 ha in extent) b) Remainder of the unregistered Farm 527/8 (±0.62 ha in extent) 3. Closure of a Public Place in terms of section 15(2)(n) of said bylaw to permanently close portion of the public open space.**

This Memo replaces our Memo dated 15 October 2025.

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

- Civil engineering services report by WEC dated March 2025, Rev 00
- TIS by UDS dated 30 May 2025
- Proposed Site Layout Plan Drawing No 24-STB-028/SUR101/00 by WEC dated March 2025

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 an Occupation Certificate being issued, unless specifically stated otherwise below.

1. Water

1.1 The water connection can be made to the existing 160mm diameter water main that runs along the western boundary of the site, as indicated on **Annexure: Services.** The connection details and final position will be confirmed when detail engineering drawings are submitted for approval.

2. Sewer

2.1 The permanent sewer connection shall be to the formal sewer network to the west, as indicated on **Annexure: Services,** but this network will only be available when the municipality implements the Phase 2 and 3 housing project on Farm 527/7. As an interim arrangement, the sewer connection can be made to the sewer network of the adjacent sportsfields, as indicated on **Annexure: Services**. The design levels of the temporary sewer line must be able to allow gravity flow to the future connection point. The connection details and final position will be confirmed when detail engineering drawings are submitted for approval.

3. Roads and access



Figure 2 (from TIS): Existing and Future Access Points of the Subject Property/Proposed Development

3.1 The preferred formal access route towards the fire station is via School Street and the existing gravel road labeled as "Unknown Road" as indicated in Figure 2 above. The following road upgrades are required to create a suitable driving surface for the fire-fighting vehicles:

3.1.1 The section of School Street between Blakemore Street to "Unknown Road" is currently gravel and must be formalized. There is municipal budget allocated to this project and it is currently at tender stage. If this formal upgrade is not completed by the time that the fire station becomes operational, the gravel road must at least be graded to an acceptable standard. Pajero Street can also serve as an alternative access route.

3.1.2 "Unknown Road" is currently gravel and must be upgraded to an acceptable standard.

4. Stormwater

4.1 The permanent stormwater connection shall be to the formal stormwater network to the west, as indicated on **Annexure: Services,** but this network will only be available when the municipality implements the Phase 2 and 3 housing project on Farm 527/7.

4.2 As an interim arrangement, the stormwater connection can be made to the stormwater network of the adjacent sports fields, as indicated on **Annexure: Services**. The design levels of the temporary stormwater line must be able to allow gravity flow to the future connection point.

4.3 The existing gravel stormwater channel (see images below) must be formalized to protect it from erosion. Details of the formalization of the channel must be provided on the engineering services drawings.



5. Solid Waste

5.1 Refuse removal arrangements and the associated infrastructure (i.e. refuse storage areas) required for efficient waste removal by a municipal refuse truck must be indicated on the engineering drawings submitted for approval.

6. Installation of Engineering Services

6.1 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.

7. As - Builts

7.1 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.

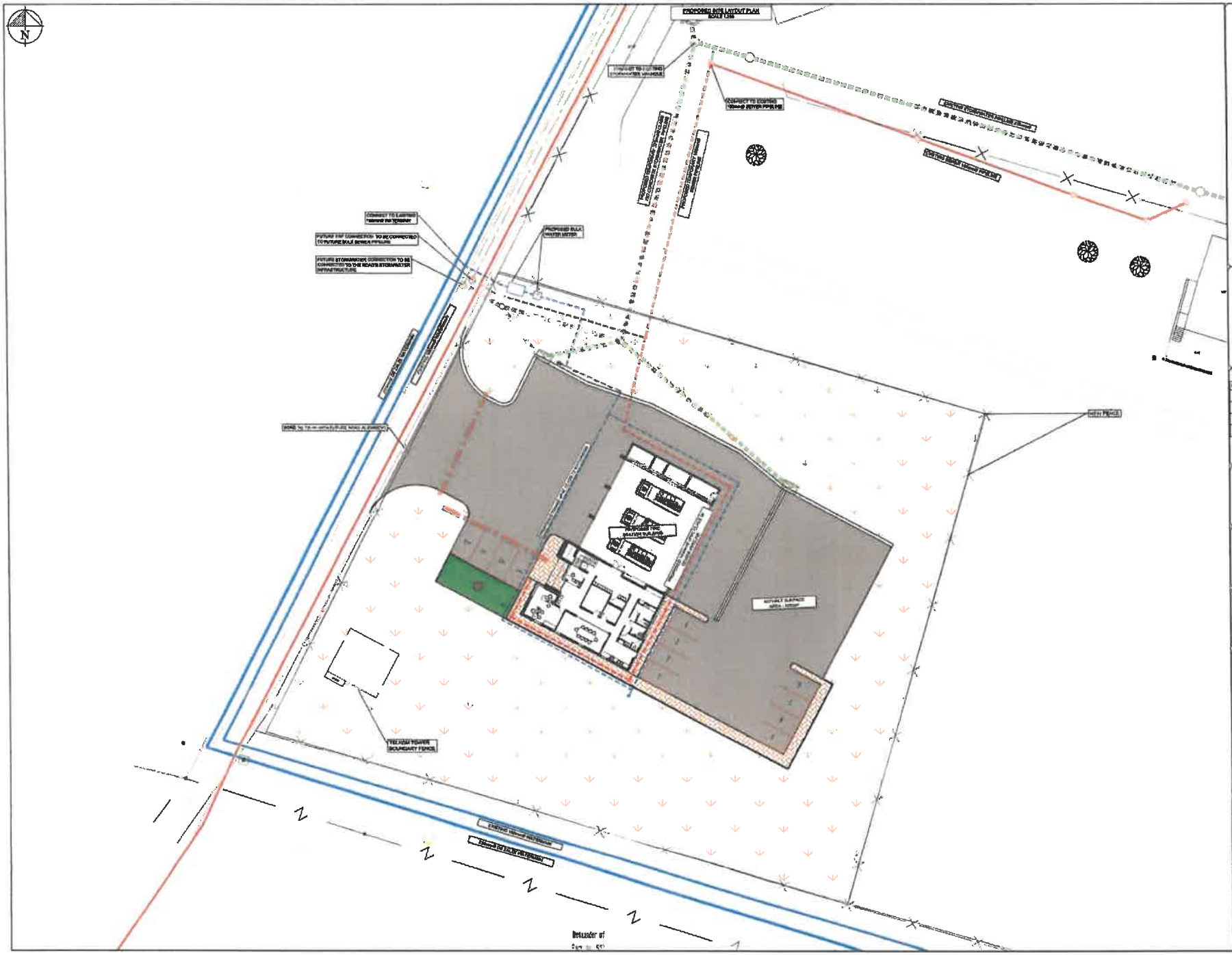
General Conditions

8. 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.
9. 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.
10. The internal services are public. Therefore, all internal services will be maintained by the Municipality.
11. 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\2986 (TK) Farm 528-7 Stellenbosch (TP1287-2025) Jamestown Fire Station\2986 Farm 528-7 Stellenbosch (TP1287-2025)_3 access amended.doc



MANZURES SERVICES

LEGEND

SYMBOL	DESCRIPTION
	EXISTING SEWER PIPE/MUSHING MAIN
	EXISTING WATERMAIN
	EXISTING STORMWATER PIPELINE
	EXISTING STORMWATER CHANNEL
	FENCING
	EDGE OF TRAVEL WAY - GRAVEL ROAD
	BACK OF KERB
	EXISTING CADASTRAL
	CABLE DUCTS - (ORIGIN : 160mmØ - SIZE : 110mmØ
	PROPOSED 160mmØ SEWER PIPELINE
	PROPOSED 110mmØ WATERMAIN
	PROPOSED 375mmØ STORMWATER PIPELINE
	DOUBLE KERB INLET
	FUTURE STORMWATER & SEWER PIPELINES
	ASPHALT SURFACE

