



DRAKENSTEIN

MUNISIPALITEIT • MUNICIPALITY • UMASIPALA

Paarl | Wellington | Gouda | Saron | Simondium

Municipal Planning Tribunal Meeting: 05 March 2026

Agenda

(Bundle 1)

Date:	Thursday, 05 March 2026
Time:	14:00
Venue:	Engineering Board Room, 2nd floor, Market Street, Paarl

Distribution Date: 26 February 2026

MEMBERS:

**L PIENAAR: EXECUTIVE DIRECTOR: ENGINEERING SERVICES
(CHAIRPERSON)**

**D DELANEY: SENIOR MANAGER: SPATIAL PLANNING AND ENVIRONMENTAL
MANAGEMENT**

B BROWN: CHIEF FINANCIAL OFFICER

EXTERNAL MEMBERS: LIZE MALAN

MICHELLE HORN

NTOMBIZANELE DYWIBIBA

PETER AHMAD

OFFICIALS:

H STRIJDOM: MANAGER: LAND DEVELOPMENT MANAGEMENT

H LOUW: CHIEF TOWN PLANNER: LAND DEVELOPMENT MANAGEMENT

J MEYER: CHIEF TOWN PLANNER: LAND DEVELOPMENT MANAGEMENT

N OCTOBER: SENIOR MANAGER: LEGAL AND ADMINISTRATION

R MOWZER: SENIOR TOWN PLANNER: LAND DEVELOPMENT MANAGEMENT

J ARENDSE: LAND DEVELOPMENT MANAGEMENT

H KARRIEM: LAND DEVELOPMENT MANAGEMENT

Notice is hereby given that an **ORDINARY** meeting of the **MUNICIPAL PLANNING TRIBUNAL** will be held in the **ENGINEERING BOARD ROOM, 2nd FLOOR, MARKET STREET, PAARL** on **THURSDAY, 05 MARCH 2026** at **14:00** to consider the enclosed item on the agenda.

Kennis geskied hiermee dat 'n **GEWONE** vergadering van die **MUNISIPALE BEPLANNINGSTRIBUNAAL** gehou sal word in die **INGENEURS VERGADERLOKAAL, 2^{de} VLOER, MARKSTRAAT, PAARL** op **DONDERDAG, 05 MAART 2026** om **14:00** ten einde die ingeslote item op die agenda te oorweeg.

L PIENAAR
EXECUTIVE DIRECTOR: ENGINEERING SERVICES

AGENDA/...

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CHAIRPERSON: L PIENAAR

3. CONFIRMATION OF MINUTES

The enclosed minutes of an Ordinary Municipal Planning Tribunal meeting held on 30 October 2025 is **submitted for confirmation.**



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DRAKENSTEIN MUNICIPALITY

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30 OCTOBER 2025

PRESENT: **Internal Members:**

D. Delaney - Senior Manager: Spatial Planning and Environmental Management
(Chairperson)

L Pienaar- Executive Director: Civil Engineering Services (Deputy Chairperson)

B Brown - Chief Financial Officer - (Secundi)

External Members:

D. Smit

Officials:

H. Strijdom - Manager: Land Development Management

H. Louw - Chief Town Planner: Land Development Management

R. Mowzer - Senior Town Planner: Land Development Management

J. Arendse - Senior Clerk: Land Development Management

H. Karriem - Senior Clerk: Land Development Management

ABSENT: S. Magardie

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1. **WELCOMING AND ATTENDANCE**

The chairperson welcomed members of the MPT and officials present.

2. **CONFLICT OF INTEREST**

Mr. Smit indicated the possible conflict of interest with the applicant (TV3 Architect Town Planners) of the item to serve on the agenda. The chairperson responded that he does not regard it as such.

3. **CONFIRMATION OF THE PREVIOUS MINUTES**

Mr. Pienaar indicated that the incorrect attendance register, and conflict of interest register is attached to the minutes.

The minutes of the Ordinary Municipal Planning Tribunal meeting of 21 August 2025 was confirmed as correct and approved.

4. **MATTERS ARISING**

None.

- | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>5. APPLICATION FOR THE SUBDIVISION, CLOSURE OF A PUBLIC PLACE AND CONSOLIDATION: ERVEN UNREGISTERED ERF 20001 PAARL; ERF 9539 PAARL, ERF 9208 PAARL, ERF 470 PAARL, ERF 25430 PAARL, ERF 25437 PAARL, ERF 9515 PAARL, ERF 11675 PAARL, ERF 9513 PAARL, ERF 9514 PAARL, ERF 461 PAARL, UNREGISTERED ERF 463 PAARL, ERF 467 PAARL, ERF 469 PAARL, ERF 25429 PAARL AND ERF 25436 PAARL</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Mr. Strijdom mentioned that the thoroughfare must be closed as a condition before or simultaneously with the construction.

Mr. Pienaar indicated that this condition must be communicated with the Engineering Services Department.

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This item was dealt by Mr. R. Mowzer. After consideration, it was

UNANIMOUSLY RESOLVED that:

1. **Approval be granted** in terms of Section 60(1)(a) of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, for the subdivision of the following erven, as indicated on the respective Subdivision Plans drawn by TV3 Architects, Town Planners and Urban Designers dated 19 June 2025 (Plan No. 1-8), (See Annexure C1-C8):
 - 1.1 **Subdivision of Unregistered Erf 20001 Paarl** into three portions being Portion A ($\pm 181\text{m}^2$), Portion B ($\pm 1103\text{m}^2$) and Remainder Erf 20001 ($\pm 21246\text{m}^2$), as depicted on (See Annexure C1);
 - 1.2 **Subdivision of Erf 9539 Paarl** into two portions being Portion C ($\pm 1309\text{m}^2$) and Remainder Erf 9539 Paarl ($\pm 21846\text{m}^2$), as depicted on (See Annexure C2);
 - 1.3 **Subdivision of Erf 9208 Paarl** into two portions being Portion D ($\pm 2194\text{m}^2$) and Remainder Erf 9208 Paarl ($\pm 11364\text{m}^2$), as depicted on (See Annexure C3);
 - 1.4 **Subdivision of Erf 470 Paarl** into three portions being Portion E ($\pm 529\text{m}^2$), Portion F ($\pm 2965\text{m}^2$) and Remainder Erf 470 Paarl ($\pm 16797\text{m}^2$), as depicted on (See Annexure C4);
 - 1.5 **Subdivision of Erf 25430 Paarl** into two portions being a Portion G ($\pm 215\text{m}^2$) and Remainder Erf 25430 Paarl ($\pm 4248\text{m}^2$), as depicted on (See Annexure C5);
 - 1.6 **Subdivision of Erf 25437 Paarl** into two portions being Portion H ($\pm 2194\text{m}^2$) and Remainder Erf 25437 Paarl ($\pm 11364\text{m}^2$), as depicted on (See Annexure C6);

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- 1.7 **Subdivision of Erf 9515 Paarl** into two portions being Portion I ($\pm 3231\text{m}^2$) and Remainder Erf 9515 Paarl ($\pm 26072\text{m}^2$), as depicted on **(Annexure C7)**; and
 - 1.8 **Subdivision of Erf 11675 Paarl** into two portions being Portion J ($\pm 2542\text{m}^2$) and Remainder Erf 11675 Paarl ($\pm 2110\text{m}^2$), as depicted on **(See Annexure C8)**.
2. The **approval be granted** in terms of Section 60(1)(a) of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, for the closure of the following properties as a public place, as indicated on the respective Plans drawn by TV3 Architects, Town Planners and Urban Designers dated 19 June 2025 (Plans No. 2-10), **(See Annexure C2-C10)**;
- 2.1 **Closure of Portion C** ($\pm 1309\text{m}^2$) as a public place and designated as public road, as depicted on **(See Annexure C2)**;
 - 2.2 **Closure of Portion G** ($\pm 2015\text{m}^2$) as a public place and designated as public road, as depicted on **(See Annexure C5)**;
 - 2.3 **Closure of Portion I** ($\pm 293\text{m}^2$) as a public place and designated as public road, as depicted on **(See Annexure C7)**;
 - 2.4 **Closure of a portion of Portion J** ($\pm 294\text{m}^2$) as a public place and designated as public road, as depicted on **(See Annexure C8)**;
 - 2.5 **Closure of Erf 9513** ($\pm 173\text{m}^2$) as a public place and designated as public road, as depicted on **(See Annexure C9)**; and
 - 2.6 **Closure of a portion of Erf 9514** ($\pm 286\text{m}^2$) to be closed as public place and designated as public road, as depicted on **(See Annexure C10)**.

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3. The **approval be granted** in terms of Section 60(1)(a) of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, for the consolidation of Erf 461, Unregistered Erf 463, Erf 467, Erf 469, Erf 25429, Erf 25436, Portion A, Portion B, Portion C, Portion D, Portion F, Portion G, Portion H, Portion I and Portion J to create a single consolidated land portion measuring approximately 20557m² in extent, to be designated as Public Road, as indicated on the Consolidation Plan drawn by TV3 Architects, Town Planners and Urban Designers dated 19 June 2025 (Plans No. 11), **(See Annexure D)**.
4. The approvals mentioned in Paragraphs 1 to 3 above, be subject to the following conditions laid down in terms of Section 66 of the Drakenstein Bylaw on Municipal Land Use Planning, 2018.
 - 4.1 Compliance with the following general conditions:
 - 4.1.1 This approval applies only to the application in question, and shall not be construed as authority to depart from any other legal prescriptions or requirements;
 - 4.1.2 Any amendments to the application are subject to the relevant approval;
 - 4.1.3 No new buildings are to be erected or existing structures altered without the approval of building plans by Council;
 - 4.1.4 That the subdivisions takes place largely in accordance with the respective Subdivision Plans drawn by TV3 Architects, Town Planners and Urban Designers dated 19 June 2025 (Plan No. 1-8), **(See Annexure C1-C8)**;
 - 4.1.5 That the Consolidation takes place largely in accordance with the respective Consolidation Plan drawn by TV3 Architects, Town Planners and Urban Designers dated 19 June 2025 (Plans No. 11), **(See Annexure D)**;

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- 4.1.6 Should the applicant fail to comply with any of the conditions laid down, then council reserves the right to impose further future conditions.
- 4.2 Compliance with the following condition before or simultaneously with the construction of the road:
 - 4.2.1 That the thoroughfare (Remainder Erf 20001) be appropriately and permanently closed.
- 5. The following be regarded as the reasons for the decision:
 - 5.1 The application stems from a Council Decision to allow for the Berg River Boulevard Extension;
 - 5.2 The extension of the Berg River Boulevard will not trigger any listed activities under the EIA Regulations. As a result, no Environmental Authorisation is required;
 - 5.3 The Department of Water and Sanitation (DWS) issued a General Authorisation;
 - 5.4 The extension of the Berg River Boulevard will only be 290m long therefore no NID is required in terms of the Heritage Resources Act;
 - 5.5 All the properties required to create the road reserve are in ownership of and/or vests in the Municipality;
 - 5.6 The extension of the Berg River Boulevard will be beneficial to the entire Paarl Community in helping aid current traffic congestion, especially for people commuting from Paarl North to South and vice versa;
 - 5.7 The proposed extension is aligned with the municipality's infrastructure planning;

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- 5.8 The proposal is consistent with the principles and objectives of the SDF; and
- 5.9 The proposed extension is effectively required in terms of the provisions contained in the respective Traffic Impact Assessments prepared over time as part of various approved residential developments in order to cater to the increased traffic which is inevitable to increase.
6. The applicant be informed of the general right of appeal, in terms of Section 79(3) of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, by any person whose rights are affected by the decision, within 21 days from the date of the notification letter. The approval is therefore suspended until further notice.
7. The surrounding property owners who were notified of the application during the public participation process be informed of the general right of appeal, in terms of Section 79(3) of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, by any person whose rights are affected by the decision, within 21 days from the date of the notification letter. The appeal procedures are set out in Section 80 of the afore-mentioned Bylaw;
8. That the applicant be responsible for the cost of the publication, in the Provincial Gazette, of the final notice regarding the closure of the public place; and
9. The approval letter be displayed on the notice boards of the municipal offices and libraries and also be posted on the official municipal website.

Meeting: Municipal Planning Tribunal – (30/10/2025)		Submitted by Department: Planning & Development	
Ref No: 15/4/1 (461) P		Author/s: R Mowzer	
Coll No: 2282059		Referred from:	
PARAGRAPH	ACTION	RESPONSIBLE DEPT	DUE DATE
	Inform parties	Haneefa Karriem	

10. **MEETING SCHEDULE:**11. **MEETING CLOSING:**

The meeting ended at 09:17 AM

CHAIRPERSON: DATE:



Drakenstein Municipal Planning Tribunal Meeting Attendance Register

Date: 30 October 2025

Time: 9:00 AM

Venue: Spatial Planning Meeting Room, 4th Floor, Civic Centre Virtual) Via Microsoft Teams

Name and Surname	Signature
David Delaney	
Louis Pienaar	
Bradley Brown (Secundi)	
Dennis Smit	Teams
Willem de Kock (Secundi)	
Sheldon Magardie	Absent
Henk Strijdom	
Hamish Louw	Teams
Riyaaaz Mowzer	
Joan Arendse	
Haneefa Karriem	



Drakenstein Municipal Planning Tribunal Meeting Conflict of Interest Register

Date: 30 October 2025

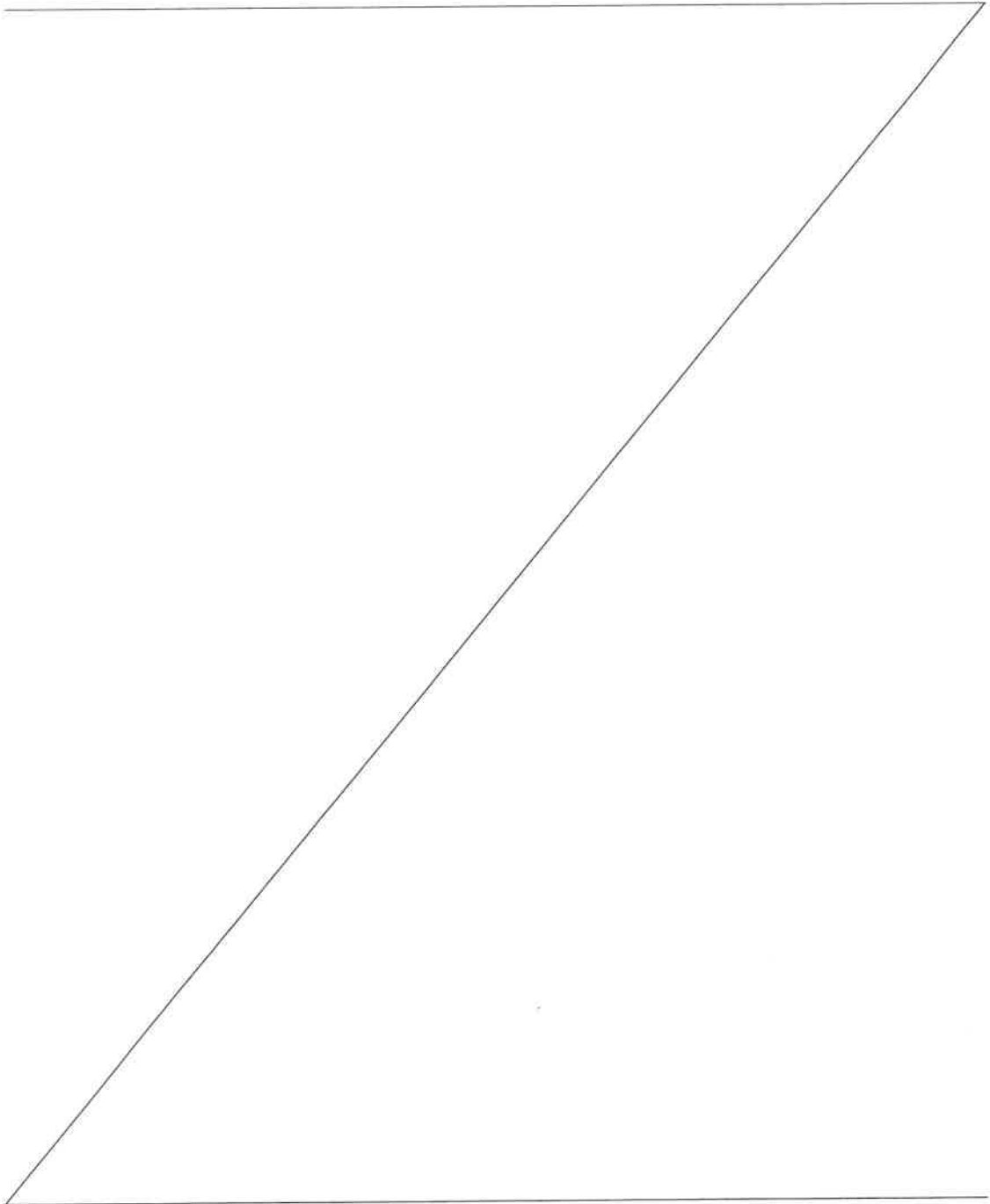
Time: 09:00 AM

Venue: Spatial Planning Meeting Room, 4th floor Civic Centre //(Virtual) Via Microsoft Teams

Name and Surname	Signature
David Delaney	
Louis Pienaar	
Bradley Brown (Secundi)	
Dennis Smit	Teams
Willem de Kock (Secundi)	
Sheldon Magardie	Absent
Henk Strijdom	
Hamish Louw	Teams
Riyaaz Mowzer	
Joan Arendse	
Haneefa Karriem	

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4. MATTERS ARISING

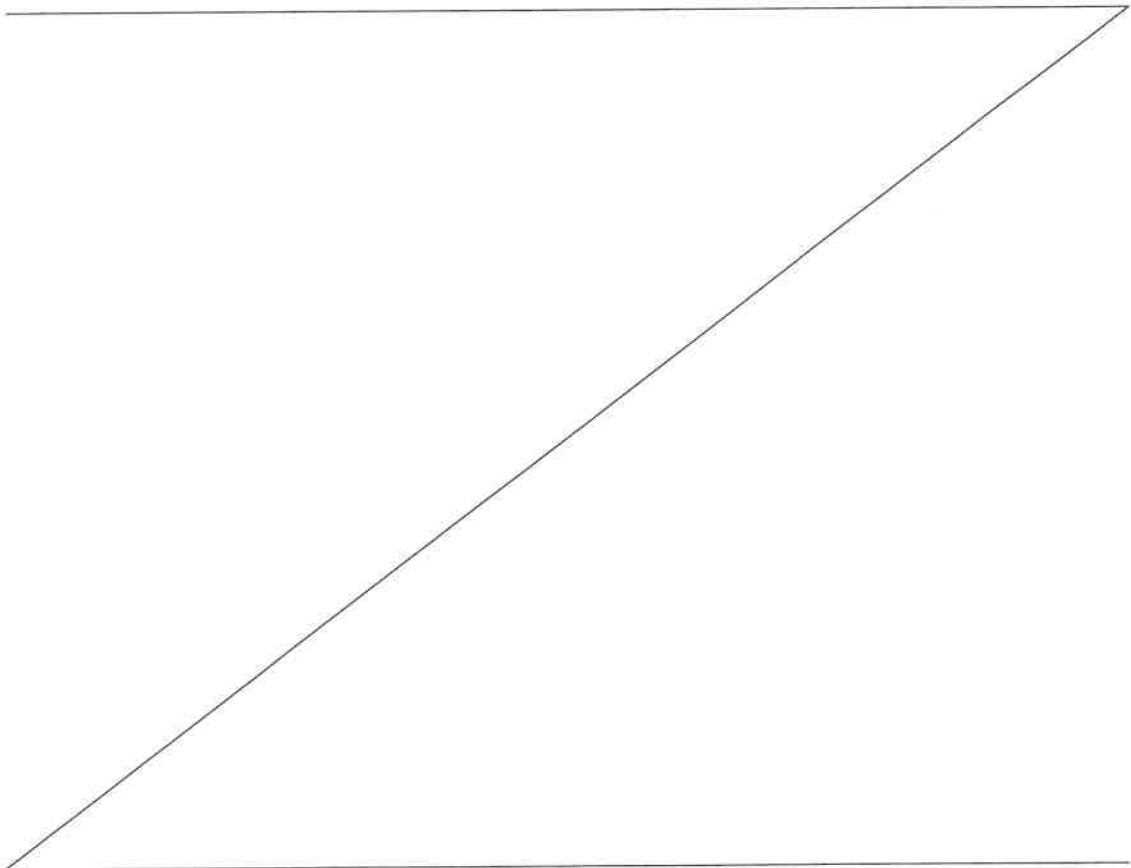


**AGENDA: DRAKENSTEIN MUNICIPAL PLANNING TRIBUNAL
05 MARCH 2026**

5. APPLICATION FOR THE DELETION OF A CONDITION IN RESPECT OF AN EXISTING APPROVAL, PERMISSION REQUIRED IN TERMS OF A CONDITION OF APPROVAL, PERMANENT DEPARTURE FROM THE LAND USE RESTRICTIONS, CONSENT USE, TECHNICAL APPROVAL IN TERMS OF THE DRAKENSTEIN MUNICIPALITY ZONING SCHEME BYLAW AND PERMISSION IN TERMS OF THE DRAKENSTEIN MUNICIPALITY ZONING SCHEME BYLAW, 2018: UNREGISTERED ERF 28773 PAARL

The enclosed report together with annexures dated 13 February 2026 have been received.

Submitted for consideration.



Meeting: Municipal Planning Tribunal – 05/03/2026	Submitted by Department: Planning & Development
Ref No: 15/4/1 (28773) P	Author/s: R Mowzer
Coll No: 2211864	Referred from:



REPORT TO: DRAKENSTEIN MUNICIPAL PLANNING TRIBUNAL

File Ref No: 15/4/1 (28773) P
Collaborator No: 2211864
IDP KPA Ref No: KPA 5: Planning and Economic Development
Report Date: 13 February 2026
Meeting Date: 05 March 2026

APPLICATION FOR THE DELETION OF A CONDITION IN RESPECT OF AN EXISTING APPROVAL, PERMISSION REQUIRED IN TERMS OF A CONDITION OF APPROVAL, PERMANENT DEPARTURE FROM THE LAND USE RESTRICTIONS, CONSENT USE, TECHNICAL APPROVAL IN TERMS OF THE DRAKENSTEIN MUNICIPALITY ZONING SCHEME BYLAW AND PERMISSION IN TERMS OF THE DRAKENSTEIN MUNICIPALITY ZONING SCHEME BYLAW, 2018: UNREGISTERED ERF 28773 PAARL

PART A: APPLICATION DESCRIPTION

The purpose of the application at hand involves the acquisition of the necessary land use rights in order to redevelop Unregistered Erf 28773 Paarl, formerly known as De Poort Gateway, into a mixed-use development comprising of conventional retail, restaurants, offices and consulting rooms, residential, tourist facilities, recreational facilities and a long-haul bus node.

The proposed development will be a two phased development separating the residential component from the mixed-use component.

PART B: DECISION MAKING AUTHORITY

In terms of the Drakenstein Municipality: System of Delegations: “the decision-making authority on land development applications, which involves Drakenstein Municipality on its own initiative conducting any land development, vests with the Drakenstein Municipal Planning Tribunal.”

PART C: PROPERTY DETAILS

Property description	Unregistered Erf 28773 Paarl
Physical address	Located between Main Road, Tabak, Turk, and Pine Streets in Southern Paarl
Total Extent	±4.9372ha
Applicable Zoning Scheme	Drakenstein Zoning Scheme Bylaw, 2018
Current Zoning	Mixed-Use Zone
Current Land Use	Multifunctional open space, ‘Jukskei’ courts, museum and offices and workshops
Existing buildings on the properties	Double storey building (museum with a conference room) and Single storey building (workshops/offices)

Any restrictive title conditions applicable	No	If yes, list conditions	n/a
Any third-party conditions applicable	No	If yes, specify	n/a
Any unauthorised land use/building work	No	If yes, explain	n/a
PART D: APPLICANT AND OWNERSHIP DETAILS			
Applicant	Nuvorm Architects		
Owner	Former registered Erf 2856 : Drakenstein Municipality; and Former registered Erf 3103: The Republic of South Africa/The Department of Public Works and Infrastructure		
PART E: PRE-APPLICATION CONSULTATION			
Has pre-application consultation been undertaken	Yes, a pre-application consultation meeting was held between the applicant and officials from the Land Use Planning and Surveying Section.		
Brief summary of outcome	The application details were confirmed and the process regarding the proposal communicated.		
PART F: BACKGROUND			
<p>The application property, formerly known as 'De Poort', is Unregistered Erf 28773 Paarl, which is a consolidation of Unregistered Erven 28771 and 28772 Paarl, being portions of registered portions of Erven 2856 and 3103. Erf 2856 Paarl is registered in the name of Paarl Municipality (now Drakenstein Municipality) and Erf 3103 Paarl is registered in the name of the Republic of South Africa (now the department of Public Works and Infrastructure). It is important to note that Erf 3103 Paarl must therefore still be transferred to Drakenstein Municipality in order for the Certificate of Consolidated Title for Erf 28773 Paarl to be formerly registered as this registration required the component erven to be owned by the same entity/person. It has been confirmed that Drakenstein Municipality is currently in the process of finalising the registration and transfer of the specific entity into the Municipality's entity (See Annexure Q).</p> <p>The application property is situated at the entrance of Paarl approximately 1km from the Main Road and N1 National Road intersection and is enclosed between Main Road, Tabak, Turk and Pine Streets in Southern Paarl.</p> <p>It is important to mention that the application property is zoned Mixed Use Zone which historically came into being because of previous approvals obtained. During September 2006 approval was granted, in order to rezone the site from 'Public Open Space Zone' to 'Special Business Zone', for the establishment of the "De Poort Heritage Village". As per the rezoning approval, the property was originally zoned 'Public Open Space' and given the initial zoning and the proposed development at the time it also required Environmental Authorisation (EA), as it triggered certain listed activities. During November 2005, Drakenstein Municipality obtained a Record of Decision (RoD) in terms of the Environmental Conservation Act (ECA) (Act No. 73 of 1989) for the closure, rezoning, consent use, and lease of Erven 2856 and 3103 for</p>			

the establishment of 'De Poort Heritage Village', valid for 2 years. Building plans for the partial development of the site to allow the construction of a museum, meeting building, workshop and offices building were approved in 2008. Specific conditions were attached to the rezoning approval, notably a Site Development Plan (SDP) must be submitted for approval. Approval of a SDP occurred during July 2008. In 2018 the Drakenstein Zoning Scheme Bylaw was adopted and implemented, which replaced the outdated Paarl Zoning Scheme Regulations. Subsequently the 'Special Business Zone' was converted to 'Mixed-Use Zone'. The site is thus currently zoned 'Mixed-Use Zone' in terms of the Drakenstein Zoning Scheme Bylaw 2018.

Council granted approval for a long-term lease of the municipal property known as 'De Poort' situated on Unregistered Erf 28773 Paarl, for a mixed-use development to Kinesis Group Pty Ltd, subject to certain conditions.

Nuvorm has been appointed to obtain the relevant land use rights to make provision for the proposed mixed-use development, hence the application at hand.

PART G: DEVELOPMENT PROPOSAL

The application herewith seeks to obtain the necessary land use rights in order to establish a mixed-use development comprising of conventional retail, restaurants, offices and consulting rooms, residential, tourist facilities, recreational facilities and a long-haul bus node. The development will be developed in two phases with the residential component being phase two and the shopping mall and existing uses forming part of phase one.

In order to give effect to the development proposal above, the following applications have been submitted:

Deletion of a condition in respect of an existing approval

- Deletion of condition 2.6, related to the Record of Decision (ROD), of the decision letter dated 19/09/2006 (Ref No.: E17/2/2/1AP2/Erven 2856 and 3103) for Unregistered Erf 28773, Paarl;

Permission required in terms of condition of approval

- To amend and replace the existing approved SDP, applicable of the decision letter dated 19/09/2006 (Ref No.: E17/2/2/1AP2/Erven 2856 and 3103) for Unregistered Erf 28773, with a new SDP (SDP-Site Plan, Number S001, Rev H);

Consent Use

- To allow for more than one (1) occasional use in any one calendar year;

Technical Approval in terms of Section 13 of the Drakenstein Municipality: Zoning Scheme Bylaw, 2018

- To allow the floor space of one business entity to exceed 2000m², as per Section 62 (1) of the Zoning Scheme Bylaw;
- For reduced parking to allow two or more uses to share a common parking area, as per Section 42 (13) of the Zoning Scheme Bylaw;

Permission in terms of Section 17 of the Drakenstein Municipality: Zoning Scheme Bylaw, 2018

- To provide bicycle and/or motorcycle bays in lieu of parking bays, as per Section 37 (4) of the Zoning Scheme Bylaw;
- To allow on-site parking to be provided in a public parking facility by the developer near the site, as per Section 42 (3)(b) of the Zoning Scheme Bylaw;
- To allow parking to be positioned within 10m of the street boundary of the property, as per Section 65 (2) of the Zoning Scheme Bylaw;
- To use or develop land proclaimed for road widening, which is part of the property, as per Section 233 (1) of the Zoning Scheme Bylaw;

It is important to mention that the site development plan was amended to incorporate parking provision and layout, stormwater layout, additional holding bays, and additional motorcycle bays. The permanent departure application, for a parking relaxation of the parking ratio for shops larger than 1500m² and the total amount of parking required, as initially submitted is no longer required due to sufficient parking provision in accordance with Drakenstein Municipality Practice Note 1/2025 (See Practice Note attached as "Annexure T") which stipulates that parking for shops may be calculated based on the size of individual shops and not on the gross leasable floor area of a building as a whole. In addition, for shops larger than 1500m² GLA in extent, the first 1500m² GLA will be calculated at 4bays/100m² GLA, and the portion of the building measuring larger than 1500m² in extent, will be calculated at 6bays/100m² GLA.

PART H: SUMMARY OF APPLICANT'S MOTIVATION

The applicant, Nuvorm Architects, motivates the desirability of the application as follows:

1. The proposal is in line with the applicable policy documentation, meaning that it is in line with the spatial proposal and vision for the area whilst complying with the permitted land uses of the site;
2. The proposed mixed-use development will complement, rather than disrupt, the existing character of the area. It will seamlessly integrate these diverse land uses, creating a central space where all these elements can come together, fostering a cohesive environment for community interaction;
3. The proposed development will provide alternative residential opportunities as well as alternative land uses supporting the existing developments in the area;
4. It is the considered opinion that the proposed mixed-use development will not impact on the existing land use rights of any property owners in the area. The proposal will not prevent any surrounding owner to exercise their legal land use rights;
5. The proposed development is not expected to negatively impact property values; in fact, it is likely to increase them due to the proximity to various services and amenities within walking distance;
6. The proposed development will not have any environmental impact;
7. There are existing services surrounding the site as it is located in an established neighbourhood;
8. The proposed development constitutes infill development, which is promoted within Drakenstein Municipality Spatial Planning policy as it will lead to the optimal use of the municipality's existing bulk infrastructure, contain urban sprawl and protect agricultural hinterland;

9. The residential component of the development supports the municipality's goals for densification, particularly in suitable locations like De Poort. This area, being underutilised and within the urban edge, is ideal for infill development and densification;
10. The proposal will contribute towards the urban renewal of this area and also contribute to an increase in the market value of properties in the surrounding area;
11. The proposed development will not have an impact on the Heritage Resources;
12. The proposed development aims to honour Paarl's rich history through its architectural style and design;
13. The proposed SDP incorporates several noise mitigation strategies to minimise impact on neighbouring properties;
14. The proposed site development plan emphasizes disability access and wheelchair friendliness;
15. The existing buildings will be retained and repurposed;
16. Access to and from the site is limited to ensure safe entry and exit, maintaining sufficient sight lines;
17. The development emphasizes active edges, ensuring interaction with the streets and avoiding bland, high walls;
18. The development prioritises a safe and efficient non-motorised transport (NMT) system, featuring extensive sidewalks, internal walkways, and bike racks, particularly along Turk Street, to encourage cycling;
19. The development offers excellent accessibility due to its proximity to Main Road, which connects to the N1, a significant arterial route; and
20. The proposed development will have a positive socio-economic impact on the area.

PART I: SUMMARY OF PUBLIC PARTICIPATION

Was public participation undertaken in accordance with Sections 45(1) and 46(1) of the Drakenstein By-law on Municipal Planning, 2018?	Y	N				
Public notices in terms of Section 45(1) and 46(1) of the Drakenstein By-law on Municipal Planning, 2018, was undertaken by means of advertising the application in the Paarl Post and circulated to the surrounding property owners for comment/objections. The application was furthermore made public by being posted on the notice boards of all municipal libraries and municipal offices, as well as on the municipal website. A notice was also placed on-site. It should also be mentioned that an information session was held with the community and all role players to discuss and answer all possible questions.						
The public participation process commenced on 31 October 2024 and ended on 02 December 2024						
Total valid comments received	10	Total comments and petitions refused/late	0			
Community organisations(s) response	¥ N	Valid petition(s)	¥ N	If yes, number of signatures	N/A	
Ward councillor response: Councillor Johan Liebenberg (Ward 15)					Y	N
The application was forwarded to Councillor J Liebenberg for notification by email which awarded the opportunity for them to comment.						
Councillor J Liebenberg indicated his support of the application.						

Total letters of support	None
PART J: COMMENTS RECEIVED DURING PUBLIC PARTICIPATION	
<p>1. The objections/concerns from M Bertoncello, N De Koker, N J Steenkamp on behalf of De oude Renbaan Home Owners Association, W Klingenberg, G Kriel, R van Niekerk on behalf of Le Perla Home Owners Association, W Meyer, W Mosert, A Scholtz and H Solomons (together with E De Beer and H Solomon), can be summarised below:</p>	
SUMMARY OF OBJECTION/COMMENTS	
<p><u><i>Heritage, Cultural Landscape and Architectural Compatibility</i></u></p> <ul style="list-style-type: none"> - The Municipality should rather consider developing or changing the property into a beautiful garden/park as there are no safe parks or open spaces in Paarl. It would rather be welcomed to develop open spaces and/or greenery than another concrete block within this historical area; - The proposed commercial and residential development will have a negative impact on the once historic and unspoilt Southern Paarl. The objector enquires if the Drakenstein Municipality has consulted and obtained approval from South Africa Heritage Association; - Certain concerns pertaining to the mature trees along the adjacent roads were noted and what will happen to them; - The proposed development does not place sufficient focus on tourism and recreation, but rather on commercial uses; - The proposed Checkers store is too large and will attract unnecessarily large numbers of domestic traffic, which will not be compatible with a tourism and recreational facility. It is believed that a blend of recreational, heritage, and limited commercial options could better serve the community's enjoyment and the site's financial sustainability; - The architectural style of the proposed buildings is not compatible with the cultural-historic landscape of the De Poort Site and Paarl; - De Poort serves as the only "green lung" in the area and converting it into a high-density residential complex is entirely inappropriate. <p><u><i>Nature, Scale and Land Use of the Development</i></u></p> <ul style="list-style-type: none"> - The proposed Checkers store is too large and will attract unnecessarily large numbers of domestic traffic, which will not be compatible with a tourism and recreational facility. It is believed that a blend of recreational, heritage, and limited commercial options could better serve the community's enjoyment and the site's financial sustainability; - Since the property will be leased to the developer for a 50-year period (with a possible 10-year extension), the proposed 120 apartments will only be available for rental. The proposed apartments are small and will be rented by the Municipality. This creates uncertainty with the residents of Welgevonden and De Oude Renbaan estates as to who the future tenants will be; - The final proposal on which the tender was awarded was majorly changed. The changes are so significant that the lease agreement should be re-advertised; - It is irresponsible to approve developments without planning for additional schools; - Certain suggestions are made which include erecting a 2m wall on Main Road, installation of traffic lights at Pine Street and Main Road intersection, the residential units to be reduced, amongst others; 	

Traffic, Transport and Road Safety, Scale and Land Use of the Development

- The impact of the increased traffic flow in Pine Street generated by the development;
- The direction of the long-distance bus traffic, with specific regards to the direction of travel, is completely unacceptable and illogical which will create increase risk to motorist, pedestrians and cyclist around the De Poort site;
- The Main Road and Pine Street intersection is already problematic, especially with vehicles wanting to turn right onto Main Street from Pine Street, as there are no traffic lights. It seems this intersection will be utilised by busses, which means the busses will have to cross oncoming traffic. It is therefore recommended to signalise this intersection;
- The cyclist route should be down Pine Street instead of Turk Street, as Pine Street is significantly wider and does not have the main vehicle access points to the retail section of the development;
- The provision of a safe and secure pick-up/drop-off point with quick and easy vehicle access/egress would be beneficial. This would also assist in supporting the reduced parking departure;
- The bicycle bays which are to be provided will essentially be utilised by delivery vehicles of retailers and not visitors. Additional bays which are specifically for delivery vehicles should be provided to ensure that the motorcycle bays are not occupied by delivery vehicles;
- While bicycle parking bays are commendable, what security measures would be put in place to mitigate possible theft etc;
- Existing parking bays on Turk and Tabak streets are already being utilised by other business in the immediate area and should thus not be counted towards the parking provision;
- The TIS should be revised to account for new developments and base proposed traffic management measures on more accurate information. As this did not take into consideration the residential component of the development as well as other developments within the surrounding area;
- The traffic generated will significantly increase and thus necessitates the need for traffic calming measures and pedestrian crossings;
- The proposed bus facility should separate tourism buses from the long-distance buses (non-tourist related) currently stopping at the Shell Garage in Main Road, due to the needs and demands of the users of these two bus types being different;
- It is stated that public transport will increase in numbers and frequency due to the development, which will exasperate this current situation, causing not only an increase in traffic but also the number of road accidents;
- Certain suggestions are made which include erecting a 2m wall on Main Road, installation of traffic lights at Pine Street and Main Road intersection, the residential units to be reduced, amongst others;

Noise, Environmental and Public Health Concerns

- The potential noise, traffic congestion, and issues related to public sanitation are alarming. Homeowners have highlighted the problems caused by mini-bus taxis at the Shoprite Complex in central Paarl as a cautionary example of what could happen at De Poort if proper controls are not enforced;
- With the increased foot and vehicular traffic to the development, coupled with the long-distance bus route to the bus terminal via Pine Street, this will surpass the allowable residential noise levels of 55dBA for a daytime period;

Security and Social Impact

- Since the property will be leased to the developer for a 50-year period (with a possible 10 year extension), the proposed 120 apartments will only be available for rental. The proposed apartments are small and will be rented by the Municipality. This creates uncertainty with the residents of Welgevonden and De Oude Renbaan estates as to who the future tenants will be;
- The construction phase of the development will have security risks as the construction workers may monitor the residents' daily movements;
- The overall development will involve more noise disturbances, more traffic and more security risks. This will have a negative impact on the property values in the surrounding area;

Civil Engineering and Infrastructure

- The Main Road and Pine Street intersection is already problematic, especially with vehicles wanting to turn right onto Main Street from Pine Street, as there are no traffic lights. It seems this intersection will be utilised by busses, which means the busses will have to cross oncoming traffic. It is therefore recommended to signalise this intersection;
- The traffic generated will significantly increase and thus necessitates the need for traffic calming measures and pedestrian crossings;
- The size of the refuse area seems inadequate. The refuse area will become littered and unsightly over time as there are no screening proposed;
- Refuse collection from the apartment component is proposed off Pine Street. This is already a problem at La Perla Estate. It is proposed that refuse be collected from inside the development at each building;
- Certain suggestions are made which include erecting a 2m wall on Main Road, installation of traffic lights at Pine Street and Main Road intersection, the residential units to be reduced, amongst others;
- It is irresponsible to approve developments without planning for additional schools;

SUMMARY OF APPLICANT'S COMMENTS ON OBJECTIONS/COMMENTS

Heritage, Cultural Landscape and Architectural Compatibility

- The site is not located within any existing or proposed Heritage Overlay Zone, nor within any Special Character Protected Overlay Zone or Scenic Route Overlay Zone. The Drakenstein Municipality's Heritage Subsection has already provided their support for the development. Also note that Heritage Western Cape (HWC) has evaluated the development proposals and has granted their consent for the proposed mixed-use development, as it is believed that it will not negatively impact on heritage resources;
- The development proposals aim to ensure a positive interaction with the surrounding areas by maintaining existing mature trees and providing additional landscaping interventions which will visually benefit the area;
- A publicly funded community park is not financially viable for either the Municipality or a private developer. It must be noted that the development proposals do include recreational activities which could be enjoyed by Paarl residents. The development proposals also include extensive landscaping, which will contribute to a high-quality development;

Nature, Scale and Land Use of the Development

- Mixed use developments, which includes a residential component, are supported and encouraged by applicable planning policy, due to inter alia having people living closer to employment, commercial and recreational activities. The developer therefore included this component to comply with these planning policies. The residential component will be developed at a later stage. A separate Site Development Plan (SDP) will be submitted for approval to address the detailed layout, building design, and parking layout;
- The development proposals contain indeed a good mix of both commercial and tourism/recreational uses. The commercial component of the development is required to cross-fund the tourism and recreational components of the development to ensure a financially viable development into the future;
- The SDP emphasizes disability access and wheelchair friendliness;
- The design and layout of the proposed residential units have not been formulated as yet, and therefore no detailed proposals could be included with the current application.

