



**REFERENCE:** TPW/CFS/RP/LUD/REZ/SUB-10/421 (Job 28142)

**ENQUIRIES:** Ms G Swanepoel

**DATE:** 21 April 2021

David Hellig & Abrahamse

PO Box 18

**PAARL**

7622

Attention: Mr David Hellig

Dear Sir

**ERVEN 406, 5025 AND 7994, WELLINGTON: MAIN ROAD 1108 (THE R45 STOKERY ROAD):  
APPLICATION FOR CONSOLIDATION**

1. The following refer:
  - 1.1 Letter TPW/CFS/RP/LUD/REZ/SUB-10/421 (Job 28142) dated 18 March 2021 from this Branch to Drakenstein Municipality;
  - 1.2 Online meeting on 12 April 2021 attended by Mr D Hellig of David Hellig & Abrahamse, Mr C Lotz of Drakenstein Municipality, and Messrs SW Carstens and H Thompson of this Branch.
2. The purpose of the meeting (1.2 above) was to clarify the intent of paragraph 8 of this Branch's 18 March 2021 letter (1.1 above).
3. While this Branch approved limited use of the northernmost access from the consolidated property onto Main Road 23 Stokery Road (the R44) and continued use of the middle access, this was based on the existing position of the weighbridge and the resultant difficulty for long trucks to exit via the middle access.
5. Mr Lotz noted at the online meeting that a further informal access located even closer to the Lady Loch Road intersection was closed when Stokery Road was upgraded some years ago and that the northernmost access was intended to be an emergency access only.
4. This Branch remains concerned about the risk of collisions involving right turn movements from either the northernmost or the middle accesses to the consolidated property, due to sight lines being obstructed at times by vehicles queuing at the Lady Loch Road traffic signals. It was therefore recommended that any future upgrading of facilities in the consolidated Wellington Winery property make provision for the complete closure of both the middle and northernmost accesses.

5. While this Branch would like to see the middle and northern accesses closed sooner rather than later, it is not intended that this be set as a requirement for developments on the consolidated property that have no appreciable impact on traffic using these accesses. However, the consolidated property is a large site and it is considered likely that over time, the facilities will be modified and expanded and that such changes would likely lead to an increase in the number of vehicles using the accesses onto Main Road 23 Stokery Road and/or in the proportion of large vehicles. It would then be desirable that the reconfiguration should plan for the closure of the two northernmost accesses and the retention of the southernmost access and/or a further access closer to the southern boundary of the property. If this is built into future plans from the outset, it would be much easier to achieve than if a condition were set when planning had reached an advanced stage, hence the inclusion of this recommendation in our letter of 18 March 2021. It may also be possible to relocate the weighbridge should it be necessary to replace it at some stage, apart from major facility upgrades.
6. We trust your Clients will understand the intent of our recommendation and endeavour to bring such safety improvements about at the earliest possible opportunity, given that the current safety concerns will increase over time as traffic flows increase. Any collision resulting from the positions of the existing accesses would inevitably involve a local farmer, the Winery itself or one of their suppliers or distributors. Any measures that can be taken to minimise the risk of this happening would be desirable for all concerned.

Yours Sincerely



**SW CARSTENS**

**For DEPUTY DIRECTOR-GENERAL: ROADS**

## ENDORSEMENTS

1. David Hellig & Abrahamse  
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Mr Marnus Botha (e-mail: [plan@dhaa.co.za](mailto:plan@dhaa.co.za))
  
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Mr Carel Lotz (e-mail: [Carel.Lotz@drakenstein.gov.za](mailto:Carel.Lotz@drakenstein.gov.za))
  
3. District Roads Engineer  
Paarl
  
4. Mr Elroy Smith (e-mail)
  
5. Mr SW Carstens (e-mail)
  
6. Mr HW Thompson (e-mail)