DRAWING APPROVAL

	DATE	APPROVED

AMENDMENTS

NO.	DATE	INITIALS	DESCRIPTION

REVISION 00 | PHASE WORKING

CLIENT

STELLENBOSCH MUNICIPALITY

PROJECT

JAMESTOWN
FIRE STATION

DRAWING TITLE

PROPOSED SITE
LAYOUT PLAN

wec CONSULT
CONSULTING ENGINEERS & PROJECT MANAGERS

UNIT 24, OEWERPARK
RICHEMOND ROAD
STELLENBOSCH
7600

PO BOX 12941
DIE BOORD
7613
TEL: 021 880 0360
EMAIL: STELLENBOSCH@WEC-CONSULT.CO.ZA

DESIGNED BY	VHL	DRAWN BY	DI
DESIGNED CHECKED	Vhl	DRAWING CHECKED	Vhl

APPROVED BY

NEW MANDATE - PHASE - WORKING | DATE

CONTRACT NO.
XXXX/XX/X

FILE NO.
24-STB-028/DRW/WORKING

SCALE
1:250 (A1)

DATE
MARCH 2025

DRAWING NO.
24-STB-028/SUR101/00

409

APPENDIX 8:

Provincial Roads Authority comments

Western Cape Government

Department of Infrastructure
Vanessa Stoffels
Chief Directorate: Road Planning
Vanessa.Stoffels@westerncape.gov.za | Tel: 021 483 4669

Ref: DOI/CFS/RN/LU/REZ/SUB -25/566 (Application No: 2025-11-0066)

The Municipal Manager
20 Plein Street
STELLENBOSCH
7600

Attention: Ms C Kriel

Dear Madam

PORTION 8 OF FARM NO. 527, STELLENBOSCH: APPLICATION FOR REZONING AND SUBDIVISION

1. The following refer:

1.1. The email received from CK Rumboll dated 15 October 2025 for the rezoning and subdivision of Portion 8 of Farm 527, Stellenbosch, to accommodate a fire station;

1.2. This Branch's even numbered letter dated 11 February 2026; and

1.3. Additional information received on 29 May 2026 including a Traffic Impact Statement by UDS dated 22 April 2026

2. The TIS definitively establishes the designated routes for fire tenders to use to access the R44 and explicitly excludes School Road.

3. The Branch offers no objection to the land use application in terms of the Land Use Planning Act, No. 3 of 2014, subject to the fire tenders using the routes identified in the TIS to access the R44 (which explicitly excludes School Road).

Yours Sincerely

DD FORTUIN
For DEPUTY DIRECTOR-GENERAL: TRANSPORT INFRASTRUCTURE BRANCH
DATE: 30 JULY 2026

ENDORSEMENTS

1. Stellenbosch Municipality

   Attention: Ms C Kriel (e-mail: Chrizelle.Kriel@stellenbosch.gov.za)

   landuse.enquiries@stellenbosch.gov.za

2. Consultant: CK Rumboll

   Attention: Ms Z Nortje (e-mail: zanelle@rumboll.co.za)

3. District Roads Engineer Paarl (e-mail)
4. Mr R Arendse (e-mail)
5. Mr F Fakier (e-mail)
6. Mr D Fortuin (e-mail)

Urban Development Solutions
Reg no. 2003/043709/23

Head Office
11 Electron Street, Techno Park,
Stellenbosch, 7600

PO Box 50487
V&A Waterfront
8002

General Enquiries:
Elmarie Els
T +27 (0)76 211 9892
info@udsafrica.co.za

Services
Civil Engineering
(Water, Sewer, Stormwater)
Roads and Transport
Traffic Engineering
Project Management

Offices
Stellenbosch, Piketberg, Somerset West, Clanwilliam, Loriesfontein

A Level 1 Contributor to B-BBEE

Date: 22 April 2026

Our Ref: UDS824/Reports/TIS/Rev01

WEC-Consult (Pty) Ltd.
Unit 24, Oewerpark
Rokewood Road
STELLENBOSCH
7600

ATTENTION: Mr Willem van Lingen

Dear Sir,

APPLICATION FOR REZONING AND SUBDIVISION OF PORTION 8 OF FARM 527, STELLENBOSCH: TRAFFIC IMPACT STATEMENT – REVISION 1

This company was appointed to prepare a Traffic Impact Statement (TIS) for the new Jamestown Fire Station proposed in the southern portion of Portion 8 of Farm 527, Stellenbosch.

1 BACKGROUND AND LOCALITY

The subject property is situated along School Street in the south of Jamestown, Stellenbosch. It has an area of ± 6.77 ha and is currently zoned as Public Open Space. A Consent Use has been granted for Outdoor Sport, which applies to the *Jamestown Sports Ground* occupying the northern portion of the property. Refer to the attached ***Locality Plan***.

As part of this TIS, it is important to take into consideration the Jamestown Residential Development planned on the surrounding properties: Remainder of Portion 7 of Farm 527 to the west and the Remainder of Farm 527 to the south, extending eastwards (refer to ***Figure 1***). The Remainder of Portion 7 of Farm 527 was established following the subdivision of Phase 1 (162 state-subsidised housing opportunities) from Portion 4 of Farm 527. Phase 1 was completed in November 2016. In August 2024, the application for the Rezoning and Subdivision of the Remainder of Portion 7 for Phases 2 and 3, comprising a total of 274 residential units and prepared by *Zutari (Pty) Ltd.*, was approved. The application for Phase 4 is yet to be submitted. Based on the currently available information, 1,645 low-cost housing units are proposed for this future phase. The application for Phases 2 and 3, in particular the accompanying Traffic Impact Assessment (TIA) also compiled by *Zutari (Pty) Ltd.*, along with

Asger Khan (Pr Eng) (Managing Member), John Wessels (Pr Eng), Piet van Blerk (Pr Eng), Cobus Louw (Pr CPM), Tian Koch (Pr Tech Eng), Cobus van der Merwe (Pr Eng), Ruaan Siebrits (Pr Tech Eng), Petri Germishuys (Pr Tech Eng), Jacques van Niekerk (Pr Tech Eng), Dominique Ter Huurne (PhD, M Eng M Phil), Yolandi Obermeyer (B Eng), Fergus Swartz (B Tech), Erhard Blom (Geometric & Traffic Signal Design)

the associated conditions of approval issued by Stellenbosch Municipality and the Western Cape Government (WCG), are referenced throughout this report.