Traffic, Transport and Road Safety, Scale and Land Use of the Development

- The TIA concludes that the expected volumes ('Total Traffic Conditions') are within the minimum levels of service, as per applicable standards and regulations, subject to the implementation of the recommended road upgrades included in the TIA. The potential increase in traffic is therefore deemed reasonable;
- It must be noted that the TIA does not dispute existing traffic constraints experienced along Main Road, at certain intersections, or alongside roads. However, the TIA concludes that the expected volumes ('Total Traffic Conditions') are within the minimum levels of service, as per applicable standards and regulations, subject to the implementation of the recommended road upgrades included in the TIA. These recommended upgrades will ensure that the additional development-related traffic will not increase the overall traffic to unreasonable levels;
- Note that the TIA has found that, due to the current intersection spacing, signalling both the Main Road/Turk Street/Laborie intersection and the Main Road/Pine intersection does not meet the 'intermediate signalised spacing requirements', as per applicable standards and regulations. Signalling the Main Road/Turk Street/Laborie intersection was deemed the most ideal intersection intervention. When the traffic signal at the Main Road/Turk Street/Laborie intersection has been installed, vehicles travelling along Pine, Turk and Tabak streets, wishing to drive northbound on Main Road, will rather use this signalised intersection than the Main Road/Pine Street intersection, as turning right into Main Road will be more convenient at this location. This will mitigate the current safety concerns of the commuters regarding the current situation;
- Pine Street was not identified as part of an NMT route in the Courtrai Area Transport Master Plan (Paarl, June 2021). Instead, Turk Street forms part of the designated NMT route, with a recommendation to create a cycle path extending from Berg River Boulevard along Main Road, through Concordia and Turk Streets, and returning along Main Road. The current proposals align fully with the recommendations outlined in the Transport Master Plan;
- The objection relating to the current minibus taxi movements is an existing situation and is not applicable to the proposed development;

- The long-haul bus facility is a municipal requirement which formed part of the tender and lease process. The facility is also purposefully located away from the majority of existing residential properties to minimise any unreasonable noise disturbances from the normal operations of such a facility. Note that the development application, and the associated TIA, do not include routing of buses. It is expected that buses will utilise both Hartford and Pine streets, depending on their specific route. As these are public streets, these roads are intended for general use and cannot be restricted to particular traffic, unless otherwise directed by the relevant Roads Authority;
- The centre management would control and monitor the use of the proposed motorcycle bays to ensure that these are only used for private use, e.g. customers;
- Security measures such as CCTV surveillance and on-site security personnel will be in place to enhance safety and deter such incidents;
- Raised pedestrian crossings are proposed along Turk Street, Tabak Street, and Pine Street. It is also proposed to include a 4.5 m-wide shared pedestrian and cycle facility (two 1.5 m cycle lanes + 1.5m sidewalk) along the southern side of Turk Street;

Noise, Environmental and Public Health Concerns

- The long-haul bus facility is a municipal requirement which formed part of the tender and lease process. The facility is also purposefully located away from the majority of existing residential properties to minimise any unreasonable noise disturbances from the normal operations of such a facility. Note that the development application, and the associated TIA, do not include routing of buses. It is expected that buses will utilise both Hartford and Pine streets, depending on their specific route. As these are public streets, these roads are intended for general use and cannot be restricted to particular traffic, unless otherwise directed by the relevant Roads Authority;
- The refuse room is located within the building on-site, and the bins will only be brought to the designated collection area on the scheduled collection day. The area will be sufficiently screened off to help mitigate any negative visual impacts;
- According to the Drakenstein Municipality's By-law and procedures on refuse removal, private developments/estates must have a centralised refuse area with collection off a public road;

Security and Social Impact

- The centre management would control and monitor the use of the proposed motorcycle bays to ensure that these are only used for private use, e.g. customers;
- Security measures such as CCTV surveillance and on-site security personnel will be in place to enhance safety and deter such incidents;
- Strict control measures at the development's access gate(s) can be implemented when construction commences in order to assist in the concerns raised pertaining to security risks;
- There is no proof that the proposed mixed-use development will have a negative impact on the property values of the surrounding properties. In fact, it is believed that the proposed development will enhance these property values;

Civil Engineering and Infrastructure

- GLS Capacity Reports have been conducted and submitted to the Municipal Engineering Departments. The reports concluded that the existing water and sewer reticulation systems have sufficient capacity to accommodate the proposed development;

MUNICIPAL ASSESSMENT OF OBJECTIONS/COMMENTS

Its important to note that this department is of the opinion that the applicant adequately addressed the concerns raised by the objectors. The comments given pertaining to their concerns were substantiated by the specialist reports which formed part of the application as well as the comments received from the respective departments. The concerns raised by the objectors can be categorised as follows:

- The potential impact of the development on the heritage resources,
- The impact of the development on traffic and transport related concerns currently experienced as well as potentially with the development;
- The proposed bus facility as being part of the development and the impacts thereof on the surrounding roads etc;
- The nature of the development proposals;
- Potential security and privacy concerns; and
- Civil engineering issues.

This department is furthermore of the opinion that the specialist reports speaks to a majority of the concerns raised, with the conclusion being that the proposed development can be easily supported, subject to certain mitigations etc.

As much as traffic impact was one of the key concerns, cognisance should be taken of the fact that the Drakenstein Civil Engineering Department, which was informed by the Traffic Impact Assessment, supported the development and the proposed traffic to be generated as a result thereof.

Numerous studies and amendments to the proposal/site development plan was done in order to ensure that the development can easily be accommodated within the surrounding area as well as easily co-exists with the existing residential and commercial uses in the immediate vicinity.

There is a common misconception among the objectors pertaining to existing issues within the immediate area versus the possible impact of the development of the surrounding area. Unfortunately, existing concerns such as security, privacy and existing issues faced at intersections with Main Road, cannot be used as motivation to determine whether the development is desirable or not.

PART K: COMMENTS FROM ORGANS OF STATE AND/OR MUNICIPAL DEPARTMENTS

Name	Date Received	Recommendation
Department of Environmental Affairs and Development Planning	20 March 2024	Proposed development does not constitute any listed activities
Heritage Western Cape	27 August 2024	Proposed development has no impact on heritage resources
Western Cape Department of Infrastructure	03 July 2025	Supported, subject to certain conditions

Drakenstein Municipality: Civil Engineering Services	12 November 2025	Supported and to be laid down as conditions of approval
Drakenstein Municipality: Electro Technical Engineering Services	15 January 2025	Supported and to be laid down as conditions of approval
Drakenstein Municipality: Spatial Planning	04 November 2024	Unconditionally Supported
Drakenstein Municipality: Environmental Management	26 November 2024	Supported and to be laid down as conditions of approval
Drakenstein Municipality: Heritage Services Sub-Section	01 November 2024	Supported and to be laid down as conditions of approval

PART L: COMMENTS FROM ORGANS OF STATE AND/OR MUNICIPAL DEPARTMENTS NOT OBTAINED

N/A

PART M: MUNICIPAL PLANNING EVALUATION

1. Assessment in terms of the development principles as prescribed in terms of Section 7 of the Spatial Planning and Land Use Management Act, 2013 (Act 13 of 2013) (SPLUMA) and Section 59 of the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA)

a) Spatial Justice

The principle of Spatial Justice deals with the rectification of past spatial imbalances. Given the location of the property and the nature of the development proposal, the opinion is held that this development principle has limited bearing on the application at hand.

The proposed development does not directly contribute to rectifying the past spatial imbalances but does aim to provide equal opportunities to all in the form access jobs and facilities.

b) Spatial Sustainability

The principle of Spatial Sustainability deals with amongst others, the protection of prime and unique agricultural land, upholding consistency of land use measures in accordance with environmental management systems, and the promotion of land development in locations that are sustainable and limits urban sprawl.

The proposed application will not lead to the loss of prime agricultural land or cause any form of urban sprawl. The proposal represents the utilisation of land that will be sustainable due to the fact that it will form part of an existing and functional neighbourhood which comprises a mixture of uses.

c) Efficiency

The principle of Efficiency deals with land development that optimises the use of existing resources and infrastructure, as well as streamlined development application procedures, and decision-making that minimises negative financial, social, economic or environmental impacts.

In relation to the above, the proposed development seeks to utilise the existing land and utilise the existing resources and infrastructure while promoting the optimal use of an underutilised site.

d) Spatial Resilience

The principle of Spatial Resilience largely deals with the ability of spatial plans and policies, and land use management systems to ensure sustainable livelihoods in communities that are most likely to suffer from economic and environmental shocks.

Considering the nature of this development principle, the opinion is held that the principle of Spatial Resilience has limited bearing on the application at hand.

e) Good Administration

Even though the application was processed before obtaining clarity regarding the ownership of certain erven as discussed under Part F of the report, cognisance should be taken of the fact that building plan approval will not be permissible prior to obtaining clarity regarding the ownership matter (Also refer to Annexure Q).

The application was still processed strictly in accordance with the prescribed application procedures as stipulated in the Drakenstein By-law on Municipal Land Use Planning, 2018. The application included a transparent public participation process that afforded all parties the opportunity to provide input on matters affecting them.

2. Assessment in terms of the general criteria for consideration of applications as prescribed in terms of Section 65 of the Drakenstein By-law on Municipal Land Use Planning, 2018

a) Application procedures

The application was submitted and processed strictly in accordance with the prescribed application procedures as stipulated in the Drakenstein Bylaw on Municipal Land Use Planning, 2018.

The applicant also, apart from the normal publication method of the application, had an information session which was held with the community and all role players to discuss and answer all possible questions.

b) Intergovernmental Relations

Confirmation was obtained from both the Department of Environmental Affairs and Development Planning and Heritage Western Cape, that the proposed development will not trigger any listed environmental activities nor will it have any impact on any heritage resources. The Department of Infrastructure also confirmed that the proposed mixed-use development will function at acceptable levels in terms of traffic reticulation.

c) Impact on Municipal Engineering Services

The Drakenstein Municipality: Civil Engineering and Electro Technical Engineering Divisions both rendered positive comments to the application subject to certain conditions. It can therefore be argued that the proposed development will not have a negative impact on any of the municipal engineering services.

d) Policy Assessment

The Drakenstein Spatial Development Framework (SDF) serves as the primary guiding policy document in evaluating land use applications. In terms of the Drakenstein Spatial Development Framework, 2024 (SDF), the application property is located within the demarcated urban edge, and in an area that is annotated as 'Urban Infill'. The application property is also situated directly adjacent to a 'Mobility Route', being Main Road.

Furthermore, the application property falls within a 'Commercial Node' and a portion of the property is annotated as a 'Gateway' as well.

Given the above, the application clearly represents the consistency with the provisions of the SDF.

3. Assessment in terms of the level of desirability as prescribed in terms of Section 65 of the Drakenstein By-law on Municipal Land Use Planning, 2018 and Section 49 of the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA)

It is important to understand that the application solely stems from a Council approval for a long-term lease of the municipal property known as 'De Poort' (Unregistered Erf 28773 Paarl) to Kinesis Group Pty Ltd, for a mixed-use development, subject to certain conditions. It is the intention of the lessee to develop a mixed-use development that could become the tourism gateway of Paarl whilst at the same time offering a well-integrated meeting space for recreational activities, tourism facilities, residential opportunities and commercial activities.

It is important to note that the application process was undertaken strictly in accordance with the prescriptions of the Drakenstein Bylaw on Municipal Land Use Planning, 2018. The applicant went above

and beyond with the additional information system held with the members of public, informing them of the development proposal and open discussions were held.

Development Proposal/ Concept

The proposed development aims to create a vibrant mixed-use space that integrates tourism, retail and residential components (to be developed as phase 2). The development will include approximately 8728 m² of convenience retail, 667 m² of restaurant space and 940 m² of office space. The development, as part of Phase 2, also aims to incorporate around 120 residential units, designed as three-storey walk-ups, with sizes averaging 60-70 m². Specific detail pertaining to the residential component of the development will be dealt with at a later stage. The project will also feature a tourism building of 450 m², recreational facilities, and a long-distance bus ticketing office.

It is essential to note that the development is planned in two phases, with Phase 1 focusing on commercial and tourism components and Phase 2 on residential units.

The opinion is held that careful consideration went into the design, layout and architectural feel of the development which is clear in the amended detailed site development plan that was submitted, which perfectly outlines the proposed mixed-use development. The design not only places emphases on the layout of the proposed buildings but also emphasizes the non-motorised transport (NMT) with dedicated pedestrian and cyclist pathways. The access points to the development site are strategically placed on Turk, Tabak, and Pine Streets, with no vehicle access from Main Road in order to minimise any potential traffic impact on Main Road as well as that of the existing surrounding streets. The architectural style furthermore aims to create a cohesive community space, enhancing the area's aesthetic appeal which in return would not diminish the character of the surrounding area.

From a planning point of view, when assessing the proposed application in relation to the location of the property, the application can easily be accommodated and blend in with the surrounding area. The application further represents good urban planning which encourages densification and effectively decreases urban sprawl.

From a desirability point of view, the proposed application can be supported from a land use planning point of view, based on the following reasons:

- The application stems from a Council Decision to lease the application property for the development of a mixed-use development;
- The use of the application site for commercial purposes will combine well with the existing and proposed tourism component, as the commercial uses will contribute to the sustainability of the tourism uses;
- The proposed development will have no impact on the existing character of the area. The proposed concentration of urban related activities into one node will ultimately result in a distinct placement of land uses and strengthen the overall character of the area;
- The proposed development is in line with the approach of the SDF to promote appropriate optimal use of land within the urban edge and is therefore consistent with the SDF;

- The application represents a form of urban infill;
- Little to no negative impacts to the natural environment is foreseen by this application;
- The development furthermore is seen as a natural extension to the existing urban area, thus making it more reconcilable with the surrounding area;
- The property is well located and easily accessible;
- All the concerns raised by the objectors were sufficiently addressed by the applicant;
- The proposed development will create much needed socio-economic opportunities in Drakenstein Municipality in the form of employment;
- The proposal represents the optimal utilisation of a piece of land that has been underutilised and vacant for many years;
- A Traffic Impact Assessment has been conducted to evaluate the expected transport related impacts of the development and concluded that the proposed development can be accommodated without significant negative impacts on traffic flow;
- Sufficient parking will be provided in the form of on-site parking, motorcycle parking, bicycle bays and on street parking bays as well;
- A sustainable drainage system is proposed to manage increased storm water runoff from the development;
- The Department of Environmental Affairs and Development Planning and Heritage Western Cape confirmed that no further action is required in terms of their applicable legislations;
- The development adheres to the urban design principles outlined in the Paarl Hamlet Node/Gateway Urban Design Framework, as it promotes pedestrian mobility, active street frontages, and social gathering spaces.; and
- All the relevant departments consented to the application, subject to certain conditions.

4. Section 13(2)(f) of the Drakenstein Zoning Scheme By-law, 2018 states that a technical approval application may only be refused if it does not adhere to the parameters of the scheme, or is not permitted in terms of other applicable law, or conflicts with other adopted regulations or standards, or is likely to lead to development which is hazardous or unsafe for occupants of the land unit or the general public.

The compliance of the development proposal, in order to permit business building larger than > 2000 m² applicable to anchor tenant portion of the building (Shop 15), with the zoning scheme regulations is set out below:

<u>Building development parameters</u>	<u>Scheme requirement</u>	<u>Proposed</u>	<u>Compliant/Non-compliant</u>
Street building line	0m	±5-8m	Compliant
Common building line	4.5m (properties abutting zones other than MU, IND and U zones) or	All buildings do not encroach applicable building lines	Compliant

	0m (properties abutting MU, IND and U zones)		
Height	20m	12m	Compliant
Floor Area	2000m ²	±2796m ² (technical approval)	Compliant
Coverage	100%	23.3%	Compliant
Parking	4 bays/100m ² GLA (up to 1500m ²), Shops exceeding 1500m ² = 4 bays/100 GLA for the first 1500m ² and 6 bays/100m ² GLA for the balance (>1500m ²)	515 parking bays	Compliant. A total of 515 bays provided which is equivalent to what is required

5. Assessment in terms of site-specific circumstance required in order to deviate from the provisions of the Drakenstein Spatial Development Framework

Not applicable

PART N: RECOMMENDATION

1. That **approval be granted** in terms of Section 60(1)(a) of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, for the Deletion of condition 2.6, related to the Record of Decision (ROD), of the decision letter dated 19/09/2006 (Ref No.: E17/2/2/1AP2/Erven 2856 and 3103) for Unregistered Erf 28773, Paarl;
2. That **approval be granted** in terms of Section 60(1)(a) of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, for a permission in terms of a condition of approval, to amend and replace the existing approved SDP, applicable of the decision letter dated 19/09/2006 (Ref No.: E17/2/2/1AP2/Erven 2856 and 3103) for Unregistered Erf 28773, with a new SDP (as indicated on SDP-Site Plan, Number S001-S006, Rev H and Rev B), attached hereto as "Annexure D";
3. That **approval be granted** in terms of Section 60(1)(a) of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, for a consent use to allow for more than one (1) occasional use in any one calendar year;
4. That approval be granted in terms of Section 13(2)(d) of the Drakenstein Municipality Zoning Scheme Bylaw, 2018 for the following technical approvals applicable to Unregistered Erf 28773 Paarl:

- 4.1 To allow the floor space of one business entity to exceed 2000m², as per Section 62 (1) of the Zoning Scheme Bylaw, as indicated on SDP-Site Plan, Number S001-S006, Rev H and Rev B, attached hereto as "Annexure D";
- 4.2 For reduced parking to allow two or more uses to share a common parking area, as per Section 42 (13) of the Zoning Scheme Bylaw;
5. That approval be granted in terms of Section 17 of the Drakenstein Municipality Zoning Scheme Bylaw, 2018 for the following permissions:
- 5.1 To provide bicycle and/or motorcycle bays in lieu of parking bays, as per Section 37 (4) of the Zoning Scheme Bylaw;
- 5.2 To allow on-site parking to be provided in a public parking facility by the developer near the site, as per Section 42 (3)(b) of the Zoning Scheme Bylaw;
- 5.3 To allow parking to be positioned within 10m of the street boundary of the property, as per Section 65 (2) of the Zoning Scheme Bylaw;
- 5.4 To use or develop land proclaimed for road widening, which is part of the property, as per Section 233 (1) of the Zoning Scheme Bylaw;
6. That the approvals mentioned in Paragraphs 1-5 above are subject to the conditions contained in "Part O", laid down in terms of Section 66 of the Drakenstein By-law on Municipal Land Use Planning, 2018.

PART O: CONDITIONS OF APPROVAL

1. Compliance with the following general conditions:
- 1.1. This approval applies only to the application in question, and shall not be construed as authority to depart from any other legal prescriptions or requirements;
- 1.2. Any amendments to the application are subject to the relevant approval;
- 1.3. No new buildings are to be erected or existing structures altered without the approval of building plans by Council;
- 1.4. That the development takes place largely in accordance with the Site Development Plan (SDP-Site Plan, Number S001-S006, Rev H and Rev B), attached hereto as "Annexure D";
- 1.5. Adherence to the conditions set out in the memorandum of Drakenstein Municipality: Civil Engineering Services Department referenced 15/4/1 (28773) P (1728) dated 12 November 2025, attached hereto as "Annexure L";
- 1.6. Adherence to the conditions set out in the memorandum of Drakenstein Municipality: Electro Technical Engineering Services Department referenced 8/2/5_28773 dated 15 January 2025, attached hereto as "Annexure M";

- 1.7. Should the applicant fail to comply with any of the conditions laid down, then council reserves the right to impose further future conditions.
2. Compliance with the following conditions before or simultaneously with the submission of building plans:
 - 2.1. Adherence to the conditions set out in the memorandum of Drakenstein Municipality: Environmental Management Division referenced 15/4/1 (28773)P dated 26 November 2024, attached hereto as "Annexure P";
 - 2.2. Adherence to the conditions set out in the memorandum of Drakenstein Municipality: Heritage Services Sub-Section referenced 15/4/1 (28773)P dated 01 November 2024, attached hereto as "Annexure O";
3. Compliance with the following conditions prior to building plan approval:
 - 3.1. Obtaining a signed deed of sale/grant from the Department of Public Works and Infrastructure pertaining to Erf 3103, Paarl
4. Compliance with the following conditions before the issuing of the approval of the occupancy certificates of any building/s:
 - 4.1. All landscaping, in terms of the landscaping plan to be approved by Drakenstein Municipality: Environmental Management Division and Drakenstein Municipality: Heritage Services Sub-Section must be implemented before the issuing of the occupation certificate.

PART P: GENERAL ADMINISTRATIVE CONDITIONS

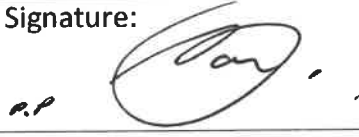
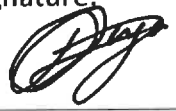
1. That the applicant be informed of the general right of appeal, in terms of Section 79(3) of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, by any person whose rights are affected by the decision, within 21 days from the date of the notification letter. The approval is therefore suspended until further notice;
2. That the surrounding property owners and objectors who were notified of the application during the public participation process be informed of the general right of appeal, in terms of Section 79(3) of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, by any person whose rights are affected by the decision, within 21 days from the date of the notification letter. The appeal procedures are set out in Section 80 of the afore-mentioned Bylaw; and
3. That the approval letter be displayed on the notice boards of the municipal offices and libraries and also be posted on the official municipal website.

PART Q: REASONS FOR RECOMMENDATION

1. The application stems from a Council Decision to lease the application property for the development of a mixed-use development;
2. The use of the application site for commercial purposes will combine well with the existing and proposed tourism component, as the commercial uses will contribute to the sustainability of the tourism uses;
3. The proposed development will have no impact on the existing character of the area. The proposed concentration of urban related activities into one node will ultimately result in a distinct placement of land uses and strengthen the overall character of the area;
4. The proposed development is in line with the approach of the SDF to promote appropriate optimal use of land within the urban edge and is therefore consistent with the SDF;
5. The application represents a form of urban infill;
6. Little to no negative impacts to the natural environment is foreseen by this application;
7. The development furthermore is seen as a natural extension to the existing urban area, thus making it more reconcilable with the surrounding area;
8. The property is well located and easily accessible;
9. All the concerns raised by the objectors were sufficiently addressed by the applicant;
10. The proposed development will create much needed socio-economic opportunities in Drakenstein Municipality in the form of employment;
11. The proposal represents the optimal utilisation of a piece of land that has been underutilised and vacant for mane years;
12. A traffic Impact Assessment has been conducted to evaluate the expected transport related impacts of the development and concluded that the proposed development can be accommodated without significant negative impacts on traffic flow;
13. Sufficient parking will be provided in the form of on-site parking, motorcycle parking, bicycle bays and on street parking bays as well;
14. A sustainable drainage system is proposed to manage increased storm water runoff from the development;
15. The Department of Environmental Affairs and Development Planning and Heritage Western Cape confirmed that no further action is required in terms of their applicable legislations;
16. The development adheres to the urban design principles outlined in the Paarl Hamlet Node/Gateway Urban Design Framework, as it promotes pedestrian mobility, active street frontages, and social gathering spaces.; and
17. All the relevant departments consented to the application, subject to certain conditions.

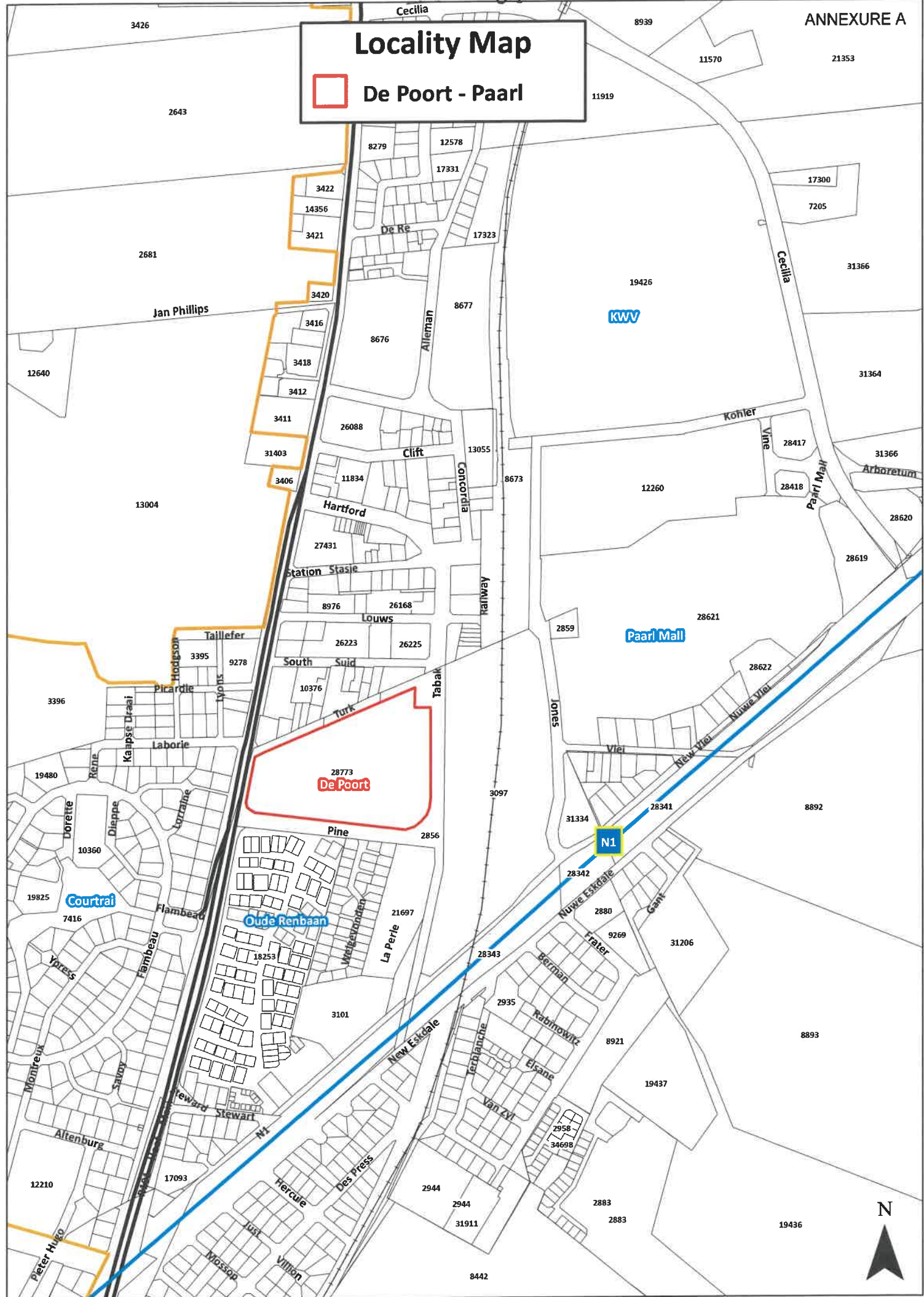
PART R: ANNEXURES

Annexure A:	Locality Plan
Annexure B:	Aerial photography of the site
Annexure C:	Applicant's motivation
Annexure D:	Site Development Plan
Annexure E:	Municipal Lease Approval
Annexure F:	Proof of Public Participation (Notification letter sent to surrounding property owners, Site Notices, Paarl Post, information session held)

Annexure G:	Objections Received		
Annexure H:	Comments from applicant on the Objections		
Annexure I:	Department of Environmental Affairs and Development Planning		
Annexure J:	Heritage Western Cape		
Annexure K:	Department of Infrastructure		
Annexure L:	Drakenstein Municipality: Civil Engineering Services Department		
Annexure M:	Drakenstein Municipality: Electro Technical Engineering Services Department		
Annexure N:	Drakenstein Municipality: Spatial Planning		
Annexure O:	Drakenstein Municipality: Heritage Services Sub-Section		
Annexure P:	Drakenstein Municipality: Environmental Management		
Annexure Q:	Drakenstein Municipality: Legal and Administrative Services		
Annexure R:	Ward Councillor Support		
Annexure S:	Traffic Impact Assessment		
Annexure T:	Drakenstein Municipality: Practice Note 1/2025		
PART S: ASSESSOR AND RECOMMENDER			
Assessed by: Riyaz Mowzer	SACPLAN Reg. No: Pr. Pln A/1743/2013	Signature: 	Date: 13 February 2026
Recommended by: Henk Strijdom	SACPLAN Reg. No: Pr. Pln A/1058/1998	Signature: 	Date: 20/2/26

Locality Map

 De Poort - Paarl



Aerial Photography of the site



2/23/2026, 11:37:29 AM

- Ward Councillors
- Urban Edge 2025
- Deeds Registered
- Street Names
- Aerial Imagery 2023
- Red: Band_1
- Green: Band_2
- Blue: Band_3

1:4 514



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, Geobase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

12.5. Drakenstein Tourism Development Plan (September 2019)

The De Poort site has been identified as a key tourism hub, envisioned as the Gateway to Paarl. The proposed development is aligned with the Tourism Development Plan, as it seeks to establish De Poort as a premier tourist destination. The development will offer a wide range of attractions, including retail shops, restaurants, coffee shops, sports facilities (padel tennis and gym), offices, a museum, a tourism office, a boutique hotel, a bus stop terminal, unique architecture, and pedestrian-friendly spaces.

SECTION E:

MOTIVATION

13. CRITERIA FOR DECIDING APPLICATIONS

13.1. The Spatial Planning & Land Use Management Act, 2013 (16 of 2013)

Section 42 of SPLUMA prescribe certain aspects that have to be taken into consideration when deciding on an application. These are:

- *development principles set out in Chapter 2 of SPLUMA*
- *protect and promote the sustainable use of agricultural land*
- *national and provincial government policies the municipal spatial development framework; and take into account—*
 - (i) *the public interest;*
 - (ii) *the constitutional transformation imperatives and the related duties of the State;*
 - (iii) *the facts and circumstances relevant to the application;*
 - (iv) *the respective rights and obligations of all those affected;*
 - (v) *the state and impact of engineering services, social infrastructure and open space requirements; and*
 - (vi) *any factors that may be prescribed, including timeframes for making decisions.*

13.2. Drakenstein Municipality: By-Law on Municipal Land Use Planning, 2018

Section 65 of the Drakenstein Municipality: By-Law on Municipal Land Use Planning, provides general criteria for consideration of applications. These include:

- *the desirability of the proposed use or development of land*
- *the impact of the proposed land development on municipal engineering services*
- *the integrated development plan, including the municipal spatial development framework*

- *the integrated development plan of the district municipality, including its spatial development framework*
- *the applicable local spatial development frameworks adopted by the Municipality;*
- *the applicable structure plans*
- *the applicable policies of the Municipality that guide decision-making*
- *the provincial spatial development framework*
- *the policies, principles and the planning and development norms and criteria set by the national and provincial government*
- *the matters referred to in section 42 of the Spatial Planning and Land Use Management Act*
- *the principles referred to in Chapter VI of the Land Use Planning Act*
- *the applicable provisions of the zoning scheme*
- *any restrictive condition applicable to the land concerned*

14. CONSISTENCY WITH SPATIAL POLICY DIRECTIVES

The proposal is considered to be in line with the applicable policy documentation, meaning that it is in line with the spatial proposal and vision for the area whilst complying with the permitted land uses of the site.

The approval of this application would not compromise the integrity of the applicable policy documents agreed to by the relevant authorities. The proposed development is considered desirable as it is not in conflict with the spatial development policies.

15. CONSISTENCY WITH THE SURROUNDING AREA

The proposed mixed-use development will complement, rather than disrupt, the existing character of the area. It will seamlessly integrate these diverse land uses, creating a central space where all these elements can come together, fostering a cohesive environment for community interaction.

The proposed development will provide alternative residential opportunities as well as alternative land uses supporting the existing developments in the area. The layout of the proposed development was sensitively designed to mitigate any potential impacts on the abutting residential estates.

16. NO IMPACT ON EXISTING RIGHTS OR PROPERTY VALUES

It is the considered opinion that the proposed mixed-use development will not impact on the existing land use rights of any property owners in the area. The proposal will not prevent any surrounding owner to exercise their legal land use rights.

The proposed development is not expected to negatively impact property values; in fact, it is likely to increase them due to the proximity to various services and amenities within walking distance. The development will enhance the area by providing convenient access to retail, recreational, and tourism facilities, while also boosting security through increased surveillance measures.

This improved environment will make the area more desirable and accessible, contributing positively to property values.

17. NO ENVIRONMENTAL IMPACT

The checklist for the determination of the applicability of the EIA Regulations, 2014 (as amended) with respect to the proposed development was submitted to Department of Environmental Affairs and Development Planning (DEA&DP) during February 2024.

DEA&DP confirmed (**Annexure D**) that proposed development does not constitute any listed activities in terms of the EIA Regulations, 2014 (as amended), therefore an Environmental Authorisation is not required from the competent authority prior to undertaking of the said development.

The proposed development will not have any environmental impact.

18. AVAILABILITY OF ENGINEERING SERVICES

There are existing services surrounding the site as it is located in an established neighbourhood. The proposed sewer connection for the site will be to the existing 160mm diameter pipe in Turk Street. The proposed water connection point for the site is proposed to connect to the existing 500mm diameter water main along Pine Street and possibly Tabak Street, if required.

The proposed development requires a 1.1 MVA power supply, which will be available on the existing Municipal network after necessary upgrades.

GLS Infrastructure Planning was appointed to assess the impact of the proposed development on the existing bulk water and sewer services and will submit their findings to municipal engineers.

19. UPGRADING & INFILL DEVELOPMENT AND DENSIFICATION OPPORTUNITIES

The proposed development constitutes infill development. Infill of urban areas is promoted by the Drakenstein Municipality from a spatial planning policy side, as it will lead to the optimal use of the municipality's existing bulk infrastructure, contain urban sprawl and protect the agricultural hinterland.

Additionally, the development will necessitate upgrades to the road networks and service infrastructure, which will enhance traffic flow, reduce congestion, and increase accessibility for all residents in the area. These infrastructure upgrades will also increase the capacity and reliability of services, ensuring better delivery for both current and future residents.

The residential component of the development supports the municipality's goals for densification, particularly in suitable locations like De Poort. This area, being underutilised and within the urban edge, is ideal for infill development and densification.

The proposed development will allow for the effective utilising of available developable land and can therefore be deemed desirable.

20. URBAN RENEWAL

Urban renewal is the process where old or decayed properties are redeveloped, where value is added to these properties and existing structures are renovated etc. These areas then become attractive again to live and work.

The proposal to redevelop the property and adding a facelift to the existing buildings is a good example of urban renewal.

The proposal will therefore contribute towards the urban renewal of this area and also contribute to an increase in the market value of properties in the surrounding area.

21. NO HERITAGE IMPACT

A Notification of Intent to Develop (NID) was submitted to Heritage Western Cape (HWC) during August 2024.

The outcome confirmed (**Annexure Q**) that the proposed mixed-use development on Erven 3103 & 2856-RE, located at Main, Turk, Pine, and Tabak Roads in Paarl, Drakenstein, will not impact heritage resources, and no further action is required under Section 38 of the National Heritage Resources Act (Act 25 of 1999).

22. SITE DEVELOPMENT PLAN LAYOUT CONSIDERATIONS

22.1. Architectural Design & Tourism

The proposed development aims to honour Paarl's rich history through its architectural style and design. An information centre is planned to provide details about the area's history, the wine history and the Afrikaans Taal Monument.

The development is intended to become a landmark with its distinctive architecture, drawing visitors upon entering Paarl. The retail section, featuring unique architectural designs, will be a major attraction.

Pedestrian-friendly pathways will connect visitors to various tourism and recreation facilities, including restaurants, cafes, arts and crafts spaces, padel courts, a market area, a museum, a grassy seating area, and a kids' play area. The location of the bus stop near these attractions will facilitate easy access for tour operators and visitors.



Figure 37: Landmark Building from Cnr. Main Rd, and Turk St

22.2. Noise Mitigation Measures

The proposed SDP incorporates several noise mitigation strategies to minimise impact on neighbouring properties. The main delivery area is centrally located to distance it from residential neighbours, and the bus stop is situated away from residential areas.

