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**Contact Person:** Piet van Blerk

**Your Ref:**

**Our Ref:** iCE/1146 **Date:** 27 July 2018

TV3 Architects and Town Planners  
La Gratitude Offices  
97 Dorp Street  
STELLENBOSCH  
7600

**Attention:** Mr Thys Walters

Sir

**SCHUILPLAATS ROAD, STELLENBOSCH**

You request to comment on the requirements with regard to access to the proposed development as stated in the letter with reference Farm 372/2 and Farm 372/3, Stellenbosch Division dated 10 July 2018 from the municipality to TV3 Architects and Town Planners, refers.

As stated in this company's letter dated 12 June 2018 a link between Paradyskloof Road and Trumali Road should be as close as possible to the R44 as that would be most beneficial from the road user's point of view (shortest travelling distance) as well as from a cost point of view (shorter road to be constructed).

The road to Trumali Road as proposed by the municipality will be  $\pm$  565 metres long in comparison with the extension of Schuilplaats Road of only  $\pm$  210 metres. It can thus be expected that the cost of the road will be more than 2,5 times that of the extension of Schuilplaats Road. Apart from that, the road would, from a road network point of view, have to intersect Trumali Road opposite the access to the Brandwacht Aan Rivier development. This would mean that at least one house would also have to be demolished. Should the road intersect further east a section of Trumali Road would also have to be reconstructed due to insufficient width. Cost wise the Schuilplaats Road would thus be by far the preferred link. It should also be noted that the road as now required by the municipality would most probably trigger an environmental impact assessment. An environmental impact assessment has already been conducted (and approval obtained) for the extension of Schuilplaats Road.

Should the municipality's intention be that the proposed road be an additional link to Trumali Road over and above the Schuilplaats Road link then one should consider what benefits two road links plus the future Wildebosch Road would have. Looking at the traffic volumes expected along Schuilplaats Road it is the opinion that a second road link is clearly not required. It is further the opinion that an economic evaluation (benefit versus cost) would indicate that a second link is also, from an economic point of view, not feasible.

The question further arises with regard to the 6,5 metre road reserve that is required according to the municipality's letter if the subject development proceed and the adjacent development not. It is assumed that the 6,5 metres is half the 13,0 metre road reserve required for a link road of this nature and that the same requirement would be applicable to an application for development on the adjacent property. The 6,5 metre road reserve is clearly not sufficient to construct a 6,0 metre wide (black top) road that would be the absolute minimum width required for a link road.

**Consulting Services**

- Civil Engineering Services
- Roads
- Traffic Engineering

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From the above it is thus the opinion that the road proposed in the municipality's letter is not needed from a traffic flow point of view and that it is also from a cost point of view not considered feasible.

Please contact the undersigned should you have any further questions.

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)**