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Application Number: LU/9820
Our File Reference Number: Farm No. 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-MAI [redacted]

Dear Sir/Madam

APPEAL LODGED IN TERMS OF SECTION 79(2) OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW: APPLICATION FOR REZONING AND SUBDIVISION OF FARM NO 717/1, PAARL DIVISION WITH A DEPARTURE AND CONSENT USE

1. This Municipality's decision letter dated 12 May 2025, refers.

2. The Appeal Authority resolved on 6 May 2026 that the appeal submitted against the decision of the Municipal Planning Tribunal of the 28th of March 2025, in respect of the subject application **BE DISMISSED**, but that the subject decision **BE VARIED** in terms of Section 81(7)(b) of the Stellenbosch Municipal Land Use Planning By-law, insofar as clarifying and updating relevant conditions of approval as underlined, and **BE REPLACED** 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 By-law 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 (±1.57ha),
5.1.2 Transport Zone II (± 1.2ha),
5.1.3 Industrial Zone I (± 3.2206ha),
5.1.4 Open Space Zone II (± 1.3137ha),

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

5.2.1 Portion A measuring ±1.57ha for Group Housing purposes,

5.2.2 Portion B measuring ± 1.34ha for Industrial Zone I purposes,

5.2.3 Portion C measuring ± 1.88ha for Industrial Zone I purposes,

5.2.4 Portion D measuring ± 1.31ha for Open Space Zone II purposes,

5.2.5 Portion E measuring ± 0.18ha for Transport Zone II purposes (Public Road),

5.2.6 Portion F measuring ± 0.19ha for Transport Zone II purposes (Public Road),

5.2.7 Portion G measuring ± 0.84ha 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 By-law and subject to conditions of approval.

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

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 By-laws 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 or to the satisfaction of and as qualified or determined by the Municipality.

6.4 The development must be undertaken in accordance with the zoning and subdivision plan, Ref: PA717-1, Dwg: PROP_SUB_REV15, Dated 12 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 (including public roads) in terms of Section 66(3) and Section 82(4) of the said By-law, which service agreement includes and complies with, to the satisfaction of and as qualified or determined by the Directorate Infrastructure Services, the conditions as imposed by the Directorate Infrastructure Services in their Memo / letter with Reference 2169 CIVIL LU and Dated 25 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, to the satisfaction of and as qualified or determined by the said Directorate, as imposed in their letter Dated 8 August 2023, Ref TPW/CFS/RP/LUD/REZ/SUB-25/335 (Job 27206) and their letter Dated 20 October 2025, Ref: DOI/CFS/RN/LU/REZ/SUB – 10/616 (Application number: 2025-07-0027), 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 By-law 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 By-law prior to the transfer of the first land unit, which constitution must make provision for the relevant matters in Section 29 of the subject By-law.

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. **Matters** to be noted:

7.1 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.

7.2 All electrical requirements be directed to Eskom.

7.3 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).

7.4 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.

7.5 No directional signage be erected without the prior approval of the Provincial Roads Engineer and the Municipality.

7.6 The implementation of this approval is subject to compliance to the conditions of an Environmental Authorisation which must be aligned with this approval.

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

8.1 The proposed development is not deemed undesirable and the decision and reasons for the decision to approve the development as qualified by the associated conditions of approval are endorsed.

8.2 Exemptions from subdivision is not a land use and land development application and may not be granted by the Appeal Authority in terms of the Municipal system of delegations approved by Council. The Appeal Authority is nonetheless in agreement with the decision that public roads should be provided to service the development as a reasonable requirement that arises from the approval to ensure sensible access, integration and permeability of the development area, and the developer will not be financially responsible for any land requirements or roads that are above the normal need to service the subject development.

8.3 The conditions of approval contested by the Appellant already contains discretionary provisions and where not deemed adequate, such conditions have been amended accordingly to include discretionary provisions and make provision for negotiation as part of the required service agreement. The omission of any conditions or amendment of the conditions as suggested by the Appellant are therefore not deemed acceptable to serve and protect the interest of the Municipality. The additional correspondence from Western Cape Government, Infrastructure, Chief Directorate: Road Planning is also included in the amended of the relevant condition of this approval.