Public spaces within the residential component, such as the swimming pool and garden, are designed to be internal, reducing exposure to street noise. The main access point on Turk Street is positioned far from residential areas, while tourism and recreational facilities are grouped near Turk Street, away from Pine Street, which borders the residential estates. The gated residential access point restricts traffic to residents and their visitors only, and service deliveries on Pine Street will be limited to small vehicles to avoid noise from large trucks.

Additionally, trees along the perimeter provide natural sound buffering, and the building layout is designed to prevent noise from reaching neighbouring properties.

22.3. Disability Access and Wheelchair Friendliness

The proposed site development plan emphasizes disability access and wheelchair friendliness. Sidewalks are designed to be very wide, promoting non-motorised transport (NMT) by accommodating cyclists, pedestrians, and wheelchairs while keeping them safe from traffic.

All sidewalks leading into the site will be wheelchair-friendly, avoiding steps. Internal sidewalks will have canopies to keep people dry. Additionally, there will be designated

parking for people with disabilities, ensuring accessible and convenient access to the site.

22.4. Existing Buildings

The existing buildings will be retained and repurposed. The museum will receive a facelift and be used as a museum, information and tourism centre, and conference facility. The historic ox-wagons will be preserved and showcased within the museum for public viewing.

Similarly, the existing office building will be repurposed and updated, serving as a clubhouse for recreational activities like padel tennis, as well as a transport node with a ticket office for buses and ablution facilities.

22.5. Gateway to Paarl

The site, located at the southern entrance of Paarl, is designed to serve as a welcoming gateway to the town.

Prominent buildings along Main Road will act as focal points, capturing the attention of drivers and visitors. A proposed sign, "Welcome to Paarl" or "De Poort," will enhance this welcoming effect. The development aims to become a landmark with its distinctive architecture, drawing visitors upon entering Paarl.



Figure 38: Gateway Building from Cnr Main Rd and, Pine St

22.6. Limited Access Points and Delivery Yards

Access to and from the site is limited to ensure safe entry and exit, maintaining sufficient sight lines.

The main entry and exit for the commercial and retail areas will be from Turk Street, with a second access point on Turk Street dedicated to the tourism and recreational components. These two access points are spaced to provide adequate sight distance. Tabak Street will serve as the primary access for buses and larger delivery vehicles, directing them to the service/delivery yard located away from existing residential properties. Pine Street will feature two access points: one for small delivery vehicles serving the medical and office areas, and another gated access for the residential component. No access points are planned along Main Road to minimise disruption to traffic flow.

22.7. Active Edges

The development emphasizes active edges, ensuring interaction with the streets and avoiding bland, high walls.

Buildings along Main Road will face both the street and the internal site, with tree lines, wide sidewalks, and a grand staircase for a visually appealing streetscape. The design actively avoids blank walls along street boundaries, particularly facing Welgevonden and De Oude Renbaan, ensuring an engaging and attractive environment.



Figure 39: Pine St, from De Oude Renbaan

22.8. Screening Parking Areas

Buildings along Main Road feature tree-lined avenues, wide sidewalks, and a grand staircase to effectively screen the lower-level parking areas from view. This design not only enhances the visual appeal of the streetscape but also integrates parking spaces seamlessly into the development. By positioning the parking areas below street level, the design allows pedestrians on Main Road to overlook them, minimising their visual impact.

22.9. Trees, Tree Avenues, and Greenery

The site perimeter is lined with existing oak and ficus trees, which create a natural screen along the boundary. Tree lanes and avenues will further enhance the site, providing shade and screening for parking areas while improving the pedestrian experience. These tree lines will contribute to a visually appealing streetscape, offering shade for pedestrians and creating inviting social spaces along wide sidewalks. The tree-lined avenues will also serve as natural pathways for pedestrians, runners, and cyclists.

The ficus trees along the Main Road will be preserved, maintaining the existing green character of the area.



Figure 40: Trees Along Main Road

"De Poort Square" will feature a grassy area designed for children's play, social gatherings, and outdoor events such as live shows and markets. Trees within the parking areas will provide shade and break up large expanses of pavement, enhancing the overall environment and making it more pleasant and welcoming.

22.10. Long-Distance Bus Node

A designated bus parking area will be provided to accommodate long-haul buses, allowing safe, off-street collection and drop-off of visitors and commuters while avoiding traffic congestion.

Conveniently located near the tourism and recreation components, this area ensures easy access to attractions such as the tourism office and restaurants. It is also close to the residential component, facilitating smooth transitions between the bus stop and accommodations. The bus stop will feature dedicated bus parking and ablution facilities for passengers.

Currently, buses use on-street parking along Main Road for pickups and drop-offs. It is recommended that buses be relocated to the new bus node. The proposed long-distance bus node will include space for seven buses.



Figure 41: Bus Parking Area

22.11. Grouping of Tourism and Recreational Uses

The tourism and hospitality components are strategically clustered to create a lively, interactive space where people can gather and socialise. Key attractions such as the museum, information office, restaurants, padel courts, market area, kids' play areas, and De Poort Square are all located nearby, fostering a vibrant atmosphere and

seamless integration. This area is conveniently close to the bus stop for easy access by visitors and tourists, and its proximity to the proposed boutique hotel ensures guests have effortless access to these attractions.



Figure 42: Recreation Area from Museum Building

22.12. Residential Component

The residential component will have its own controlled access point and dedicated parking for the residents. Pedestrian access will be integrated, encouraging residents to walk to nearby tourism and recreational facilities rather than using their vehicles.

The design will aim to promote walking, allowing residents to easily access retail, office spaces and restaurants on foot, fostering a car-free lifestyle within the development.

A separate Site Development Plan (SDP) for the residential component, based on 120 units, will be submitted once the final layout is determined. The residential units are part of a future phase and will be detailed in a subsequent SDP.

22.13. Building Height & View Corridors

Buildings along Main Road are carefully oriented to maximise views of Paarl Rocks and the Afrikaans Taal Monument. Both the retail- and residential component take full advantage of these vistas, preserving key visual corridors.

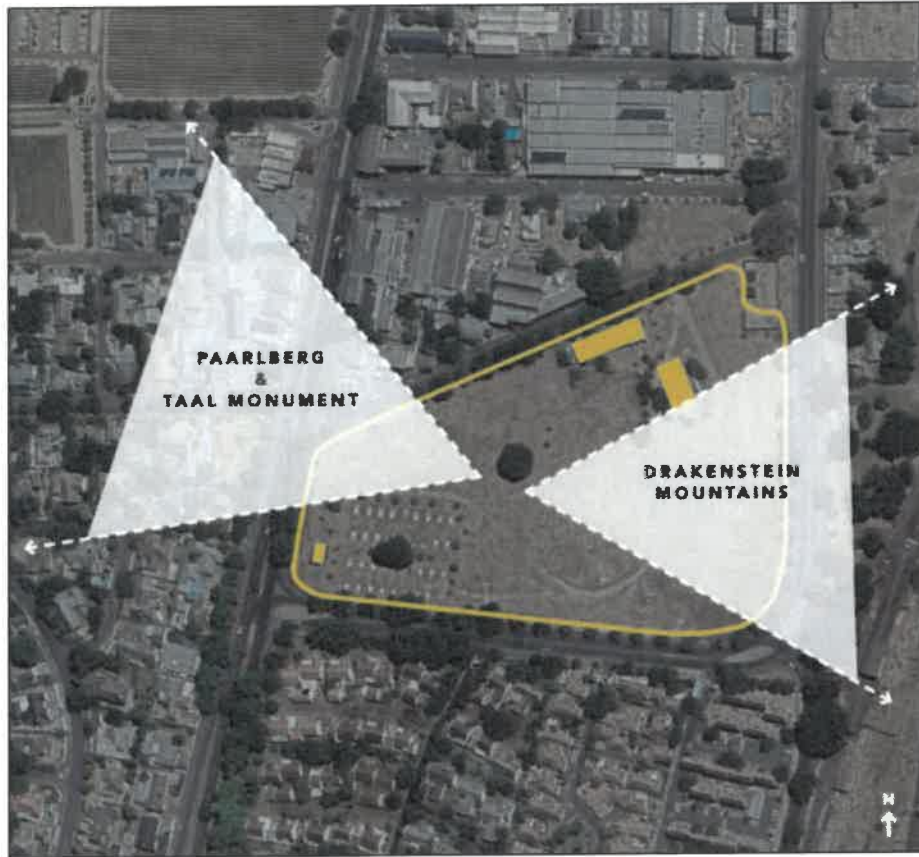


Figure 43: View Corridors

The development will adhere to the 2-3 storey height guideline, with taller buildings located on the lower part of the site along Tabak Street to preserve views of the Groot and Klein Drakenstein Mountains.

The proposed residential units will be capped at 3 storeys, with the 2nd and 3rd storey units offering views of Paarl Rocks and the Afrikaans Taal Monument. Buildings along Main Road will be limited to 2 storeys.

22.14. Market Area ('De Poort Square')

The proposed market area, 'De Poort Square,' is a centrally located grass lawn within the tourism and recreational component. This multifunctional space is designed to be the heart of the development, serving as a vibrant hub for markets, outdoor shows, exhibitions, kids' play areas, picnics, and more. The aim is to make 'De Poort Square' a lively gathering spot and a key focal point of the entire development.



Figure 44: De Poort Square from Tourism & Recreation Parking Area

23. RETAIL PARKING RATIO RELAXATION

The Drakenstein Municipality's Zoning Scheme By-Law requires 655 parking bays for the proposed development. However, the SDP includes provision for only 502 parking bays. According to the conclusions and recommendations of the Traffic Impact Assessment (TIA), the proposed 502 bays are deemed sufficient to meet the development's needs.

While the By-Law recommends a parking rate of 6 bays / 100 m² GLA for shops larger than 1 500 m², ITS motivates that a series of parking studies conducted over recent years indicate that a parking ratio of 4 bays per 100m² GLA is sufficient for the proposed development.

- A 2015 parking utilisation study conducted by GIBB at Paarl Mall found that the parking demand was low, with only 50% of bays occupied during the Saturday midday peak. The study observed a parking ratio of 3.06 bays / 100m² GLA, which was much lower than the 5.2 bays / 100 m² GLA provided at the time. As a result, it concluded that a parking ratio of 4 bays / 100 m² GLA would be adequate.
- In 2021, ITS conducted a parking study for a Nandos Drive-Thru at Rembrandt Mall (ITS Ref. 4367), following a TIA for the mall's expansion to 19 279 m² GLA. According to the September 2018 TIA, the mall provides 749 parking bays, equating to a ratio of 3.89 bays / 100m² GLA. The Nandos Drive-Thru study observed a peak of 457 vehicles, indicating that only 61% of the parking bays were utilised during the Saturday peak.

- More recently, ITS conducted a parking survey at Drakenstein Mall on Saturday, 7 September 2024, to determine the peak parking demand for the 9 000 m² GLA mall. The survey observed a maximum of 164 vehicles, which equates to a ratio of 1.82 bays / 100 m² GLA.

Based on the parking survey results from the three retail developments, it is evident that a parking ratio of 4 bays / 100m² GLA would be sufficient for the proposed development.

Applying a parking ratio of 4 bays / 100 m² GLA for the retail land use, reduces the required retail parking to 344 bays. The total required parking equals to 484 bays. Given that a total of 502 bays will be provided, there is a surplus of 18 bays. Hence, sufficient parking will be provided for the proposed development.

To further substantiate the reduction of the parking ratio for the retail component to 4 bays per 100m² GLA (from the standard 6 bays per 100m² GLA), the following points are presented:

- The previous approval, dated September 2006, included a condition allowing on-street parking within the side streets adjacent to the site. This provides additional parking capacity for the development and supports the reduction in on-site parking requirements for the retail component.
- In accordance with the Municipal By-laws, which allow for shared parking areas between multiple land uses, the retail component will share common parking areas with other uses within the development. While the retail component will benefit from this shared parking, the other uses will still fully comply with their specific parking requirements, ensuring that overall, the entire development remains adequately provided with parking.
- The site is located in proximity to other established retail centres, such as Paarl Mall, Laborie Centre, and Vineyard Centre. As a result, traffic and parking demand will be naturally distributed across these locations. The new development is unlikely to attract all retail traffic in the area, thereby reducing the pressure on parking at this specific site.
- One of the core objectives of this development is to encourage pedestrian movement through a Non-Motorised Transport (NMT) network. By reducing parking availability, the development aims to promote a shift away from vehicle usage, particularly for residents in surrounding neighbourhoods who can easily access the site via pedestrian-friendly walkways and cycling paths.
- The vision for De Poort prioritises pedestrian and cyclist mobility. Providing excessive parking would contradict this vision by encouraging higher vehicle use. Instead, the development seeks to balance parking provision—offering enough spaces without creating an oversupply that attracts more vehicles. The layout includes several pedestrian access points and wide sidewalks to accommodate cyclists and promote non-vehicular travel.

- The site is conveniently located near a train station and a bus node, both of which offer viable alternatives to private car travel. By leveraging these public transport options, visitors to the retail centre and other components of the development can easily reach the site without relying on private vehicles, further reducing the demand for parking.

24. NON-MOTORISED TRANSPORT (NMT)

The development prioritises a safe and efficient non-motorised transport (NMT) system, featuring extensive sidewalks, internal walkways, and bike racks, particularly along Turk Street, to encourage cycling. The wide sidewalks and walkways are designed to promote walking from neighbouring areas instead of driving. Ample bike racks will be placed throughout the site for secure bicycle parking.

Several pedestrian access points are proposed, allowing seamless movement within the site and to surrounding streets. Along Main Road, a wide sidewalk will be retained to preserve the existing tree lane and ensure safe pedestrian flow.

Additionally, a grand staircase is proposed at the corner of Main Road and Pine Street to further enhance accessibility and connectivity.

25. ACCESSIBILITY & TRAFFIC IMPACT

The development offers excellent accessibility due to its proximity to Main Road, which connects to the N1, a significant arterial route. This ensures easy access to the site, benefiting from its location on a key distribution road.

A Traffic Impact Assessment (TIA) conducted by ITS included specific recommendations. Based on their findings, they concluded that the proposed development could be approved from a transportation perspective, provided that the recommendations outlined in the report are implemented.

26. POSITIVE CONTRIBUTION TO THE TOWN & EMPLOYMENT OPPORTUNITIES

The proposed development will have a positive socio-economic impact on the area. The development will create a mix of short-term and permanent jobs. Short term employment will be provided by additional availability of employment during the construction phase and related fields.

Increased employment opportunities within Paarl South will have a knock-on effect for local businesses meaning that there is a net increase in prosperity and standard of living in the town as a whole.

PERMANENT JOBS INLCUDE	
Retail Staff	<ul style="list-style-type: none"> • Sales Associates / Cashiers • Stock Clerks / Inventory Staff: • Store Managers / Assistant Managers
Food and Beverage Staff	<ul style="list-style-type: none"> • Chefs / Cooks • Waitstaff / Servers • Baristas / Food Counter Staff • Food and Beverage Managers
Security Personnel	<ul style="list-style-type: none"> • Security Guards • Security Supervisors / Managers
Maintenance and Cleaning Staff	<ul style="list-style-type: none"> • Maintenance Technicians • Janitorial / Cleaning Staff • Maintenance / Cleaning Supervisors
Administrative and Management Roles	<ul style="list-style-type: none"> • Centre Manager / Property Manager • Leasing and Marketing Staff • Accounting / Finance Staff
Customer Service Roles	<ul style="list-style-type: none"> • Information Desk Staff • Customer Service Representatives
Additional Roles	<ul style="list-style-type: none"> • Security Camera Operators • Parking Attendants

The total number of employees across all these roles can range from 100 to 300 depending on the specific tenant mix and operational needs of the development.

Allowing the proposed development will unlock the full potential of the property, increasing local expenditure and creating employment opportunities. The development will contribute to service delivery and economic growth in the town. Approval will enable a well-established retail operator to construct a state-of-the-art mixed-use development with significant economic benefits for the area.

27. DEVELOPMENT / PLANNING PRINCIPLES IN TERMS OF SPLUMA & LUPA

In considering the application, the decision-maker needs to be guided by the Development Principles contained in (Chapter 2) of Spatial Planning and Land Use Management Act 2013 (Act 16 of 2013) (SPLUMA) and Chapter VI of the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA).

27.1. Spatial Justice

This principle refers to the need for improved access and use of land in order to readdress past spatial - and development imbalances as well as the need for SDF's and relevant planning policies, spatial planning mechanisms, land use management systems and land development procedures to address these imbalances.

- *The development does not intend to exclude any population group and numerous employment opportunities will contribute to household income improvement.*

27.2. Spatial Sustainability

This principle refers to the need for spatial planning and land use management systems to promote land development that is viable and feasible within a South African context, to ensure the protection of agricultural land and to maintain environmental management mechanisms. It furthermore relates to the need to promote effective / equitable land markets, whilst considering the cost implications of future development on infrastructure and social services as well as the need to limit urban sprawl and ensure viable communities.

- *This land-use application does not affect prime - or unique agricultural land, nor does it influence any environmental management mechanisms. The property is situated in an already developed area and will not negatively affect the efficient and equitable functioning of land markets.*
- *The subject property is situated within the urban edge and will utilise underutilised land, thus supporting infill development and not urban sprawl. The approval of the application will allow for the optimal utilisation of the site.*

27.3. Spatial Efficiency

This principle relates to the need for optimal use of existing resources and infrastructure as well as decision-making that minimises negative financial, social, economic or environmental impacts and development application procedures that are efficient and streamlined.

- *The proposed development is situated in an already serviced area. The proposed development will therefore utilise the existing resources and infrastructure available whilst promoting the optimal use of an underutilised site.*
- *Required capital contributions will also be paid, and it is not anticipated that the proposed application will have negative financial, social, economic or environmental impacts.*

27.4. Spatial Resilience

This principle refers to the extent to which spatial plans, policies and land use management systems are flexible and accommodating to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

- *The development proposal does not undermine the aim of any relevant spatial plan. Other aspects of spatial resilience are, however, not considered relevant to this application.*

27.5. Good Administration

This principle refers to the obligation of all spheres of government to ensure implementation of the above as efficiently, responsibly and transparently as possible.

- *The Municipality should consider the application within the prescribed timeframes and follow due process in an efficient manner. The only contribution the applicant can make, is to co-operate to ensure that the municipality has the necessary information, documentation, etc. to enable them to expedite the procedures thereby complying with this principle. To our opinion this duty has been and will be fulfilled.*

28. CONCLUSION

From this motivation report, it is the opinion that the application meets the criteria as set out in the Spatial Planning and Land Use Management Act (SPLUMA) and the Drakenstein Municipality Municipal Planning By-Law, is desirable and it is therefore recommended that the application for the proposal as submitted, be supported and approved by the Drakenstein Municipality.

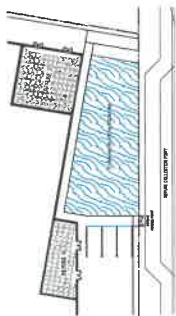
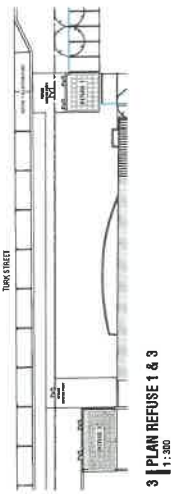
**H.J. Labuschagne (Pr. Pln – A/2718/2018) for
Nuvorm & Kinesis Group
October 2024**



REVISIONS

NO.	DATE	DESCRIPTION
1	2018-01-01	INITIAL DESIGN
2	2018-02-15	REVISED PER COMMENTS
3	2018-03-10	REVISED PER COMMENTS
4	2018-04-05	REVISED PER COMMENTS
5	2018-05-01	REVISED PER COMMENTS
6	2018-06-01	REVISED PER COMMENTS
7	2018-07-01	REVISED PER COMMENTS
8	2018-08-01	REVISED PER COMMENTS
9	2018-09-01	REVISED PER COMMENTS
10	2018-10-01	REVISED PER COMMENTS
11	2018-11-01	REVISED PER COMMENTS
12	2018-12-01	REVISED PER COMMENTS
13	2019-01-01	REVISED PER COMMENTS
14	2019-02-01	REVISED PER COMMENTS
15	2019-03-01	REVISED PER COMMENTS
16	2019-04-01	REVISED PER COMMENTS
17	2019-05-01	REVISED PER COMMENTS
18	2019-06-01	REVISED PER COMMENTS
19	2019-07-01	REVISED PER COMMENTS
20	2019-08-01	REVISED PER COMMENTS
21	2019-09-01	REVISED PER COMMENTS
22	2019-10-01	REVISED PER COMMENTS
23	2019-11-01	REVISED PER COMMENTS
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61	2023-01-01	REVISED PER COMMENTS
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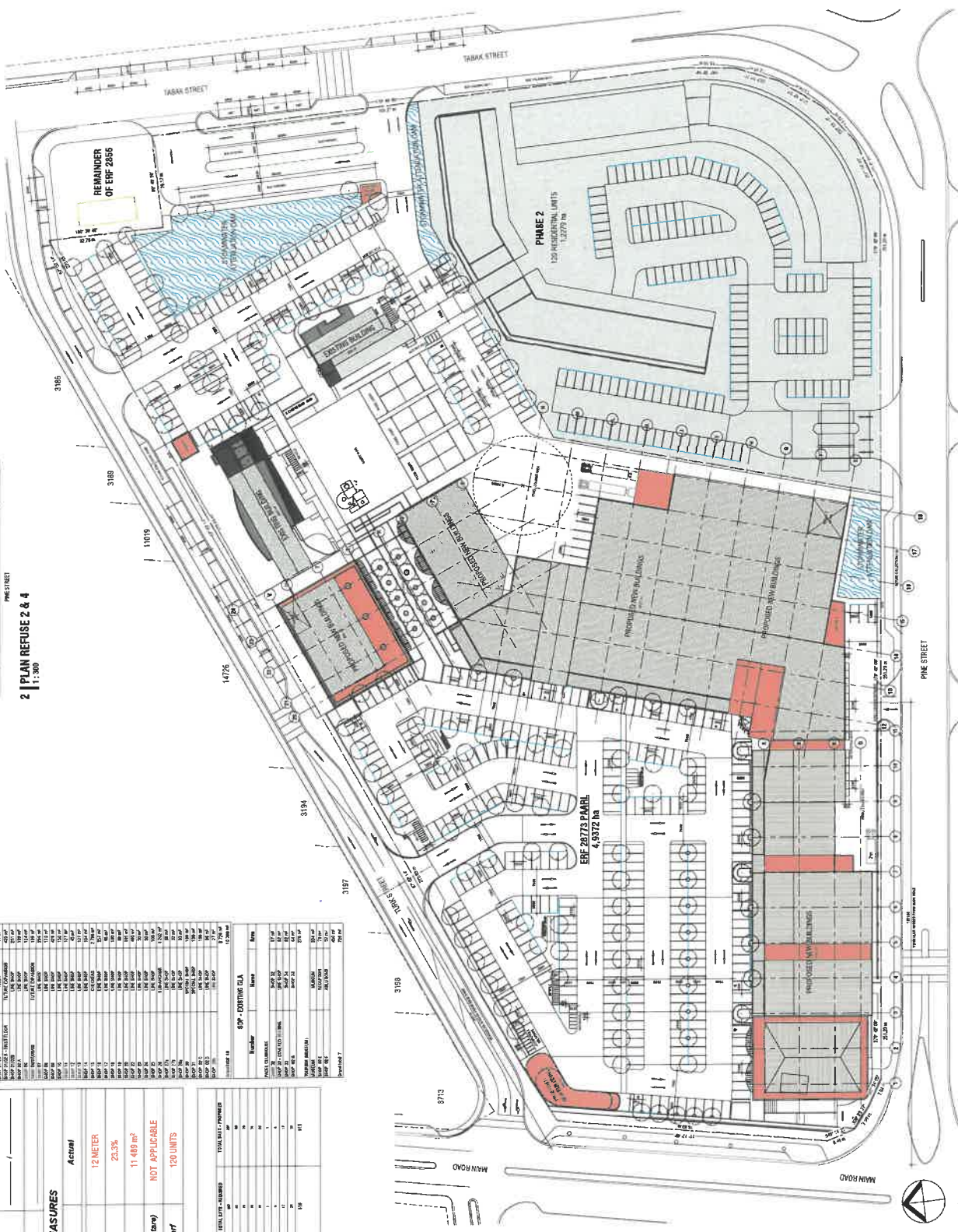
DE FOORT
KINESIS / MOOLMAN GROUP
ERF 2873
MAIN ROAD / PAARL
DRAKENSTEIN
SDP - SITE PLAN
DATE: 01 APR 2001
DRAWN BY: H
COUNCIL SUBMISSION



SDP - TOTAL GLA	AREA
EXISTING / NEW	75 000
NEW	11 000
TOTAL	86 000

Number	Name	Area
1	EXISTING	75 000
2	NEW	11 000
3	TOTAL	86 000

Number	Name	Area
1	EXISTING	75 000
2	NEW	11 000
3	TOTAL	86 000



1 | SITE PLAN | 1:400

PARKING PROVIDED

Category	Type	Count
TOTAL	STREET	118
	PROVIDED	118

PROVIDED PARKING

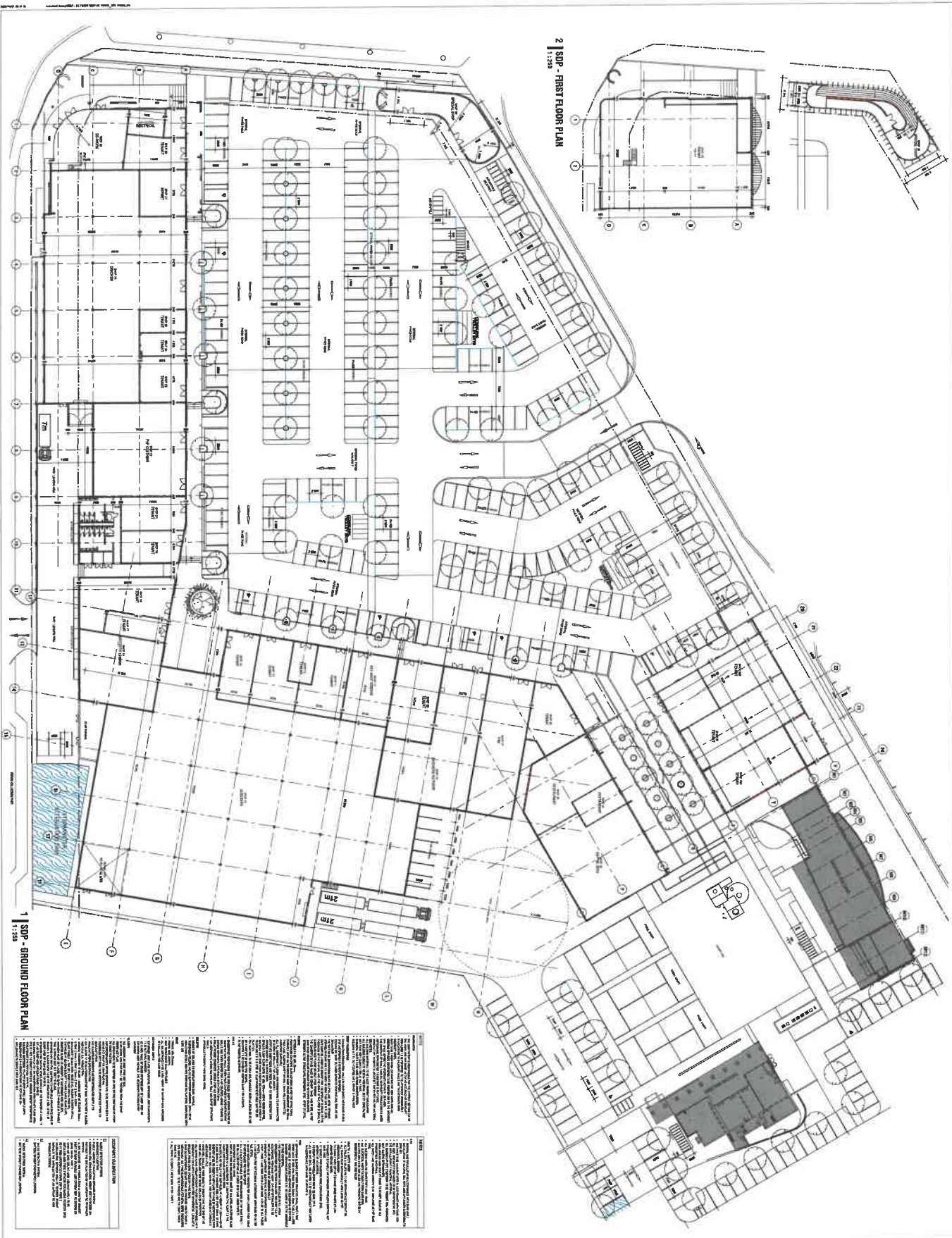
Category	Type	Count
TOTAL	STREET	118
	PROVIDED	118

REVERSE AREA CALCULATION

Category	Type	Count
TOTAL	STREET	118
	PROVIDED	118

NOTES

1. THIS SITE PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.
2. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF UTILITY SERVICES AND THE INSTALLATION OF METERING DEVICES.
3. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF WASTE COLLECTION AND DISPOSAL SERVICES.
4. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF SECURITY SERVICES AND THE INSTALLATION OF SECURITY SYSTEMS.
5. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF MAINTENANCE SERVICES AND THE REPAIR OF INFRASTRUCTURE.
6. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF INSURANCE SERVICES AND THE PAYMENT OF PREMIUMS.
7. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF LEGAL SERVICES AND THE REPRESENTATION OF THE DEVELOPER.
8. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF FINANCIAL SERVICES AND THE PAYMENT OF TAXES.
9. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF SOCIAL SERVICES AND THE SUPPORT OF THE COMMUNITY.
10. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF CULTURAL SERVICES AND THE PROMOTION OF HERITAGE.
11. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF ENVIRONMENTAL SERVICES AND THE PROTECTION OF NATURE.
12. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF RECREATION SERVICES AND THE DEVELOPMENT OF LEISURE FACILITIES.
13. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF EDUCATION SERVICES AND THE ESTABLISHMENT OF SCHOOLS.
14. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF HEALTH SERVICES AND THE ESTABLISHMENT OF HOSPITALS.
15. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF SOCIAL SERVICES AND THE SUPPORT OF THE COMMUNITY.
16. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF CULTURAL SERVICES AND THE PROMOTION OF HERITAGE.
17. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF ENVIRONMENTAL SERVICES AND THE PROTECTION OF NATURE.
18. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF RECREATION SERVICES AND THE DEVELOPMENT OF LEISURE FACILITIES.
19. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF EDUCATION SERVICES AND THE ESTABLISHMENT OF SCHOOLS.
20. THE LOCAL AUTHORITY SHALL BE RESPONSIBLE FOR THE PROVISION OF HEALTH SERVICES AND THE ESTABLISHMENT OF HOSPITALS.



1 SDP - GROUND FLOOR PLAN
1:150

2 SDP - FIRST FLOOR PLAN
1:150

NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

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9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

COMPANY INFORMATION

DE PPOORT
 KUNERS / MOCKMAN GROUP
 SFZ 20175
 MAAT 10011 199416
DRANKENSTEIN
 SDP - FLOOR PLANS

nvorm

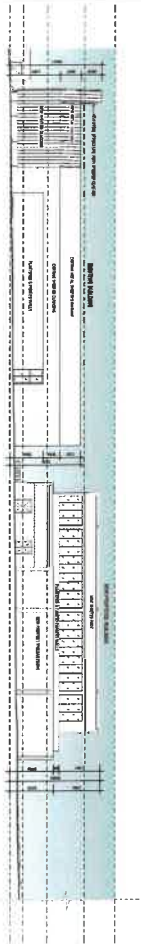
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 DATE: [REDACTED]
 DRAWING NO: [REDACTED]
 SCALE: [REDACTED]

REVISIONS

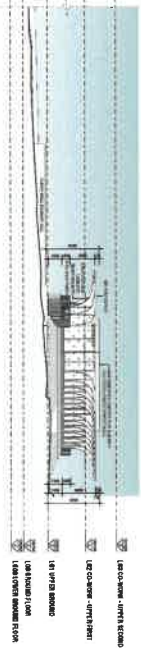
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 ARCHITECT: [REDACTED]
 ENGINEER: [REDACTED]
 DRAWING: [REDACTED]

DE PPOORT
 KUNERS / MOCKMAN GROUP
 SFZ 20175
 MAAT 10011 199416
DRANKENSTEIN
 SDP - FLOOR PLANS



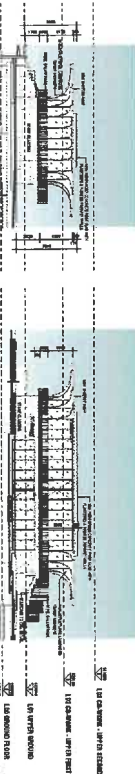
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1:150



2 | SITE NORTH ELEVATION - SPECIAL SHOP
1:150



3 | SITE WEST ELEVATION
1:150



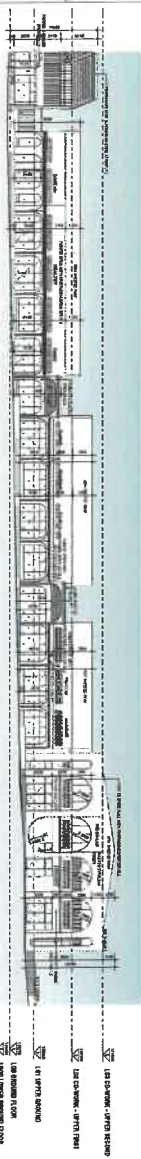
4 | SPECIAL SHOP SOUTH ELEVATION
1:150



5 | SPECIAL SHOP EAST ELEVATION
1:150



6 | SITE SOUTH ELEVATION
1:150



7 | RETAIL NORTH ELEVATION
1:150

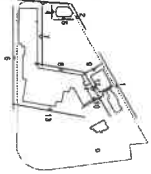
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- ↳ L10 CO-STORE - 1/17/19 NORTH
- ↳ L10 CO-STORE - 1/17/19 SOUTH
- ↳ L10 CO-STORE - 1/17/19 WEST
- ↳ L10 CO-STORE - 1/17/19 EAST
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP NORTH
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP SOUTH
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP EAST
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP WEST
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP NORTH ELEVATION
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP SOUTH ELEVATION
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP EAST ELEVATION
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP WEST ELEVATION
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP NORTH ELEVATION
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP SOUTH ELEVATION
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP EAST ELEVATION
- ↳ L10 CO-STORE - 1/17/19 SPECIAL SHOP WEST ELEVATION

NUVOFORM

Professional Limited Liability Corporation
 10000 10th Street, Suite 100
 Denver, CO 80231
 Phone: 303.733.1111
 Fax: 303.733.1112
 Email: info@nuvoform.com
 Website: www.nuvoform.com

REVISIONS

NO.	DATE	DESCRIPTION
1	01/17/19	ISSUED FOR PERMIT
2	01/17/19	ISSUED FOR PERMIT
3	01/17/19	ISSUED FOR PERMIT
4	01/17/19	ISSUED FOR PERMIT
5	01/17/19	ISSUED FOR PERMIT
6	01/17/19	ISSUED FOR PERMIT
7	01/17/19	ISSUED FOR PERMIT
8	01/17/19	ISSUED FOR PERMIT
9	01/17/19	ISSUED FOR PERMIT
10	01/17/19	ISSUED FOR PERMIT



DE POORT
 KINROSS / MOULDERY GROUP
 202 28172
 MAIN FLOOR PLAN
DRAKENSTEIN
 308 - ELEVATION SHEET 1
 DATE: 01/18/2019
 SCALE: 1/150

NOTE:
 ALL DIMENSIONS SHOWN ARE DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
 DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.



+27 21 807 4500 +27 21 872 8054
 www.drakenstein.gov.za
 customercare@drakenstein.gov.za
 Civic Centre, Berg River Boulevard, Paarl 7646

Enquiries: Nicola October
 Contact number: 021 807 4585
 Reference: 15/4/1 (28773) P
 Date: 18 April 2023

Kinesis Group (Pty) Ltd

Per electronic mail: eyntema@go-group.co.za / warno@nuvorm.com

PROPOSED LONG TERM LEASE OF ERF 28773 PAARL (UNREGISTERED CONSOLIDATION OF ERVEN 28711 & 28772 PAARL) SITUATED BETWEEN MAIN, TURK, TABAK AND PINE STREETS (ALSO KNOWN AS "DE POORT") (WARD 15)

The abovementioned matter refers.

You are hereby formally informed that Council on 29 March 2023 granted approval for the lease of the municipal property known as "De Poort" situated on Erf 28773 Paarl (an unregistered consolidation of Erven 28771 and 28772 Paarl), between Main, Turk, Tabak and Pine Streets, for a mixed-use development to Kinesis Group (Pty) Ltd, subject to the normal lease conditions as well as the following further conditions:

- 1.1 In terms of the Municipal Asset Transfer Regulations as well as the Asset Transfer Policy 2021 a market related rental will be applicable with the exception of certain circumstances where a subsidised market related rental is to be asked. The lease amount will be R31,587.50 (VAT excluded) per month (R379,050.00 per annum). The lease amount and agreement are to be reviewed on a regular basis, as properties are re-valued per municipal re-evaluation roll, at least every 3 years from the date of commencement of the original lease period;
- 1.2 A lease period of 50 (fifty) years with an option to renew for a further 10 (ten) year period will apply subject to conditions as contained in the Development specifications;
- 1.3 The property must be developed generally in accordance with the submitted development proposal;
- 1.4 The successful applicant will be responsible for submitting the necessary land use rights application(s) or any other applications as may be required (if applicable) in order to use the property in line with his proposed development, including any costs associated with such applications;
- 1.5 The successful applicant at his costs ensure that the lease agreement be notarially registered;
- 1.6 The lease agreement to be entered into be subject and in accordance to the proposed development;
- 1.7 The successful applicant will be responsible for the payment of all development costs, services, development charges, construction costs and any other costs related to the development throughout the stages of the development;

- 1.8 The successful applicant will be allowed to sub-lease certain portions of the property for certain purposes in line with the proposed Development and only with the prior written consent of the Municipality and on conditions as deemed necessary by the Municipality; and
- 1.9 All administrative, technical and legal requirements be adhered to specifically as detailed in the Development Specifications.

A meeting will be arranged to commence with the drafting of the lease agreement.

The Municipality is looking forward to working with you by assisting you in realising the proposed development and welcomes the investment into the Drakenstein Municipal area.