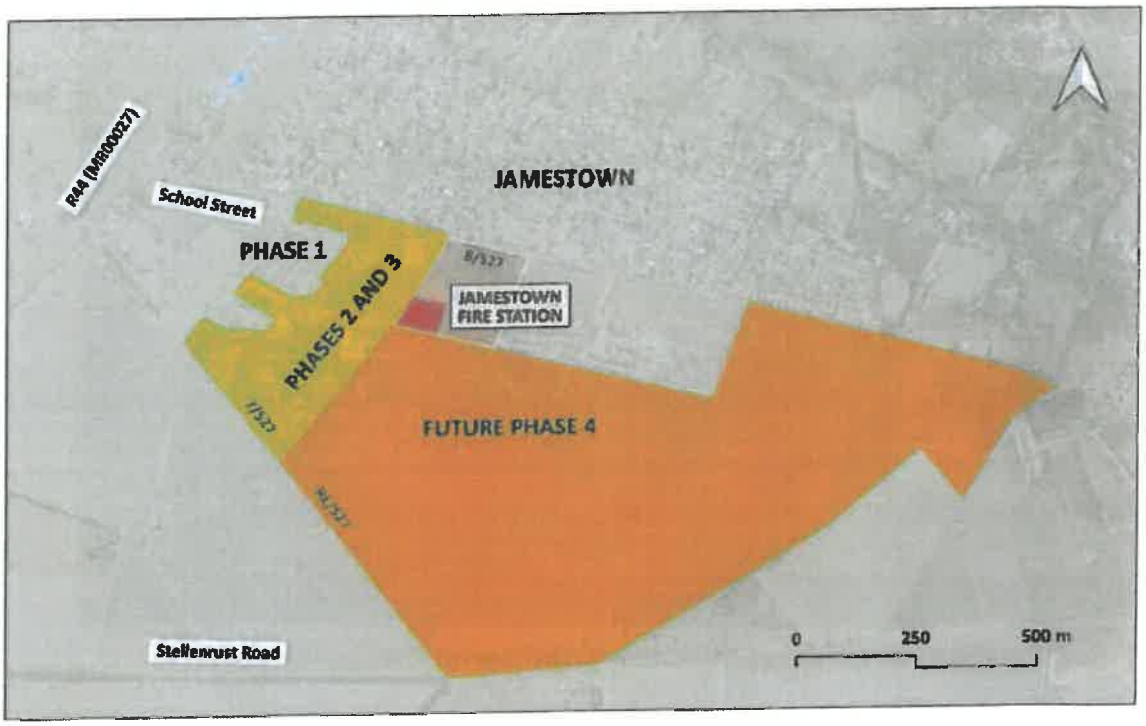


***Figure 1**: Phases of Jamestown Residential Development Surrounding the Proposed Development (Jamestown Fire Station)*

This current TIS accompanies the Application for Rezoning (from Public Open Space Zone to Utility Services Zone) and Subdivision of Portion 8 of Farm 527, Stellenbosch.

2 PROPOSED DEVELOPMENT

2.1 Development Proposal

As stated, the proposed development pertains to the construction of a new fire station in Jamestown, Stellenbosch. This facility will be supplementary to the existing fire and rescue services of the municipality. The proposed fire station has a building pad area of ± 494 m^2, which accommodates 3 apparatus bays along with ancillary uses. Refer to the attached ***Proposed Site Layout Plan***, dated March 2025 and prepared by *WEC-Consult (Pty) Ltd*.

According to the project's Professional Service Provider, a total of 9 personnel will be present on-site on a daily basis.

2.2 Access to the Property

As illustrated in ***Figure 2***, vehicular access to/from the subject property is currently obtained via School Street. A photo of this existing access point is shown in ***Figure 3***. The on-site gravel access road leads to/from the sports clubhouse. At present, no formal access exists to the site earmarked for the proposed fire station.

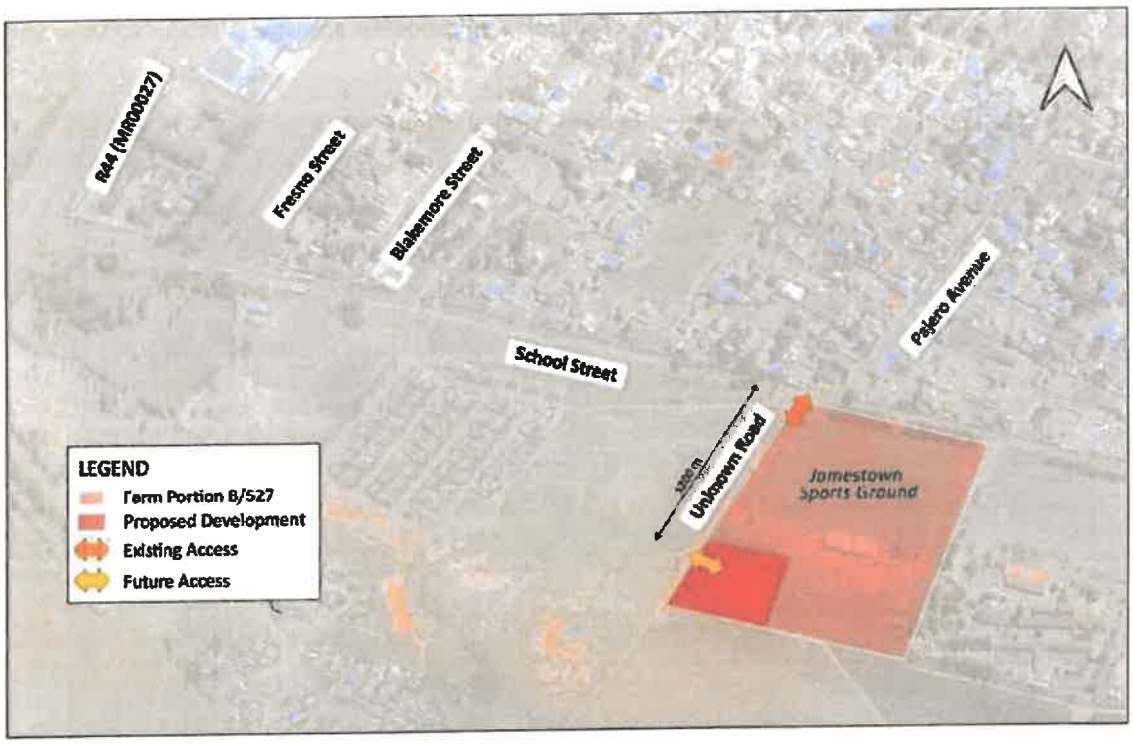


***Figure 2**: Existing and Future Access Points of the Subject Property/Proposed Development*



***Figure 3**: Photo of Existing Access Point of the Subject Property to/from School Street*

The current condition of School Street should be noted. The road is surfaced between the R44 and Blakemore Street, beyond which it is a gravel road (to the east). The section of School Street between Blakemore Street and the subject property's access point is currently in very poor condition (see ***Figure 4***). Although this section is used by some vehicles, motor vehicle access to the subject property is currently obtained primarily from the east, where the condition of the gravel road is significantly better (see ***Figure 5***). As a result, trips between the subject property and the R44 are typically made via Pajero Avenue. This route is considerably longer and presents a greater number of conflict points than the more direct route along School Street, were its entire length fully accessible from/to the subject property. This is particularly relevant when the origins or destinations of its trips are located to the south of the R44/School Street intersection.



***Figure 4**: Current Condition of School Street between Blakemore Street and the Subject Property (Jamestown Sports Ground)*



Figure 5: Current Condition of School Street eastward of the Subject Property (Jamestown Sports Ground)

The proposed fire station will obtain access via the existing "Unknown Road" situated on Portion 7 of Farm 527 (refer back to ***Figure 2***), which runs parallel to the *Jamestown Sports Ground* access road on the opposite side of the boundary fence (see ***Figure 6***). This access point will be located ± 200 m south of School Street. No vehicular access to the fire station will be provided via the *Jamestown Sports Ground*. As part of Phases 2 and 3 of the Jamestown Residential Development, "Unknown Road" is to be subdivided as a public street and, along with School Street, upgraded to a surfaced road. Based on the available information, the implementation of the surrounding road upgrades and the construction of new roads will be undertaken in accordance with the *Phasing Plan* attached as ***Annexure C***. The detailed design for phases 1, 2 and a portion of phase 3, applicable to the proposed fire station, is illustrated on the attached *Overall Plan Layout* (***Annexure D***), dated August 2024 and prepared by *BMK Consulting Engineers*.