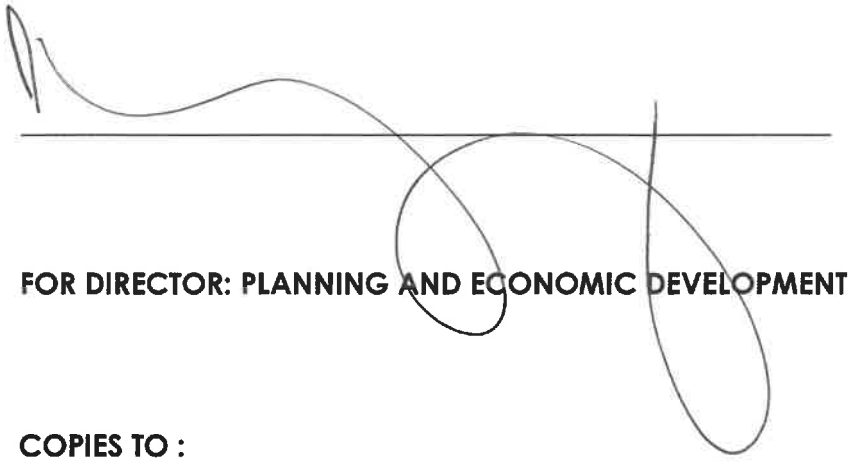
8.4 Any matters and associated responsibilities regarding the provision of the public roads and related infrastructure, as well as any other negotiations regarding the required services that will be needed for the proposed development, must form part of the services agreement. The required service agreement will address the relevant concerns raised by the Appellant and such an agreement is part of the implementation management process of the development / approval which cannot be negotiated as part of the appeal process.

8.5 The submission and consideration of a phasing plan as part of the appeal process is not appropriate and must be submitted to the relevant Directorate for consideration.

9. Accordingly, the decision detailed in this letter may be implemented, subject to compliance with the conditions of approval.

10. The appeal process has now been concluded.

Yours faithfully



8/5/2026.

FOR DIRECTOR: PLANNING AND ECONOMIC DEVELOPMENT **DATE:**

COPIES TO :

1. [redacted]

1 [redacted]

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ANNEXURE B

STELLENBOSCH MUNICIPALITY

THIS SUBDIVISION HAS BEEN APPROVED IN TERMS OF SECTION 60 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW ~~(2015)~~ 2023 SUBJECT TO THE CONDITIONS AS PER APPENDIX.

MUNICIPAL MANAGER

12/5/2025
DATE

Designation	Zoning	Use	Number of future erven	Area (m²)	Percentage (%)
	Transport Zone 2	Public and private road / transport facilities	3	12173	17
	Industrial Zone 1	Warehousing / Industry / Business premises / Employee housing / Serviced by internal private roads	2	32206	44
	Residential Zone 2	Group Housing / Serviced by internal private roads	1	15656	21
	Open Space Zone 2	Private open space	1	13137	18
			7	73173	100

TN

Scale 1:2000 @ A3 | Date: 12 December 2024 | System: WG 19

PROPOSED SUBDIVISION AND LAND USE
PORTION 1 OF FARM GROENFONTEIN No. 717
PAARL

Ref: PA717-1 | Dwg: PROP_SUB_REV15

fbv
friedlaender, burger & volkmann
PROFESSIONAL LAND SURVEYORS SECTIONAL TITLE CONSULTANTS. MAPPING CONSULTANTS

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ANNEXURE D

STELLENBOSCH MUNICIPALITY

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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, Klapmuts: 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 in 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 Klapmuts 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 Municpality.

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 ito 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.