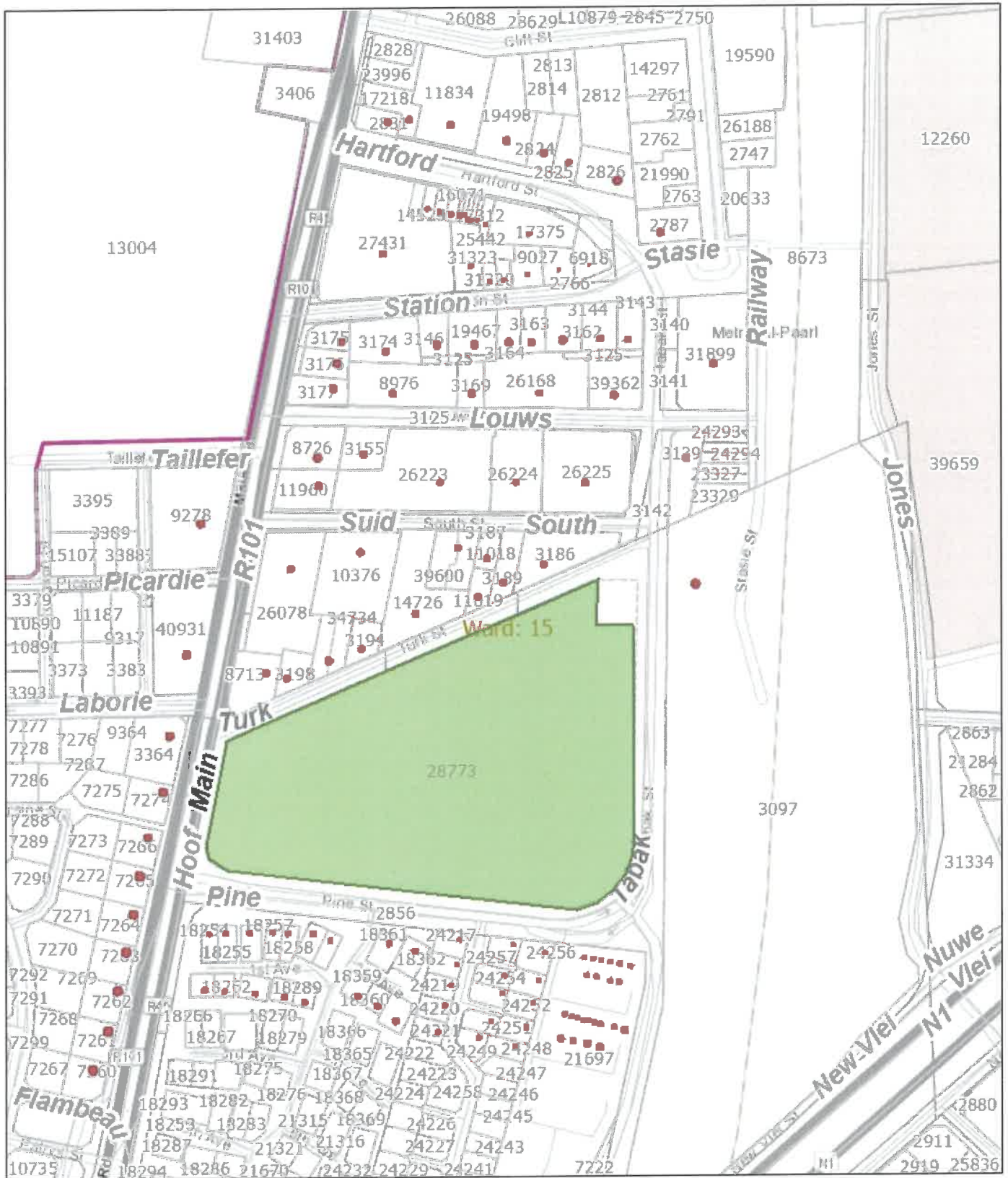
For any further enquiries or assistance kindly contact Ms N October at 021 807 4585.

Yours faithfully

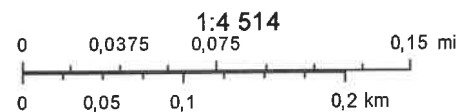


S JOHAAR
EXECUTIVE DIRECTOR: CORPORATE SERVICES

Notice Map Unregistered Erf 28773 Paarl - De Poort



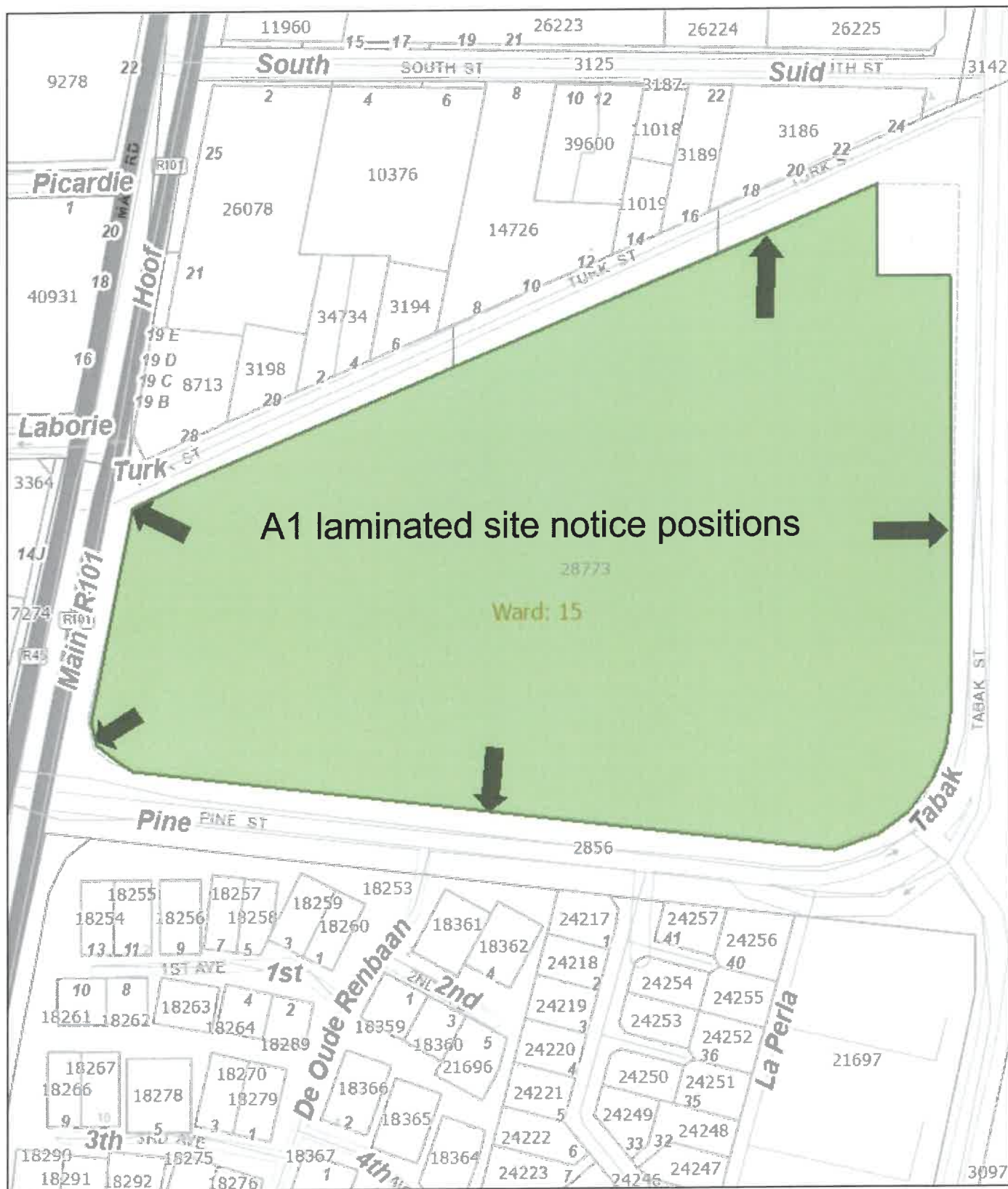
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- SG Approved _Query result
- Urban Edge 2024
- Solar Active Owners
- Ward Councillors
- Street Names
- Deeds Registered
- Towns and Villages

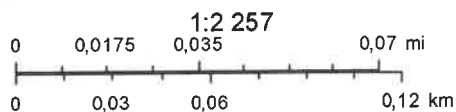
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Notification Position Map of Unregistered Erf 28773 Paarl - De Poort



9/20/2024, 8:44:55 AM

- SG Approved _Query result
- Towns and Villages
- Solar Active Owners
- Urban Edge 2024
- Street Numbers
- Ward Councillors
- Street Names
- Deeds Registered



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Surrounding Owners	No	Erf Description	Owner	Address	Contact No	Contact Person	Email Address	Notice Sent Via Email	Sent Date
	1	Erf 3278 Paarl	Courtnal Auto Pty Ltd	22 Main Street Southern Paarl 7646	021 863 1875 082 852 6093	Jacobus Van Kocke	hein@jembas.co.za	Email Sent	31 Oct
	2	Erf 40331 Paarl	1901 Paarl Pty Ltd	cir Laboer / Main Street Southern Paarl 7646	021 863 0386	Hendrik Christian Van Den Berg	yohtender@dylogistics.co.za	Email Sent	31 Oct
	3	Erf 3384 Paarl	J/L Kuo	14 J Main Street Southern Paarl 7646	022 563 7078	James / Linda	lindakoss@gmail.com	Email Sent	31 Oct
	4	Erf 7274 Paarl	MQ / M Pums	14 J Main Street Southern Paarl 7646	094 247 4726	Mark Quinon / Melinda	markquins@gmail.com	Email Sent	31 Oct
	5	Erf 7266 Paarl	H / EM Solomon / De Beer	14 H Main Street Southern Paarl 7646	079 764 0499	Herman / Elizabeth Maria	herman@nodentechlogies.com	Email Sent	31 Oct
	6	Erf 7265 Paarl	L Slabber	14 G Main Street Southern Paarl 7646	021 871 4201 083 339 1889	Linka	linkaslabber@gmail.com	Email Sent	31 Oct
	7	Erf 7264 Paarl	LS / JF / VG Hinderberg / Wiese	14 F Main Street Southern Paarl 7646	094 515 4466	LLD Sarah / Johan F / Valerie G	hinderberg@zid@gmail.com	Email Sent	31 Oct
	8	Erf 7263 Paarl	WG Silwaney	14 E Main Street Southern Paarl 7646	082 739 4864	Waran Graham	waran@silwaney.co.za	Email Sent	31 Oct
	9	Erf 7262 Paarl	Verlor Pty Ltd	14 C Main Street Southern Paarl 7646	021 863 1270	Kevin Mare	verlor@verlor.co.za	Email Sent	31 Oct
	10	Erf 7261 Paarl	WC / L Maree	14 B Main Street Southern Paarl 7646	082 773 0967	Wim Christoffel / Lunge	wille@marby.co.za	Email Sent	31 Oct
	11	Erf 7260 Paarl	JJ / DM Longmore	14 A Main Street Southern Paarl 7646	073 197 3284	Justin James / Deborah Maria	accounts@smaragdmedia.com	Email Sent	31 Oct
	12	Erf 18254 Paarl	PU Hopkins Belegings Pty Ltd	13 Eersteblaas De Oude Renbaan Southern Paarl 7646	021 910 1911	Petrus Uys Hopkins	just@amc.co.za	Email Sent	31 Oct
	13	Erf 18255 Paarl	Storie Trust	11 Eersteblaas De Oude Renbaan Southern Paarl 7646	021 863 1422	Jacobus Stobbe	just@amc.co.za	Email Sent	31 Oct
	14	Erf 18256 Paarl	GPS Evans	9 Eersteblaas De Oude Renbaan Southern Paarl 7646	072 336 6898	Catharina Pienaar Susanna	evans.rna@gmail.com	Email Sent	31 Oct
	15	Erf 18257 Paarl	MA Wessels	7 Eersteblaas De Oude Renbaan Southern Paarl 7646	083 264 4471	Maria Adriana	wessels.marla@gmail.com	Email Sent	31 Oct
	16	Erf 18258 Paarl	Robertez Familie Trust	5 Eersteblaas De Oude Renbaan Southern Paarl 7646	079 481 0004	Nico Robertze	roberteza@tdoud.com	Email Sent	31 Oct
	17	Erf 18259 Paarl	Durham Belegings CC	3 Eersteblaas De Oude Renbaan Southern Paarl 7646	082 335 7760	David Fourie	dawe.fourie@hais-group.com	Email Sent	31 Oct
	18	Erf 18260 Paarl	Van Zyl Reuntemere Trust	1 Eersteblaas De Oude Renbaan Southern Paarl 7646	083 417 0886	Susanna Hige	susan.hige@gmail.com	Email Sent	31 Oct
	19	Erf 18261 Paarl	MC Lombard	10 Eersteblaas De Oude Renbaan Southern Paarl 7646	071 337 0941	Maria Cornelia	christianheid@vsnl.co.za	Email Sent	31 Oct
	20	Erf 18262 Paarl	GL Melnrobe	8 Eersteblaas De Oude Renbaan Southern Paarl 7646	021 872 4509	Aubrey Arthur	aubreyw@web.co.za	Hand delivered	31 Oct
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	22	Erf 18264 Paarl	PM Louw	4 Eersteblaas De Oude Renbaan Southern Paarl 7646	023 316 1198	Awyn Marne	louw@aad.com	Email Sent	31 Oct
	23	Erf 18269 Paarl	IDA Bruwer Trust	2 Eersteblaas De Oude Renbaan Southern Paarl 7646	083 228 5695	Kevin Stiering	kadruwer@yahoo.com	Email Sent	31 Oct
	24	Erf 18269 Paarl	Kevin Stiering Family Trust	2 Eersteblaas De Oude Renbaan Southern Paarl 7646	021 871 1200	Kevin Stiering	stier@efra.com	Email Sent	31 Oct
	25	Erf 18262 Paarl	B Doring	4 Tweedeblaas De Oude Renbaan Southern Paarl 7646	082 869 5889	Benjamin	bernie.doring1@gmail.com	Email Sent	31 Oct
	26	Erf 18269 Paarl	CJ Keyser / M	1 Tweedeblaas De Oude Renbaan Southern Paarl 7646	082 823 0946	Christo Jacques	NO EMAIL ADDRESS	Hand delivered	31 Oct
	27	Erf 18260 Paarl	The Kraya Trust	3 Tweedeblaas De Oude Renbaan Southern Paarl 7646	082 825 8387	Danielle Cobbet	christn@stationfinance.co.za	Email Sent	31 Oct
	28	Erf 26266 Paarl	Doris Josie Family Trust	5 Tweedeblaas De Oude Renbaan Southern Paarl 7646	082 774 3464	Danielle Scholze / Daniel Gabriel De Villiers	louise@heming.co.za	Email Sent	31 Oct
	29	Erf 24217 Paarl	JC Van Der Merwe	1 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	082 466 1467	Johan Christiaan	jpdvmerwe@gmail.com	Email Sent	31 Oct
	30	Erf 24218 Paarl	Shamkanda Trust	2 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	021 861 3104	Lynn Street	lynn.street2@gmail.com	Email Sent	31 Oct
	31	Erf 24219 Paarl	AJ Samenberg	3 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	021 863 3390	Albertus Jacobus	albert_scombenberg@btemail.co.za	Email Sent	31 Oct
	32	Erf 24220 Paarl	Alta Alberte Familie Trust	4 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	021 863 3712	Aletta De Villiers	info@abccontessa.co.za	Email Sent	31 Oct
	33	Erf 24221 Paarl	Gertrienhch Familie Trust	5 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	084 207 9940	Jean Schoeman	jean-naire@sunimilegroup.co.za	Email Sent	31 Oct
	34	Erf 24248 Paarl	EPJ Barnard	32 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	083 412 3412	Ernest Philippe Johannes	zandre@vdslegal.co.za	Email Sent	31 Oct
	35	Erf 24249 Paarl	G Jonker	33 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	084 506 7989	Gerhardus	wjorker@nwab.co.za	Email Sent	31 Oct
	36	Erf 24250 Paarl	WE Moret	34 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	079 617 1816	Wim Edlard	wemoret@nwab.co.za	Email Sent	31 Oct
	37	Erf 24251 Paarl	M / T Landman	35 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	083 254 8910	Morre	amg@sigpe@yahoo.com	Email Sent	31 Oct
	38	Erf 24252 Paarl	AM Buret	36 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	079 617 1816	Anna Margaretha	gimburner@telekoma.net	Email Sent	31 Oct
	39	Erf 24253 Paarl	Alta Alberte Familie Trust	37 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	076 450 3712	Aletta De Villiers	info@abccontessa.co.za	Duplicate	31 Oct
	40	Erf 24254 Paarl	RM DU Pre	38 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	021 863 3431	Rosina Maria	barrie@santamila.co.za	Email Sent	31 Oct
	41	Erf 24255 Paarl	WG / W Klingenberg	39 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	072 193 6180	Wolfram Georg / Wanda	wolfram.klingenberg@gmail.com	Email Sent	31 Oct
	42	Erf 24256 Paarl	MM Van Wyk	40 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	082 577 0635	Mignon Mariette	dc@jvanyk@gmail.com	Email Sent	31 Oct
	43	Erf 24257 Paarl	PV / ES De Wit	41 Weggevoerdestraat Weggevoerden Sude-Paarl 7646	012 111 9575	Pieter / Anetries	jedevanprak@nwab.co.za	Email Sent	31 Oct
	44	Erf 8713 Paarl	Familie Roux Eendomme Pty Ltd	16 Hooftstraat Sude-Paarl 7646	021 863 1444	Stephanus Roux	eroux@workonline.co.za	Email Sent	31 Oct
	45	Erf 3198 Paarl	SO Hof Body Corporate	29 SO Hof Pabuis 508 Sude-Paarl 7624	083 266 8901	Elaine Pajdter	eps1@tdmail.co.uk	Email Sent	31 Oct
	46	Erf 34724 Paarl	Le Roux Familie Trust	24 Turkestraat Sude-Paarl 7646	021 863 3635	Matthews Johannes Le Roux	matliew@mhnumcapital.co.za	Email Sent	31 Oct
	47	Erf 3194 Paarl	J Van Zyl	6 Turkestraat Sude-Paarl 7646	083 261 4517		accounts@robindrivest.co.za	Email Sent	31 Oct
	48	Erf 14726 Paarl	GM Bouckaert	10 Turkestraat Sude-Paarl 7646	083 261 4517		accounts@rs.co.za	Email Sent	31 Oct
	49	Erf 26078 Paarl	Shell Downstream South Africa Pty Ltd	25 Hooftstraat Sude-Paarl 7646	083 629 3225		shell-tr@shell.com	Email Sent	31 Oct

50	Erf 10376 Paarl	A & A Van Zyl Familie Trust	6 Sudestraat Sude-Paarl 7646	021 863 2170	Anton & Antonette	france@avzdeco.randdesign.co.za	Email Sent	31 Oct
51	Erf 19860 Paarl	Borgstrom Developments CC	10 Sudestraat Sude-Paarl 7646	021 872 6390	Warren Lubischangne	warren@borgstrem.co.za	Email Sent	31 Oct
52	Erf 11018 Paarl	AA Bouckaert	14 Sudestraat Sude-Paarl 7646			u@as.co.za	Email Sent	31 Oct
53	Erf 11019 Paarl	GM Bouckaert	14 Turkestraat Sude-Paarl 7646			v@vdslegal.co.za	Email Sent	31 Oct
54	Erf 3189 Paarl	GM Bouckaert	HV/ Suid en Turk Strale Sude-Paarl 7646	021 872 8945	Gilberte Maria	vds@vdslegal.co.za	Duplicate	
55	Erf 3186 Paarl	GM Bouckaert	HV/ Suid en Turk Strale Sude-Paarl 7646	021 872 6694	Cibenne Maria	Mhimi, Ntsokondig@transnet.net Tulus Malotam@transnet.net Burton, Sijpe@transnet.net Phillip Zond@transnet.net Inahli Buasikwe@transnet.net nonhlokozi.khumalo@prasa.com handiswa.tzile@prasa.com	Duplicate	
56	Erf 3097 Paarl	Transnet	Postbus 36 Kaapseid 6000			accounts@vandeventer.co.za	Email Sent	31 Oct
57	Erf 26225 Paarl	Chinzaco 138 Pty Ltd	PO Box 3699 Paarl 7620	021 863 1965	Gerrardus Johannes Van Deventer	accounts@vandeventer.co.za	Duplicate	31 Oct
58	Erf 129224 Paarl	MSD Property Development Pty Ltd	Postbus 672 Sude-Paarl 7624	021 863 1965	Gerrardus Johannes Van Deventer	mande@msdpropertes.co.za	Email Sent	31 Oct
59	Erf 3155 Paarl	MA Steenkamp	5-7 Louwlaan Sude-Paarl 7646	073 498 1505	Mabel Aletia	bal@mrtdr@vodafone.co.za	Email Sent	31 Oct
60	Erf 8726 Paarl	Gulluurne Ndl Properties Pty Ltd	2 Baroksa Louwlaan Sude-Paarl 7646	072 157 1321	Nicolas Meyer	gn@gnec.co.za	Email Sent	31 Oct
61	Erf 11890 Paarl	The Rhenoco Trust	31 Hoofstraat Sude-Paarl 7646	083 2703853		shelia@rhenoco.co.za	Email Sent	31 Oct
62	Erf 3177 Paarl	Chinzaco 138 Pty Ltd	HV/ Hoofstraat / Louwlaan Sude-Paarl 7646	021 863 1965	Gerrardus Johannes Van Deventer	accounting@vandeventer.co.za	Email Sent	31 Oct
63	Erf 3178 Paarl	Bonnie Build Invest CC	41 Hoofstraat Sude-Paarl 7646		Antonette Van Zyl	isaan@bondinvest.co.za	Email Sent	31 Oct
64	Erf 3175 Paarl	PW Bolhna Trust	HV/ Hoof en Siese Strale	092 570 2909	Pieter Bolhna	lanla@pwpasallanca.co.za	Email Sent	31 Oct
65	Erf 3174 Paarl	Dunham Beleggings BK	5 Staatsstraat (Postbus 2781 Paarl 7620)	021 863 1965	Gerrardus Johannes Van Deventer	dwylie_fouler@halfagroup.com	Duplicate	
66	Erf 3146 Paarl	L Kuo	7 Staatsstraat (PO Box 3492 Paarl 7620)	021 863 8001	Linda	linducosa@gmail.com	Duplicate	
67	Erf 19467 Paarl	L / J Kuo	9-11 Staatsstraat (Lotusson Trading CC PO Box 3482 Paarl 7646)	083 478 8750	LindaJames	lindaucosa@gmail.com	Duplicate	
68	Erf 3164 Paarl	Casidia SOC Ltd	PO Box 660 Southern Paarl 7624	021 863 5000	Frederick Johannes Van Zyl	jappolls@casidia.co.za	Email Sent	31 Oct
69	Erf 3163 Paarl	Casidia SOC Ltd	Postbus 660 Sude-Paarl 7624	021 863 5000	Frederick Johannes Van Zyl	jappolls@casidia.co.za	Duplicate	
70	Erf 3162 Paarl	The Orange House Investments Eendomme BK	PO Box 1676 Paarl 7624	079 515 8638	Arden Garris	officemanager@ohl.co.za	Email Sent	31 Oct
71	Erf 3144 Paarl	Perkmas Pty Ltd	15-17 Sibaon Street Paarl 7646	082 447 7638		angelinogovewar@gmail.com	Email Sent	31 Oct
72	Erf 3143 Paarl	Boomsicks Property Investments Pty Ltd	21 Staatsstraat (23 Wild Olive Fairtree 7550)	021 863 1962	Peter Willyg / Steven John Palfreman / Shaun Kelly Boucher	angelinogovewar@gmail.com	Email Sent	31 Oct
73	Erf 8976 Paarl	Chinzaco 138 Pty Ltd	12 Louwlaan Paarl 7646	083 784 3284	Frederick Johannes Van Zyl	admin@boomsticks.co.za	Email Sent	31 Oct
74	Erf 3189 Paarl	Green Willows Properties 265 Pty Ltd	18 Louw Avenue Balla Rosa Paarl 7646	021 863 5000	Daniel Jacobus Buys	accounting@vandeventer.co.za	Duplicate	
75	Erf 28168 Paarl	Casidia SOC Ltd	PO Box 680 Southern Paarl 7624	082 891 1800	Daniel Jacobus Buys	m@mgarfire.co.za	Duplicate	
76	Erf 33682 Paarl	BCT Financing Pty Ltd	Verde en Luit Farm Simonium 7670	021 833 2600	Jacobus Patus Fourie	jappolls@casidia.co.za	Email Sent	31 Oct
77	Erf 27431 Paarl	L Nel	7B Hartfordstraat, Suite 156 Postnet X3036 Paarl 7646	021 072 6520	Leonie	tallia@stratex@gmail.com	Email Sent	31 Oct
78	Erf 14524 Paarl	GJ Malan Trust	7C Hartfordstraat (3 Upper Mill Street Paarl 7646)	084 672 6520	Gabriel Malan	creditor@pwp@pawonline.co.za	Email Sent	31 Oct
79	Erf 16070 Paarl	M Mathibe	9A Hartfordstraat Sude-Paarl 7646	079 716 9763	Maria	w@cor@shamail.co.za	Email Sent	31 Oct
80	Erf 17209 Paarl	Milegro Investments CC	PO Box 3003 Paarl 7620	083 655 3372	Estelle Sadler	no_email_address	Property	31 Oct
81	Erf 17309 Paarl	JJD Basson	9C Hartfordstraat (10 Klein Reservoistraat Paarl 7646)		Jean Jacques De Villiers	deest@jasadler.co.za	Email Sent	31 Oct
82	Erf 17310 Paarl	JJD Basson	9D Hartfordstraat (10 Klein Reservoistraat Paarl 7646)		Jean Jacques De Villiers	jacques@just.property	Email Sent	31 Oct
83	Erf 17311 Paarl	JJ / EG Basson	9E Hartfordstraat Paarl 7646	083 461 8691	Jean Jacques De Villiers / Eugene Gail	jacques@just.property	Duplicate	
84	Erf 17312 Paarl	WP / S Viljoen	9F Hartfordstraat Paarl 7646	078 880 2364	Wybrand	no_email_address	Proof of Notice Left at the Property	31 Oct
85	Erf 25442 Paarl	JG Swart / CH	9H Hartfordstraat Sude-Paarl 7646	072 075 3745	Jaco	correlan.swart@gmail.com	Email Sent	31 Oct
86	Erf 31323 Paarl	Amplify Church	2-4A Staatsstraat (15 Hartfordstraat Paarl 7646)	083 389 3671	Brent Marini	biert@amplifychurch.org.za	Email Sent	31 Oct
87	Erf 31320 Paarl	K / VJ Nimwic / Moller	6 Staatsstraat Sude-Paarl 7646		Kristiaan Nimwic / Verena Jasmin	christiaan.nimwic@me.com	Email Sent	31 Oct
88	Erf 31321 Paarl	RD De Beer	8 Staatsstraat Sude-Paarl 7646	072 476 2199	Riaan David	A.BD51@bommail.com	Email Sent	31 Oct
89	Erf 31322 Paarl	Wolfrat Pty Ltd	12A Staatsstraat (12A Main Road Paarl 7646)	021 872 8827	Adert Wollhaat	michelle@wolfrat.co.za	Email Sent	31 Oct
90	Erf 17375 Paarl	Amplify Church	15 Hartfordstraat (PO Box 410 Paarl 7620)	083 389 3671	Brent Marini	sandra@amplifychurch.org.za	Email Sent	31 Oct
91	Erf 17376 Paarl	Leach Petrol Pty Ltd	16-18 Staatsstraat Paarl 7620	082 410 7657	Jacques Leach	admin@leach-admin.com	Email Sent	31 Oct
92	Erf 6918 Paarl	The Old Apostolic Church	Staatstraat (Marina Crescent Sonstraalhoogte Durbanville 7520)	021 865 7876	Michael Beck	johnn.brandt@wc.eldapostolic.com	Email Sent	31 Oct
93	Erf 31899 Paarl	Subarobix Pty Ltd	HV Tabak & Staatsstrate (40 Silverboomskoolstraat Someriet Wes 7130)	021 200 1463	Stefin Strydom	accounts@wypso.co.za	Email Sent	31 Oct
94	Erf 2831 Paarl	Admirac Pty Ltd	53 Hoofstraat Sude-Paarl (JN Van Tonder Plat 3 Hoofstraat 53 Sude-Paarl 7646)			recovery@gmail.com	Email Sent	31 Oct
95	Erf 17218 Paarl	Sude-Paarl Eendomme	53A Hoofstraat Sude-Paarl (Postbus 6202 Hoofstraat Sude-Paarl 7620)			ron@vdp.co.za	Email Sent	31 Oct
96	Erf 11894 Paarl	WJ & SM Groenewald Trust	Queens Terrace Sectional Title Complex 7 Hartfordstraat (Schiedaafloor Postbus 225 Rivensenderend 7250)	072 713 6694	Christoff Groenewald	wijkooft15@gmail.com	Email Sent	31 Oct
97	Erf 19408 Paarl	JA Cliff Pty Ltd	Postbus 515 Sude-Paarl 7624	072 210 2625		mitchell@cliffgranite.co.za	Email Sent	31 Oct

100	Er 2824 Paarl	JA Cillit Pty Ltd	14 Hartfordstraat (Postbus 515 Suidel-Paarl 7524)			michelle@silfrantie.co.za	Duplicate	
101	Er 2825 Paarl	JA Cillit Pty Ltd	Postbus 515 Suidel-Paarl 7524			michelle@silfrantie.co.za	Duplicate	
102	Er 2826 Paarl	JA Cillit Pty Ltd	18 Hartfordstraat (Postbus 515 Suidel-Paarl 7524)			michelle@silfrantie.co.za	Duplicate	
103	Er 2187 Paarl	Orange House Inv Pty Ltd	HV Hartford / Concordiastrat, P.O Box 1515 Southern Paarl 7524	021 883 1590		michelle@silfrantie.co.za	Duplicate	
Homeowners Associations								
No	Contact Person			Contact No		Email Address	Notice Sent Via Email	Sent Date
1	De Oude Rantbaan HOA			021 863 2853		sturnr@oudereibaan.co.za	Email Sent	31 Oct
2	Wagewonden Estate HOA			021 87303400		reception@pinnacleprop.co.za maryke@pinnacleprop.co.za	Email Sent	31 Oct
3	La Perla Body Corporate			021 87303400		maryke@pinnacleprop.co.za	Duplicate	
Local Councils								
No	Contact Person			Contact No		Email Address	Notice Sent Via Email	Sent Date
1	Portfolio Holder Councillor Laurichia van Niekerk					Laurichia.vanNiekerk@drakenstein.gov.za	Email Sent	31 Oct
2	Ward Councillor for Ward 15 Stephanus Johannes Liebenberg					Stephanus.Liebenberg@drakenstein.gov.za	Email Sent	31 Oct
External Departments								
No	Contact Person			Contact No	Contact Person	Email Address	Notice Sent Via Email	Sent Date
1	WC Department of Infrastructure (Provincial Roads Engineer)					Schalk Carstens@westerncape.gov.za Vanessa Stoffels@westerncape.gov.za	14 Silfrantie Suidel-Paarl 7546	31 Oct

NOTICE: "DE POORT" – UNREGISTERED ERF 28773, PAARL

Hans Labuschagne <hlabuschagne@go-group.co.za>

31 October 2024 at 10:00

To: Hans Labuschagne <hlabuschagne@go-group.co.za>

Bcc: Heinie@benba.co.za, yolandee@citylogistics.co.za, lindakuosa@gmail.com, Markprins4@gmail.com, herman@modenatechnologies.com, linkaslabbert@gmail.com, hinderbergliz@gmail.com, warren@drstilwaney.co.za, hanti@verticor.co.za, willie@sarugby.co.za, accounts@smartdigitalmedia.com, elanah@dvh.law.za, trust@amtc.co.za, evans.rina@gmail.com, wessels.maria@gmail.com, nrobbertze@icloud.com, dawie.fourie@haifa-group.com, susan.hitge@gmail.com, chrislombard@xsinet.co.za, aubrey.w@mweb.co.za, louw@saol.com, idabruwer@yahoo.com, sterl@iafrica.com, bennie.dorfling1@gmail.com, cherish@stationfinance.co.za, louise@hammig.co.za, jcvdmerwes@gmail.com, lynn.street22@gmail.com, albert_sonnenberg@absamail.co.za, info@fabriccontessa.co.za, jean-marie@unlimitedgroup.co.za, zandre@vdslegal.co.za, wjonker@mweb.co.za, wemoster@mweb.co.za, annatjiepitt@yahoo.com, ghmburnett@telkomsa.net, barrie@sanlam4u.co.za, wolfram.klingenberg@gmail.com, drcjhvanwyk@gmail.com, jsdewetprak@mweb.co.za, sroux@worldonline.co.za, ep50@hotmail.co.uk, mallies@m3humancapital.co.za, accounts@bolandinvest.co.za, accounts@bs.co.za, shell-broll@broll.com, finance@avzdecoranddesign.co.za, warren@bergstreme.co.za, luc@bs.co.za, vds@vdslegal.co.za, Mhimhi.Ntsokolo@transnet.net, Tulisa.Malotana@transnet.net, Burton.Siljeur@transnet.net, Phillip.Zondo@transnet.net, Inathi.Busakwe@transnet.net, Nontokozo Khumalo <nontokozo.khumalo@prasa.com>, "Thandiswa Fuzile [CT]" <thandiswa.fuzile@prasa.com>, accounts@vandeventer.co.za, mandie@msdproperties.co.za, barbaratruter@vodamail.co.za, gn@gnec.co.za, sheila@rhemco.co.za, accounting@vandeventer.co.za, tiaan@bolandinvest.co.za, tania@grapealliance.co.za, jappollis@casidra.co.za, officemanager@tohi.co.za, angelinogouveia1@gmail.com, admin@boomsticks.co.za, minj@megatree.co.za, Talitha.schutte@gmail.com, creditorsdrpw@rpaonline.co.za, worcon@absamail.co.za, rielm@exeocapital.com, deeds@sadler.co.za, jacquesb@just.property, corneliah.swart@gmail.com, brent@amplifychurch.org.za, christian.nimcevic@me.com, verenamoeller@icloud.com, A.BD51@hotmail.com, michelle@wolfheart.co.za, sandra@amplifychurch.org.za, admin@leach-admin.com, johann.brandt@wc.oldapostolic.com, accounts@wiprop.co.za, nicovanton@gmail.com, ronel@vdsp.co.za, michelle@cliftgranite.co.za

Dear Sir / Madam,

FOR ATTENTION: Interested & Affected Party (Surrounding Property Owner)

MULTIPLE APPLICATIONS FOR THE APPROVAL OF A SITE DEVELOPMENT PLAN FOR A MIXED-USE DEVELOPMENT IN TERMS SECTION 15(2) OF THE DRAKENSTEIN MUNICIPALITY: BY-LAW ON MUNICIPAL LAND USE PLANNING, 2018: "DE POORT" – UNREGISTERED ERF 28773, PAARL

Notice is hereby given in terms of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, that the abovementioned land use planning application has been submitted to the Land Development Management Section, Drakenstein Municipality.

As instructed by the Drakenstein Municipality, I attach herewith the following documents for your information and attention:

- Notice of the land use planning application, noting the closing date for the submission of comments / objections.
- Extract of the land use planning application comprising the following:
 - Motivation Report
 - Locality Plan
 - Site Development Plan

Kindly provide your written comments on the application in terms of Section 50 of the said legislation **within 30 days** from the date of this notice. Should no comments be received, it will be deemed that you have no comment.

Should you require any additional information, please do not hesitate to contact me.

Kind Regards | Vriendelike Groete,

Hans Labuschagne

PROJECT & DEVELOPMENT MANAGER

Cell: +27 (0) 76 020 3404





Office: +27 (0) 21 202 7567

Email: hlabuschagne@go-group.co.za



67

4 attachments

-  **De Poort - Motivation Report.pdf**
4259K
-  **De Poort - Locality Plan.pdf**
172K
-  **De Poort - SDP.pdf**
5229K
-  **De Poort - Paarl Post Notice (Afr & Eng).pdf**
4803K

Erf 18359 Paarl
CJ Keyser/M
082 823 0946

31 Oct 2024

1 Tweedelaan
De Oude Renbaan
Suider-Paarl
7646

Dear Sir / Madam,

FOR ATTENTION: Interested & Affected Party (Surrounding Owner)

MULTIPLE APPLICATIONS FOR THE APPROVAL OF A SITE DEVELOPMENT PLAN FOR A MIXED-USE DEVELOPMENT IN TERMS SECTION 15(2) OF THE DRAKENSTEIN MUNICIPALITY: BY-LAW ON MUNICIPAL LAND USE PLANNING, 2018: "DE POORT" – UNREGISTERED ERF 28773, PAARL

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 - Site Development Plan

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Should you require any additional information, please do not hesitate to contact me.

Kind Regards | Vriendelike Groete,

Hans Labuschagne
PROJECT & DEVELOPMENT MANAGER
Cell: +27 (0) 76 020 3404
Office: +27 (0) 21 202 7567
Email: hlabuschagne@go-group.co.za



CJ Keyser
31/10/2024

Erf 18262 Paarl
GL Malherbe

31 Oct 2024

8 Eerstelaan
De Oude Renbaan
Suider-Paarl
7646

Dear Sir / Madam,

FOR ATTENTION: Interested & Affected Party (Surrounding Owner)

MULTIPLE APPLICATIONS FOR THE APPROVAL OF A SITE DEVELOPMENT PLAN FOR A MIXED-USE DEVELOPMENT IN TERMS SECTION 15(2) OF THE DRAKENSTEIN MUNICIPALITY: BY-LAW ON MUNICIPAL LAND USE PLANNING, 2018: "DE POORT" – UNREGISTERED ERF 28773, PAARL

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 - Locality Plan
 - Site Development Plan

Kindly provide your written comments on the application in terms of Section 50 of the said legislation within 30 days from the date of this notice. Should no comments be received, it will be deemed that you have no comment.

Should you require any additional information, please do not hesitate to contact me.

Kind Regards | Vriendelike Groete,

Hans Labuschagne
PROJECT & DEVELOPMENT MANAGER
Cell: +27 (0) 76 020 3404
Office: +27 (0) 21 202 7567
Email: hlabuschagne@go-group.co.za



GL Malherbe 31.10.2024



Paarl Post

Weekend Edition | Paarl Post | 100 000 000



Growth

Dear Sir / Madam,

2024/25 Financial Statement & Budget for 2024/25

MULTIPLY APPLICATIONS FOR THE APPROVAL OF A SITE DEVELOPMENT PLAN FOR A SCHOOL AND DEVELOPMENT BY TOWN SECTION 7(1) OF THE TRANSVAAL MUNICIPALITY (IN LINE OF MUNICIPAL LIMITS AND PLANNING 2019 - 2024) SUBMITTED TO THE LOCAL GOVERNMENT.