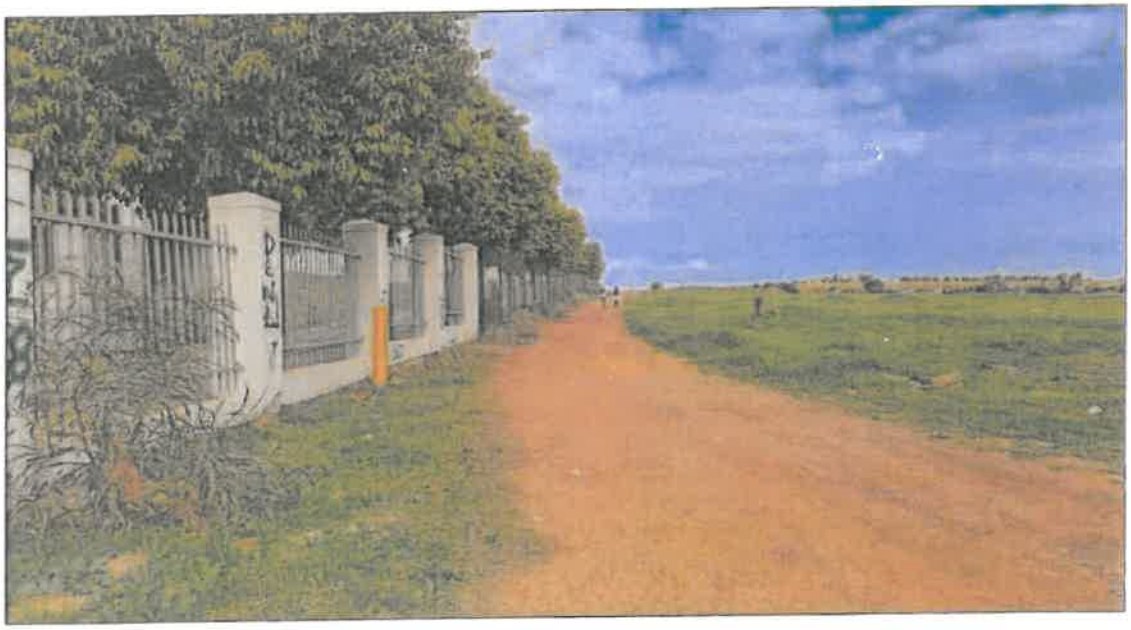


Figure 6: Existing Access Road Leading to/from the Access Point of the Proposed Development

Further details of the proposed development's access point and the discussed planned road upgrades in its vicinity are presented in ***Section 4***.

3 TRAFFIC

Neither the *TMH 17 South African Trip Data Manual* (Committee of Transport Officials, 2013) nor the *South African Trip Generation Rates* (Department of Transport, 1995) documents provides trip generation rates specific to fire stations. Therefore, the ITE (Institute of Transportation Engineers) *Trip Generation Manual, 11th Edition*, compiled from studies throughout North America, was consulted. It specifies a trip generation rate of 0.48 per 1,000 sf (square feet) Gross Floor Area (GFA) for the PM peak hour. AM peak-hour trip rates as well as directional splits are not available. Based on the ITE rate, the proposed development, with a GFA of ± 494 m^2, has the potential to generate 3 PM peak-hour trips. Furthermore, based on the information that only 9 persons are expected to be present on-site during a typical workday, it is clear that the peak-hour trip generation of the proposed development will be very low, particularly in comparison to that calculated for Phases 2 and 3 of the Jamestown Residential Development and that anticipated for Phase 4 in the future.

According to the *Manual for Traffic Impact Studies* (Department of Transport, 1985) and the *TMH 16, Volume 1 - South African Traffic Impact and Site Traffic Assessment Manual* (Committee of Transport Officials, 2012), no traffic impact studies are required for a trip generation of less than 50 peak-hour trip ends, unless specifically required by the responsible road authority. As the proposed development is not expected to even closely meet this 50-trip threshold, no traffic capacity analyses were conducted at the proposed access point or any of the surrounding intersections.

Within the context of this TIS, the primary concern is not the volume of traffic generated by the proposed development, but rather the routing of the fire trucks through Jamestown in order to reach sites beyond the local area within acceptable response times. This concern, which has already been introduced in ***Section 2.2***, primarily relates to the adequacy of the existing road network geometry, considering the size of the fire trucks, and the potential impact of background traffic volumes.

If the upgrade of School Street is not undertaken, and only an acceptable (preferably surfaced) access road between School Street and the site of the proposed fire station is provided (which is deemed the minimum prerequisite for the fire station's implementation), the only viable routing alternative to/from the R44 will be via Pajero Avenue, as is currently the case for the *Jamestown Sports Ground*, as discussed in ***Section 2.2***. This could prove to be problematic.

The completion of the School Street upgrade, specifically the section between the subject property and Blakemore Street, would provide the proposed development with a more direct connection to the R44. Furthermore, even for access to/from the R44/Webers Valley Road intersection, the route via Fresno Street is preferable to Pajero Avenue, owing to Fresno Street's superior geometric design along most of its length, which includes wider lanes and dedicated pedestrian infrastructure. Refer to ***Section 4*** for further details. Accordingly, although the upgrade of the aforementioned section of School Street is not considered a prerequisite for the implementation of the proposed fire station, it is strongly suggested that it be completed.

Moreover, to ensure that an alternative route remains available in the event that one access is closed or obstructed (for example, due to a road traffic collision), it is strongly suggested that the suburb of Jamestown retains at least two access points to the public road network in support of the proposed fire station. This suggestion arises in light of the proposed closure of the R44/School Street intersection as part of the WCG's R44 Safety Improvements project. The WCG is planning to construct a U-turn facility near the existing intersection, effectively removing direct access to the R44 from School Street. Although the intent of this proposed road network modification was confirmed by the WCG in their comments on the approval of Phases 2 and 3 of the Jamestown Residential Development, the Stellenbosch Municipality continues to object to the closure. Regardless of the municipality's success, it is not anticipated that the modification will be implemented within the next five to ten years. However, it should also be acknowledged that the current safety concerns associated with the

intersection are valid while it remains priority-controlled (i.e. unsignalised) or lacks a dedicated right-turn lane into School Street from the northbound approach of the R44.

Stellenbosch Municipality stated in its conditions of approval for Phases 2 and 3 of the Jamestown Residential Development that, regarding Phase 4, ***"An additional access to Jamestown will be required before Phase 4 of this housing development can be implemented."*** Several alternatives for fulfilling this condition are detailed in the 2022 Stellenbosch Roads Master Plan. These are presented in ***Table 1*** and ***Figure 7*** below. They are all to be implemented as Class 4 Urban Collector Streets.

