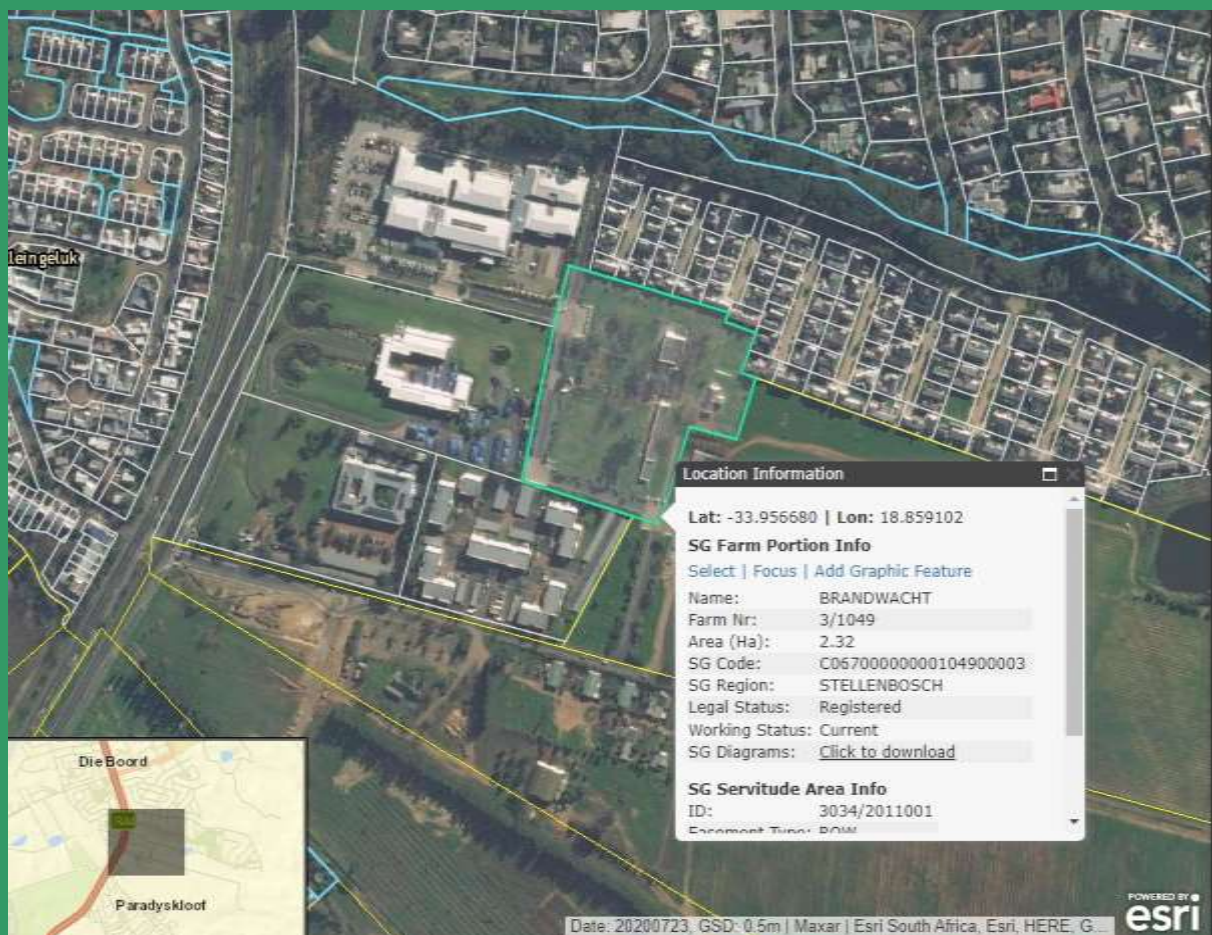


APPENDIX B



APPENDIX C

P E CLAASSEN_{TRP(SA)}
B Sc, B Eng(Civil), M(URP), D Phil, Heritage Professional

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Ref

20 September 2018

Mrs Geraldine Mettler
Municipal Manager
Stellenbosch Municipality
Stellenbosch 7600

Dear Mrs Mettler

PROPOSED EASTERN BYPASS ROAD

At the Ward Planning meeting on 18 September, I was given a document of the “Stellenbosch Municipality Mobility Forum”, apparently it contained information for a meeting of the “Forum” on 13 September 2018. I have no idea what the function of the Mobility Forum is, but it was stated in the document that it is “...to update ... the Municipalities (sic) Road Master Plan” for the “the Engineering Directorate and Planning Department” to review “required transport routes”.

On this document in transpired, to my great disappointment, that the Eastern Bypass, from the R44 up to Marais Street, is still on the Municipality’s agenda as a possibility.

I would like to point out that this road will serve very little purpose to relieve traffic on the R44 and in other streets. It will however, do much aesthetic and environmental damage, especially the road over Coetzenburg, over the Eerste River and through Boland College.