As a result of the Department's decision, I am pleased to advise you that the following applications have been approved:

- Approval of the site plan application, including the layout plan for the school and the school building.
- Approval of the site plan application, including the school building and the school building.

Should you require any additional information, please do not hesitate to contact us.

Yours faithfully,
 Mervyn Lubbe, Mayor

ALL TRANSPORT...
 ...

SCREENING
 ...
 CHIRURGIE
 ...
 ...





Paarl Post



Tunnel sees jobs, growth

WALTON APPLICATING FOR THE APPROVAL OF A SIX DEVELOPMENT PLAN FOR A WATER USE DEVELOPMENT IN TERMS OF THE CONSERVATION MUNICIPALITY BY-LAW ON WATER USE (LAW 100 OF 2008) AND OTHER MATTERS PERTAINING TO WATER.

WALTON is hereby seeking approval of the Executive Council of the Municipality of Paarl for the development plan for a water use development in terms of the Conservation Municipality By-Law on Water Use (Law 100 of 2008) and other matters pertaining to water.

The proposed development is situated on the property of the applicant, situated on the property of the applicant, situated on the property of the applicant.

- Details of the development, including the location, area, and other relevant information.
- Details of the proposed development, including the location, area, and other relevant information.

Should you have any queries, please contact the applicant, situated on the property of the applicant, situated on the property of the applicant.

SCREENING
GOOD SURVIVOR
SCREENING
GOOD SURVIVOR
SCREENING
GOOD SURVIVOR



NOTICE: "DE POORT" – UNREGISTERED ERF 28773, PAARL

Hans Labuschagne <hlabuschagne@go-group.co.za>

31 October 2024 at 10:00

To: admin@ouderenbaan.co.za, reception@pinnacleprop.co.za, maryke@pinnacleprop.co.za

Dear Sir / Madam,

FOR ATTENTION: Interested & Affected Party (De Oude Renbaan HOA / Welgevonden Estate HOA / La Perla Body Corporate)

MULTIPLE APPLICATIONS FOR THE APPROVAL OF A SITE DEVELOPMENT PLAN FOR A MIXED-USE DEVELOPMENT IN TERMS SECTION 15(2) OF THE DRAKENSTEIN MUNICIPALITY: BY-LAW ON MUNICIPAL LAND USE PLANNING, 2018: "DE POORT" – UNREGISTERED ERF 28773, PAARL

Notice is hereby given in terms of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, that the abovementioned land use planning application has been submitted to the Land Development Management Section, Drakenstein Municipality.

As instructed by the Drakenstein Municipality, I attach herewith the following documents for your information and attention:

- Notice of the land use planning application, noting the closing date for the submission of comments / objections.
- Extract of the land use planning application comprising the following:
 - Motivation Report
 - Locality Plan
 - Site Development Plan

Kindly provide your written comments on the application in terms of Section 50 of the said legislation **within 30 days** from the date of this notice. Should no comments be received, it will be deemed that you have no comment.

Should you require any additional information, please do not hesitate to contact me.

Kind Regards | Vriendelike Groete,

Hans Labuschagne

PROJECT & DEVELOPMENT MANAGER





Cell: +27 (0) 76 020 3404

Office: +27 (0) 21 202 7567

Email: hlabuschagne@go-group.co.za



4 attachments

-  **De Poort - Motivation Report.pdf**
4259K
-  **De Poort - Locality Plan.pdf**
172K
-  **De Poort - SDP.pdf**
5229K
-  **De Poort - Paarl Post Notice (Afr & Eng).pdf**
4803K

NOTICE: "DE POORT" – UNREGISTERED ERF 28773, PAARL

Hans Labuschagne <hlabuschagne@go-group.co.za>

31 October 2024 at 10:00

To: Laurichia.vanNiekerk@drakenstein.gov.za, Stephanus Liebenberg <Stephanus.Liebenberg@drakenstein.gov.za>

Dear Sir / Madam,

FOR ATTENTION: Portfolio Holder / Ward Councillor for Ward 15

MULTIPLE APPLICATIONS FOR THE APPROVAL OF A SITE DEVELOPMENT PLAN FOR A MIXED-USE DEVELOPMENT IN TERMS SECTION 15(2) OF THE DRAKENSTEIN MUNICIPALITY: BY-LAW ON MUNICIPAL LAND USE PLANNING, 2018: "DE POORT" – UNREGISTERED ERF 28773, PAARL

Notice is hereby given in terms of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, that the abovementioned land use planning application has been submitted to the Land Development Management Section, Drakenstein Municipality.

As instructed by the Drakenstein Municipality, I attach herewith the following documents for your information and attention:

- Notice of the land use planning application
- Extract of the land use planning application comprising the following:
 - Motivation Report
 - Locality Plan
 - Site Development Plan

Should you require any additional information, please do not hesitate to contact me.

Kind Regards | Vriendelike Groete,

Hans Labuschagne

PROJECT & DEVELOPMENT MANAGER





Cell: +27 (0) 76 020 3404

Office: +27 (0) 21 202 7567

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4 attachments

-  **De Poort - Motivation Report.pdf**
4259K
-  **De Poort - Locality Plan.pdf**
172K
-  **De Poort - SDP.pdf**
5229K
-  **De Poort - Paarl Post Notice (Afr & Eng).pdf**
4803K

REQUEST FOR COMMENT: "DE POORT" – UNREGISTERED ERF 28773, PAARL

Hans Labuschagne <hlabuschagne@go-group.co.za>

31 October 2024 at 10:00

To: Vanessa.Stoffels@westerncape.gov.za, Schalk.Carstens@westerncape.gov.za

Cc: Carel Lotz <Carel.Lotz@drakenstein.gov.za>, Lawrence Smith <Lawrence.Smith@drakenstein.gov.za>, Johan Brink <johanb@itsglobal.co.za>, Junaid Gamielien <junaid@itsglobal.co.za>

Dear Sir / Madam,

FOR ATTENTION: Western Cape Department of Infrastructure (Provincial Roads Engineer)

MULTIPLE APPLICATIONS FOR THE APPROVAL OF A SITE DEVELOPMENT PLAN FOR A MIXED-USE DEVELOPMENT IN TERMS SECTION 15(2) OF THE DRAKENSTEIN MUNICIPALITY: BY-LAW ON MUNICIPAL LAND USE PLANNING, 2018: "DE POORT" – UNREGISTERED ERF 28773, PAARL

Notice is hereby given in terms of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, that the abovementioned land use planning application has been submitted to the Land Development Management Section, Drakenstein Municipality.

As instructed by the Drakenstein Municipality, I attach herewith the following documents for your information and attention:

- Notice of the land use planning application, noting the closing date for the submission of comments / objections.
- Extract of the land use planning application comprising the following:
 - Motivation Report
 - Locality Plan
 - Site Development Plan
 - Traffic Impact Assessment

Kindly provide your written comments on the application in terms of Section 51 of the said legislation **within 60 days** from the date of this notice. Should no comments be received, it will be deemed that you have no comment.

Should you require any additional information, please do not hesitate to contact me.

Kind Regards | Vriendelike Groete,

Hans Labuschagne

PROJECT & DEVELOPMENT MANAGER






Cell: +27 (0) 76 020 3404

Office: +27 (0) 21 202 7567

Email: hlabuschagne@go-group.co.za



5 attachments

-  **De Poort - Motivation Report.pdf**
4259K
-  **De Poort - Locality Plan.pdf**
172K
-  **De Poort - SDP.pdf**
5229K
-  **De Poort - TIA.pdf**
2663K
-  **De Poort - Paarl Post Notice (Afr & Eng).pdf**
4803K

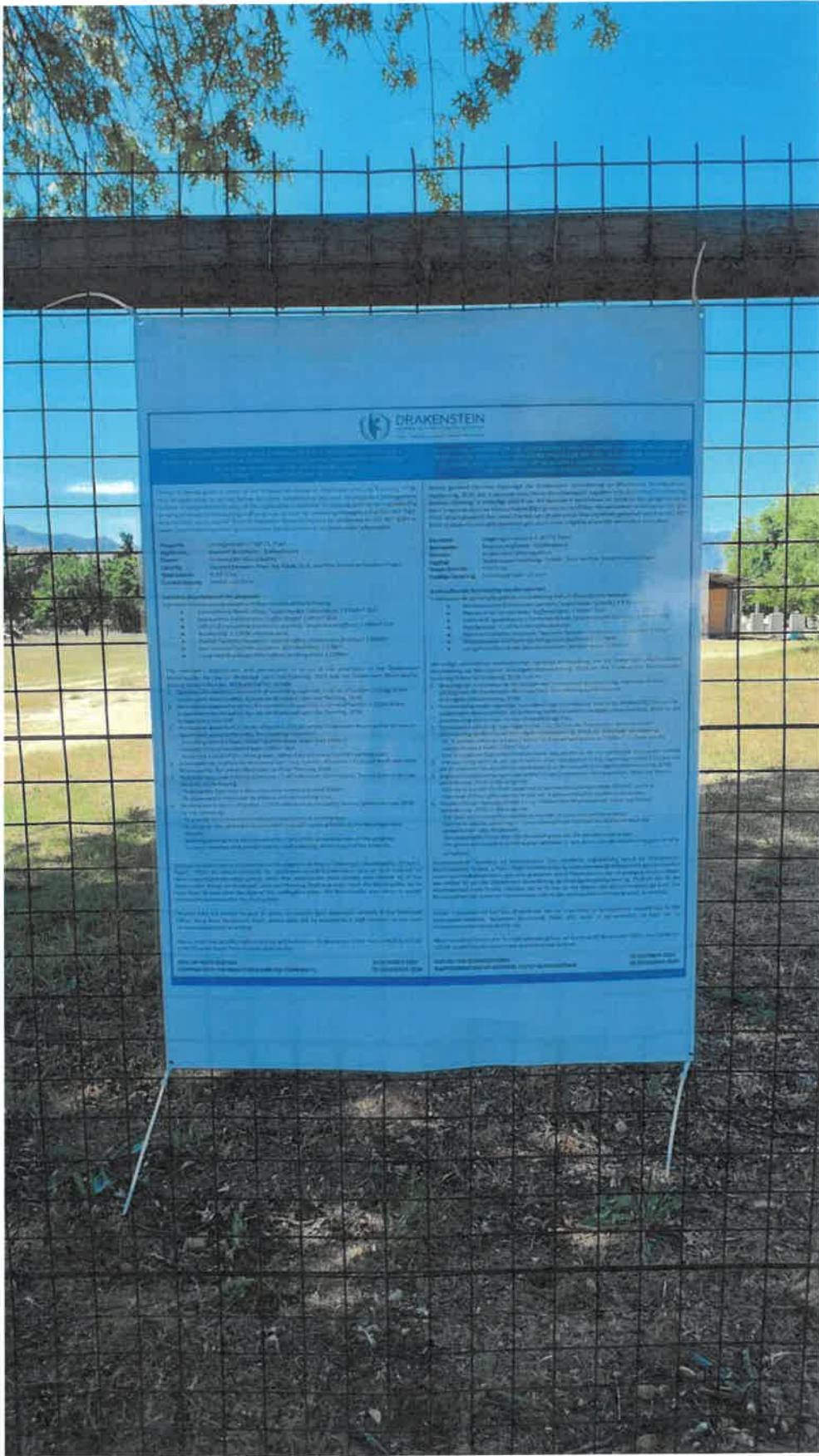












DRAKENSTEIN
Museum für die Geschichte der Region

Einladung zur Ausstellung

Die Ausstellung zeigt die Geschichte der Region Draakenstein vom Mittelalter bis zur Gegenwart. Sie ist in drei Teile unterteilt: 1. Die Burg Draakenstein, 2. Die Entwicklung der Region, 3. Die Gegenwart der Region.

Eintrittspreise:

- Erwachsene: 4,00 €
- Kindergarten bis 6 Jahre: 1,00 €
- Schüler, Studenten, Familien (2 Erwachsene + 2 Kinder): 10,00 €
- Senioren (ab 65 Jahre): 3,00 €
- Freiwillige: 1,00 €

Öffnungszeiten: 10:00 bis 17:00 Uhr

Adresse: Draakenstein 1, 37075 Göttingen

Kontakt: Draakenstein-Museum, Tel. 0551 200-1000

Webseite: www.draakenstein-museum.de

Eintrittspreise:

- Erwachsene: 4,00 €
- Kindergarten bis 6 Jahre: 1,00 €
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Webseite: www.draakenstein-museum.de

'Antie Julies' patroleer Wellington flink

Jana Scheepers

Misdaad in die Drakenstein-vallei is gereeld aan die styg, veral in sakekerns, wat 'n teiken vir rowers geword het.

Wellington is een van dié dorpe wat gereeld onder misdaad deurloop, maar met die hulp van Eva Julies, wat ver stap, word dié statistieke nou hokgeslaan.

Julies is 'n Wellingtonner in murg en been met meer as 18 jaar ondervinding as onderskeidelik 'n polisiereservis by onder meer die Wellington-polisie, asook 'n Community in Blue (CIB)- en buurtwaglid, en tans 'n patroleerder wat onder die vaandel van die Wellington-belastingbetalersvereniging asook die CIB in Wellington werk.

Julies is gewoon aan vrywillige werk en het in haar 18 jaar as polisiereservis voordat sy afgetree het, haar dienste gratis aangebied, en so ook met haar huidige posisie as patroleerder vir beide die CIB asook die Wellington-belastingbetalersvereniging, wat sy reeds omtrent twee jaar behartig.

"Ek doen dit, want ek wil terugploeg in my gemeenskap," het sy aan Paarl Post gesê.

Die strate wat tussen een en twee



Eva Julies waar sy die hoofstraat in Wellington patroleer. Foto: Jana Scheepers

keer per week van 08:00 tot 16:00 te voet gepatroleer word, sluit in Kerken Hoofstraat, waar Julies op die uitkyk sal wees vir onder meer

gebarste pype of dreine wat oorloop, asook mense wat gewapen is met messe of ander toestelle, en 'n gevaar vir ondernemings in die sakekern inhou.

Daarmee saam is sy ook op die uitkyk vir mense wat dwelms verkoop.

Sy het verduidelik dat hierdie soort voorvalle beide by die belastingbetalersvereniging asook die Wellington-polisie aangemeld word in die hoop dat meer patrolling in een van Wellington se brandpunte misdaad sal bekamp.

Volgens Julies het haar jare as polisiereservis haar goed toegerus om hierdie werk te kan doen en het sy nie 'n bang haar op haar kop nie.

"Almal ken my al," het Julies gesê, en verwys na onder meer die eienaars van sakeondernemings, asook haweloses.

Die tendense wat sy meestal in Kerken Hoofstraat teekom sluit in die verkoop van dagga, Mandrax en tik, asook alkoholmisbruik onder haweloses en geweld wat daarmee gepaard gaan.

Aan "antie Julies", soos sy onder die paar mense in die twee strate bekendstaan, is daar geen einde nie.

"Ek sal dit [die patrolliewerk] doen totdat ek nie meer kan nie," het Julies gesê, en verduidelik dat sy nie beplan om hierdie vrywillige werk binnekort te staak nie.

Dienslewering by toetsentrum stel steeds teleur

Inwoners van die Paarl is al vir 'n geruime tyd gefrustreerd oor die swak diens by die Paarl-verkeersafdeling se toetsentrum.

Die sentrum, wat verantwoordelik is vir die hantering van bestuurderstoets, motorlisensie-uitreiking en ander verwante dienste, het 'n groot aantal klages ontvang oor diens wat stadig en ondoeltreffend is.

Hieroor ontvang Paarl Post deur die jare gereeld klages.

Veral teleurstellend is die feit dat hul telefone al lank buite werking is, wat enige poging tot navrae of afspraakreelings bykans onmoontlik maak, tensy die publiek self hul tyd opoffer om die pad na die Daljosafat-toetsentrum self aan te durf.

Maar dan ook, kla die publiek, kom hulle daar en die deure is reeds toe.

Soos een klaer vandeeweek aan Paarl Post vertel het, was die kantore op Dinsdag 29 Oktober slegs tot 15:00 oop, maar hulle het reeds om 14:30 lede van die publiek begin wegwys.

Inwoners is bekommerd oor die beeld van dienslewering wat deur hierdie situasie uitgedra word.

"Hoe vermag die Drakenstein-munisipaliteit dat ons die verkeersafdeling moet kontak as hul telefone nooit werk nie?" vra 'n inwoner wat al dae lank probeer om navraag te doen oor 'n lisensie wat al ses maande uitstaande is.

Hierdie gebrek aan kommunikasie skep nie net 'n gevoel van hulpeloosheid onder inwoners nie, maar bring ook verdere twyfel oor die doeltreffendheid van die munisipale strukture binne die bestuur van Drakenstein.

Klages oor die verkeersafdeling se tekortkominge is nie nuut nie, en daar is 'n toenemende oproep vir die munisipaliteit om dringende aandag te gee aan die instandhouding van hierdie noodsaaklike diens.

Suksesvolle dienslewering vereis betroubare kommunikasie, en inwoners verwag dat probleme soos hierdie opgelos moet word om die betroubaarheid en toegang tot munisipale dienste te verbeter.

Paarl Post het by die munisipaliteit navraag gedoen om vas te stel wat is fout met hul skakelbord en wat word gedoen om 'n oplossing hiervoor te vind.

Die enigste reaksie en verduideliking hieromtrent van die munisipale woordvoerder Eda Barnard was: "Die Drakenstein-munisipaliteit is bewus van die probleem met ons telefoonstelsel. Ons gee dringende daaraan aandag en stel ondersoek in om die kapasiteit te vermeerder."

Daar word gehoop dat die Drakenstein-munisipaliteit spoedig 'n oplossing sal vind vir hierdie uitdagings om soende die publiek se vertroue in hul dienslewering te herstel en weer doeltreffende toegang tot hierdie noodsaaklike dienste te verseker.



DRAKENSTEIN MUNISIPALITEIT

MULTIPLE APPLICATIONS FOR THE APPROVAL OF A SITE DEVELOPMENT PLAN FOR A MIXED-USE DEVELOPMENT IN TERMS SECTION 15(2) OF THE DRAKENSTEIN MUNICIPALITY: BY-LAW ON MUNICIPAL LAND USE PLANNING, 2018: "DE POORT" – UNREGISTERED ERF 28773, PAARL

Notice is hereby given in terms of the Drakenstein Bylaw on Municipal Land Use Planning, 2018, that an application as set out below has been submitted to the Land Development Management Section. A complete copy of the application is available for viewing and can be requested by sending an email to habuschagne@go-group.co.za or by contacting the applicant at 021 202 7567. Alternatively Jason Daniels from Drakenstein Municipality can be contacted on 021 807 4581 or Jason.Daniels@drakenstein.gov.za to view the application or to obtain more information.

Property: Unregistered Erf 28773, Paarl
 Applicant: Nuvoorm Architects – Stellenbosch
 Owner: Drakenstein Municipality
 Locality: Located between Main Rd, Tabak, Turk, and Pine Streets in Southern Paarl
 Total Extent: 4,9372 ha
 Current Zoning: Mixed-Use Zone

Detailed description of the proposal:

- A phased mixed-use development that consists of the following:
- Conventional Retail (shops/supermarket/pharmacy): ± 8584m² GLA
 - Restaurants/restaurants/coffee shops: ± 693m² GLA
 - Offices & Consulting Rooms (co-working/professional offices): ± 940m² GLA
 - Residential: ± 120 Residential Units
 - Tourist Facilities (museum/tourism office/conference facilities): ± 450m²
 - Recreational facilities (outdoor sport facilities): ± 276m²
 - Long Haul Bus Node (ticket office/parking area): ± 1980m²

The necessary applications and permissions in terms of the provisions of the Drakenstein Municipality: By-Law on Municipal Land Use Planning, 2018 and the Drakenstein Municipality: Zoning Scheme By-Law, 2018 applied for, include:

1. Deletion of a condition in respect of an existing approval, in terms of Section 15(2)(g) of the Drakenstein Municipality: By-Law on Municipal Land Use Planning, 2018.
2. Permission required in terms of a condition of approval, in terms of Section 15(2)(k) of the Drakenstein Municipality: By-Law on Municipal Land Use Planning, 2018, to approve a new SDP.
3. Permanent departure, in terms of Section 15(2)(b) of the Drakenstein Municipality: By-Law on Municipal Land Use Planning, for a parking relaxation:
 - Parking rate of 4 bays / 100m² GLA for shops larger than 1500m², instead of the prescribed 6 bays / 100m² GLA.
 - To permit a total of 502 parking bays, rather than the prescribed 655 parking bays.
4. A consent use, to allow for occasional use (p-1x), in terms of Section 15(2)(n) of the Drakenstein Municipality: By-Law on Municipal Land Use Planning, 2018.
5. Technical Approval in terms of Section 13 of Drakenstein Municipality: Zoning Scheme By-Law, 2018 for the following:
 - To allow the floor space of one business entity to exceed 2000m².
 - To allow two or more uses to share a common parking area.
6. Permissions in terms of Section 17 of Drakenstein Municipality: Zoning Scheme By-Law, 2018 for the following:
 - To provide bicycle and/or motorcycle bays in lieu of parking bays,
 - To allow on-site parking to be provided in a public parking facility by the developer near the site.
 - To allow parking to be positioned within 10m of the street boundary of the property.
 - To use or develop land proclaimed for road widening, which is part of the property.

Motivated objections or comments can be lodged in writing to Drakenstein Municipality, PO Box 1, Paarl, 7622 or electronically to customer@drakenstein.gov.za and copied to Jason.Daniels@drakenstein.gov.za. Note that submissions must comply with Section 50 of the Drakenstein Bylaw on Municipal Land Use Planning 2018 and must reach the Municipality, by no later than 30 days after the date of the notification letter. The Municipality may refuse to accept comments received after the closing date.

Persons who are unable to read or write, can submit their objections verbally at the Municipal Office, Berg River Boulevard, Paarl, where they will be assisted by a staff member, to put their comment/objection in writing.

Please note that an information session will be held on 06 November 2024, from 10h00 to 12h00, at the Picardie Guest Farm's conference facility.

DATE OF NOTIFICATION: 31 OCTOBER 2024
 CLOSING DATE FOR OBJECTIONS AND/OR COMMENTS: 02 DECEMBER 2024

DRAKENSTEIN MUNICIPALITY

VEELVOUDIGE AANSOEKE VIR DIE GOEDKEURING VAN 'N TERREIN ONTWIKKELINGS PLAN VIR 'N GEMEENDE GEBRUIK ONTWIKKELING INGEVOLGE ARTIKEL 15(2) VAN DIE DRAKENSTEIN MUNISIPALITEIT: VERORDENING OP MUNISIPALE GRONDGEBRUIKBEPLANNING, 2018: "DE POORT" – ONGEREGISTREERDE ERF 28773, PAARL

Kennis geskied hiermee ingevolge die Drakenstein Verordening op Munisipale Grondgebruikbeplanning, 2018, dat 'n aansoek soos hieronder uiteengesit ingedien is by die Grond Ontwikkeling Bestuur Afdeling, 'n Volledige afskrif van die aansoek is beskikbaar ter insae en kan aangevra word deur 'n epos te stuur na habuschagne@go-group.co.za of deur die aansoeker te kontak by 021 202 7567. Alternatiewelik kan Jason Daniels van Drakenstein Munisipaliteit gekontak word op 021 807 4581 of Jason.Daniels@drakenstein.gov.za vir meer inligting of om die aansoek te bestudeer.

Elendom: Ongeregistreerde Erf 28773, Paarl
 Aansoeker: Nuvoorm Argitekta – Stellenbosch
 Etenaar: Drakenstein Munisipaliteit
 Ligging: Geleë tussen Hoofweg, Tabak, Turk- en Pine Straat in Suider-Paarl.
 Totale Grootte: 4 9372 ha
 Huidige Sonering: Gemengde Gebruik Sone

Getalpeerde beskrywing van die voorstel:

- 'n Gefasseerde gemengde gebruik ontwikkeling wat uit die volgende bestaan:
- Konvensionele Kleinhandel (winkels/supermark/teptek): ± 8584m² GLA
 - Restaurante (restourante/koffiewinkels): ± 693m² GLA
 - Kantore & Spreekkamers (samerwerkende/professionele kantore): ± 940m² GLA
 - Residensieel: ± 120 Residensieel eenhede
 - Toeriste Fasiliteite (museum/toeriste kantoor/konferensie fasiliteite): ± 450m²
 - Ontspannings Fasiliteite (buitelug sport fasiliteite): ± 276m²
 - Langstand Bus Node (kaarregiekantoor/parker area): ± 1980m²

Die nodige aansoek en toestemmings ingevolge die bepalings van die Drakenstein Munisipaliteit: Verordening op Munisipale Grondgebruikbeplanning, 2018 en die Drakenstein Munisipaliteit: Sonering Skema Verordening, 2018, sluit in:

1. Skraping van 'n voorwaarde ten opsigte van 'n bestaande goedkeuring, ingevolge Artikel 15(2)(g) van die Drakenstein Munisipaliteit: Verordening op Munisipale Grondgebruikbeplanning, 2018.
2. Toestemming vereis ingevolge 'n goedkeuringsvoorwaarde, ingevolge Artikel 15(2)(k) van die Drakenstein Munisipaliteit: Verordening op Munisipale Grondgebruikbeplanning, 2018, vir die goedkeuring van 'n nuwe Terrain Ontwikkelings Plan.
3. Permanente afwyking, ingevolge Artikel 15(2)(b) van die Drakenstein Munisipaliteit: Verordening op Munisipale Grondgebruikbeplanning, 2018, vir 'n parkeer verslapping:
 - Vir 'n parkeer ratio van 4 baai / 100m² GLA vir winkels groter as 1500m², in plaas van die voorgeskrywe 6 baai / 100m² GLA.
 - Om 'n totaal van 502 parkeerplekke toe te laat, eerder as die voorgeskrywe 655 parkeerplekke.
4. 'n Vergunningsgebruik, om toe te laat vir af-en-toe gebruik (p-1x), ingevolge Artikel 15(2)(n) van die Drakenstein Munisipaliteit: Verordening op Munisipale Grondgebruikbeplanning, 2018.
5. Tegiese Goedkeuring ingevolge Artikel 13 van Drakenstein Munisipaliteit: Sonering Skema Verordening, 2018 vir die volgende:
 - Om toe te laat dat die vloer oppervlakte van een besigheidsentiteit 2000m² oorskry.
 - Om twee of meer gebruike toe te laat om 'n gemeenskaplike parkeerarea te deel.
6. Toestemmings ingevolge Artikel 17 van Drakenstein Munisipaliteit: Sonering Skema Verordening, 2018 vir die volgende:
 - Om fiets- en/of motorfiets plekke te voorsien in plaas van parkeerplekke.
 - Om toe te laat dat parkeering in 'n openbare parkeer fasiliteit verskaf word deur die ontwikkelaar naby die perseel.
 - Om parkeerplek binne 10m van die straatgrens van die elendom toe te laat.
 - Om grond wat vir pad verbreding geproklameer is, was deel van die elendom te gebruik of te ontwikkel.

Gemotiveerde besware of kommentare kan skriftelik ingehandig word by Drakenstein Munisipaliteit, Posbus 1, Paarl, 7622 of elektronies by customer@drakenstein.gov.za sowel as Jason.Daniels@drakenstein.gov.za in gekopieer word. Neem kennis dat inhandiging moet voldoen aan Artikel 50 van die Drakenstein Verordening op Grondgebruikbeplanning, 2018 en dat die Munisipaliteit moet bereik, nie later nie as 30 dae na die datum van die kennisgewings brief. Die Munisipaliteit kan weier om kommentare wat na die sluitingsdatum ontvang word, te aanvaar.

Indien 'n persoon nie kan lees of skryf nie, kan so 'n persoon sy kommentaar mondelings by die Munisipale Kantore, Bergrivier Boulevard, Paarl, afleë, waar 'n personeel lid sal help om sy kommentaar/vertoë op skrif te stel.

Neem asseblief kennis dat 'n inligtingsessie gehou sal word op 06 November 2024, van 10h00 tot 12h00, by die Picardie Gasteplaas se konferensie fasiliteit.

DATUM VAN KENNISGEWING: 31 OKTOBER 2024
 SLUITINGSDATUM VIR BESWARE EN/OF KOMMENTAAR: 02 DESEMBER 2024

Minutes of Information Session for De Poort Development

Held on Wednesday, 6 November 2024, 10:00-12:00 at Picardie Guest Farm, Paarl

Introduction:

The ward councillor opened the session, welcomed all attendees, and thanked them for participating. He then introduced the development team representatives.

Presentations:

- **Hans Labuschagne (Town Planner):**
Hans explained the town planning application process and the steps required to reach a decision letter. He noted that this session forms part of the public participation process, providing information on the De Poort development. He encouraged attendees to submit comments or objections during the public notice period. He also outlined the next steps, including responding to public comments, submitting responses to the municipality, and the preparation of a recommendation report by the municipality for the decision-making authority. Hans noted that the final decision would be communicated to all interested and affected parties.
- **Warno Rude (Architect & Urban Designer):**
Warno presented the proposed Site Development Plan (SDP), explaining the layout concept and building placements. He shared and discussed rendered drawings, providing an overview of the design.

Q&A Session:

The ward councillor facilitated a question-and-answer session, where attendees raised specific concerns and queries related to:

1. **Bus Stop Facility:**
 - Multiple questions focused on the bus stop facility, including who would manage and maintain it, which streets buses would use to access the stop, and whether facilities like restrooms would be provided for travellers.
 - Some attendees expressed a preference for the bus stop to serve tourist buses only, rather than long-distance buses, and voiced concerns about buses using Pine Street.
2. **Residential Site:**
 - Questions were raised regarding the residential component, specifically the size and anticipated market price of the units. It was explained that the residential site would follow a similar process, with an SDP submitted for approval. The current De Poort application sets a maximum of 120 units and designates an access point for the residential site.
3. **Tourism and Heritage:**
 - Attendees expressed interest in more tourism-focused elements, such as a market shed for arts and crafts, and suggested that the development incorporate features celebrating Paarl's heritage.

Closing:

The councillor thanked everyone for their participation and reminded attendees to submit any comments to the applicant during the ongoing notice period.



Fw[2]: Verwikkelinge aan die Poort

Nico de koker <nicoank62@gmail.com>

9 November 2024 at 09:07

To: Johan Liebenberg <johanliebenberg57@gmail.com>

Cc: Jarod Cupido <jarod@dawesterncape.org.za>, "Gert Combrink (G.Combrink@drakenstein.gov.za)" <G.Combrink@drakenstein.gov.za>, "johan.liebenberg@drakenstein.gov.za" <johan.liebenberg@drakenstein.gov.za>, Hans Labuschagne <hlabuschagne@go-group.co.za>

Positief met 150 huisies.?? Nico

On Sat, 09 Nov 2024, 08:39 Johan Liebenberg, <johanliebenberg57@gmail.com> wrote:

Geagte Meneer De Koker

U epos gedateer 6 November 2024 insake die De Poort ontwikkeling verwys.

Baie dankie vir u navraag en kommentaar, ek kan u verseker dat alle relevante partye, ingeslote die Wes Kaap Historiese Vereniging aan hierdie projek deelneem. Hoe ookal, daar was 'n baie sinvolle publieke inligtingsessie oor die beoogde De Poort ontwikkeling by Picardie op 6 November 2024 aangebied waartydens goeie deelname en insette van die publiek ontvang is. Na my mening word die beoogde ontwikkeling positief ontvang.

Indien u spesifieke besonderhede verlang, kontak my gerus, alternatiewelik kan u die Ontwikkelaar kontak by : hlabuschagne@go-group.co.za of op sy selnommer 0760203404

Vriendelike groete

Johan Liebenberg
Raadslid Wyk 15

----- Forwarded Message -----

From "Jarod Cupido" <Jarod.Cupido@drakenstein.gov.za>

To "nicoank62@gmail.com" <nicoank62@gmail.com>; "Johan Liebenberg" <johanliebenberg57@gmail.com>

Cc "Gert Combrink" <G.Combrink@drakenstein.gov.za>; "Stephanus Liebenberg" <Stephanus.Liebenberg@drakenstein.gov.za>

Date 11/8/2024 2:20:07 PM

Subject FW: Verwikkelinge aan die Poort

Geagte Mnr de Koker

Ek vertrou dit gaan goed.

U epos was met Uitvoerende Burgemeester Korabie bespreek.

Uivoerende Burgemeester verwys graag u skrywe na Raadslid Johan Liebenberg vir verdere hantering.

Best regards

Jarod Cupido

Office of the Executive Mayor

84

t: +27 21 807 6489
f: +27 21 807 4645
e: Jarod.Cupido@drakenstein.gov.za
a: Civic Centre, Berg River Boulevard, Paarl 7646

 A blue and green background with white text Description automatically generated

From: Nico de koker <nicoank62@gmail.com>
Sent: Wednesday, 06 November 2024 16:26
To: Stephen Korabie <Stephen.Korabie@drakenstein.gov.za>
Subject: Verwikkelinge aan die Poort

As langste inwoner op De Oude Renbaan, verneem ek dat ernstige oorweging gegee word aan kommersiële en behuisings ontwikkeling op die histories verklaarde Poort. Toe ons eens mooi land nog normaal was, was sodanige ontwikkelings ondenkbaar. Maar blykbaar bestaan daardie sentimente nie meer nie, anders sou sulke versoeke deur veral finansiële ontwikkelaars, nooit eers oorweeg gewees het nie. Maar dit is blykbaar die einde van die eens historiese en ongerepte Suider Paarl. Ek hoop dat ,voordat die Dorpsraad sy goedkeuring vir die projek gee of reeds gegee het, die oorblyfsels van die SA Historiese Vereniging wel vir goedkeuring gevra sal word. Ek weet hul sal ook nie omgee nie, want menige eens historiese dorpe verval onder huidige dorpraad besluite. Nico de Koker

2 attachments



image001.png
33K



image001.png
33K

Re: De Poort Oorsig en ondersteunende Voorstel vir Ontwikkeling

Willie Meyer <williemeyer981@gmail.com>
To: hlabuschagne@go-group.co.za

6 November 2024 at 13:14

On Wed, 6 Nov 2024 at 13:07, Willie Meyer <williemeyer981@gmail.com> wrote:

Beste Warno & Hans,

Soos onderneem na jul voortreflike De Poort aanbieding vanoggend, heg ek my skrywe en ondersteunings voorstel wat ek aan die Stadsbestuurder gestuur het, hierby aan.

Die Stadsbestuurder het die Voorstel onmiddellik verwys na die Onder Burgemeester, Gert Combrink en die Direkteur Korporatiewe Dienste Seraj Johaar vir hul oorweging en terugvoering.

Ek het dit goed gedink om solank na vanoggend se aanbieding julle ook hieromtrent in te lig maar om ook meer oor die Arboretum ontwikkeling aan julle bekend te maak wat ek weet baie aanvullend en ondersteunend vir De Poort kan wees soos die Web3 Program, die 5 ster Hotel en Waterfront Kompleks met Internasionale skakeling Saam hiermee heg ek ook my verkorte CV aan

'In my skrywe meld ek aan die Stadsbestuurder dat ons baie naby is om 'n Web3 Tegniese Span te finaliseer wat ons teen 15 Nov. finaal op sal besluit om vroeg 2025 oorsee te kan gaan en dit sal goed wees as julle my so gou as moontlik ook hieromtrent wil kom sien in die Paarl.

Ek is afgetree en enige tyd beskikbaar met meer aanvullende info oor hierdie unieke Web3 projek waarmee ons De Poort kan ondersteun. Dit sal waardeer word as julle die info as vertroulik sal hanteer om dit net waar nodig aan 3 de partye bekend te maak - ek verneem graag spoedig van julle..

Met vriendelike groete,

Willie

0815568224

----- Forwarded message -----

From: Willie Meyer <williemeyer981@gmail.com>

Date: Mon, 4 Nov 2024 at 10:22

Subject: De Poort Oorsig en ondersteunende Voorstel vir Ontwikkeling

To: Melany Brown <Melany@drakenstein.gov.za>, <mm@drakenstein.gov.za>

Cc: Thomas Lombardt <hcinvest9@gmail.com>, <moutie459@gmail.com>, <edit@paarlpost.co.za>, Anton Kunneke <akgpos@gmail.com>, <Jason.daniels@drakenstein.gov.za>, <pierre@drakenstein.gov.za>, <info@lets-plan.co.za>, Louis Louw <louis@picardie.co.za>

Vir Aandag: Dr Johan Leibbrandt Stadsbestuurder

Beste dr. Leibbrandt,

Goeie dag, vertrou dit gaan goed en rustig.

Die artikel in laasweek se Paarl Post, "De Poort Gereed vir Ontwikkeling" het my genoop om, soos altyd en ter ondersteuning van hierdie inisiatief, die aangehegde oorsig van Projek Querida – Xicode met verskeie aanvullende Arboretum Ontwikkelings- en [Gemeenskapopheffingsvoorstelle](#) oor die afgelope 15 jaar, op te stel. Die oorsig dek ook na 30 jaar se navorsing en formele loodsing wat nou beplan word, die behoefte en voordele van De Poort as 'n Fase 1 pioniers universele Virtuele Data Projek met die Web3 netwerk van Virtuele Universiteite wat as Fase 2 gaan volg.

Vir hierdie loodsing word 'n Web3 Tegniese Span nou saamgestel om met De Poort en die Arboretum as een moontlike alternatief om ook as 'n Nasionale Web3 Data Platform vir Suid Afrika volgens Die Presidentskomitee se 4IR Verslag te kan dien (**Skyfie 5 para 2 van Aansoek**), en word dit beplan om vroeg 2025, met leidende en geselekteerde tegniese instansies, 'n Web3 Virtuele Platform en 7 x Kontinent-netwerk vir hierdie Projek te ontwikkel as basis vir Virtuele Toerisme, Biosfeer Reservate en Jeug Loopbane met Web3 simposiums en 'n 2026 Web3 Internasionale Strategiese Werkswinkel wat gaan volg.