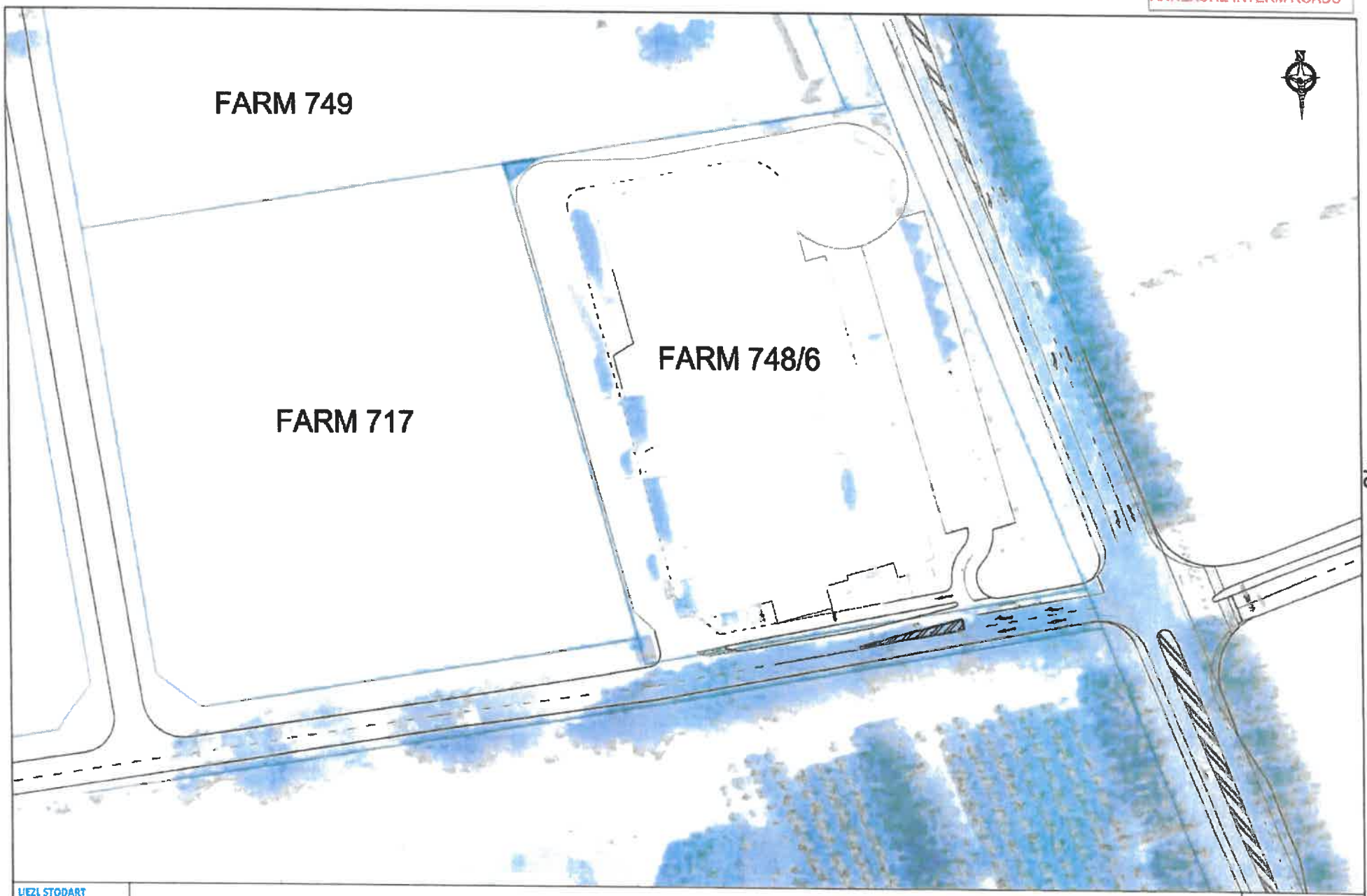
General Conditions

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-8820) (Klapmuts - Dupre)\2169 (TK) Farm 717-1 Paarl (LU-8820)_5 (amended layout with access to neighbours).doc