***Table 1**: Stellenbosch Roads Master Plan Projects Proposed for Jamestown*
(Source: *Extract from Table 8-1 in Stellenbosch Roads Master Plan, 2022*)

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	ROAD NUMBER	PROVINCIAL ROAD NUMBER	ROAD SECTION / INTERSECTION NAMES	IMPROVEMENT TYPE	IMPROVEMENT DESCRIPTION
SRMP048	Stellenrust Road	Stellenbosch	-	DR1063	Stellenrust Road	Road realignment	Realignment of Stellenrust Road over the R44 to link onto proposed new road and the closure of the existing unsafe access on the R44
SRMP049	New Jamestown Road	Stellenbosch	-		New Jamestown Road	New road extension	New Jamestown Road linking existing and proposed residential developments south to Stellenrust Road and north to Blaauwklippen Road / proposed Eastern Link
SRMP050	School Road	Stellenbosch	-	-	Upgrade of School Road		School Road upgrade from R44 to future Eastern Link Road
SRMP051	Pajero Avenue	Stellenbosch			Pajero Avenue between Webersvalei Road and Stellenrust Road	New road extension	Extend Pajero Avenue northwards to intersect with Blaauwklippen Road and south to Stellenrust Road. Provides additional access to future Jamestown developments proposed as well as linking Jamestown to Paradyskloof
SRMP052	Wildebosch Rd Ext - South (Eastern Link)	Stellenbosch		MR169	Wildebosch Road between R44 and Blaauwklippen Road	New road	The extension of Wildebosch Road to link onto Techno Avenue at the R44 (Portion of Eastern link)

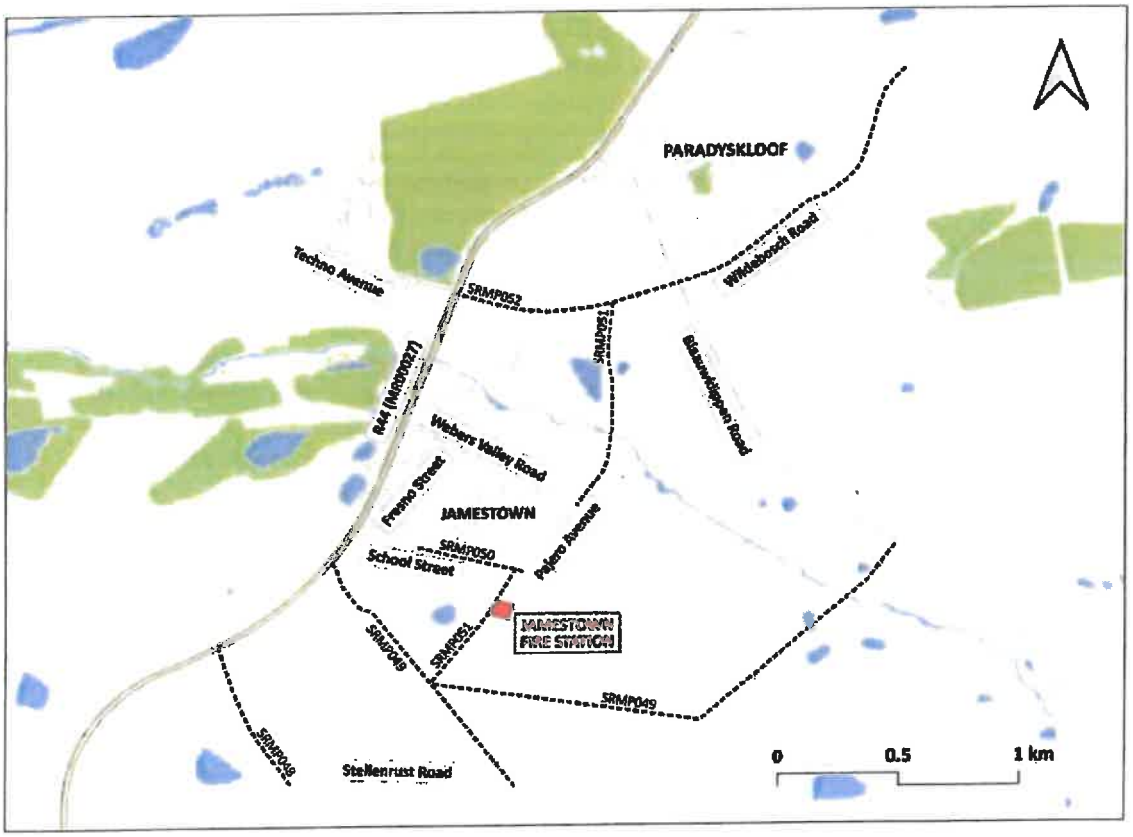


***Figure 7**: 2022 Stellenbosch Roads Master Plan Projects Proposed for Jamestown*

4 GEOMETRY

According to the 2022 Stellenbosch Road Master Plan, Webers Valley Road, Fresno Street, Pajero Street and School Street (between the R44 and Blakemore Street), which together make up the existing primary route alternatives for fire trucks travelling between the proposed station and the R44, are classified as Class 4B Collector Streets. These roads are all single carriageways (undivided) with one lane per direction. Their road widths and the relevant intersection geometries are outlined below. Vehicle swept path analyses confirm that these roads can be navigated by a fire truck in uninterrupted movements. The following dimensions of an "Aerial Platform/Turntable Ladder/Special Appliance" truck were used for the analyses:

- Overall Length: 12.0 m
- Overall Width: 2.55 m
- Minimum Body Ground Clearance: 0.13 m
- Lock-to-lock Time: 4.0 s
- Kerb-to-Kerb Turning Radius: 13.75 m

Between Fresno Street and Pajero Road, Webers Valley Road features a variable roadway of ± 7.4 m. The key intersections along this segment—namely those with Fresno Street, Selekta Street and Pajero Street—are controlled by mini roundabouts. These roundabouts each have an inscribed diameter of ± 15.0 m and are equipped with mountable centre islands, without aprons, measuring ± 6.6 m in diameter. The deviation angles for through movements at these intersections are low. From Fresno Street to the access road serving the *Stellenbosch Square* shopping centre, the width of Webers Valley Road gradually increases to a maximum of ± 12.3 m. This width includes a painted splitter island extending from the roundabout at the access road intersection, which is ± 2.7 m wide at this point. This said roundabout has a larger inscribed diameter of ± 23.0 m, featuring a ± 6.5-m centre island encircled by a ± 2.5-m apron. The deviation angles at this roundabout are notably higher than those at the other intersections.

Along Fresno Street, the upgraded section between School Street and Montrose Street has a road width of ± 7.4 m. The roundabout at the intersection of Fresno Street and Montrose Street is of similar dimensions to that at Webers Valley Road and the *Stellenbosch Square* access road. However, between Montrose Street and Webers Valley Road, the width of Fresno Street reduces to ± 5.5 m.

Pajero Road has a variable roadway width ranging between ± 6.2 and ± 6.8 m. Between School Street and Webers Valley Road, its intersections are priority controlled.

School Street has a roadway width of ± 7.4 m between the R44 and Fresno Street, which then narrows to ± 5.0 m up to Blakemore Street (the end of the surfaced section of School Street).

As indicated on the attached *Overall Layout Plan* (***Annexure D***), the upgraded sections of School Street and "Unknown Road" are to comprise single carriageways with lane widths of 3.7 m. The proposed roundabouts have an inscribed diameter of ± 30 m, with a centre island diameter of ± 15.2 m, resulting in a circulatory carriageway width of 7.4 m. These geometric provisions are generally superior to those of the existing network and are therefore considered adequate to accommodate the specified fire truck.

While the shoulder sight distances at the proposed development access appear to be sufficient, this will need to be confirmed by the project's Design Engineer.

At the access point of the proposed fire station, the narrowest section of the driveway measures 15 m, which is sufficient to accommodate the turning movements of fire trucks entering and exiting the site. In addition, the on-site layout enables the fire trucks to manoeuvre into and out of the respective apparatus bays with ease. Should a gate be installed at the access point, provision must be made for stacking space of at least 6 m to accommodate a passenger vehicle.