Ek verneem graag na die 6de Nov se publieke De Poort voorligting by Picardie, of daar enige belangstelling vir samewerking met hierdie Web3 Projek Querida – Xicode mag wees. Ek stuur hierdie skrywe en Voorstel ook ter info aan mede Projek-vennote, assosiasies en die Paarl Post met wie ons al 'n lang pad met hierdie voorgestelde gemeenskaps voordelige ontwikkeling kom

Met vriendelike groete,

Willie

081 556 8224

3 attachments

 **De Poort All Industry Virtual Era Data Gateway Proposal.pptx**
12623K

 **Verkorte Arboretum Voorstel.pptx**
3934K

 **CV WILLIE Meyer Afr (3).pdf**
1306K

DE Poort & Arboretum Web3 Ontwikkeling Aanvullende info

Willie Meyer <williemeyer981@gmail.com>
To: hlabuschagne@go-group.co.za
Cc: Thomas Lombardt <hcinvest9@gmail.com>

7 November 2024 at 07:57

Goeie môre Hans & Warno,

Ter aanvulling van gister se [Web3 Gemeenskapsbemaagtigings](#) skrywe en Voorstel aan julle as die Go-Group, wat ek nou meer deeglik bestudeer het en graag sou wou sien as die Web3 De Poort & Arboretum Ontwikkelaar met verdere voorligting en onderhandeling, is daar die volgende opmerkings en verdere informasies wat ek glo van belang is: -

1. Ek het die "Ontwikkelaars" van hierdie Projek saam met SAICE onder "BRICS with New Development Bank & SAICE" (**Skyfie 26 van gister**) ingesluit nadat ek baie bemoedigende ondersteuning van veral David Botha hul vorige Ultvoerende Direkteur gekry en asook die samewerking van [Takalani Netshipalele](#) wat graag by die Projek sal wil aansluit. Ek beveel haar as 'n Ingenieur, vlot in Engels Afrikaans & Swart tale, aan as die Projek se "Takalani as the proposed Web3 Youth Ambassador locally for Africa and East-West Internationally."
2. As agtergrond, heg ek as **1st Attachment** die jeug- gedrewe N&O Verslag aan en ook as die "**4th Attachment**" die 2015 "Proposed Development of a Pilot Namibian Web3-4IR & AI Distributed Database Structure & Business Model with Querida - Xicode Project Team" in samewerking met my enigste vennoot Thomas Lombardt, as die Namibiese Querida – Xicode Bestuurder.
3. As sleutel – vennote saam met die Ontwikkelaar is daar vir die begin
 - a. Die "[Hasso Plattner Foundation](#)" met die d-SchoolAFRIKA by UCT en dan
 - b. Naspers met Media 24 waar Media 24 nou afstand gedoen het van hul gedrukte media portfolio en net sal konsentreer op die Virtuele waar Web3 en De Poort vir hulle 'n geweldige alle industrie Web3 ontwikkelings en vestigings geleentheid sal bied .
 - c. Dan is daar verder [Fruitworks](#) in die Paarl waar John Wolfaardt die eienaar baie belangstel om saam met [Babilonstoring](#) (se Naspers & Media 24 Koos Bekker) **Nietvoorbij Bellevue Proefplaas, Parl** vir die Jeug in die Landbou met die jonste tegnologieë (soos Web3) en in aansluiting met De Paart & Arboretum op te lei.
4. Laastens kan ek net noem dat na 30 jaar en ek weet nie hoe ons dit reg gekry het nie, maar die Projek het geen skuld of laste of vaste ooreenkomste nie en die Intellektuele Eiendom is nog beskerm - ons is oop vir onderhandeling

Ek verneem graag van julle

Met vriendelike groete,

Willie

0815568224

2 attachments

 **1st Attachment The Xicode Concept , Requirement, EOL Comparison & Web3 .pdf**
2226K

 **4th Attachment Proposed Development of a Pilot Web3-4IR Namibian Database & Business Model 24.pptx**
9632K

Re: De Poort Oorsig en ondersteunende Voorstel vir Ontwikkeling

Willie Meyer <williemeyer981@gmail.com>

8 November 2024 at 08:48

To: Drik@dunstone.co.za

Cc: hlabuschagne@go-group.co.za, Melany Brown <Melany@drakenstein.gov.za>, Thomas Lombardt <hcinvest9@gmail.com>, info@lets-plan.co.za

Good morning Drik,

As undertaken this morning, I am attaching my correspondence to the Drakenstein City Manager et al, as well as information about the possible support Project Querida - Xicode could give in the Development of De Poort as a latest technology virtual Era all- industry Web3 Data HUB in support of Drakenstein **Community & Youth empowerment opportunities** such as the Paarl Arboretum and possibly also to the Go-Wellington initiative in the proposed renovation of the Wellington Blockhouse to have it developed as a **Web3 -4IR & AI supported International Youth driven #Tourism & Community Recreation Centre for Members & Visitors** either as part of De Poort or on its own.

As requested and to prepare for a possible introduction to your Go - Wellington Board in 2 weeks time, I am going to forward this request to the Go - Group as the proposed Developers of the De Poort venture to indicate firstly their interest to be involved with this Initiative as well as to give us a rough indication of the Financial & Development implications. This could possibly be done, I would recommend, by joining you with your Presentation to your Board to get the wheels rolling and the wine flowing for Go-Wellington & the Go - Group in 2025+

I am keeping you informed

Kind regards,

Willie

0815568224

.
[Quoted text hidden]

2 attachments**De Poort All Industry Virtual Era Gateway.pptx**

12623K

**Wellington Tourism Development proposal as Project Hawequas.pptx**

326K

MULTIPLE APPLICATIONS FOR THE APPROVAL OF A SITE DEVELOPMENT PLAN FOR A MIXED-USE DEVELOPMENT IN TERMS SECTION 15(2) OF THE DRAKENSTEIN MUNICIPALITY: BY-LAW ON MUNICIPAL LAND USE PLANNING, 2018: "DE POORT" – UNREGISTERED ERF 28773, PAARL

Written comments in terms of Section 50 of said legislation:

Name/s of Persons Concerned:

Herman Solomon

Elzette de Beer

Harry Andreas Solomon

Address and Contact Details of Person/s Concerned:

14H Main Road, Courtrai, Paarl, 7646

Interest of Person/s Concerned:

Property owners with main residence (Erf 7266) directly opposite of proposed de Poort development (Unregistered Erf 28773, Paarl)

Reason for Comments:

Undesirable effect of application if approved:

1. Impact on Security

As our main residence is directly opposite the de Poort development site, a major concern is for the security of our property both during and after construction. Our perimeter wall is composed out of a 600mm high single brick wall with 1400mm palisade fencing on top of the brick. During the construction process which will highly likely take no less than 5 (five) years, our day-to-day routines could be recorded, and it will be very evident when our property will be vacant due to increased foot and vehicular traffic. This has a direct and serious impact on the security of our property and our family. **Historical and current video and photographs can be provided as proof of this.**

2. Impact on Privacy

As our main residence is directly opposite the de Poort development site, a major concern is our overall privacy not only during the construction process, but also after construction has been completed due to

increased foot and vehicular traffic. **Historical and current video and photographs can be provided as proof of this.**

3. Impact on Noise Levels

As per the “De Poort - Motivation Report.pdf” distributed by Mr. Hans Labuschagne, Project & Development Manager at G-Group on the 31st of October 2024 at 10h00 to herman@modenatechnologies.com, we believe that the Traffic Impact Assessment (Annexure M) is inaccurate. As the co-owner of the residential property in question, Mr. Herman Solomon, works from home with a direct view from 07h00 – 18h00 over the de Poort site: Main Road and Pine Street intersection, we can confidently and truthfully say that the traffic noise in Main Road is already a massive concern.

With the development attracting even further foot and vehicular traffic to the development, coupled with the long-distance bus route to the bus terminal via Pine street, Courtrai, this will surpass the allowable residential noise levels of 55dBA for a day-time period (06h00-22h00) as stipulated by the Western Cape Noise Control Regulations (Provincial Notice 200 of 20 June 2013). **Historical and current video and photographs can be provided as proof of this.**

Minibus taxis are currently using the Main Road area in front of our house to pick up and drop off passengers, with constant hooting and shouting taking place, as there is no minibus taxi rank in the vicinity of Courtrai to pick up, drop off and wait for passengers in a safe manner.

4. Impact on Traffic

As per the “De Poort - Motivation Report.pdf” distributed by Mr. Hans Labuschagne, Project & Development Manager at G-Group on the 31st of October 2024 at 10h00 to herman@modenatechnologies.com, we believe that the Traffic Impact Assessment (Annexure M) is inaccurate. As the co-owner of the residential property in question, Mr. Herman Solomon, works from home with a direct view from 07h00 – 18h00 over the de Poort site, Main Road and Pine Street intersection, we can confidently and truthfully say that the traffic in Main Road is already

heavily congested, especially between the hours of 07h00 to 10h00, as well as from 15h00-18h00 on weekdays.

Secondly, the intersection of Pine street and Main road is already extremely problematic where vehicles travelling in Pine road towards Main road, turning right causing very frequent traffic accidents as there is no traffic lights at the intersection. We believe that if a traffic light is not installed at this intersection, the increased vehicular and foot traffic will increase the amount of accidents. **Historical and current video and photographs can be provided as proof of this.**

Additionally, as there is no minibus taxi rank in proximity of the area, minibus taxis are stopping in front of our house, especially in front of our main entrance gate to pick up, drop off and wait for passengers. Naturally, we are already experiencing an increasing problem with passengers urinating in the Main road against the taxis, as well as the Jacaranda trees in front of our house. Coupled with the latter, the amount of waste that the taxis already throws out of the vehicles are increasing on a daily basis.

We are very concerned that the public transport will increase in numbers and frequency due to the development which will exasperate our current situation causing not only an increase in traffic, but also the number of accidents in front of our house.

5. Impact on Ingress and Egress to Main Residence

It is currently already a massive problem exiting and entering our property due to the amount of morning and afternoon traffic, which will be exasperated by additional traffic to and from the development, both during construction and after construction. **Historical and current video and photographs can be provided as proof of this.**

Suggested terms for approval of development:

It is to be noted that we do not at this stage oppose the development, but as longstanding residents of the property directly opposite the De Poort

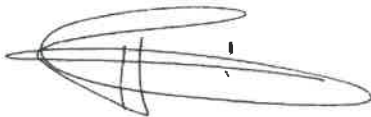
development site, we would strongly suggest that, for the mutual relationship between the developers and the residents, that:

- The developer, at own cost, erect a 2 meter high double brick wall (Bagged and painted) for our property facing Main Road, which will alleviate the realistic and provable concerns highlighted in **points 1, 2 and 3** of this document. Naturally, the application to the municipality, architect fees, application costs, approval costs and the like should be borne by the developer.
- The developer, in conjunction with the Drakenstein municipality, at own cost, installs a traffic light at the intersection of Pine Street and Main Road which will alleviate the realistic and provable concerns highlighted in **points 4 and 5** of this document.
- The developer, in conjunction with the Drakenstein municipality, strongly considers a public transport pick-up and drop-off facility with public bathrooms in Tabak Street, Courtrai as per the original Site Development Plan (SDP) as compiled by Carlu van Wyk and Harry van den Berg from Aurecon in 2020.

(https://www.drakenstein.gov.za/sites/dw/DocumentLibrary/De%20Poort%20-%20Paarl%20Hamlet%20Urban%20Design%20Framework%20and%20De%20Poort%20Business%20Model_20200317.pdf)

We look forward to your response and understanding to the serious concerns raised herein.

Herman Solomon



Dated: 2024/11/12

At: 14H Main Road, Courtrai, Paarl, 7646

Contact details:

Email: herman@erfenisgroup.com

Cell: 0797540499



DE POORT DEVELOPMENT COMMENTS

Date: 29 November 2024

Email: wolfram.klingenberg@gmail.com

Alternative: wolfram@tungstenvp.co.za

Attention: Hans Labuschagne (Go-Group) | Eugene Yntema & Warno Rude (Kinesis Group)

Email to: hlabuschagne@go-group.co.za

Dear sirs

This document constitutes the queries, concerns, comments and objections in my personal capacity as a member of the community and as an owner and resident of Welgevonden Residential Estate on Pine Street, Paarl.

Queries, comments, concerns and objections have been structured and listed under the heading of the relevant annexure/report so far as practically possible.

I am in support of developing De Poort and remain available for discussion and finding solutions to ensure a successful, prosperous and sustainable improvement of the area and community. Please feel free to contact me.

Best regards,

Wolfram Klingenberg

Documents reviewed:

- | | |
|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| 1. Annex A - Erf 28773 Paarl - Mixed Use Zone | 20. Annex I - 10347734 |
| 2. Annex B - Erf 28773 - Approved plan No. 342_2008 | 21. Annex I - 10347753 |
| 3. Annex B - Erf 28773 - Approved plan No. 932_2009 | 22. Annex I - 10347754 |
| 4. Annex C - Approved SDP - 20080725 Rev C | 23. Annex J - Locality Plan |
| 5. Annex D - 1092_Erf2856_3103_DePoort_Paarl_not listed | 24. Annex K - 00 SDP SUBMISSION DRAWINGS |
| 6. Annex E - 20230418 - De Poort Lease Approval Letter | 25. Annex L - DE POORT RENDERS 2024.07.08 |
| 7. Annex F - 20230918 - Signed Muni POA | 26. Annex M - 4733 TIA De Poort, Paarl_Rev1_JG_2024-09-26 |
| 8. Annex F - Signed PoA | 27. Annex M - 4733 TIA De Poort, Paarl_Rev2_JG_2024-10-21 |
| 9. Annex F - Signed Company Resolution | 28. Annex N - De Poort - Services Report Rev 0 (1) |
| 10. Annex G - Convey Cert Erf 2856 Paarl | 29. Annex O - SWMP C2424 October 2024_rev0_combined |
| 11. Annex G - Convey Cert Erf 3103 Paarl | 30. Annex P - 24023 240923 De Poort Paarl Electrical Engineering Report Rev2 |
| 12. Annex H - Document_240807_125216 Deed | 31. Annex P - Cor106_202223_Confirmation_letter_of_elect_capacity_for_the_proposed_De_Poort_Development_erf_2856 |
| 13. Annex H - Document_240807_125550 Deed | 32. Annex Q - S38 NFS - Erven 3103 & 2856-RE, Main, Turk, Pine, Tabak Road, Paarl |
| 14. Annex I - 10347708 | 33. KINESIS & NUVORM MOTIVATION REPORT - De Poort Rev.01 |
| 15. Annex I - 10347709 | |
| 16. Annex I - 10347721 | |
| 17. Annex I - 10347722 | |
| 18. Annex I - 10347728 | |
| 19. Annex I - 10347729 | |

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1 KINESIS & NUVORM MOTIVATION REPORT - DE POORT

1.1 PROPOSAL – PRECINCT/COMMUNITY SAFETY & SECURITY

- Provision should be made for visible safety and security personnel on a wider scale than the development
- An initiative similar to the CCID in the Cape Town CBD should be undertaken with surrounding business and residences as well as the municipality to improve safety and security.

1.2 PROPOSAL – E-HAILING/PICK-UP & DROP-OFF POINT

- To promote the shift from private (ie. Personal) transport to public/shared transport, the provision of a safe and secure pick-up/drop-off point with quick and easy vehicle access/egress would be beneficial
- This would also assist in supporting the reduced parking departure

1.3 PARKING DEPARTURE OBJECTIONS

1.3.1 MOTORCYCLE PARKING

- The proposed 12 motorcycle parking bays are likely to be inadequate – additional bays should be added
- A primary contributor to the above is the increase of delivery offerings by retailers (such as Checkers) where delivery motorcycles are utilized and tend to occupy motorcycle bays that should be servicing patrons.
- An alternative solution to additional bays may be to provide delivery bays for retailers so that the 12 bays can be designated for patrons.
- Should there be inadequate measures to ensure the motorcycle bays are not occupied by delivery vehicle/motorcycles, the 3 equivalent parking bays cannot be reasonably endorsed

1.3.2 BICYCLE PARKING

- While the provision of 40 bicycle bays is commendable, lacking safety/security results in patrons not being willing to utilize the alternative mode of transport for fear of theft. This negates the purpose of replacing vehicle bays with bicycle bays.
- Please advise on proposed security measures to mitigate security concerns/risk of theft?
- Should there be inadequate security measures, the 7 equivalent parking bays cannot be reasonably endorsed

1.3.3 ON-STREET PARKING: TABAK & TURK

- There are a number of existing businesses and offices around the proposed development which already utilize some of the public spaces marked as on-street parking bays on Tabak & Turk streets
- The total number of 31 bays therefore cannot be reasonably counted toward the developments parking provision further increasing the departure

1.4 RESIDENTIAL / PHASE 2

- The Residential/Phase 2 development was not considered in all annexes; thus this component of the development cannot be commented on/reviewed
- Request that this is provided for review/comment

1.5 EXISTING SERVICES CAPACITY

- Information on availability of existing services (GLS Report) not available/presented in report
- Request that this is provided for review/comment

2 ANNEX A – ZONING

No comment

3 ANNEX B – ORIGINAL APPROVED PLANS

No Comment

4 ANNEX C – ORIGINAL APPROVED SDP

No Comment

5 ANNEX D – NEMA APPLICABILITY

No comment

6 ANNEX E – DE POORT LEASE AGREEMENT

No Comment

7 ANNEX F –POWER OF ATTORNEY

7.1 ANNEX F1 – DRAKENSTEIN /KINESIS POWER OF ATTORNEY

No Comment

7.2 ANNEX F2 –KINESIS/NUVORM POWER OF ATTORNEY

- Drakenstein City Manager delegation to Kinesis (Point c) is being delegated to Nuvorm
- This was not authorised in the POA between Drakenstein & Kinesis (Annex F)

8 ANNEX G – CONVEYANCERS CERTIFICATE

No Comment

9 ANNEX H – DEED OF TRANSFER

No Comment

10 ANNEX I – SG DIAGRAMS

No comment

11 ANNEX J – LOCALITY PLAN

No Comment

12 ANNEX K – SDP SUBMISSION

12.1 ESTABLISHED TREES ON PERIMETER

- Trees on entire perimeter of De Poort are well established.
- Pine road Trees on De Poort Side should remain to maintain existing “lane-type” aesthetic as trees are on both sides of the road.
- Please advise if any trees are proposed to be felled? (Refuse collection point, access points, bus stop)
- Please advise on proposed remedy/replacement of any trees to be felled?

12.2 INTERNAL TREES

- There are several large, well-established trees located within the boundary of the proposed development
- Please advise if any trees are proposed to be felled?
- Please advise on proposed remedy/replacement of any trees to be felled?

12.3 RETAIL REFUSE

- The size of the refuse area size relative to the total retail space appears to be inadequate
- On the SDP layouts and elevation (Elevation 6), there is no screening apparent from Pine Street – Refuse areas tend to become littered and unsightly over time. Litter distribution on Pine Street is of concern
- The refuse collection area on Pine Street may also result in vehicles using this as parking/halt location that may interfere with traffic and especially vehicle access to existing Welgevonden Estate and the proposed residential development.

13 ANNEX L – RENDERS

No comment

14 ANNEX M – TRAFFIC IMPACT ASSESSMENT

14.1 APPROVED/IN-PROCESS DEVELOPMENTS NOT CONSIDERED

- The Study appears not to have accounted for the following approved/in-process developments:
 - New 2 on Tabak residential development
 - General upliftment of area creating new business
 - New commercial development on Alleman Street (next to FitLife gym)
 - Completed renovation and proposed expansion of La Concorde (KVV Building)
 - Proposed residential development on Nuwe Vlei Street (Behind La Perla/Welgevonden)
- The TIS should be revised to account for new developments and base proposed traffic management measures on more accurate information

14.2 TRAFFIC CALMING

- The proposed development is expected to create a significant increase in vehicle traffic along Main, Pine, Tabak & Turk Streets
- Please advise on traffic calming measures and pedestrian access/crossings?



14.3 GROWTH PERCENTAGE

- Given developments and urban renewal of the immediate area, the growth percentage of 2% p.a. is potentially too low. A full traffic count should be done to establish more accurate traffic conditions

14.4 MAIN/PINE STREET INTERSECTION 14

- This intersection is a concern in terms of level of service and general safety. This is also evident in the 2029 forecast intersection analyses
- This is the intersection that is currently used by buses (and will remain based on the proposal) – which means that they have to cross oncoming (South bound) traffic
- It is recommended to consider signaling this intersection. It is also unclear as to what effect/improvement signaling Intersection 13 (Main/Turk) would have on intersection 14.
- A further benefit would be that the cyclist route can be down Pine Street instead of Turk Street, as Pine street is significantly wider and does not have the main vehicle access points to the retail section of the development.

15 ANNEX N – SERVICES REPORT

No comment

16 ANNEX O – STORMWATER MANAGEMENT PLAN

16.1 ATTENUATION POND

- The retail refuse hardstand area along Pine street appears to be situated in the same position as the proposed attenuation pond (Detailed in Annexure O)
- Please confirm if/where the required attenuation pond will be positioned?

17 ANNEX P – EXISTING ELECTRICAL CAPACITY

No Comment

18 ANNEX Q – HWC APPROVAL

No comment

Blancstraat 1

Courtrai

Paarl 7646

29 November 2024

Die Stadsbestuurder

Drakenstein Munisipaliteit

BESWAAR TEEN ONTWIKKELING VAN DE POORT NAV AANSOEK GEPLAAS OP 31 OKTOBER 2024 IN PAARL POST

1 NUVORM EN KINESIS

'n Finale aansoek vir die ontwikkeling van De Poort is ingedien deur Nuvorm Argitekte en kommentaar was uitgenooi in die Paarl Post van 31 Oktober 2024. Die aanvanklike aansoek, wat goedgekeur was onder spesifieke voorwaardes, was gedoen deur die Kinesis Groep. Vir die doel van my brief moet die name Nuvorm Argitek en Kinesis of Kinesis Groep uitruilbaar gebruik word. Soortgelyk moet Kinesis en Kineses uitruilbaar gebruik word aangesien spelverskille bestaan in die dokumente van die munisipaliteit. Sien ook par. 2.9.

2 BESWARE TEEN AANSOEK

Ek maak beswaar teen hierdie aansoek om die volgende redes:

2.1 De Poort as erfenisterrein

De Poort was aanvanklik geormerk om die geskiedkundige wamakersbedryf in die Paarl te huldig. Met die bystand van die Lotto-Trust en die munisipaliteit is 'n wa- en karretjiemuseum in 2007 ingerig, asook 'n restaurant/koffiewinkel. Die idee was om 'n volledige erfenistoerismenode hier te skep. Binnegevegte tussen die munisipaliteit en die direksie van De Poort het 'n einde aan hierdie ideaal gebring. Die ontwikkelingsaansoek van Kineses ignoreer die erfeniswaarde van De Poort en vee dit effektief van die tafel. Weinig voorsiening word gemaak vir die behoud van geskiedkundige artefakte wat verband hou met die wamakersbedryf. Ek verwys verder hierna in paragraaf 2.2.1.

Die historiese kroondenne op die terrein, waarvan sommige ouer as 100 jaar was, is onlangs summier afgekap omdat dit kwansuis met 'n swam besmet was. Nadere inspeksie het getoon dat feitlik al die bome gesond was. Daar word

vermoed dat die bome afgekap is om plek te maak vir die ontwikkeling. Hierdie voorval het 'n ernstige vertrouensbreuk tussen die munisipaliteit en die omliggende gemeenskap geskep. Ook hier is 'n deel van die Paarl se erfenis op misleidende wyse deur die munisipaliteit vernietig.

2.2 Wesenlike afwyking van basis waarop Kineses voorstel goedgekeur was in 2023

Die finale ontwikkelingsaansoek van Kineses, wat tans voor die Raad dien, verskil wesenlik van die aansoek wat in 2022 ingedien is en waarvolgens Kineses aangewys is as voorkeurontwikkelaar.

Die aanbevelings in die agenda vir die Raadsvergadering, gehou Maart 2023, lees soos volg ten opsigte van Kineses Group se aansoek:

"5.1 Proposals received

During the period between 21 July 2022 and 21 October 2022, three development proposals were received from Kineses Group Pty (Ltd), Family First, TJP Capital Holdings Pty (Ltd), respectively.

5.1.1 Kineses Group (Pty) Ltd

The proposed development by the Kineses Group is in line with the pre-determined and approved specifications, with the aim to create a vibrant integrated mixed-use development with the emphasis on creating a tourism platform that is supported by other uses including retail, commercial, community facilities, residential apartments and recreational infrastructure.

The vision is to create a vibrant integrated mixed-use tourism node which stimulates the tourism sector and simultaneously serve as a community space for the locals and provide residential opportunities.

The developer's proposal comprises the following main aspects:

(a) Tourism facility with a footprint of approximately 1 000m² in the north-east corner of the site. These buildings link into the bus parking, public parking and the larger NMT network. The existing building which currently houses the wagons will be retained and will form part of the tourist attractions of the premises. The total extent to be allocated to tourism and tourist related activities is approximately 11 000m²,

(b) Approximately 4 000m² retail or commercial development which is situated closer to the Main Road to continue the rhythm of commercial activity along the activity corridor;

(c) Hotel which forms part of the Gateway Building with an envisaged 20-30 bedroom capacity

(d) Approximately 250 – 300 residential apartments, 60m² in extent, is centered around the public open spaces and plenty parking is provided for these units. The apartment blocks are proposed to be three story walk-ups and will allow for public surveillance

onto the public spaces. The apartments are also orientated in such a way that most face north, allowing for ample natural light. The proposed residential component is in line with the Paarl Hamlet Urban Design Framework and De Poort Business Model;

(e) Pedestrian access is allowed for rail commuters from Tabak Street, linking down to the train station. This Non-Motorised Transport (hereinafter referred to as "NMT") route is also linking in with the development spine running from east to west in the design. All buildings and activities can be accessed from this NMT spine. The proposal also includes a bus parking/terminus facility on-site on the corner of Tabak and Turk Street, which facility will form part of phase 1 of the development;

(f) Public parking is dispersed across the development to avoid traffic congestion and large parking areas;

(g) The Stone Pine Park trees are retained and it is proposed that night markets/farmers markets are held underneath the historical tree canopies; and

(h) A large lawn area in front of the existing museum will be used to host tourist events, markets and community activities.

The proposed development's estimated capital expenditure amounts to R266,000,000 (excl. VAT) with the property value estimate to be approximately R296,000,000. The development is divided into mainly two phases, the first being the income generation phase of 18 — 24 months comprising the retail, apartments and tourism uses. This phase will also include the bus parking facility and market.

The second phase is market driven which consists of 250 - 300 apartment units. The proposed residential component is in line with the Paarl Hamlet Urban Design Framework and De Poort Business Model.

The proposed development will also create approximately 391 permanent employment opportunities, comprising 230 direct employment opportunities, 75 indirect employment opportunities and 86 induced employment opportunities. Approximately 882 temporary employment opportunities will be created.

The proposed development by the Kineses Group is in line with the pre-determined and approved specifications, with the aim to create a vibrant integrated mixed-use development with the emphasis on creating a tourism platform that is supported by other uses including retail, commercial, community facilities, residential apartments and recreational infrastructure. The Kinesis Group is therefore recommended as the successful developer for approval of the long term lease. "

Die huidige aansoek verskil weselik van die vorige, ten opsigte van die volgende:

2.2.1 Afskaling van toerismekomponent

Die kern van die ontwikkeling moes, volgens die munisipaliteit, eerstens die ontwikkeling van 'n toerismenode wees. In hulle 2022 aansoek stel Kineses voor dat 'n area van 1000 m² opsy gesit word vir 'n toerismefasiliteit. Die totale area

wat aan toerisme en toerisme-aktiwiteite toegeken sou word was nagenoeg 11 000 m². In die huidige aansoek word slegs 450 m² vir museums, toerismekantore en konferensiegeriewe voorsien. Dis 'n radikale afwyking van die aanvanklike aansoek en 'n afskaling van die fokus op toerisme. Die huidige aansoek voldoen dus nie meer aan die munisipaliteit se gestelde vereiste ten opsigte van toerisme-ontwikkeling nie. Die 11 000 m² word glad nie meer genoem nie in die nuwe aansoek nie.

2.2.2 Uitbreiding van kommersiële komponent

In die aanvanklike aansoek was 4000 m² opsy gesit vir kommersiële aktiwiteite. In die huidige aansoek verdubbel die area vir kommersiële aktiwiteite tot 8584 m². Dit wil voorkom asof die ontwikkelaar groot ankerhuurders nodig het om hierdie ontwikkeling finansieel haalbaar te maak. Daar is egter NIE 'n behoefte aan nog 'n groot inkoopentrum hier nie. Dischem en Checkers word as groot ankerhuurders voorgestel. Skaars 1 km van De Poort is die Paarl Mall met 'n groot Dischem. 'n Checkers Hipermark word blykbaar skaars 1 km vanaf De Poort beplan. Laborie Sentrum en Spar is 'n paar 100 m vanaf De Poort. Die goedkeuring van 'n kommersiële ontwikkeling op hierdie skaal sal dus net in belang van die ontwikkelaar wees, en nie in belang van die gemeenskap nie.

2.2.3 Drastiese vermindering van groen area en onspanningsgeleenthede

Hierdie area is reeds digbevolk met komplekse soos Welgevonden, La Perla, De Oude Renbaan, en die nuwe woonstelontwikkeling by die stasie. De Poort was die enigste groen sone in hierdie area waar die gemeenskap kon ontspan. Hierdie voorreg word die omringende inwoners nou ontnem. In die nuwe aansoek word melding gemaak van 'n area van slegs 276 m² wat ingerig sal word as onspanningsfasiliteit.

2.2.4 Ander

In die 2022 aansoek word 'n hotel in die vooruitsig gestel. In die huidige aansoek is daar geen sprake van nie.

In die vorige aansoek sou 250 – 300 wooneenhede ontwikkel word. Dis afgeskaal na 120 wat verblydend is.

2.3 Verhuringsooreenkoms

'n Bedrag van R31 587.50 (BTW uitgesluit) sal maandeliks gehef word vir die huur van die terrein. Hierdie bedrag is in alle terme uiters nominaal. Melding word ook gemaak van 'n gesubsidieerde markverwante huur. Wie subsidieer hierdie huur? As dit die munisipaliteit is, waarom? Die aanvanklik huurtermyn van 30 jaar is onlangs verleng na 50 jaar, met 'n opsie vir 'n verdere 10 jaar. Die bostaande huurooreenkoms hou aanvanklik weinig voordeel vir die munisipaliteit in, maar is

uiters voordelig vir die ontwikkelaar. Is dit nie die Raad en amptenare se plig om in alle gevalle in belang van die munisipaliteit en gemeenskap op te tree nie?

2.4 Eiendomswaardes

Tydens 'n vergadering op 17 April 2024 met beswaarmakers teen die ontwikkeling van De Poort, het die stadsbestuurder, dr. Leibrandt, onderneem dat geen ontwikkeling goedgekeur sal word wat eiendomswaardes in die gebied negatief sal beïnvloed nie. Die ontwikkelingsvoorstel, in sy huidige vorm, laai 120 wooneenhede, 'n groot winkelkompleks met 'n supermark, en 'n bushalte, af op die voorstoepe van Welgevonden, De Oude Renbaan en La Perla. Erge geraasbesoedeling, erge toenemende verkeersdruk en veiligheidskwessies is deel van die voorgestelde pakket. Dit sal beslis 'n negatiewe invloed op die waardes van alle omliggende eiendomme hê. Sou die ontwikkeling in sy huidige vorm goedgekeur word, ontstaan die vraag of die munisipaliteit bestaande belastingbetalers na waarde skat.

2.5 Verkeersimpak

Is die verkeersimpakstudie wat deur die ontwikkelaars onderneem moes word, iewers ter insae? Is die studie onderneem met inagneming van die toekomstige verkeersdruk wat geskep word deur die nuwe Picardie-ontwikkeling en die woonstelblok by die stasie? Die verwagte verkeersscenario in hierdie gebied lyk soos volg –

- Verkeer in Hoofstraat na en van die N1
- Verkeer na Courtrai Laerskool
- Verkeer vanuit Courtrai woonbuurt
- Verkeer vanuit die nuwe Picardie-ontwikkeling met 34 erwe – dus minstens 40 bykomende voertuie
- Verkeer vanaf die nuwe woonstelgebou by die stasie, met ongeveer 50 bykomende voertuie
- Taxi's wat passasiers vervoer na hulle werkplekke, die Paarl Mall en die busterminus.
- Verkeer vanaf De Oude Renbaan, La Perla, en Welgevonden
- Verkeer geskep deur die voorgestelde ontwikkeling, met 120 wooneenhede en 'n kommersiële kompleks. Voorsiening word gemaak vir 502 parkeerruimtes plus bykomende afleweringvoertuie.
- Verkeer geskep deur die Sixty-60 motorfietse van Checkers. Hierdie afleweraars is berug vir die wyse waarop hulle verkeersreëls oortree.
- Busverkeer vanaf die busterminus.

Konserwatief bereken sal hier 'n toename van meer as 850 voertuie wees, dit in 'n sone wat, verkeersgewys, reeds baie besig en gevaarlik is.

Die goedkeuring van die ontwikkelingsaansoek in sy huidige vorm sal 'n nagmerrie situasie vir bestaande inwoners skep. Feitlik geen wetstoepassing tov verkeer vind tans in hierdie area plaas nie, met taxi's wat onwettig Courtrai woongebied binnegaan en talle padreëls oortree.

Dit wil voorkom asof die munisipaliteit tonnelvisie het tov die goedkeuring van ontwikkelings. Die totale impak van al die ontwikkelings op die omgewing word nie in ag geneem nie.

2.6 Onderverhuring van die eiendom

Die beplande 120 wooneenhede op die perseel sal onderverhuur mag word deur die ontwikkelaar. Die vraag ontstaan wie die verhuring van hierdie eenhede gaan administreer en verantwoordelikheid gaan neem vir die instandhouding van hierdie eenhede. Naasliggende inwoners is bekommerd dat hierdie woonkompleks in 'n krotbuurt kan verander indien niemand eienaarskap daarvan neem nie.

2.7 Brandgevaar

Die houtverwerkingsaanleg op die Transnetperseel oorkant De Poort skep al vir jare 'n erge brandgevaar in 'n digbevolkte gebied. Hope droë materiaal lê op die perseel. Hierdie saak is al telkemale onder die aandag gebring van die brandweer, maar wetstoepassing is nie sigbaar nie. Hierdie situasie sal dringend aangespreek moet word.

2.8 Skole

Die enigste skool in hierdie area is Courtrai Laerskool. Hierdie skool het reeds lankal kapasiteit bereik. Weens begrotingstekorte in die Wes-Kaapse Onderwysdepartement word die bou van nuwe skole nie in die vooruitsig gestel nie. Dit is uiters onverantwoordelik om nuwe ontwikkelings toe te laat terwyl die infrastruktuur hoegenaamd nie hiermee tred hou nie.

2.9 Verandering van naam van aansoeker

Die vorige aansoek, wat onder streng voorwaardes gekeur was deur die munisipaliteit in 2024, was ingedien deur die Kineses Groep. Die nuwe aansoek is in naam van Nuvorm Argitekthe. Nuvorm Argitekthe was nie goedgekeur deur die munisipaliteit nie gedurende die proses tot dusver nie.

3 TEN SLOTTE

3.1 Afkeur van aansoek

Die huidige aansoek deur die Kineses Groep om De Poort te ontwikkel moet afgekeur word om die volgende redes:

- a. Dit verskil weselik van die aansoek wat in 2022 voorgelê is en waarvolgens Kineses as voorkeurontwikkelaar aangewys is:
 - i. Die klem moes volgens die munisipaliteit val op die skep van 'n toerismenode. In die 2022 aansoek het die Raad gevind dat Kineses hieraan voldoen, maar in die huidige aansoek is hierdie komponent feitlik volledig afgeskaal en val die klem nou op kommersiële aktiwiteite. Die gemeenskap is heeltemal gekant teen die bou van 'n oorbodige inkopiesentrum.
 - ii. Die huidige aansoek verskil só weselik van die vorige dat dit as volkome 'n nuwe aansoek hanteer moet word. Hierdie verskil is so groot dat dit ook onregverdig is teenoor die ander aansoekers wat deelgeneem het aan hierdie proses. Trouens, dit kan waarskynlik argumenteer word dat die Raad hom blootstel indien hy voortgaan met 'n aansoek wat tot hierdie mate aangepas is. Die proses moet dus van vooraf geadverteer word.
- b. Die vermindering van eiendomswaardes.
- c. Die onaanvaarbare verkeersituasie wat geskep word.

3.2 Voorstel

Ek stel die volgende voor:

- a. Dat die wooneenhede tot 50 afgeskaal en verkoop word.
- b. Dat grootskaalse kommersiële aktiwiteite nie hier toegelaat word nie, omdat dit oorbodig en nie in belang van die gemeenskap is nie.
- c. Dat die toerismekomponent van die ontwikkeling weer voorop gestel word
- d. Dat die ontspanningsarea van 276 m² aansienlik vergroot en as 'n park ontwikkel word vir gebruik deur die gemeenskap.

Die uwe



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Blancstraat 1

Courtrai

Paarl 7646

29 November 2024

Die Stadsbestuurder

Drakenstein Munisipaliteit

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2 BESWARE TEEN AANSOEK

Ek maak beswaar teen hierdie aansoek om die volgende redes:

2.1 De Poort as erfenisterrein

De Poort was aanvanklik geormerk om die geskiedkundige wamakersbedryf in die Paarl te huldig. Met die bystand van die Lotto-Trust en die munisipaliteit is 'n wa-en karretjiemuseum in 2007 ingerig, asook 'n restaurant/koffiewinkel. Die idee was om 'n volledige erfenistoerismenode hier te skep. Binnegevegte tussen die munisipaliteit en die direksie van De Poort het 'n einde aan hierdie ideaal gebring. Die ontwikkelingsaansoek van Kineses ignoreer die erfeniswaarde van De Poort en vee dit effektief van die tafel. Weinig voorsiening word gemaak vir die behoud van geskiedkundige artefakte wat verband hou met die wamakersbedryf. Ek verwys verder hierna in paragraaf 2.2.1.

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vermoed dat die bome afgekap is om plek te maak vir die ontwikkeling. Hierdie voorval het 'n ernstige vertrouensbreuk tussen die munisipaliteit en die omliggende gemeenskap geskep. Ook hier is 'n deel van die Paarl se erfenis op misleidende wyse deur die munisipaliteit vernietig.

2.2 Wesenlike afwyking van basis waarop Kineses voorstel goedgekeur was in 2023

Die finale ontwikkelingsaansoek van Kineses, wat tans voor die Raad dien, verskil wesenlik van die aansoek wat in 2022 ingedien is en waarvolgens Kineses aangewys is as voorkeurontwikkelaar.

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The vision is to create a vibrant integrated mixed-use tourism node which stimulates the tourism sector and simultaneously serve as a community space for the locals and provide residential opportunities.

