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**Contact Person:** Piet van Blerk**Your Ref:****Our Ref:** ICE/1146 **Date:** 12 June 2018**Consulting Services**

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- Roads
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**Attention:** Mr Johan du Plessis

Sir

**SCHUILPLAATS ROAD, STELLENBOSCH**

You request to comment on the desirability of the Schuilplaats Road link between Paradyskloof Road and Trumali Road refers.

Our company was appointed to conduct the Traffic Impact Statement for the proposed development of 40 residential units on Portions 2 and 3 of Farm 372 in Paradyskloof. An application for Portion 1 of Farm 372 that will also consist of  $\pm$  40 units and located adjacent to Portions 2 and 3 has also been submitted for approval. In our consultation with the Provincial Roads Engineer it was, as requested before by that department, pointed out that the Provincial Roads Engineer wants the existing Paraydskloof Road intersection with the R44 to be, at most, a left in/left out access. This is, inter alia, in view of the numerous crashes at this intersection. In view of that, the proposal was made that the intersection be changed to a, so-called "butterfly"- type of intersection. The "butterfly"-type of intersection was proposed in order to still make provision for all movements to/from the Stellenbosch Golf Club. This was supported by the Provincial Roads Engineer in a letter dated 5 April 2018 (ref 16/9/6/1-25/197 (Job 24662)).

With the Paradyskloof Road not allowing right turn movements towards Stellenbosch CBD, all traffic performing this movement would thus have to make use of the existing signalised Blaauwklippen Road-intersection. This would result in a significant volume of traffic having to travel via the residential streets to Blaauwklippen Road – an issue that was raised by residents. The R44/Blaauwklippen Road-intersection, with accesses to the Engen filling station and Spar being substandard, is already congested. Although a proposal has been made to upgrade the intersection it would, with the upgrade, still not be able to accommodate the additional traffic. Alternatives to address the issues mentioned are, firstly, to construct a section of proclaimed Main Road 169 that runs from opposite the Techno Park intersection via Wildebosch Road towards the CBD. The section of road that would have to be constructed will be from the existing Wildebosch Road up to Trumali Road (a distance of  $\pm$  750 metres of new road) plus Trumali Road would have to be upgraded from the existing Brandwacht-Aan-Rivier development to the point where the mentioned road intersects Trumali Road, a length of  $\pm$  500 metres. In this case all traffic wishing to travel to the CBD from the area within Paradyskloof towards the R44 (if not using the R44/Blaauwklippen Road-intersection) would have to travel up Paradyskloof Road to Wildebosch Road (a distance of up to  $\pm$  880 metres), then  $\pm$  750 metres to Trumali Road and all the way down Trumali Road to the R44,  $\pm$  870 metres. A second alternative is to construct a link between Paradyskloof Road and Trumali Road, as close as possible to the R44/Trumali Road-intersection in order to minimize the travel distance. The opinion is that this link should be provided irrespective of the implementation of the future Wildebosch Road as this will provide an alternative to the

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Reg No:2006/133238/23



Wildebosch Road route to the CBD and alleviate possible future congestion along the Wildebosch Road route towards the CBD which is not desirable.

Schuilplaats Road is the closest possible location for such a link. In extending Schuilplaats Road up to Trumali Road (a distance of  $\pm 210$  metres), traffic from Paradyskloof travelling to the CBD would then have to travel via this road ( $\pm 210$  metres) and another  $\pm 140$  metres along Trumali Road to the signalised intersection at the R44. A significant shorter, more direct route and at a significantly lower cost. Traffic travelling from the CBD would be able to make use of Schuilplaats Road or still turn left into Paradyskloof at the existing intersection (that would become a "butterfly" type intersection). It is anticipated that very close to 100% of this traffic will still make use of the Paradyskloof Road "butterfly-type intersection. It can thus be anticipated that it would mostly be traffic travelling towards the CBD that would make use of this road (not the returning traffic). The  $\pm 140$  metres spacing from the R44 was determined based on the spacing of the future Medi Clinic offices re-development and required stacking distance required for traffic queuing on the Trumali Road leg of the R44-intersection in future. In view of the substandard spacing of the existing access to the Medi Clinic offices and Parmalat-offices it would be desirable to close this access or change it to a left in/left out. In providing a roundabout at the Trumali Road/Schuilplaats Road-intersection this would be possible.

The existing Schuilplaats Road is a Class 5a-road (according to the "Guidelines for the Provision of Engineering Services in Residential Townships" referred to as the "Blue Book" ), 6,1 metres wide (black top width) within a 13 metre road reserve. The proposed extension of the road will be 6,8 metres black top width with a sidewalk of 2,0 metres wide (bicycles and pedestrians can still make use of the facility along the R44) within a 16 metre road reserve (wider road and road reserve provided for possible additional services and to accommodate anticipated more traffic on section of road north of existing Schuilplaats Road as result of development of open land between Paradyskloof and Trumali Road). According to the Blue Book a 6,0 metre wide (black top) is sufficient to accommodate infrequent heavy vehicles which will be the case here. The Blue Book further states that a Class 5a-road can be up to a length of 500 metres and carry up to 600 passenger cars per hour. The AM/PM peak hour total two-way traffic that is expected to make use of Schuilplaats Road, including the two proposed developments (mentioned above) and the future re-development of the Medi Clinic offices, is 354/308 which is significantly lower than the 600 vehicles per hour. Should the volume of traffic along this link thus approach 600 vehicles per hour, the implementation of the Wildebosch Road extension towards the CBD would be required.

From the above it is the opinion that the existing and proposed Schuilplaats Road will be the most efficient and economical route, would be more than sufficient to accommodate the expected traffic volumes and that it will be of great benefit for residents within the Paradyskloof residential area.

It should further be noted that an EIA-process was conducted for the proposed Schuilplaats Road and a ROD (Record of Decision) as such received. A Services Agreement for the upgrading of external roads for the the Medi Clinic development, that included the Schuilplaats Road, was also signed by the developer and the municipality.



We trust that the above will be acceptable to you and will gladly provide any additional information required on request.

Yours faithfully

A handwritten signature in black ink, appearing to read 'P. van Blerk', written over a horizontal line.

**Piet van Blerk Pr. Eng**  
**ICE GROUP (STELLENBOSCH)**