No information regarding refuse removal has been provided. It is, however, assumed that non-hazardous solid waste will be managed by the Municipality via kerbside collection. Given that the dimensions of a standard refuse collection vehicle do not exceed those of the fire trucks for which the site is being designed, it is expected that refuse vehicles will be able to navigate the same access routes.

Although refuse vehicles are not anticipated to enter the site, the proposed roundabout located beyond the site access at the end of "Unknown Road", as shown on the attached *Overall Layout Plan* (prior to future extension), satisfies the minimum turning radius requirements for refuse vehicles as stipulated in *TMH 16, Volume 2: South African Traffic Impact and Site Impact Assessment Standards and Requirements Manual (2014)*.

5 PARKING

The 2024 *Stellenbosch Municipality Zoning Scheme By-Law* does not stipulate minimum off-street parking requirements specific to fire stations.

In addition to the 3 apparatus bays referenced in ***Section 2.1***, the *Proposed Site Layout Plan* attached as ***Annexure B*** indicates the provision of a total of 12 standard parking bays. This should be sufficient for the number of staff (i.e. 9 persons) said to be present on-site on a daily basis.

The standard parking bays provided are of an acceptable size, measuring 2.9 m by 5.0 m, and are served by aisle widths that significantly exceed the standard minimum of 7.5 m.

Although the fire trucks illustrated in the attached *Proposed Site Layout Plan* do not represent the actual dimensions of an "Aerial Platform/Turntable Ladder/Special Appliance" truck given in ***Section 4***, the space of ± 4.4 m by ± 14.2 m allocated for each apparatus bay is considered sufficient. As the building heights are not indicated on the plan, it is expected that compliance with the height requirements will be verified by the project's Design Engineer.

6 PUBLIC- AND NON-MOTORISED TRANSPORT

6.1 Public Transport

Public transport in Jamestown is provided by minibus taxis and buses. Although minibus taxis operate along most streets within the area, formal public transport embayments are currently limited to both sides of the R44 at its intersection with Webers Valley Road.

Based on the low trip generation expected for the proposed fire station, no upgrades to public transport facilities are deemed warranted for its implementation. Nevertheless, it can be noted that as part of the approved Phase 2 of the Jamestown Residential Development, provision has been made for a new taxi rank along the upgraded section of School Street, to the east of its intersection with Blakemore Street.

6.2 Non-Motorised Transport (NMT)

In Jamestown, and thus within the vicinity of the proposed development, formal sidewalks exist along the following sections of public roads (refer to ***Figure 8***):

- Webers Valley Road between the R44 (and its public transport embayments) and Fresno Street (both sides)
- Webers Valley Road between Fresno Street and Selekta Street (one side)
- School Street between Stellenpark Business Park and Fresno Street (one side)
- School Street between Fresno Street and Blakemore Street (both sides)
- Fresno Street between School Street and Montrose Street (both sides)
- Fresno Street between Parfaite Street and Webers Valley Road (one side)
- Parfaite Street (one side)
- Festival Street between Pajero Avenue and Tribute Avenue (one side)
- Tribute Avenue (one side)
- Based on site observations and local knowledge, Pajero Avenue and the unsurfaced section of School Street are popular NMT routes despite the absence of dedicated NMT infrastructure.

As part of its Conditions of Approval for Phases 2 and 3 of the Jamestown Residential Development, Stellenbosch Municipality requires the establishment of a continuous NMT link—comprising sidewalks on both sides of the road—between this residential development and both the R44/School Street intersection and the R44/Webers Valley Road intersection. Given that the construction of the road providing access to the proposed fire station forms part of these phases of the development—and again considering the low trip generation associated with the fire station—no additional NMT infrastructure upgrades are considered necessary for the implementation of the proposed fire station.

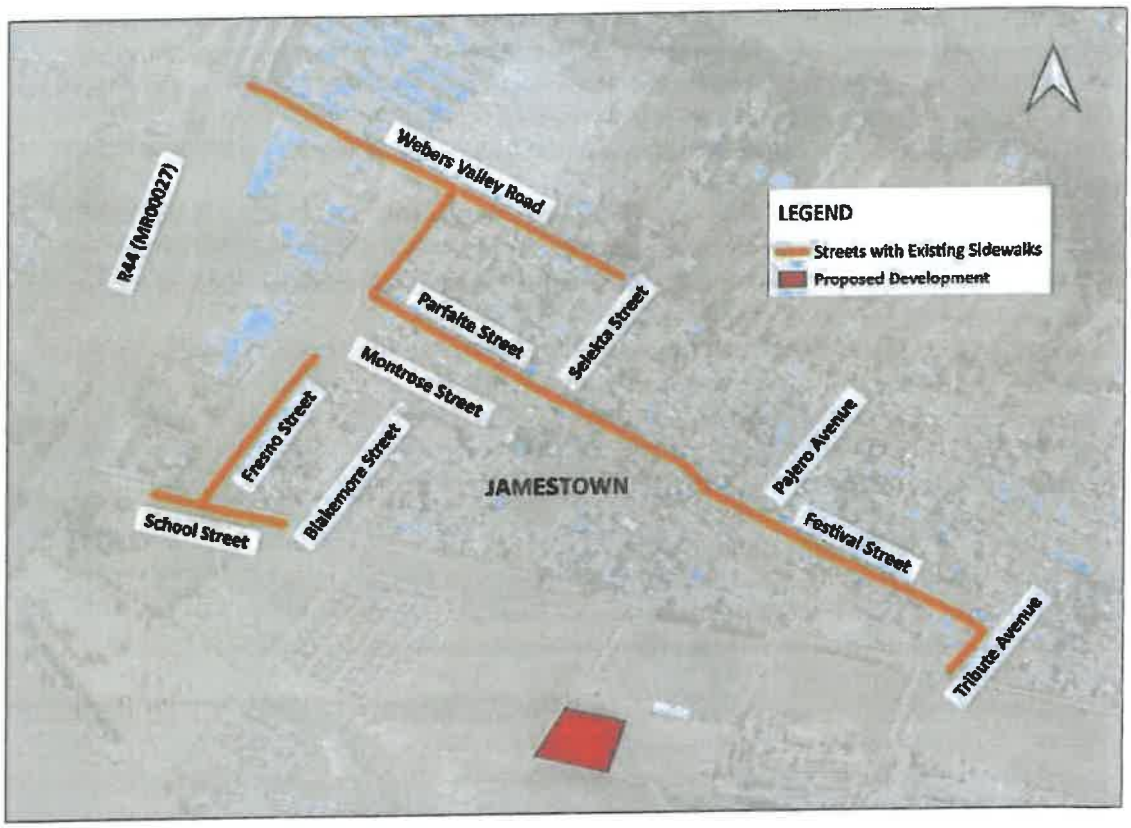


Figure 8: Streets in Jamestown with Existing Formal Sidewalks

7 CONCLUSIONS

The following can be summarised/concluded from the report:

1) This TIS accompanies the Application for Rezoning (from Public Open Space Zone to Utility Services Zone) and Subdivision of Portion 8 of Farm 527, Stellenbosch.
2) The subject property has a Consent Use for Outdoor Sport, which applies to the *Jamestown Sports Ground* occupying the northern portion of the property.
3) The proposed development entails a new fire station on the southern portion of Portion 8 of Farm 527. It comprises a building pad area of ± 494 m², which accommodates 3 apparatus bays along with ancillary uses. A total of 9 personnel is expected to be present on-site on a daily basis.
4) This new facility will be supplementary to the municipality's existing fire and rescue services.
5) At present, vehicular access to the property is obtained via School Street, with a gravel access road leading to the sports clubhouse; however, there is currently no formal access to the area designated for the proposed fire station.
6) Access to/from the fire station will be via "Unknown Road" on Portion 7 of Farm 527, which runs parallel to *the Jamestown Sports Ground* access road on the opposite side of the boundary

fence. This access point will be located ± 200 m south of School Street. No access to the fire station will be provided via the *Jamestown Sports Ground*.