The developer's proposal comprises the following main aspects:

- (a) Tourism facility with a footprint of approximately 1 000m² in the north-east corner of the site. These buildings link into the bus parking, public parking and the larger NMT network. The existing building which currently houses the wagons will be retained and will form part of the tourist attractions of the premises. The total extent to be allocated to tourism and tourist related activities is approximately 1 100m²,*
- (b) Approximately 4 000m² retail or commercial development which is situated closer to the Main Road to continue the rhythm of commercial activity along the activity corridor;*
- (c) Hotel which forms part of the Gateway Building with an envisaged 20-30 bedroom capacity*
- (d) Approximately 250 – 300 residential apartments, 60m² in extent, is centered around the public open spaces and plenty parking is provided for these units. The apartment blocks are proposed to be three story walk-ups and will allow for public surveillance*

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Die huidige aansoek verskil weselik van die vorige, ten opsigte van die volgende:

2.2.1 Afskaling van toerismekomponent

Die kern van die ontwikkeling moes, volgens die munisipaliteit, eerstens die ontwikkeling van 'n toerismenode wees. In hulle 2022 aansoek stel Kineses voor dat 'n area van 1000 m² opsy gesit word vir 'n toerismefasiliteit. Die totale area

wat aan toerisme en toerisme-aktiwiteite toegeken sou word was nagenoeg 11000 m². In die huidige aansoek word slegs 450 m² vir museums, toerismekantore en konferensiegeriewe voorsien. Dis 'n radikale afwyking van die aanvanklike aansoek en 'n afskaling van die fokus op toerisme. Die huidige aansoek voldoen dus nie meer aan die munisipaliteit se gestelde vereiste ten opsigte van toerisme-ontwikkeling nie. Die 11 000 m² word glad nie meer genoem nie in die nuwe aansoek nie.

2.2.2 Uitbreiding van kommersiële komponent

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2.2.4 Ander

In die 2022 aansoek word 'n hotel in die vooruitsig gestel. In die huidige aansoek is daar geen sprake van nie.

In die vorige aansoek sou 250 – 300 wooneenhede ontwikkel word. Dis afgeskaal na 120 wat verblydend is.

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'n Bedrag van R31 587.50 (BTW uitgesluit) sal maandeliks gehef word vir die huur van die terrein. Hierdie bedrag is in alle terme uiters nominaal. Melding word ook gemaak van 'n gesubsidieerde markverwante huur. Wie subsidieer hierdie huur? As dit die munisipaliteit is, waarom? Die aanvanklik huurtermyn van 30 jaar is onlangs verleng na 50 jaar, met 'n opsie vir 'n verdere 10 jaar. Die bostaande huurooreenkoms hou aanvanklik weinig voordeel vir die munisipaliteit in, maar is

uiters voordelig vir die ontwikkelaar. Is dit nie die Raad en amptenare se plig om in alle gevalle in belang van die munisipaliteit en gemeenskap op te tree nie?

2.4 Eiendomswaardes

Tydens 'n vergadering op 17 April 2024 met beswaarmakers teen die ontwikkeling van De Poort, het die stadsbestuurder, dr. Leibrandt, onderneem dat geen ontwikkeling goedgekeur sal word wat eiendomswaardes in die gebied negatief sal beïnvloed nie. Die ontwikkelingsvoorstel, in sy huidige vorm, laai 120 wooneenhede, 'n groot winkelkompleks met 'n supermark, en 'n bushalte, af op die voorstoepe van Welgevonden, De Oude Renbaan en La Perla. Erge geraasbesoedeling, erge toenemende verkeersdruk en veiligheidskwessies is deel van die voorgestelde pakket. Dit sal beslis 'n negatiewe invloed op die waardes van alle omliggende eiendomme hê. Sou die ontwikkeling in sy huidige vorm goedgekeur word, ontstaan die vraag of die munisipaliteit bestaande belastingbetalers na waarde skat.

2.5 Verkeersimpak

Is die verkeersimpakstudie wat deur die ontwikkelaars onderneem moes word, iewers ter insae? Is die studie onderneem met inagneming van die toekomstige verkeersdruk wat geskep word deur die nuwe Picardie-ontwikkeling en die woonstelblok by die stasie? Die verwagte verkeersscenario in hierdie gebied lyk soos volg –

- Verkeer in Hoofstraat na en van die N1
- Verkeer na Courtrai Laerskool
- Verkeer vanuit Courtrai woonbuurt
- Verkeer vanuit die nuwe Picardie-ontwikkeling met 34 erwe – dus minstens 40 bykomende voertuie
- Verkeer vanaf die nuwe woonstelgebou by die stasie, met ongeveer 50 bykomende voertuie
- Taxi's wat passasiers vervoer na hulle werkplekke, die Paarl Mall en die busterminus.
- Verkeer vanaf De Oude Renbaan, La Perla, en Welgevonden
- Verkeer geskep deur die voorgestelde ontwikkeling, met 120 wooneenhede en 'n kommersiële kompleks. Voorsiening word gemaak vir 502 parkeerruimtes plus bykomende afleweringvoertuie.
- Verkeer geskep deur die Sixty-60 motorfietse van Checkers. Hierdie afleweraars is berug vir die wyse waarop hulle verkeersreëls oortree.
- Busverkeer vanaf die busterminus.

Konserwatief bereken sal hier 'n toename van meer as 850 voertuie wees, dit in 'n sone wat, verkeersgewys, reeds baie besig en gevaarlik is.

Die goedkeuring van die ontwikkelingsaansoek in sy huidige vorm sal 'n nagmerrie situasie vir bestaande inwoners skep. Feitlik geen wetstoepassing tov verkeer vind tans in hierdie area plaas nie, met taxi's wat onwettig Courtrai woongebied binnegaan en talle padreëls oortree.

Dit wil voorkom asof die munisipaliteit tonnelvisie het tov die goedkeuring van ontwikkelings. Die totale impak van al die ontwikkelings op die omgewing word nie in ag geneem nie.

2.6 Onderverhuring van die eiendom

Die beplande 120 wooneenhede op die perseel sal onderverhuur mag word deur die ontwikkelaar. Die vraag ontstaan wie die verhuring van hierdie eenhede gaan administreer en verantwoordelikheid gaan neem vir die instandhouding van hierdie eenhede. Naasliggende inwoners is bekommerd dat hierdie woonkompleks in 'n krotbuurt kan verander indien niemand eienaarskap daarvan neem nie.

2.7 Brandgevaar

Die houtverwerkingsaanleg op die Transnetperseel oorkant De Poort skep al vir jare 'n erge brandgevaar in 'n digbevolkte gebied. Hope droë materiaal lê op die perseel. Hierdie saak is al telkemale onder die aandag gebring van die brandweer, maar wetstoepassing is nie sigbaar nie. Hierdie situasie sal dringend aangespreek moet word.

2.8 Skole

Die enigste skool in hierdie area is Courtrai Laerskool. Hierdie skool het reeds lankal kapasiteit bereik. Weens begrotingstekorte in die Wes-Kaapse Onderwysdepartement word die bou van nuwe skole nie in die vooruitsig gestel nie. Dit is uiters onverantwoordelik om nuwe ontwikkelings toe te laat terwyl die infrastruktuur hoegenaamd nie hiermee tred hou nie.

2.9 Verandering van naam van aansoeker

Die vorige aansoek, wat onder streng voorwaardes gekeur was deur die munisipaliteit in 2024, was ingedien deur die Kineses Groep. Die nuwe aansoek is in naam van Nuvorm Argitekte. Nuvorm Argitekte was nie goedgekeur deur die munisipaliteit nie gedurende die proses tot dusver nie.

3 TEN SLOTTE

3.1 Afkeur van aansoek

Die huidige aansoek deur die Kineses Groep om De Poort te ontwikkel moet afgekeur word om die volgende redes:


- a. Dit verskil wesentlik van die aansoek wat in 2022 voorgelê is en waarvolgens Kineses as voorkeurontwikkelaar aangewys is:
 - i. Die klem moes volgens die munisipaliteit val op die skeep van 'n toerismenode. In die 2022 aansoek het die Raad gevind dat Kineses hieraan voldoen, maar in die huidige aansoek is hierdie komponent feitlik volledig afgeskaal en val die klem nou op kommersiële aktiwiteite. Die gemeenskap is heeltemal gekant teen die bou van 'n oorbodige inkopiesentrum.
 - ii. Die huidige aansoek verskil só wesentlik van die vorige dat dit as volkome 'n nuwe aansoek hanteer moet word. Hierdie verskil is so groot dat dit ook onregverdig is teenoor die ander aansoekers wat deelgeneem het aan hierdie proses. Trouens, dit kan waarskynlik argumenteer word dat die Raad hom blootstel indien hy voortgaan met 'n aansoek wat tot hierdie mate aangepas is. Die proses moet dus van vooraf geadverteer word.
- b. Die vermindering van eiendomswaardes.
- c. Die onaanvaarbare verkeersituasie wat geskep word.

3.2 Voorstel

Ek stel die volgende voor:

- a. Dat die wooneenhede tot 50 afgeskaal en verkoop word.
- b. Dat grootskaalse kommersiële aktiwiteite nie hier toegelaat word nie, omdat dit oorbodig en nie in belang van die gemeenskap is nie.
- c. Dat die toerismekomponent van die ontwikkeling weer voorop gestel word
- d. Dat die ontspanningsarea van 276 m² aansienlik vergroot en as 'n park ontwikkel word vir gebruik deur die gemeenskap.

Die uwe


Amanda Scholtz

082 228 1233

amandas@webafrica.org.za

MULTIPLE APPLICATIONS FOR THE APPROVAL OF A SITE DEVELOPMENT PLAN FOR A MIXED-USE DEVELOPMENT IN TERMS SECTION 15 (2) OF THE DRAKENSTEIN MUNICIPALITY: BY LAW ON MUNICIPAL LAND USE PLANNING, 2018: "DE POORT" – UNREGISTERED ERF 28773, PAARL

DE OUDE RENBAAN RETIREMENT ESTATE: ERF 18253

Information Session at Picardie Farm Wednesday 6th November 2024 has reference.

Thank you for the opportunity to engage with the De Poort Developer during an information session coordinated by the Ward Councillor for ward 16 Mr S J Liebenberg.

This public participation provided a greater insight to the current proposed design and layout of the De Poort Redevelopment Plan.

For De Oude Renbaan Owners, Tenants, Staff, contractors and service providers the 3 key issues of interest that emerged during the session were:

- 1) The historical/heritage context of De Poort
- 2) The repeated attempts to promote De Poort as a Tourism hub
- 3) The relocation/accommodation of the Long-Distance bus services.

At the outset we wish to state that on behalf of the Homeowners and residents of De Oude Renbaan we have two objections iro the detail of the current proposal.

We do not have any comments or objections relating to the Historical / Heritage or Tourism aspects of the development which are outside of our field of expertise.

We do however acknowledge the urgent need to relocate/resolve the current congested Long Distance (City to City) bus transport situation at the Shell Garage on the Main Street of Paarl, which is of great concern to all road users in Paarl South, especially at the peak arrival and departure times of that bus fleet as per their own schedules.

Of major concern to the residents of De Oude Renbaan, and we presume to the residents of Welgevonden Estate and La Perla, – all located in Pine Street, are;

- 1) the impact of the increased traffic flow in Pine Street of both commercial and residential traffic generated by the proposed development. We recognise that it is an unavoidable outcome /consequence of the whole of the development itself, and to which all residents and road users will need to accept adjust.

-2-

- 2) The current proposal by the developer to the long-distance bus traffic, specifically with regards to the DIRECTION of travel, is in our opinion, completely unacceptable and illogical, creating a huge increase in risk to motorists, cyclists and pedestrians in and around the De Poort site.

We dispute the statement made at the information presentation and which is also contained in the proposal document, that no one can prescribe how, when, where or in what direction a bus should travel on a public road.

We are of the opinion that in the current circumstances it is essential to do so through constructive engagement with the Drakenstein Municipality, the bus operators, and the local community, to mitigate the increased risks it brings to all residents and road users through the increased volume of **bi-directional** traffic and especially with very large articulated busses.

In a need to better understand the volume of bus traffic using Pine Street, DOR undertook a Non-Professional bus count of busses travelling WEST - EAST (towards the railway line) on Pine Street for the period over three days. We have been informed that the only bus that regularly travels EAST – WEST on PINE street towards Main Street is a local transport company – (Benjamin's' Transport) transporting school children.

The number of busses recorded – travelling in One Direction only, is tabled below:

Long distance bus count – Pine Street Paarl

Herewith the number of busses travelling WEST – EAST on Pine Street. None of these busses returned along Pine Street travelling EAST – WEST.

Friday 8 November = 24

Saturday 9 November = 23

Sunday 10 November = 26

If bi-directional travel is allowed/encouraged, then the numbers could double if busses elected to exit Paarl using Pine Street. Obviously, the bus trips would not be evenly spread across the 24-hour period which means that volumes would increase at peak / scheduled times.

In our opinion the obvious ONE DIRECTIONAL route for busses entering Paarl from the N1 would be North along Main Street, a right turn into Pine Street followed by left curve into Tabak and then into the proposed De Poort Bus Terminus. When departing from the bus Terminus and depending on the size of the bus they should exit-

-3-

- 1) onto Tabak and either turn left into Turk Street where the new traffic lights will be installed on the corner of Main and Turk, creating a safe controlled intersection for a left turn into Main Street **OR**
- 2) Onto Tabak and continue onto Hartford and then Left into Main.

To the best of our knowledge no busses leaving De Poort turn RIGHT/ North when entering Main Street.

Also, of assistance to a bus turning left into Main will be the natural break in traffic created by the traffic light on the corner of Main and Concordia Streets at Vineyard SPAR.

Any vehicle attempting to turn right onto Main from any street on the east / railway side already has great difficulty at any time of the day. To do so with an articulated bus will be exceptionally difficult if not impossible at peak time, if the intersection is not controlled.

Therefore, on the basis that all busses will turn left into Main Street to access the N1, it is not logical to allow busses to use any of the previously named streets for bi-direction traffic. We presume that busses may require fuel or other services provided at Fuel /Service station. Therefore, the obvious route to the N1 (Both Northbound and Southbound) is to exit Paarl by going south on Main.

All factors indicate a one directional traffic flow solution with controlled/managed/assisted left hand turn into Main Street being the obvious answer at Turk or Louws and / or Hartford and not Pine. This solution will also keep the busses in the southbound lanes in Main Street which is the same side of the road where their current / preferred Shell Fuel stop is located.

Regarding De Poort and the desire to encourage Tourism we would also wish to place on record that the passengers using the long distance/ intercity transport services are not tourists. The facilities and services that the long-distance travellers need is clean, comfortable, weather protected waiting /areas, ablution facilities, and a variety of Convenience /Fast Food outlets.

During previous discussions regarding the redesign/redevelopment of De Poort' the suggestion was tabled that a "wheelchair friendly" Pavement be incorporated along the perimeter (or as much of the perimeter as possible) to enable wheelchair users the opportunity of enjoying the facility and the amenities provided. De Oude renbaan strongly supports this suggestion.



Pine Street / Pinestraat
Southern-Paarl / Suider-Paarl 7646
Tel: 021 863 2653

admin@ouderenbaan.co.za
accounts@ouderenbaan.co.za

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As stated previously, the proposed bus terminus will be used exclusively by Long distance (City to City) NON Tourism buses. If not yet fully investigated and explored, why can't these "non tourist" buses be accommodated at Paarl Station, with almost immediate effect. The station and facilities would probably only require an upgrade of infrastructure, and by so doing release the more commercially orientated space in the De Poort complex to improve the feasibility of the project as a whole.

We trust that you will reconsider the long-term implications of getting this wrong from a design perspective and will amend the design to eliminate the bi-directional traffic flow scenario.

Sincerely,

LESLIE BERGH
EXECUTIVE COMMITTEE: DE OUDE RENBAAN HOA

NJ (STONE) STEENKAMP
CHAIRMAN: DE OUDE RENBAAN HOA

21 November 2024



De Poort Erf 28773 ontwikkeling

From**Date** Mon 18 Nov 2024 14:53**To** Customer Care <customercare@drakenstein.gov.za>**Cc** Jason Daniels <Jason.Daniels@drakenstein.gov.za>; Johan Liebenberg <johanliebenberg57@gmail.com>**Goeiedag**

As eienaar van die ondergenoemde erf in De Oude Renbaan Aftree-oord wil ons graag op u versoek die volgende kommentaar lewer op die voorgelegde beoogde ontwikkeling van De Poort.

Alhoewel die nuutste planne al 'n verbetering op voriges is , word daar steeds te veel afgewyk van die oorspronklike motivering synde die Poort tot die Paarl met die hoofokus op toerisme en ontspanning, m.a.w. 'n parkomgewing met toerisme- en ontspanningsfasiliteite en vermaak.

Die volgende besware word ge-opper en voorstelle gemaak t.o.v. die nuutste voorgelegde planne, naamlik:

1. Die voorgestelde Checkers is volgens die aangeduide oppervlakte heeltemal te groot. Dit sal onnodig groot getalle huishoudelike kopers trek wat baie parkeerplek beset en en nie inpas by 'n toeriste-atmosfeer nie. Groter oppervlak kan toegewys word aan winkels en stalletjies wat konsentreer op toeriste-atraksies soos wynkelders en landgoedere, besienswaardighede en vermaaklikhede in en om die Paarl, kunswerke, blomme, lekkernye, snuisterye en ander toeriste-vermaak.
2. Die bus-fasiliteite vir toerisme-busse moet geskei word van die huidige busdienste wat tans by die Shell-garage stop. Dit is totaal uiteenlopende gebruikers. Die huidige gebruikers van die busdienste van en na die Oos- en NoordKaap , ens se behoeftes is nie dieselfde as internasionale en nasionale toeriste wat by De Poort kom stop om hulself te vergewis van al die toeriste-atraksies in en om die Paarl en van waar die verskeidenheid van toeriste-bestemmings besoek kan word met die beskikbaarheid van plaaslike vervoer bv huurmotors/ubers?
- 3 Met die 2019 voorlegging van planne en insette van die publiek was die voorstel baie goed ontvang dat die munisipaliteit 'n rolstoelvriendelike voetpaadjie reg rondom binne die grens bou met rusbanke op strategiese plekke as deel van die verhuringstransaksie. Die sterk motivering was die gebrek aan staproetes in die omgewing van die woonbuurtes in Suider-Paarl. Borge van inwoners in die omgewing sou selfs gevind kon word vir dele van die paadjie. Dit skakel ook in by die beoogde toerisme-atmosfeer. Toeriste wat oorbly in die oornagfasiliteit kan daar gaan stap met uitsigte op die berge en kontak met plaaslike stappers.
4. Die boustyl van die voorgelegde planne pas nie by die kultureur-historiese agtergrond van De Poort en die Paarl nie.

Vriendelike groete

Gawie Kriel (Erf 18279)

22 November 2024

Drakenstein Municipality**Subject: Concerns Regarding the Proposed Development of De Poort**

Dear Sir/Madam,

As Chairman of the La Perla Estate and on behalf of the Homeowners and Residents of La Perla, I am writing to express our strong disapproval of the current development proposal for De Poort.

After receiving information via email and attending the information session held at Picardi on 6 November, we have several serious concerns regarding the proposed plans for this Municipal-owned erf, which is designated as a Heritage/Recreational zone.

As explained by the preferred developer, developments that focus solely on recreational facilities without income-generating prospects often struggle financially. Considering this, we believe that a blend of recreational, heritage, and limited commercial options could better serve the community's enjoyment and the site's financial sustainability.

We propose that De Poort be developed with a selection of restaurants, coffee shops, and craft stalls, combined with recreational facilities such as paddle courts and a dog park, with a strong emphasis on preserving the Valley's heritage (e.g., a Wagon Museum or similar craft-focused initiatives). This type of development would likely gain broad community support.

However, we strongly oppose the proposed construction of 120 residential units. This element of the plan is wholly unacceptable due to the inevitable increase in traffic, parking congestion, noise, and the loss of safe outdoor spaces for children. Many homeowners have raised complaints about this proposal, as it directly impacts the quality of life for La Perla residents. De Poort serves as the only "green lung" in the area, and converting it into a high-density residential complex is, in our view, entirely inappropriate.

Additionally, we are deeply concerned about the proposed inclusion of a large long-distance bus terminus in the development. The potential noise, traffic congestion, and issues related to public sanitation are alarming. Homeowners have highlighted the problems caused by mini-bus taxis at the Shoprite Complex in central Paarl as a cautionary example of what could happen at De Poort if proper controls are not enforced. Without strict bylaw enforcement, such facilities could lead to significant disruption.

In conclusion, while we are not opposed to the future development of De Poort, we are adamant that residential development on this communal land should not be permitted. Instead, we urge the Municipality to consider proposals that preserve the site's recreational and heritage value while integrating carefully selected commercial elements to support financial sustainability.

Thank you for considering our concerns. We look forward to your response and further engagement on this matter.

Yours faithfully,
Riaan van Niekerk

Riaan van Niekerk

Chairman
La Perla Homeowners' Association



Fw: Fw: DIE POORT ERF 28773 PAARL

From

Date Mon 09 Dec 2024 09:02

To Jason Daniels <Jason.Daniels@drakenstein.gov.za>

From: Customer Care

Sent:

To: Registry

Subject: Fw: Fw: DIE POORT ERF 28773 PAARL

From: Michele Bertoncello <micheleduplessis4@gmail.com >

Sent: Monday, November 18, 2024 10:21 PM

To: Customer Care <customercare@drakenstein.gov.za >

Subject: DIE POORT ERF 28773 PAARL

ATT: MR J. DANIELS
MR H. LOUW

Goodday

It is with a huge request and consideration that I send you this email in connection with the development(building works)of area De Poort in Pine Street, Suider Paarl.

I was born in Paarl and have resided here for 62 years. I have seen the Taalmonument being constructed and cause the forest area behind Courtrai to decay. I fear the same for De Poort. Paarl is being overrun by Developers and blocks of apartments and dwellings being erected on any available land. We have no beautiful park(SPECIFICALLY DOG FRIENDLY AND SAFE)in Paarl where we can walk our dogs, or alone+ feel safe. The Arboretum is a NO GO for a single woman walking dogs or going for a jog, not even a man is safe there any longer- you risk your life going there. Would you not consider changing that piece of land rather into a beautiful garden/park with pathways, benches, perhaps a water feature and open a doggy park. The frail care patients from De Oude Renbaan across the road would welcome a beautiful SAFE garden across the road to be pushed through in their wheelchairs. It could be a fenced in area with an access controlled pedestrian gate, perhaps a monthly fee and you receive an armband(as with the hiking trails). The subscriptions could be used towards upkeep and maintenance of the park.Access control pedestrian gate would also keep the bad elements from entering.

Beautiful trees and flower beds with pathways and benches could look like a mini Central Park(as in NewYork).

Come on Paarl and town councillors, please dont allow another block of flats or another concrete structure- give us ratepayers a little piece of "green " heaven on erf 28773. We have nothing like it in Paarl.

I can just picture how beautiful a patch of green trees and flowerbeds would light up that whole area, instead of a grey concrete block.

Pease please consider!!

Thankyou

Michéle

Vriendelike Groete / Kind Regards

Mr. J. Daniels

Town Planner: Land Development Management

t: +27 21 807 4581

e: jason.daniels@drakenstein.gov.za

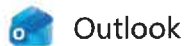
a: Civic Centre, Berg River Boulevard, Paarl 7646



www.drakenstein.gov.za

A city of excellence

365 Days of Activism against Gender-Based Violence



DE POORT ERF 28773 ONTWIKKELING

From

Date Sat 30 Nov 2024 14:40

To 'Johan Liebenberg' <johanliebenberg57@gmail.com>; Jason Daniels <jason.daniels@drakenstein.gov.za>; Customer Care <customercare@drakenstein.gov.za>; maryke@pinnacleprop.co.za <maryke@pinnacleprop.co.za>; 'Dawie Van Wyk' <dvw@thegrapeco.co.za>; Gert Combrink <g.combrink@drakenstein.gov.za>; riaanevanniekerk@gmail.com <riaanevanniekerk@gmail.com>; 'Gawie Kriel' <gawiekriel@mweb.co.za>; Johan Miller <johan.miller@drakenstein.gov.za>; 'Deon Louw' <deonlouw44@gmail.com>; 'Casper van Wyk' <drcjhvanwyk@gmail.com>; albert_sonnenberg@absamail.co.za <albert_sonnenberg@absamail.co.za>; mullerdj21@gmail.com <mullerdj21@gmail.com>; Laurichia van Niekerk <laurichia.vanniekerk@drakenstein.gov.za>; aptekervanzyl@gmail.com <aptekervanzyl@gmail.com>; admin@ouderenbaan.co.za <admin@ouderenbaan.co.za>

Geagte Mnr Liebenberg,

Ek verwys na die inligtingsessie van 6 November 2024 soos per die meegaande e-pos asook na die vergadering van 17 April 2024 saam met u, ander raadslede en ander geaffekteerde lede van die publiek saam met

Mnr G Leibrandt, die stadsbestuurder.

As eienaar van erf Nr 24250 in Welgevonden Landgoed wil ons graag kommentaar lewer en beswaar aanteken op die voorgeslegde beoogte ontwikkeling van De Poort

Daar word nog steeds te veel afgewyk van die oorspronklike motivering synde die "Poort tot die Paarl" met die hoofokus op toerisme. Verder is die tender wat aan die ontwikkelaar, "The Kinesis Group Pty Ltd" toegeken is, onderhewig aan 'n 50 jaar langtermyn huurkontrak met die opsie om dit vir 'n verdere 10 jaar te verleng. **Dit is 'n groot faktor wat deeglik in ag geneem en beklemtoon moet word.**

1. 1. Die bus-fasiliteite vir toerisme-busse moet geskei word van die huidige busdienste wat by die Shell-garage stop. Internasionale en nasionale toeriste se behoeftes is nie dieselfde as die van die huidige gebruikers wat van langafstand vervoer gebruik maak. Dit dien dus geen doel om daardie dienste te verskuif vanaf die Shell garage na die van die De Poort omgewing. Die oplossing is dat daardie dienste by Shell garage beter en behoorlik gereguleer word sodat minder busse gelyktydig daar opdaag en verkeersvloei ontwig.
2. 2. Die toename in bus-verkeer in Pinestraat is 'n groot bekommernis van die "Geaffekteerdes" wat in Welgevonden, Oude Renbaan en La Perla woon, dit is indien die bus-dienste by Shell garage na die omgewing van die De Poort sou skuif.
3. 3. Fase 2 van die ontwikkeling wat met die Residensiële gedeelte van die Ontwikkeling te doen staan beteken dus dat daar slegs verhuring van daardie 120 wooneenhede gedoen kan word. Private eienaarskap word dus uitgeskakel vanweë die 50 jaar huurkontrak van die ontwikkelaar met Drakenstein Munisipaliteit. Die 60 tot 70 vk meter grootte van die beplande eenhede wat noodwendig uiteindelik deur die Munisipaliteit self verhuur gaan word skep

steeds groot onsekerheid vir eienaars van eiendom in Welgevonden en Oude Renbaan.

Minder, groter en meer duursame eenhede sal wel in aanvraag wees vir toeriste om te huur en individue wat daarin belangstel om dit te koop. Dit sal dan ook nie afbreuk doen aan eiendomme geleë in Oude Renbaan en Welgevonden nie.

4. 4. Vullis verwydering in die voorgestelde ontwikkeling asook die van die geslote 120 wooneenhede – daar word opgemerk dat dit gaan gebeur deur 'n hek vanuit Pinestraat. Ons wil voorstel dat die ontwikkelaar voorsiening daarvoor moet maak sodat dit in die geslote 120 eenhede woongebied en by elke gebou self opgelaai en verwyder word. By La Perla word dit vanuit Pinestraat verwyder en dit is 'n praktiese voorbeeld van hoe dit onder geen omstandighede behoort gedoen te word nie. (gemors)

Ons verneem dus graag weer van u,

Vriendelike groete

W E Mostert

From: Johan Liebenberg <johanliebenberg57@gmail.com >

Sent: Tuesday, October 22, 2024 8:57 AM

To: wemoster@mweb.co.za; Gawie Kriel <gawiekriel@mweb.co.za >; Joey <Jjauch@vodamail.co.za >; Dawie Van Wyk <dvw@thegrapeco.co.za >; riaanevanniekerk@gmail.com; maryke@pinnacleprop.co.za; Hans Labuschagne <hlabuschagne@go-group.co.za >; Louis Louw <louis@picardie.co.za >; Aletia Grundling <aletiagrundling@gmail.com >; Ilse Liebenberg <ilseliebenb@gmail.com >; Ian Laing <inlineshandyman@gmail.com >; Johan Jordaan <jojordaan@telkomsa.net >; info@thepowermill.co.za; Paul Pieterse <paul.pieterse@outlook.com >; bertus@snyman-inc.co.za; DA Bestuur Tak 15 <yupete8@gmail.com >; admin@ouderenbaan.co.za

Subject: DE POORT INLIGTINGSESSIE - WOENSDAG 6 NOVEMBER 2024 10:00 - 12:00

Vir kennisname - De Poort Inligtingsessie

U word vriendelik uitgenooi na 'n De Poort Inligtingsessie :

Datum : Woensdag, 6 November 2024

Tyd: 10:00 - 12:00

Plek: Picardie Gastehuis Konferensie Lokaal

Groete

Johan Liebenberg

----- Forwarded Message -----

From "Chrimare Carse " <Chrimare.Carse@drakenstein.gov.za >

To "Picardie Guest Farm " <info@picardie.co.za >; "functions@picardie.co.za " <functions@picardie.co.za >

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Date 10/21/2024 10:29:37 AM

Subject: De Poort Inligtingsessie: 06 November 2024 van 10:00 - 12:00

Geagte Juanita,

Baie dankie vir ons telefoongesprek vanoggend.

Soos versoek, bevestig ons hiermee die bespreking van jul konferensielokaal by Picardie Guest Farm soos volg:

Datum: 06 November 2024

Tyd: 10:00 – 12:00

Plek: Picardie Guest Farm, Konferensielokaal

Raadslid Liebenberg gaan die inligtingsessie adverteer, van daar die bevestiging.

Ons kan ongelukkig nie getalle bevestig nie, aangesien dit 'n uitnodiging aan die publiek is om deel te neem aan die inligtingsessie, maar ek glo die lokaal behoort reg te wees aangesien dit tussen 40 - 60 mense kan akkommodeer.

Laat weet gerus indien jy nog inligting benodig.

Baie dankie vir jou spoedige hulp – ons waardeer!

Vriendelike groete,

Chrismaré

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DRAKENSTEIN
MUNISPALITEIT • MUNICIPALITY • UMASIPALA

Number One
Secondary City in South Africa

de POORT

GATEWAY TO PAARL

UNREGISTERED ERF 28773, PAARL

LAND DEVELOPMENT APPLICATIONS FOR:

- DELETION OF A CONDITION IN RESPECT OF AN EXISTING APPROVAL
- PERMANENT DEPARTURE
- CONSENT USE
- TECHNICAL APPROVAL
- PERMISSIONS IN TERMS OF THE ZONING SCHEME
- APPROVAL OF A SITE DEVELOPMENT PLAN

FINAL - COMMENTS & RESPONSES REPORT

DATE: 14 NOVEMBER 2025
PREPARED BY: NUVORM & KINESIS GROUP
OUR REF: DE_POORT_REV.01
MUNICIPAL REF: 15/4/1 (28773) P



1. Introduction

The purpose of this document is to present the applicant’s response to the comments and objections received from adjacent landowners, Interested and Affected Parties (I&APs) and municipal departments on the abovementioned development applications, in terms of the provisions of the Drakenstein Municipality: Municipal Land Use Planning By-law, 2015.

The land use management application was submitted on 21 October 2024 (Ref. No. 3703387) via the Western Cape Planning Portal. The application was advertised in the *Paarl Post* on 31 October 2024. Development notices were also sent via email to a list of adjacent and affected landowners – the list of names and contact details was provided by the Drakenstein Municipality. In addition, on-site notices were erected. It can be confirmed that the notification process was done fully in compliance with the Municipality’s notification requirements and standards. The closing date for comment was 2 December 2024.

During the commenting period, written submissions were received from the following ten I&APs:

1. M Bertoncello (resident of Paarl).
2. N. de Koker (resident of De Oude Renbaan Estate, Pine Street).
3. De Oude Renbaan Home Owners Association.
4. W. Klingenberg (resident of the Welgevonden Residential Estate, Pine Street).
5. G. Kriel (resident of De Oude Renbaan Estate, Pine Street).
6. La Perla Estate Home Owners Association (Pine Street).
7. W. Meyer (on behalf of *Querida – Xicode*).
8. W. Mostert (resident of the Welgevonden Residential Estate, Pine Street).
9. A. Scholtz (resident of Courtaai).
10. H. Solomons, E. de Beer & H. Solomon (residents of Courtraai).

The objections/comments received from the aforementioned I&APs were studied individually in order to identify the key themes of the objections, issues and concerns. The objections/comments were thereafter carefully thematically assessed in order to provide a thorough and comprehensive response to the respective comment.

The following are the key themes which were identified and addressed in this report:

1. The potential impact on heritage resources.
2. The potential impact on traffic and transport-related concerns.
3. The proposed long-distance bus facility.
4. The nature of the development proposals.

5. Security and privacy concerns.
6. Civil engineering issues.

Table 1 below is grouped in terms of the above identified themes. A summary of the comments is provided where relevant, whereas certain comments are included verbatim where appropriate. **Table 1** lists these comments and the applicant's professional team's response thereto.

Comments were also received from the following Drakenstein Municipality municipal departments and external departments:

1. Drakenstein Municipality Spatial Planning Section.
2. Drakenstein Municipality Heritage Services Subsection.
3. Drakenstein Municipality Environmental Management.
4. Drakenstein Municipality Infrastructure Management (Engineering).
5. Western Cape Government: Department of Infrastructure (Provincial Roads Engineer).
6. Drakenstein Municipality Electrical Engineering Services Division (Planning and Customer Services).
7. Drakenstein Municipality RTS Maintenance.

Table 2 summarises the comments received from these municipal departments and the applicant professional team's response thereto. Each department is listed and addressed separately.

In addition, emails were also received from certain individuals, but who did not provide any relevant or valid comment that require a response from the applicant. These are however also listed here for completeness and transparency:

1. Drakenstein Municipality Ward Councillor (S. Liebenberg).
2. David Hellig Abrahamse Land Surveyors.
3. M. Sass.
4. L. van Zyl.

Table 3 lists these written submissions only for the purposes of transparency.

It should be noted that the Municipal Civil Engineering Services Department submitted their initial comments on the proposed development on 13 February 2025 (Ref. No. 15/4/1(28773) P (0153)), requesting additional information before providing further final comments. The collection of this outstanding information took several months due to an additional e-commerce study that was requested. The applicant submitted the required information to the Department on 12 November 2025, addressing all outstanding matters.

During this period, the Municipality also issued Practice Note 1/2025 (dated 11 September 2025), which clarified the interpretation of parking provisions for shops in terms of the Zoning Scheme By-Law. This revision significantly reduced the parking requirements applicable to the proposed development. The amended Site Development Plan (SDP) now reflects the updated parking provision, and as such, **there is no longer any need to apply for permanent departures from parking requirements**, as the revised SDP provides sufficient on-site parking.