ANNEXURE INTERM ROADS

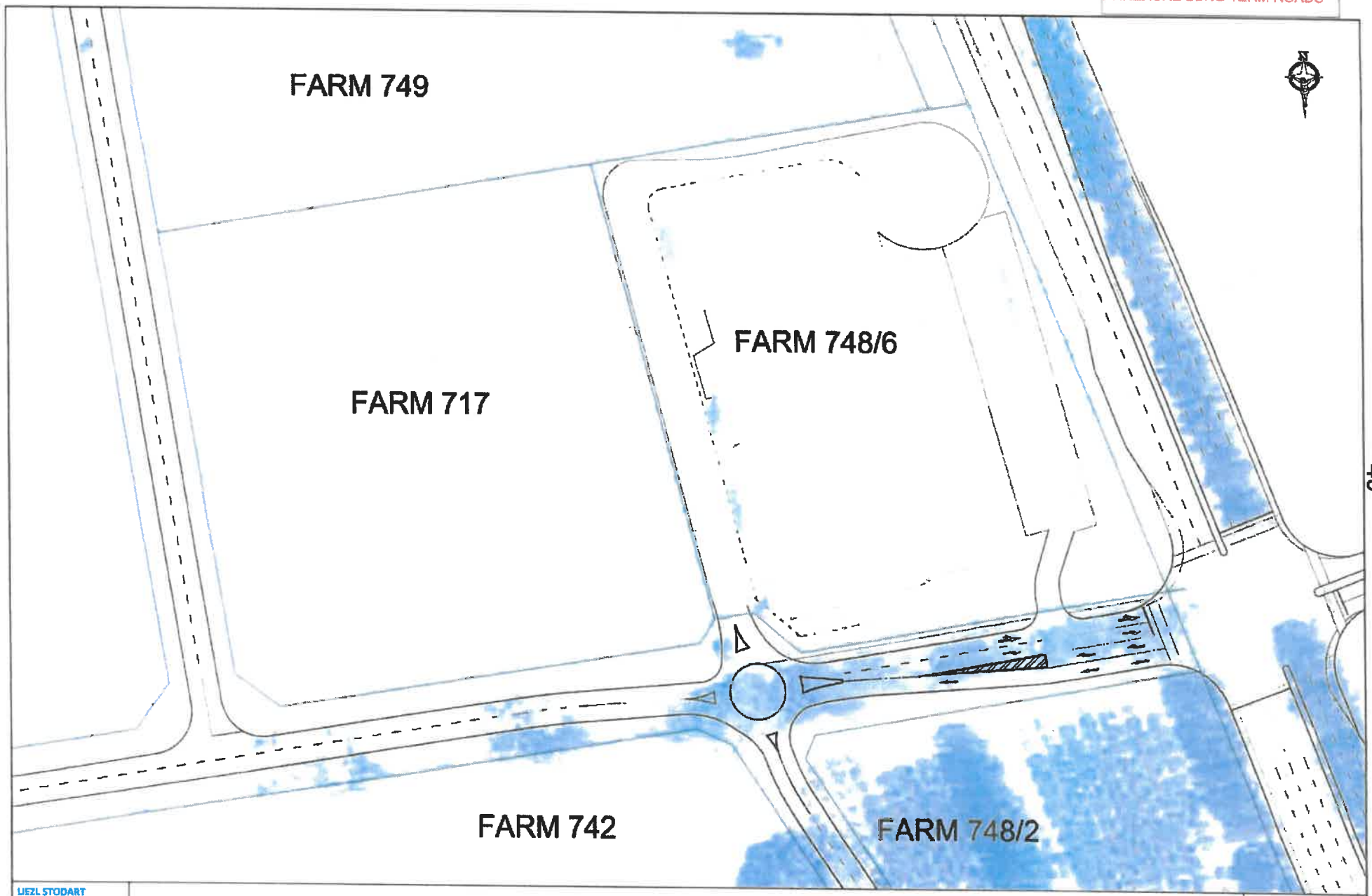


LIEZL STODART
M.Eng Pr. Eng

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

DWG NO. LS143-G02
Rev 05
2024-09-16

ANNEXURE LONG TERM ROADS



LIEZL STODART
M.Eng Pr. Eng

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

DWG NO. LS143-60
Rev 04
2024-09-16

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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 Virdus 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 Klapmuts 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 Klapmuts 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

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 -10/616 (Application number: 2025-07-0027)

The Municipal Manager
Stellenbosch Municipality
PO Box 17
STELLENBOSCH
7599

Attention: Ms U von Molendorff

Dear Sir

PORTION 1 OF FARM NO. 717, PAARL: MAIN ROAD 27: 189: APPLICATION FOR REZONING, CONSENT USE AND DEPARTURE

1. The following refer:

1.1. The application from Virdus Works received via email on 28 May 2025; and

1.2. This Branch's letter TPW/CFS/RP/LUD/REZ/SUB-25/335 (Job 27206) dated 8 August 2023.

2. Virdus works have applied to this Branch to amend its conditions set out in the letter referenced in 1.20 above.

3. The requested amendments are as follows:

3.1. Paragraph 5.1 - To amend the width of the road from 16m to 10m for the portion over Farm No. 748;

3.2. Paragraph 5.2 – To amend the width of 16m to read 10m over Farm No. 748;

3.3. Paragraph 5.3 – The Applicant is not disputing this condition which is that the 16m municipal street must link with Groenfontein Road, but that he views it as a municipal responsibility that it be linked.

4. The Branch hereby amends the requirement of a 16m road reserve to 10m. However, the condition to link the future municipal street to Groenfontein Road is retained. The reason for this is that without the link, all traffic will use the access off Main Road 27 which is undesirable.

Yours Sincerely

DD FORTUIN
***For* DEPUTY DIRECTOR-GENERAL: TRANSPORT INFRASTRUCTURE BRANCH**
DATE: 20 OCTOBER 2025

ENDORSEMENTS

1. Stellenbosch Municipality

   Attention: landuse.enquiries@stellenbosch.gov.za

   Attention: Mr N Winter (e-mail: nigell.winter@stellenbosch.gov.za)

2. Applicant: Virdus Works

   Attention: Mr D Lombaard (e-mail: dupre.lombaard@virdus.com)

3. District Roads Engineer (e-mail: DRETechnical.Paarl@westerncape.gov.za)

4. Mr F Fakier (e-mail)

5. Mr DD Fortuin (e-mail)