7) As part of Phases 2 and 3 of the Jamestown Residential Development, the existing "Unknown Road" will be subdivided as a public street and, along with School Street (from Blakemore Street eastwards), is scheduled to be upgraded to a surfaced road.
8) Neither the *TMH 17 South African Trip Data Manual* nor the *South African Trip Generation Rates* documents provide trip generation rates specific to fire stations. Based on the ITE rate (North America), the proposed development has the potential to generate 3 PM peak-hour trips. Furthermore, based on the 9 persons that are expected to be present on-site during a typical workday, the peak-hour trip generation of the proposed development will be very low.
9) Within the context of this TIS, the primary concern lies not in the volume of traffic generated by the proposed development, but rather in the routing of the fire trucks through Jamestown, ensuring that acceptable emergency response times can be achieved for destinations beyond the immediate area.
10) In the event that School Street is not upgraded, and only an acceptable (preferably surfaced) access road between School Street and the site of the proposed fire station is provided (which is deemed the minimum prerequisite for the fire station's implementation), the only viable routing alternative to/from the R44 would be via Pajero Avenue.
11) The completion of the School Street upgrade, particularly the section between the subject property and Blakemore Street, would offer the proposed development a more direct connection to the R44. Even for access to/from the R44/Webers Valley Road intersection, the route via Fresno Street is preferable to Pajero Avenue, owing to Fresno Street's superior geometric design along most of its length. Accordingly, although the upgrade of the aforementioned section of School Street is not considered a prerequisite for the implementation of the proposed fire station, it is strongly suggested that it be completed first.
12) In order to ensure continuous accessibility in the event of a blockage or closure, it is strongly suggested that a minimum of two access points to the public road network be maintained from the suburb of Jamestown. This is irrespective of the planning status or timeline of Phase 4 of the residential development.
13) Although no specific information regarding refuse removal has been provided, it is assumed that the municipality will manage non-hazardous solid waste via standard kerbside collection; given the comparable dimensions of refuse vehicles and fire trucks, these vehicles should be able to navigate the same routes.
14) While preliminary assessments suggest that shoulder sight distances at the proposed access point are likely to be sufficient, formal confirmation by the municipality will be required.
15) The internal site layout has been designed to allow fire trucks to manoeuvre smoothly into and out of the apparatus bays.
16) Should a gate be installed at the access point, it will be necessary to allow for a stacking distance of at least 6 m to accommodate a passenger vehicle.
17) While the 2024 *Stellenbosch Municipality Zoning Scheme By-Law* does not stipulate minimum off-street parking requirements specific to fire stations, the provision of 12 standard-sized parking bays on-site should be sufficient for the anticipated daily presence of 9 staff members.
18) The allocated space for each apparatus bay, measuring ± 4.4 m by ± 14.2 m, is considered sufficient.
19) Based on the low trip generation expected for the proposed fire station, no upgrades to public transport or NMT facilities are deemed warranted for its implementation.

8 RECOMMENDATIONS

From the discussions provided in this report, it is recommended that the proposed development on Portion 8 of Farm 527, Stellenbosch, indicated on the attached *Proposed Site Layout Plan* (***Annexure B***), be supported from a traffic impact perspective on the following conditions:

1) Should the planned upgrade of School Street, together with the associated upgrade of the road on Portion 7 of Farm 527 running parallel to the Jamestown Sports Ground access road on the opposite side of the boundary fence, not be implemented, it must be ensured that, at a minimum, the geometry of the route between Pajero Avenue and the proposed fire station access is suitable to accommodate a fire truck of the relevant dimensions.

Although the upgrade of School Street, specifically the section between Blakemore Street and "Unknown Road", is not considered a prerequisite for the implementation of the proposed fire station, it is strongly recommended that it be completed beforehand. Furthermore, while also not considered a strict requirement for the fire station, a second access point linking the suburb of Jamestown to the wider municipal road network should be a priority for the municipality should the intended closure of the R44/School Street intersection go ahead.

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

Please take note of the following included Annexures:

Annexure A: Locality Plan
Annexure B: Proposed Site Layout Plan
Annexure C: Phasing Plan
Annexure D: Overall Plan Layout

Yours faithfully,

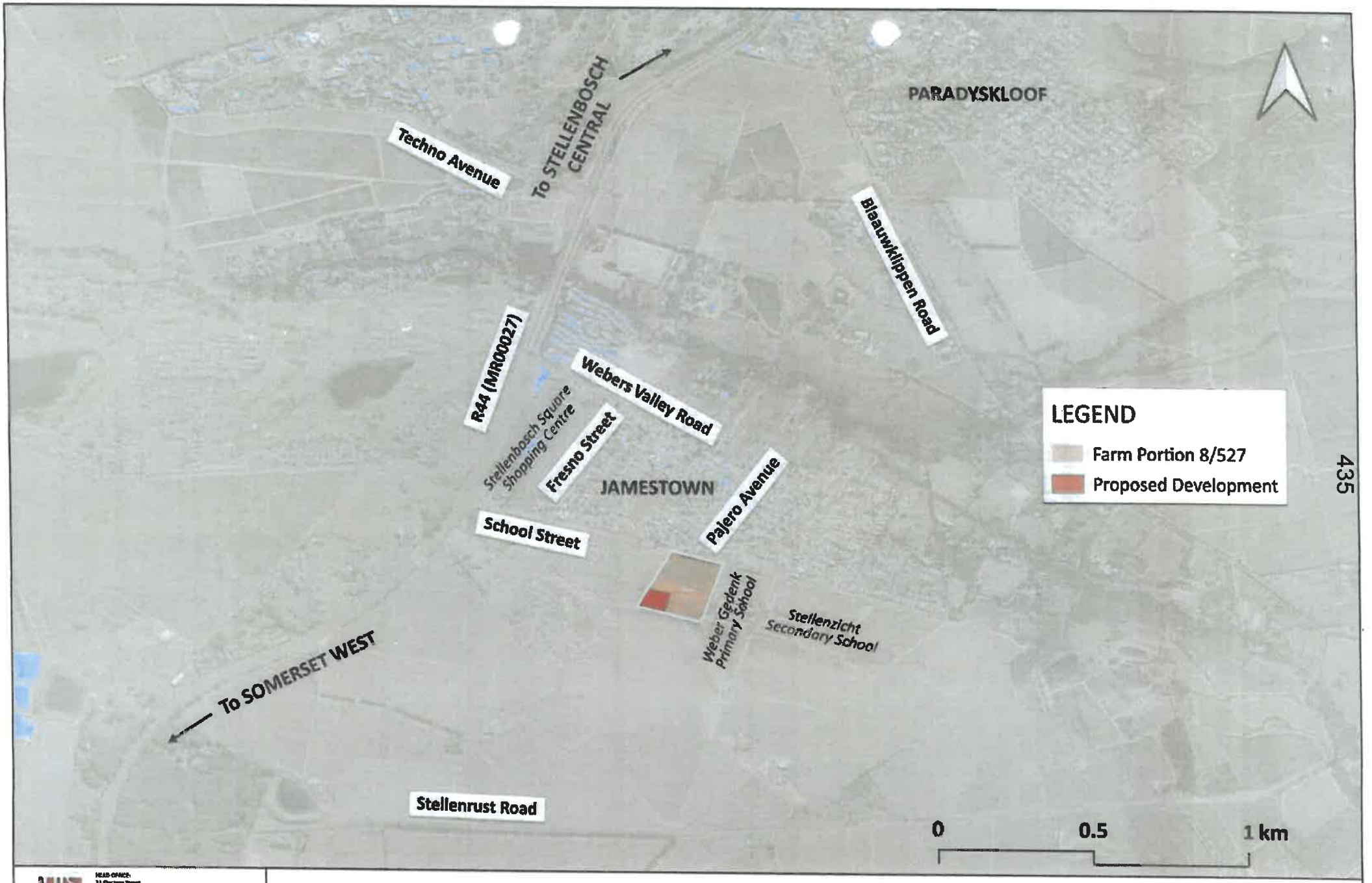
Compiled by: Dominique ter Huurne
(PhD (Civil Eng), MPhil)