I was under the impression that it is the Provincial Government that is pushing this road. I was hoping that the Municipality will realise how damaging and futile such a road will be, and that that you, the Council and the relevant departments will inform the Provincial Government that Stellenbosch does not want any eastern bypass, because it will do very little to improve traffic flow but will do irreparable damage to the environment and living conditions to many parts of Stellenbosch.

I am particularly disappointed that the document of the Stellenbosch Municipality Mobility Forum **did not pay any attention to the inevitable negative consequences of such a road**. I would suggest very strongly that you do not rely only on the inputs of road engineers. For a project with such major negative impacts you should also get the opinion of professionals in other fields such as town planning, urban design, the natural environment and heritage. It is essential that the general public should also be consulted.

About 40 years ago the Municipality contemplated to extend Jannasch Street over the Eerste River to form a ring road. Every ten years when this plan was brought up again, I wrote a letter to the Town Clerk that it is illogical to use the Houston, Texas, USA, a model. Houston has a ring road, but the whole city lies on flat land. Stellenbosch is surrounded by mountains. A ring road, such as this proposed eastern bypass makes no sense in our case. Eventually, after about 25 years the plan was dropped.

Below I include two diagrams showing that the bypass, as shown on the Mobility Forum's document, will run through very sensitive urban, natural and mountainous areas.

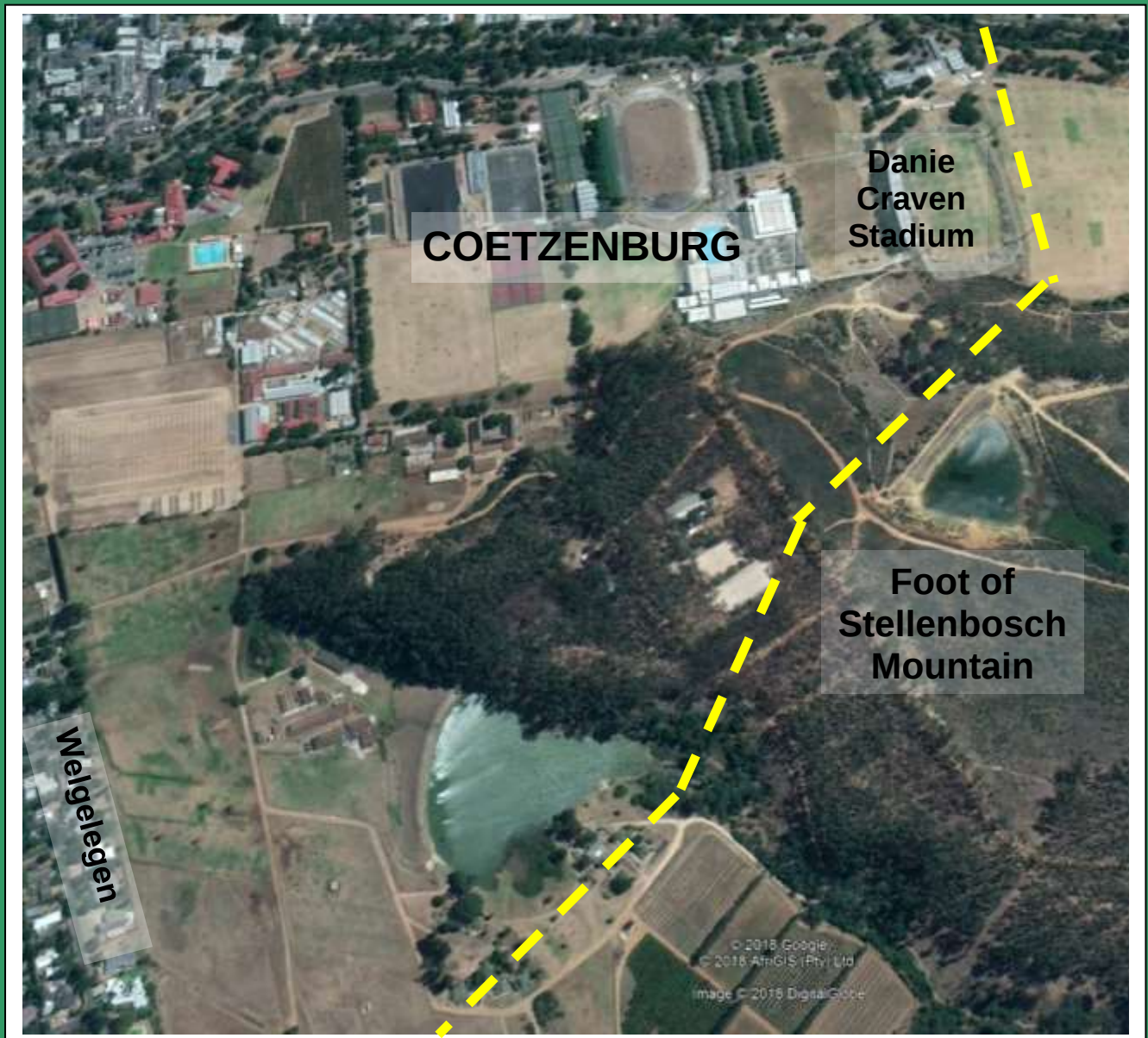
Yours faithfully

A handwritten signature in black ink, reading "P. S. Glasser", is displayed within a white rectangular box.