Piet van Blerk (Pr Eng)

UDS AFRICA

ANNEXURE A

Locality Plan



HEAD-OFFICE
31 Electron Street
Technopark, Stellenbosch
7600

PO Box 50427
V&A Waterfront, Cape Town
8002

T +27 (0)21 211 9000

Locality Plan

ANNEXURE B

Proposed Site Layout Plan
(WEC-Consult (Pty) Ltd., March 2025)



HEAD OFFICE:
11 Electron Street, Techno Park, Stellenbosch

PO Box 50487
V&A Waterfront
8002

T +27 (0)76 211 9892
F +27 (0)86 525 9227

Proposed Site Layout Plan

ANNEXURE C

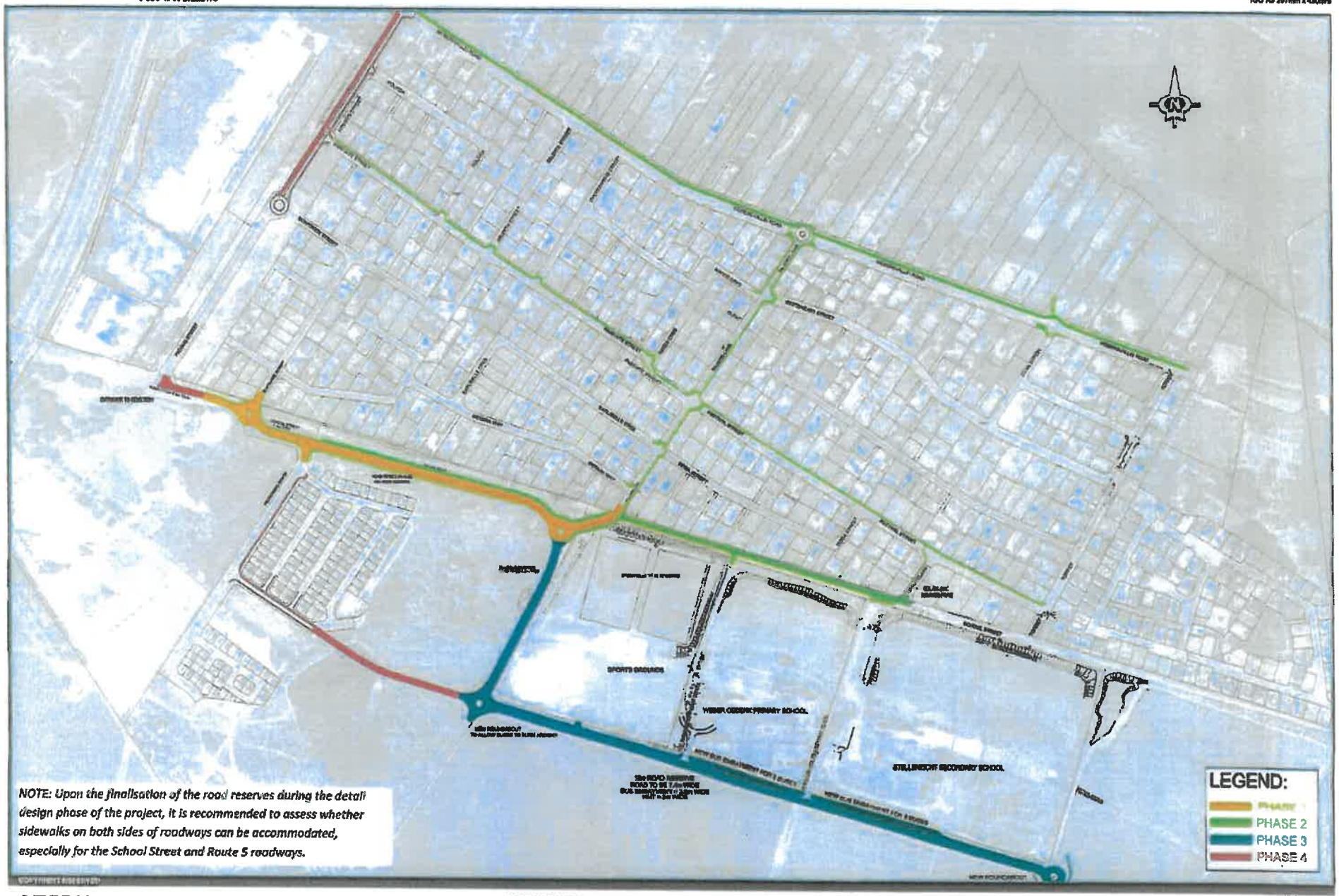
Phasing Plan (for External Road Upgrades)

(*AECOM*, 18/05/2022)

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Last Plotted: 2022/05/18 03:34:16 PM
Filename: C:\PW\PCF\ENG\AECOM_D\608_AP\DM\637339\ROE\LOF LAYOUT - SCHOOL STREET - OPTION 6-CCS-18-05-2022.DWG

ISO A3 297mm x 420mm



AECOM

JAMESTOWN - GENERAL LAYOUT SHOWING ALL PHASES

TYPE - NUMBER
FIGURE - E5

ANNEXURE D

Overall Plan Layout (for External Road Upgrades)

(*BMK Consulting Engineers*, August 2024)

FOR TENDER



SCHOOL STREET
LOCALITY PLAN
NTS

OVERALL PLAN LAYOUT of
SCHOOL STREET
NTS

STELLENBOSCH

LEGEND
CONTOURS
CADASTRAL BOUNDARIES
ROAD ALIGNMENT
CUT / FILL BANKS
SIDEWALKS
STORM WATER PIPE INLET

[redacted]

Office 218
48 Ribehonde Circle
Ridgeside Office park
Tel: (031) 568 1 169
Fax: (031) 568 1732

Revision	Date	Description
A	30/05/2023	DRAFT DETAILED DESIGN
B	JULY 2023	FOR TENDER

Amendments completed

Date

UNDERGROUND SERVICES CHECKED

NOTE

Contract No: 1770

Client: STELLENBOSCH MUNICIPALITY

Project Title: CONSTRUCTION OF SCHOOL STREET, ACCESS ROAD 2 AND UNIT FACILITIES

Drawing Title: OVERALL PLAN LAYOUT

SHEET OF 1 (of 1)

Scale:	NTS	Date:	05/05/24
Designed:	P. ISAACS	Checked:	P ISAACS
Drawn:	S. PILLAY	Surveyed:	
Manager:	N. PAARL-Dos		

Drawing Issued : P ISAACS

Designed : P ISAACS
Professional Registration Number : 20121979

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