PROPOSED EASTERN BYPASS
where it goes through Boland College



PROPOSED EASTERN BYPASS
where it goes over the foot of Stellenbosch Mountain
(as shown on the Stellenbosch Municipality Mobility Forum document)



“EAST LINK ROUTE OPTIONS”

as indicated on the document of the
“STELLENBOSCH MUNICIPALITY MOBILITY FORUM”



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21 September 2018

Danie Keet
Redakteur: Eikestadnuus
Stellenbosch

Geagte Danie

DIE PAD KOM TERUG HY WIL NIE LANGER WAG

Dawid Botha se opmerking (Eikestadnuus 20 Sep. p4) dat die oostelike verbypad reeds in die sestigerjare met 'n referendum verwerp is, het my laat terugdink oor die ou, en die nuwe, verbypad stories.

Wat gebeur het, soos ek dit onthou, was die volgende:

Die Universiteit Stellenbosch het besluit, in die laat 1960s, hulle wil 'n gedenksentrum op Coetzenburg bou – die latere “D F Malan Sentrum”, nou die Coetzenburg-Sentrum.

Dit sou aanvanklik 'n amfiteater wees, teen die voet van Stellenboschberg uitgegrawe, met sitplek vir 50 000 mense. Dit is geadverteer, en drie firmas het voorstelle ingedien, met modelle – ek het daarna gaan kyk.

Om 50 000 mense by so 'n amfiteater te kry was beter toegangspaaie nodig. Die provinsiale regering was so entoesiasies oor die amfiteater, dat hulle 'n hoofpad geproklameer het wat die teater sou bedien, en wat hulle op eie koste sou bou.

Die hoofpad sou begin met die verlenging van Jannaschstraat suidwaarts, oor die Eersterivier, oor Coetzenburg en dit sou, sover ek onthou, weswaarts swenk en via Parkstraat by die R44 aansluit. Onthou, in daardie dae was daar nog nie eers gedink aan Brandwacht of Die Boord as toekomstige woonbuurtes nie.

Baie mense was ontstoke oor die voorstel en het gevra vir 'n “stembus” (referendum). In daardie dae het die Munisipale Ordonnansie voorsiening daarvoor gemaak dat inwoners kon vra vir 'n referendum.

Die stemming was sterk téén die verbypad.

Die destydse Administrateur (die ekwivalent van die provinsiale premier vandag) het toe gesê as ons nie die pad wil hê nie, sal hy dit nie bou nie, maar hy gaan dit nie deproklameer nie.

Intussen het die Universiteit besluit om af te sien van die amfiteater en het in die plek daarvan die Coetzenburg Sentrum gebou – 90% kleiner as die aanvanklike

voorstel. Maar, vir die volgende 30 jaar het die voorgestelde geproklameerde verbypad nog steeds op die planne verskyn elke keer as die Munisipaliteit sy “struktuurplan” hernu (nou die ruimtelike ontwikkelings raamwerk).

En elke keer as ’n nuwe struktuurplan gepubliseer word met die oostelike verbypad nog daarop, het ek ’n lang brief aan die Munisipaliteit geskryf om beswaar te maak en daarop te wys hoe futiel so ’n pad sal wees – geweldig baie groot nadelige gevolge met byna geen voordele nie.

Ek het daarop gewys dat ons nie die “Houston-model”, met sy “ringpad”, kan volg nie, want Houston, Texas, is gebou op plat grond en Stellenbosch is omring deur berge. Solly Morris, destyds die stadsingenieur van Kaapstad, het dieselfde dinkfout gemaak – dis dié dat die stad se destyds beplande hoofpaaie nou onvoltooid in die lug hang.

Uiteindelik het Stellenbosch se oostelike verbypad van die kaarte verdwyn. Maar, net soos die spreekwoordelike kat, is die pad weer terug – maar nou as verlenging van Maraisstraat – dwarsdeur Boland-kollege. Om dit meer aanvaarbaar te maak word dit nou ’n “*link*” genoem, nie meer ’n “*bypass road*” nie.

Nou moet ek weer van vooraf begin agiteer teen die sinnelose voorstel. Dit sal nog steeds, selfs méér, nadelige gevolge hê, met feitlik geen voordele nie.

Die uwe

Piet Claassen

A black and white image of a handwritten signature in cursive script, reading "P. S. Claassen". The signature is written in dark ink on a white rectangular background.

**VOORGESTELDE OOSTELIKE VERBYPAD
waar dit deur Boland-Kollege gaan**



PROPOSED EASTERN BYPASS-LINK
where it goes over the foot of Stellenbosch Mountain
(approximately as shown on the Stellenbosch Municipality Mobility Forum
document of 13-9-2018).