Annexures:

Annexure A: Revised Site Development Plan (Rev H), dated 21 October 2025

Table 1: List of comments received from adjacent property owners and members of the public and the applicant's response			
No.	Comment / Objection	Commenting Party	Response by the Applicant and Professional Team
1.1	Potential Impact on Traffic and Transport-related Concerns		
1.1.1	The objector acknowledges that all residents and road users will need to accept/adjust to the potential impact of the increased traffic flow in Pine Street of both commercial and residential traffic generated by the proposed development, which is an unavoidable outcome/consequence of the whole of the development itself.	De Oude Renbaan HOA	Noted and agreed. Note that the TIA concludes that the expected volumes (Total Traffic Conditions') are within the <u>minimum levels of service</u> , as per applicable standards and regulations, subject to the implementation of the recommended road upgrades included in the TIA. <u>The potential increase in traffic is therefore deemed reasonable.</u>
1.1.2	It is believed that the Transport Impact Assessment (TIA) is inaccurate. The commenters claim that Main Road is already heavily congested, especially between the hours of 07h00 to 10h00, as well as from 15h00 to 18h00 on weekdays (visual observations).	H. Solomons, E. de Beer & H. Solomon	Disagree with the commenters' limited approach to a traffic assessment and this unsubstantiated statement regarding the accuracy of the TIA. The comment reflects a subjective observation by members of the public without specialised knowledge of Traffic Impact Assessments (TIAs). Innovative Transport Solutions (ITS), a highly reputable firm with extensive professional experience, was appointed to conduct the TIA for this development. ITS also prepared the Transport Master Plan for the Courtrai area in June 2021 (Ref. ITS 4342) on behalf of the Drakenstein Municipality, assessing both current and future transport impacts in the area. Their existing knowledge, robust data, and expertise make them well-qualified to evaluate the traffic implications of this development comprehensively and accurately. It must be noted that the TIA does not dispute existing traffic constraints experienced along Main Road, at certain intersections, or alongside roads. However, the TIA concludes that the expected volumes (Total Traffic Conditions') are within the minimum levels of service, as per applicable standards and regulations, subject to the implementation of the recommended road upgrades included in the TIA. <u>These recommended upgrades will ensure that the additional development-related traffic will not increase the overall traffic to unreasonable levels.</u> This is confirmed in the TIA, which states that " <i>While the side roads along Main Road are expected to experience long delays, the proposed signalised intersections should help redistribute traffic, as sufficient capacity is available.</i> "

1.1.3	<p>It is believed that the Main Road/Pine Street intersection is already extremely problematic where vehicles travelling in Pine Street towards Main Road wanting to turn right cause very frequent traffic accidents, as there is no traffic lights at this intersection. This is also evident in the 2029 forecast intersection analyses.</p> <p>This is the intersection that is currently used by buses (and will remain based on the proposal) – which means that they have to cross oncoming (southbound) traffic.</p> <p>It is recommended to consider signaling this intersection. It is also unclear as to what effect/improvement signaling Intersection 13 (Main/Turk) would have on intersection 14.</p>	<p>W. Klingenberg; H. Solomons, E. de Beer & H. Solomon</p>	<p><i>Additionally, with several alternative routes available, the demand at the unsignalised intersections along Main Road is expected to decrease”.</i></p> <p>It is acknowledged that this intersection is currently experiencing traffic constraints.</p> <p>This has been highlighted in the TIA as follows: <i>“The westbound approach right-turn is expected to operate at a LOS F during the A.M. and P.M. peak hours due to long delays”.</i></p> <p>To alleviate this situation, the TIA recommends installing a traffic signal at the Main Road/Turk Street/Laborie intersection and to construct a dedicated right-turn lane for the westbound approach at the Main Road/Pine intersection.</p> <p>Note that the TIA has found that, due to the current intersection spacing, signalling both the Main Road/Turk Street/Laborie intersection and the Main Road/Pine intersection <u>does not meet the</u> ‘intermediate signalised spacing requirements’, as per applicable standards and regulations. Signalising the Main Road/Turk Street/Laborie intersection was deemed the most ideal intersection intervention.</p> <p>When the traffic signal at the Main Road/Turk Street/Laborie intersection has been installed, vehicles travelling along Pine, Turk and Tabak streets, wishing to drive northbound on Main Road, will rather use this signalised intersection than the Main Road/Pine Street intersection, as turning right into Main Road will be more convenient at this location. <u>This will mitigate the current safety concerns of the commenters regarding the current situation.</u></p>
1.1.4	<p>A further benefit would be that the cyclist route can be down Pine Street instead of Turk Street, as Pine Street is significantly wider and does not have the main vehicle access points to the retail section of the development.</p>	<p>W. Klingenberg</p>	<p>Do not agree with these proposals.</p> <p>With regards to the proposed cyclist route, as outlined in Chapter 7.4 of the Motivation Report regarding Non-Motorized Transport (NMT), Pine Street was not identified as part of an NMT route in the Courtrai Area Transport Master Plan (Paarl, June 2021). Instead, Turk Street forms part of the designated NMT route, with a recommendation to create a cycle path extending from Bergrivier Boulevard along Main Road, through Concordia and Turk Streets, and returning along Main Road. The current proposals align fully with the recommendations outlined in the Transport Master Plan.</p>
1.1.5	<p>The commenters noted that it is problematic to exit and enter their property off Main Road due to the amount of</p>	<p>H. Solomons, E. de Beer & H. Solomon</p>	<p>This is an existing problem and considered irrelevant to the application under consideration.</p>

	<p>morning and afternoon traffic, which will be exasperated by additional traffic of the development.</p>		<p>The TIA concluded that the expected volumes ("Total Traffic Conditions") are within the minimum levels of service, as per applicable standards and regulations, subject to the implementation of the recommended road upgrades included in the TIA. The proposed signalisation of the Main Road/Turk intersection and the dedicated right-turn lane for the westbound approach at the Main Road/Pine intersection will alleviate the impact of the additional traffic generated by the development and the commenters should not experience an unreasonable increase in traffic along Main Road in front of their property.</p>
<p>1.1.6</p>	<p>It is noted that since there is no minibus taxi rank in proximity of the area, minibus taxis are stopping in front of the commenters' house to drop off and wait for passengers. This is coupled with noise (constant hooting and shouting) and litter problems.</p> <p>It is stated that public transport will increase in numbers and frequency due to the development, which will exasperate this current situation, causing not only an increase in traffic but also the number of road accidents.</p> <p>It is believed that the TIA is inaccurate. The commenters claim that the traffic noise in Main Road is already a massive concern.</p> <p>With the increased foot and vehicular traffic to the development, coupled with the long-distance bus route to the bus terminal via Pine Street, this will surpass the allowable residential noise levels of 55dBA for a day-time period (06h00-22h00), as stipulated by the Western Cape Noise Control Regulations.</p>	<p>H. Solomons, E. de Beer & H. Solomon</p>	<p>The objection relating to the current minibus taxi movements is an existing situation and is not applicable to the proposed development.</p> <p>The location along Main Road in front of the objector's house is not an official minibus taxi facility. However, minibus taxis in general stop at various and random locations, as and where commuters want to be dropped or collected.</p> <p>Should the objectors believe that the minibus taxis cause an unreasonable disturbance at this particular location, they should contact the relevant authority.</p> <p><u>The amended SDP also includes a number of dedicated bays along Tabak Street for minibus taxi (MBT) use. These bays have been clearly earmarked and will be marked on site accordingly.</u></p> <p>The statement regarding the potential increase in the level of noise disturbance is unsubstantiated.</p> <p><u>This objection is not grounds for an objection against the development and should be dismissed.</u></p>
<p>1.1.7</p>	<p>The proposed bus facility should separate tourism buses from the long-distance buses (non-tourist related) currently stopping at the Shell Garage in Main Road, due to the needs and demands of the users of these two bus types being different. The proposed on-site bus facility is deemed to be more suited for tourism buses, which users will utilise the proposed tourism and recreational uses within the development.</p>	<p>De Oude Renbaan HOA; G. Kriel; W. Mostert</p>	<p>The long-haul bus facility is a municipal requirement which formed part of the tender and lease process.</p> <p><u>According to the Call for Development Proposals Applications for the Long-Term Lease & Development of Erf 28773, Paarl ("De Poort") for a Mixed-Use Development (Ref. No. 01/2022), it is a requirement to provide for a long-haul bus facility as part of the development.</u></p> <p>While the proposed on-site bus facility could be considered more suitable for tourism buses, which will serve users accessing the development's tourism and</p>

<p>1.1.8</p>	<p>The proposed long-stance bus facility's potential noise, traffic congestion and issues related to public sanitation are of concern. The problems caused by mini-bus taxis at the Shoprite Complex in central Paarl has been highlighted as a cautionary example of what could happen at De Poort if proper controls are not enforced. Without strict bylaw enforcement, such facilities could lead to significant disruption.</p>	<p>La Perla Estate HOA; W. Mostert; A. Scholtz</p>	<p>recreational components, the requirement for a long-haul bus facility does not distinguish between tourist-related and non-tourist-related buses.</p> <p>The concerns are noted.</p> <p>Note however that the proposed long-distance bus facility and the overall development will include ancillary and ablution facilities that commuters may require.</p> <p>The facility is also purposefully located away from the majority of existing residential properties to minimise any unreasonable noise disturbances from the normal operations of such a facility.</p> <p>Also note, as the cleanliness of the facility will impact on the overall operation and appeal of the development, the centre management will ensure proper maintenance and cleanliness of the facility.</p> <p><u>These concerns will therefore be addressed.</u></p>
<p>1.1.9</p>	<p>It is acknowledged that there is an urgent need to relocate/resolve the current congested long-distance bus transport situation at the Shell Garage on Main Road, which is of great concern to all road users in Paarl South.</p> <p>The objectors however do not agree (completely unacceptable and illogical) with the proposed bi-directional routes of the buses to and from the proposed on-site facility.</p> <p>They dispute the statement made that "no one can prescribe how, when, where or in what direction a bus should travel on a public road".</p> <p>They are rather of the opinion that a better routing solution could be found through constructive engagement with the Drakenstein Municipality, the bus operators, and the local community. This will mitigate the increased traffic safety risks through the increased volume of bi-directional traffic and especially with very large articulated buses.</p> <p>To motivate an alternative route, the objectors undertook a non-professional bus count on three days. Only one bus company travelled east to west along Pine Street. All other buses travelled west to east along Pine Street as follows:</p>	<p>De Oude Renbaan HOA</p>	<p>The proposed routing of the long-distance buses is noted.</p> <p>Note that the development application, and the associated TIA, do not include routing of buses.</p> <p>Further note, as outlined in Chapter 7.4 of the Motivation Report regarding the Bus Node, it is expected that buses will utilise both Hartford and Pine streets, depending on their specific route. As these are public streets, these roads are intended for general use and cannot be restricted to particular traffic, unless otherwise directed by the relevant Roads Authority. The on-site facility design accommodates this flexibility, allowing buses to exit onto Tabak Street and proceed toward Main Road via either Hartford or Pine Streets, both of which are sufficiently wide to handle bus traffic effectively.</p> <p><u>It is the responsibility of the relevant Roads Authority, in this case, the Drakenstein Municipality, to impose any conditions of approval if they determine it necessary for buses to follow a specific route.</u></p>

	<ul style="list-style-type: none"> o Friday 8 November =24 o Saturday 9 November = 23 o Sunday 10 November = 26 <p>If bi-directional travel is allowed/encouraged, the numbers could double (during peak times) if busses elected to exit Paarl using Pine Street.</p> <p>The objectors propose the following one-directional bus routing:</p> <p>busses travelling from the N1 would travel north along Main Road, turn right into Pine Street, followed by left curve into Tabak Street into the proposed De Poort bus facility.</p> <p>When busses depart this facility, and depending on the size of the bus, they should exit either -</p> <p>1) onto Tabak Street and either turn left into Turk Street to the new traffic light intersection with Main Road, creating a safe controlled intersection for a left turn into Main Road; or</p> <p>2) onto Tabak Street and continue further north onto Hartford Street and then left into Main Road.</p> <p>They are unaware of any busses leaving de Poort turning right when entering Main Road.</p> <p>Also, of assistance to a bus turning left into Main Road will be the natural break in traffic created by the traffic light on the corner of Main and Concordia Streets at Vineyard SPAR.</p> <p>Any vehicle attempting to turn right onto Main Road from any of the side streets to the east of Main Road already has great difficulty. To do so with an articulated bus will be exceptionally difficult if not impossible at peak time, if the intersection is not controlled.</p> <p>Therefore, on the basis that all busses will turn left into Main Road to access the N1, it is not logical to allow busses to use any of the previously named streets for bi-direction traffic.</p> <p>It is presumed that busses may require fuel or other services provided at Fuel /Service station. Therefore, the obvious route to the N1 (both northbound and southbound) is to exit</p>	

	<p>Paarl by going south on Main Road.</p> <p>All factors indicate a one directional traffic flow solution with controlled/managed/assisted left hand turn into Main Road being the obvious answer at Turk or Louws and/or Hartford and not Pine Street. This solution will also keep the busses in the southbound lanes in Main Road, which is the same side of the road where their current/preferred Shell Fuel stop is located.</p>		
1.1.10	<p>The objectors propose that the Paarl Station precinct would be more suited for a long-distance bus facility. By moving this facility from the de Poort site to the station precinct, more commercially-orientated space in the De Poort complex will be available to improve the feasibility of the project as a whole.</p>	De Oude Renbaan HOA	<p>The proposal is noted.</p> <p>Refer to the response under Point 1.1.7.</p>
1.1.11	<p>To promote the shift from private (i.e. Personal) transport to public/shared transport (i.e. e-hailing/taxis), the provision of a safe and secure pick-up/drop-off point with quick and easy vehicle access/egress would be beneficial.</p> <p>This would also assist in supporting the reduced parking departure.</p>	W. Klingenberg	<p>The proposal is being adhered to.</p> <p>The proposed Site Development Plan (SDP) includes provisions for on-street parking along both Turk Street and Tabak Street, as follows:</p> <ul style="list-style-type: none"> • Turk Street: 18 parking bays • Tabak Street: 19 parking bays <p>Turk Street has been designed with a wide sidewalk to comfortably accommodate pedestrian and cyclist traffic while also providing <u>designated parking bays for pickups and drop-offs</u>. Similarly, Tabak Street includes proposed parking bays for pickups and drop-offs, strategically located near the bus facility for added convenience.</p>
1.1.12	<p>The proposed 12 motorcycle parking bays are likely to be inadequate – additional bays should be added. A primary contributor to the above is the increase of delivery offerings by retailers where delivery motorcycles are utilized and tend to occupy motorcycle bays that should be servicing patrons.</p> <p>An alternative solution to additional bays may be to provide delivery bays for retailers so that the 12 bays can be designated for patrons.</p> <p>Should there be inadequate measures to ensure the</p>	W. Klingenberg	<p>Noted.</p> <p><u>This proposal has been considered, and additional bays have been added and designated for deliveries</u>, while customer motorcycle bays will be clearly marked.</p> <p>The centre management would control and monitor the use of the proposed motorcycle bays to ensure that these are only used for private use, e.g. customers.</p> <p>A total of 36 motorcycle bays has been provided.</p> <p>ITS Global was appointed to conduct an e-commerce study to determine the</p>

	<p>motorcycle bays are not occupied by delivery vehicle/motorcycles, the 3 equivalent parking bays cannot be reasonably endorsed.</p>		<p>impact of e-commerce deliveries (via motorbikes) to retail centres in the surrounding area, and to assess whether there is a correlation between increased e-commerce use and oversupply of parking at retail centres. The results confirmed that none of the centres exceed a demand of 4 bays / 100 m² GLA, confirming that 6 bays / 100 m² GLA is excessive and that 4 bays / 100 m² GLA is sufficient.</p> <p>The study further recommended that dedicated parking be provided for e-commerce deliveries associated with the anchor tenant. The e-commerce requirement was determined to be 0.3 bays per 100m² GLA (average). Based on the anchor store size of 2 796m², this equates to 8.39 bays, or 9 bays when rounded up. These e-commerce parking bays are clearly indicated on the amended Site Development Plan (SDP).</p>
<p>1.1.13</p>	<p>The lack of safety/security will result in patrons not being willing to utilize these bays for fear of theft. What is the proposed security measures to mitigate security concerns/risk of theft? Should there be inadequate security measures, the 7 equivalent parking bays cannot be reasonably endorsed.</p>	<p>W. Klingenberg</p>	<p>The concern of bicycle theft in general is acknowledged. The developer aims to mitigate this risk by placing the proposed bicycle bays near prominent and visible locations within the development. There will also be infrastructure in place to lock bicycles (using own lock to fix to this infrastructure). As with any public area, the developer cannot be held liable for the theft of personal belongings. However, security measures such as CCTV surveillance and on-site security personnel will be in place to enhance safety and deter such incidents.</p>
<p>1.1.14</p>	<p>There are a number of existing businesses and offices around the proposed development which already utilize some of the public spaces marked as on-street parking bays on Tabak & Turk streets. The total number of 31 bays therefore cannot be reasonably counted toward the developments parking provision further increasing the departure.</p>	<p>W. Klingenberg</p>	<p>On-street parking cannot be considered as dedicated parking for adjacent property owners. According to the Planning By-law, property owners are required to provide sufficient on-site parking to accommodate their respective land uses, unless historic agreements allow otherwise. Turk Street is a public street with no formally designated public parking bays. Currently, any parking along the street or sidewalk occurs informally, and landowners cannot claim private parking within a public road. Under the proposed SDP, Turk Street will be widened along the boundary of the development site to accommodate a single carriageway with sidewalks on both sides and on-street parking. A formal application has been submitted to allow these on-street parking bays to serve the proposed development. Additionally, while there are currently no cycle lanes in the area, the proposal includes a 4.5 m-wide shared pedestrian and cycle facility along the southern</p>

1.1.15	<p>The Study appears not to have accounted for the following approved/in-process developments:</p> <ul style="list-style-type: none"> • New 2 on Tabak residential development. • General upliftment of area creating new business. • New commercial development on Alleman Street (next to FitLife gym). • Completed renovation and proposed expansion of La Concorde (KWV Building). • Proposed residential development on Nuwe Vlei Street (Behind La Perla/Wegevonden). <p>The TIS should be revised to account for new developments and base proposed traffic management measures on more accurate information.</p> <p>One objector believes a total of 850 additional vehicles will be attracted to the area by the proposed development and other surrounding developments.</p>	W. Klingenberg; A. Scholtz	<p>side of Turk Street, consisting of two 1.5 m cycle lanes and a 1.5 m sidewalk.</p> <p>Refer to the response under Point 1.1.2.</p>
1.1.16	<p>Given developments and urban renewal of the immediate area, the growth percentage of 2% p.a. is potentially too low. A full traffic count should be done to establish more accurate traffic conditions.</p>	W. Klingenberg	<p>Refer to the response under Point 2.5.2.</p>
1.1.17	<p>The proposed development is expected to create a significant increase in vehicle traffic along Main, Pine, Tabak and Turk Streets.</p> <p>Please advise on traffic calming measures and pedestrian access/crossings?</p>	W. Klingenberg	<p>Noted.</p> <p>Note that the development proposals and SDP may only propose interventions that occur on the development site and not on public roads or public spaces around the site.</p> <p>Raised pedestrian crossings are proposed along Turk Street, Tabak Street, and Pine Street. It is also proposed to include a 4.5 m-wide shared pedestrian and cycle facility (two 1.5 m cycle lanes + 1.5m sidewalk) along the southern side of Turk Street.</p> <p><u>The Municipality will impose conditions of approval relating to traffic calming, if they deem it required.</u></p> <p>The concerns are noted.</p>
1.1.18	<p>The objectors are not opposed to the future development of De Poort site, but strongly oppose the proposed</p>	La Perla Estate HOA	

	recently felled. It was said it was needed because the trees were infested with fungi. On close inspection, it was found that the trees were healthy and it is believed that the trees were felled to make way for the proposed development.		The trees were removed by the Municipality, which obtained all necessary permits and approvals. The removal was carried out because the trees posed a safety hazard to the public due to their age and disease.
1.3 Nature of the Development Proposals			
1.3.1	<p>The proposed development does not place sufficient focus on tourism and recreation, but rather on commercial uses.</p> <p>The proposed Checkers store is too large and will attract unnecessarily large numbers of domestic traffic, which will not be compatible with a tourism and recreational facility. Space should rather be provided for tourism-related shops and stalls.</p> <p>It is believed that a blend of recreational, heritage, and limited commercial options could better serve the community's enjoyment and the site's financial sustainability.</p> <p>It is proposed that the site be developed with a selection of restaurants, coffee shops, and craft stalls, combined with recreational facilities such as paddle courts and a dog park, with a strong emphasis on preserving the Valley's heritage (e.g., a Wagon Museum or similar craft-focused initiatives). This type of development would likely gain broad community support.</p>	G. Kriel; La Perla Estate HOA; W. Mostert	<p>Disagree with this opinion.</p> <p>The development proposals contain indeed a good mix of both commercial and tourism/recreational uses. Proposed tourism and recreational uses include <i>inter alia</i> a market area that could be used for markets, outdoor shows, exhibitions, kids' play areas, picnics, etc.; outdoor sports facilities; a museum; and numerous restaurants. Refer to the Motivation Report for more detail on the proposed tourism and recreational activities.</p> <p>The commercial component of the development is required to cross-fund the tourism and recreational components of the development to ensure a financially viable development into the future.</p>
1.3.2	The previous development proposals included wheelchair-friendly pavements and paths, along with benches at strategic locations, within the development. The development proposals should include sufficient wheelchair-friendly routes.	De Oude Renbaan HOA; G. Kriel	<p>Agreed.</p> <p>The SDP emphasizes disability access and wheelchair-friendliness. Sidewalks are designed to be very wide, which are wheelchair-friendly, while keeping these areas safe from traffic.</p> <p>All sidewalks leading into the site will be wheelchair-friendly, avoiding steps. Internal sidewalks will have canopies to keep people dry. Additionally, there will be designated parking for people with disabilities, ensuring accessible and convenient access to the development.</p>
1.3.3	The architectural style of the proposed buildings is not compatible with the cultural-historic landscape of the De	G. Kriel	<p>Disagree with this subjective opinion.</p> <p>Heritage Western Cape, the experts on this subject, has evaluated the</p>

	120 residential units, as this component will increase traffic, parking congestion, noise, and the loss of safe outdoor spaces for children.		<p>However, the TIA did include the expected trip generation from the residential component and concluded that the expected volumes ('Total Traffic Conditions') are <u>within the minimum levels of service</u>, as per applicable standards and regulations, subject to the recommended road upgrades included in the TIA. <u>The increase in traffic is therefore reasonable.</u></p> <p>Note that mixed use developments, which includes a residential component, are supported and encouraged by applicable planning policy, due to <i>inter alia</i> having people living closer to employment, commercial and recreational activities. The developer therefore included <u>this component to comply with these planning policies.</u></p> <p>The residential component will be developed at a later stage. A separate Site Development Plan (SDP) will be submitted for approval to address the detailed layout, building design, and parking layout.</p>
Potential Impact on Heritage Resources			
1.2			
1.2.1	The proposed commercial and residential development will have a negative impact on the once historic and unspoilt Southern Paarl. The objector enquires if the Drakenstein Municipality has consulted and obtained approval from Heritage Western Cape for the development.	N. de Koker	<p>Disagree with this unfounded statement.</p> <p>Note that the site is <u>not</u> located within any existing or proposed Heritage Overlay Zone, <u>nor</u> within any Special Character Protected Overlay Zone or Scenic Route Overlay Zone. The Drakenstein Municipality's Heritage Subsection has already provided their support for the development.</p> <p>Also note that Heritage Western Cape (HWC) has evaluated the development <u>proposals and has granted their consent</u> for the proposed mixed-use development, as it is believed that it will not negatively impact on heritage resources. HWC confirmed that no further action is required in terms of the National Heritage Resources Act (Act 25 of 1999).</p>
1.2.2	The De Poort development was initiated to celebrate the wagon building industry in Paarl. In 2007, wagon museum was established and a coffee shop. The idea was to create a complete heritage tourism node. It is believed that the submitted development proposals ignore the heritage value of the De Poort development. Limited opportunity is made to conserve historic artefacts relating to wagon building.	A. Scholtz	<p>Disagree with this statement.</p> <p>The development proposals include a museum in the current building. Historically worthy artefacts would be retained in this museum. Alternatively, if not suitable for the proposed museum, such artefacts will be donated to other museums or returned to their owners.</p>
1.2.3	The on-site pine trees (some older than 100 years) were	A. Scholtz	<p>This is an unsubstantiated allegation.</p>

	Poort site and Paarl.		development proposal, including the initial architectural designs of the buildings, and has <u>granted their consent</u> for the proposed development. The Drakenstein Municipality's Heritage Subsection also <u>supports</u> the development proposal.
1.3.4	The development proposals directly impact the quality of life for La Perla residents. De Poort serves as the only "green lung" in the area, and converting it into a high-density residential complex is entirely inappropriate.	La Perla Estate HOA	Disagree with this assessment. The current site is an under-utilised site with high maintenance costs to the Municipality, which is not visited by large numbers of people. The proposed development, which includes recreational activities, funded by the private sector, will attract larger numbers and is considered a <u>more optimal utilisation of the site</u> . The development proposals aim to ensure a positive interaction with the surrounding areas by maintaining existing mature trees and providing additional landscaping interventions which will visually benefit the area.
1.3.5	The Residential/Phase 2 development was not considered in all annexes; thus this component of the development cannot be commented on/reviewed. Request that this is provided for review/comment.	W. Klingenberg	Correct. The design and layout of the proposed residential units have not been formulated as yet, and therefore no detailed proposals could be included with the current application. Once finalised, the SDP for the <u>residential component will be submitted as a separate application</u> . The commenter will then have an opportunity to comment on these development proposals.
1.3.6	Since the property will be leased to the developer for a 50 year period (with a possible 10 year extension), the proposed 120 apartments will only be available for rental. The proposed apartments are small and will be rented by the Municipality. This creates uncertainty with the residents of Welgevonden and De Oude Renbaan estates as to who the future tenants will be. Less and larger apartments aimed at tourists would be more suited for the area. It is unclear who will manage the rental units and who will be responsible for the upkeep of the buildings.	W. Mostert; A. Scholtz	Disagree with this opinion. The design and layout of the proposed residential units have not been formulated as yet and the rental price range is therefore not known at this stage. Current planning policy does encourage the <u>provision of a range of housing options</u> within the municipal area, which could include rental units for tourists.
1.3.7	There are mature trees along the perimeter of the site.	W. Klingenberg	The developer is committed to ensure the landscaped streetscape aesthetic

	<p>The mature trees along Pine Road should remain to maintain an existing "lane-type" aesthetic, as trees are on both sides of the road.</p> <p>Please advise if any trees are proposed to be felled? (Refuse collection point, access points, bus stop)</p> <p>Please advise on proposed remedy/replacement of any trees to be felled?</p> <p>There are several large, well-established trees located within the boundary of the proposed development.</p> <p>Please advise if any trees are proposed to be felled?</p> <p>Please advise on proposed remedy/replacement of any trees to be felled?</p>		<p>around the site, as this will add value to the overall development.</p> <p>The detailed landscaping proposals, which would include details on existing mature trees, potential felling and replacement of trees, will form part of the detailed <u>Landscaping Master Plan</u> process, which needs to be approved by the Drakenstein Municipality, once submitted.</p> <p>This is standard procedure and will be imposed as a condition of approval by the <u>Municipality</u> (refer to comment and response items 2.2.1 and 2.3.1 in Table 2 below).</p> <p>As outlined in Chapter 22.9 of the Motivation Report, the ficus trees along Main Road will be preserved, ensuring the retention of the area's existing green character.</p>
<p>1.3.8</p>	<p>The size of the refuse area size relative to the total retail space appears to be inadequate.</p> <p>On the SDP layouts and elevation (Elevation 6), there is no screening apparent from Pine Street – Refuse areas tend to become littered and unsightly over time. Litter distribution on Pine Street is of concern.</p> <p>The refuse collection area on Pine Street may also result in vehicles using this as parking/halt location that may interfere with traffic and especially vehicle access to existing Welgevonden Estate and the proposed residential development.</p>	<p>W. Klingenberg</p>	<p>Disagree with this assumption.</p> <p>ITS Engineers who conducted the TIA considered the refuse embayments and concluded that it is sufficient for the proposed development.</p> <p>With regards to screening, fencing/boundary wall detail has not been finalised as yet. This will be done during the building plan phase. The developer will however provide sufficient screening of this area, as it is a standard condition of approval imposed by the Drakenstein Municipality.</p> <p>The centre management personnel will ensure that only refuse vehicles utilise this embayment.</p> <p>The refuse room is located within the building on-site, and the bins will only be brought to the designated collection area on the scheduled collection day.</p>
<p>1.3.9</p>	<p>There is currently no safe amenity parks in Paarl where one can walk one's dog, jog, etc.</p> <p>The Municipality should consider changing the property into a beautiful garden/park with pathways, benches, etc. and open a doggy park. This will be welcomed by the residents of De Oude Renbaan. It could be a fenced in area with an access controlled pedestrian gate. A monthly fee could be charged. The subscriptions could be used towards upkeep and maintenance of the park. Access control pedestrian gate would also keep the park safe.</p>	<p>M. Bertoncello</p>	<p>The proposal is noted.</p> <p>However, such a publicly funded community park is not financially viable for either the Municipality or a private developer.</p> <p>It must be noted that the development proposals do include recreational activities which could be enjoyed by Paarl residents. The development proposals also include extensive landscaping, which will contribute to a high-quality development.</p>

1.3.10	<p>Refuse collection from the apartment component is proposed off Pine Street. This is already a problem at La Perla Estate.</p> <p>It is proposed that refuse be collected from inside the development at each building.</p>	W. Mostert	<p>Noted.</p> <p>However, according to the Drakenstein Municipality's By-law and procedures on refuse removal, private developments/estates must have a centralised refuse area with collection off a public road, without requiring access to the development's internal road(s). Refuse collection must therefore occur from a public road.</p>
1.3.11	<p>The final development proposals are significantly different to the 2022 development proposals that the Kinesis Group submitted and on which was awarded the development agreement. Changes include the following:</p> <ul style="list-style-type: none"> • The initial tourism component has been greatly reduced in favour of commercial space (It is believed that there is no demand for additional large commercial centre). • The area needs open space, but only 275 m² of recreational space is provided. Space should be provided for a park. • The initial hotel component has been discarded. • The initial 250-300 residential units have been reduced to 120 units. <p>The changes are so significant that the lease agreement should be re-advertised.</p>	A. Scholtz	<p>The changes to the initial development proposals are noted.</p> <p>It must however be noted and acknowledged that most development projects undergo an iterative process where numerous development proposal alternatives are formulated, discussed with various role players and assessed before a final, preferred development proposal is agreed on and approved.</p> <p>The overall development proposals still provide a mixed-use development which includes tourism and recreational activities, set within a high-quality landscaped setting.</p>
1.4	Potential Impact on Security, Safety Concerns and Property Values		
1.4.1	<p>The construction phase of the development will have security risks to the commenters and their property as the construction workers may monitor the residents' daily movements.</p>	H. Solomons, E. de Beer & H. Solomon	<p>This statement is baseless and therefore considered a subjective conclusion.</p> <p>Strict control measures at the development's access gate(s) can be implemented when construction commence.</p> <p>This objection does not validate dismissal of the development application based on assumptions or perceptions and therefore must be disregarded.</p>
1.4.2	<p>Provision should be made for visible safety and security personnel on a wider scale than the development.</p>	W. Klingenberg	<p>The existing safety concerns of the commenter is noted.</p> <p>It should be noted that the Drakenstein Municipality cannot impose conditions of approval requiring a developer to provide services on properties not under their ownership. The developer may therefore only provide security services on the De Poort site.</p>

			<p>These security services could however monitor the perimeter of the site and therefore indirectly offer surveillance services to adjoining properties.</p> <p>The existing safety concerns of the commenter is noted.</p> <p>It should be noted that the Drakenstein Municipality cannot impose conditions of approval requiring a developer to provide services on properties not under their ownership. However, it is the considered opinion that the proposed development will enhance overall security in the area through increased surveillance, including on-site security and the installation of CCTV systems.</p> <p>Disagree with the assumption.</p> <p>There is no proof that the proposed mixed-use development will have a negative impact on the property values of the surrounding properties.</p> <p>In fact, it is believed that the proposed development will enhance these property values as additional, high-quality recreational amenities and convenience offerings are provided within easy reach of the surrounding area.</p>
1.4.3	An initiative similar to the CCID in the Cape Town CBD should be undertaken with surrounding business and residences as well as the municipality to improve safety and security.	W. Klingenberg	
1.4.4	The overall development will involve more noise disturbances, more traffic and more security risks. This will have a negative impact on the property values in the surrounding area.	A. Scholtz	
1.5	Potential Impact on Privacy		
1.5.1	As the commenters' main residence is directly opposite the De Poort development site, a major concern is their overall privacy due to increased foot and vehicular traffic	H. Solomons, E. de Beer & H. Solomon	<p>Disagree.</p> <p>The lack of privacy experienced by the commenter is due to their property facing Main Road and only having a palisade fence. This perceived lack of privacy is therefore an existing situation, and the proposed development will not impact on this current situation, as the property's palisade fence is the cause of the lack of privacy and not adjacent activity.</p> <p><u>This objection does not validate dismissal of the development application based on assumptions or perceptions and therefore must be disregarded.</u></p>
1.6	Civil Engineering Services		
1.6.1	Information on availability of existing services (GLS Report) not available/presented in report. Request that this is provided for review/comment.	W. Klingenberg	<p>Noted.</p> <p>GLS Capacity Reports have been conducted and submitted to the Municipal Engineering Departments. The reports concluded that the existing water and sewer reticulation systems have sufficient capacity to accommodate the proposed development.</p>
1.6.2	The retail refuse hardstand area along Pine Street appears to be situated in the same position as the proposed attenuation	W. Klingenberg	<p>Noted.</p> <p>The comment has been considered, and a walkway has been provided in front</p>

	pond. Please confirm if/where the required attenuation pond will be positioned?		of the attenuation pond to ensure easy access to the refuse room. The attenuation pond has been slightly relocated away from the refuse room to accommodate this. Refer to the attached updated SDP. Also, the storm water layout has been approved as per the Stormwater Management Plan, in accordance with the final comment letter from the Municipal Civil Engineering Services Department.
1.7	Administrative Issues		
1.7.1	The Drakenstein City Manager delegation to Kinesis is being delegated to Nuvorm. This was not authorised in the POA between Drakenstein and Kinesis.	W. Klingenberg, A. Scholtz	Noted. The PoA from Drakenstein Municipality to Kinesis Group (Pty) Ltd appointed the directors of Kinesis Group, Eugene Yntema and Warno Rude, to submit the necessary applications, including land use planning applications for the approval of the amended SDP. Subsequently, Eugene Yntema provided a PoA to the authorised agents of Nuvorm Architects to submit the land use applications on their behalf, which aligns with the original applications required for submission.
1.7.2	An amount of R31 587.50 (VAT exclusive) will be levied for the monthly rental of the site. This amount is too low. Notice is also made of a subsidized, market-related discount. Who will subsidise this rental amount? As this is a 50-year lease term, with an option to extend with an additional 10 years, this rental holds little benefit to the Municipality.	A. Scholtz	This comment is considered irrelevant to the application under consideration. The lease agreement between the successful bidder, Kinesis Pty Ltd, and the Municipality will be finalized in due course and will outline the terms of the remuneration agreement and structure. The monthly rental amount is based on the property's value; therefore, as the property is developed and its value increases, the rental amount will also increase accordingly.
1.8	Proposed/Requested Mitigation Measures		
1.8.1	It is to be noted that these commenters do not at this stage oppose the development, but they strongly suggest that for mutual relationship, that:	H. Solomons, E. de Beer & H. Solomon	Not opposing the development is noted.
1.8.1.1	<ul style="list-style-type: none"> The developer, at own cost, erect a 2 m high double brick wall (Bagged and painted) for our property facing Main Road, which will alleviate the realistic and provable concerns highlighted in their comment letter. "Naturally, the application to the Municipality, architect fees, application costs, approval costs and the like should be borne by the developer." 		This is deemed an unreasonable request. The commenters want the developer to pay for mitigation measures to address existing problems faced by them, living on Main Road. <u>If the commenters experience security, privacy or traffic noise issues due to their current boundary wall along Main Road, this would be the responsibility of the owner of the property and not a third party.</u>

<p>The commenters should not use this forum to request financial assistance/gain.</p>		
<p>Disagree with this proposal. The TIA, using industry-standard technology, has found that the signalisation of the Main Road/Turk/Laborie intersection would be the best intervention to mitigate the expected trip generation by the proposed development. The TIA has found that, due to the current intersection spacing, signalising both the Main Road/Pine intersection and the Main Road/Turk Street/Laborie intersection <u>does not meet</u> the 'intermediate signalised spacing requirements', as per applicable standards and regulations.</p>		
<p>Disagree with this proposal. The Drakenstein Municipality has not requested the developer to provide a public transport pick-up and drop-off facility. <u>Such a request would need to come from the Municipality, as part of an agreement, and not from a private individual(s).</u> Refer to response under Point 1.1.7.</p>		
<p>The comment is considered irrelevant. The Traffic Impact Assessment (TIA) conducted included traffic counts for the 120 units, and the potential traffic generated by these units is deemed acceptable, provided the proposed road upgrades are implemented. Additionally, the design and layout of the proposed residential units have not been formulated as yet, and therefore no detailed proposals could be included with the current application. Once finalised, the SDP for the residential component will be submitted as a separate application. The commenter will then have an opportunity to comment on these development proposals.</p>	<p>A. Scholtz</p>	
<p>1.9 Business and Joint Venture Proposals</p>		
<p>Noted. The proposed project and initiatives by <i>Querida-Xicode</i> are commended. However, the merits of such an external project and the future interaction between the developer of the De Poort development and <i>Querida-Xicode</i> are not applicable to the current land use application process and may therefore not</p>	<p>W. Meyer</p>	<p>The commenting party <u>supports</u> the land use application and development, but did not provide any comments specific to the development proposals. A proposal was included by <i>Querida-Xicode</i>, a private initiative, to incorporate a digital data hub into the development proposal, focused on inter alia technology,</p>

	<p>tourism, the environment and youth development, amongst others. It is noted that this project could be linked with other tourism and conservation initiatives in the area.</p> <p>The commenting party requested the detail of this venture to be confidential at this stage and more detail thereof will therefore not be provided here.</p>		<p>be responded to on this forum.</p>
1.10	Fire Risk		
1.10.1	<p>The existing wood processing facility on the Transnet property opposite the site is an existing fire risk and need to be resolved.</p>	A. Scholtz	<p>The existing situation is noted.</p> <p>This is however an existing problem and not directly related to the development proposal that are currently being evaluated.</p>
1.11	Impact on Existing Schools		
1.11.1	<p>The only school in the immediate vicinity is the Courtrai Primary School, which is at capacity. Due to financial constraints at the Western Cape Department of Education, no new schools are being planned for the area. It is irresponsible to approve the development before additional capacity has been created.</p>	A. Scholtz	<p>The existing situation is noted.</p> <p>The provision of public schools falls under the mandate of National and Provincial Government, which prioritise the establishment of new schools in areas with the greatest need.</p> <p>This comment is not considered relevant to the current application, as the proposal under consideration is for a mixed-use development comprising commercial, retail, tourism, and recreational uses intended to serve existing residents and visitors to the area.</p>

Table 2: Comments received from municipal departments and the applicant's response thereto		
No.	Comment / Objection	Response by the Applicant and Professional Team
2.1	Drakenstein Municipality Spatial Planning Subsection	
2.1.1	Supports the land use application and development proposals, as it complied with all relevant planning policy.	Support is noted.
2.2	Drakenstein Municipality Heritage Services Subsection	
2.2.1	Supports the land use application and development proposals, subject to: <ul style="list-style-type: none"> • A Landscaping Master Plan to be submitted at building plan stage. • Landscaping and landscape maintenance plans to be submitted at building plan stage. • All landscaping must be implemented before issuing of occupation certificate. 	Support is noted. It is proposed that the landscaping be implemented in accordance with each development phase.
2.3	Drakenstein Municipality Environmental Management	
2.3.1	Supports the land use application and development proposals, subject to: <ul style="list-style-type: none"> • A detailed Landscaping Plan that promotes tree planting and indigenous vegetation to be submitted prior to or at building plan stage. • Noise levels must be carefully considered. All windows near noisy areas should be double glazed or have other appropriate noise mitigation measures. • Should any business play music after 22:00, the Drakenstein Municipality noise control official may require the owner to appoint an accredited acoustic engineer to ensure the venue is sufficiently sound-proofed so as to not cause a noise disturbance. 	Support is noted.
2.4	Drakenstein Municipality Infrastructure Management (Engineering Services)	
2.4.1	The Municipal Civil Engineering Services Department provided their final comments on the application on 12 November 2025 (Ref No 15/4/1 (28773) P (1728). They raised no objections and outlined a list of conditions applicable to the proposed development. These conditions will be subject to review by the Engineering Services Department upon submission of civil and/or building plans for approval. The conditions cover several disciplines, including: <ul style="list-style-type: none"> • Streets & Traffic • Stormwater 	No objections have been raised , and the listed conditions are to be incorporated as conditions of approval for the proposed development.

	<ul style="list-style-type: none"> ● Water ● Wastewater Services ● Solid Waste ● Development Charges ● General 	
<p>2.5</p>	<p>Western Cape Government: Department of Infrastructure (Provincial Roads Engineer)</p>	
<p>2.5.1</p>	<p>Cognisance is taken of the Traffic Impact Assessment by Messrs ITS (Pty) Ltd dated October 2024 and the comment provided by Drakenstein’s Executive Director: Engineering Services dated 13 February 2025.</p>	<p>Noted.</p>
<p>2.5.2</p>	<p>The Branch is of the opinion that the 2% background growth in traffic is too low, considering the number of developments that are taking place or proposed along Main Road 191 and Main Road 189.</p>	<p>The 2% traffic growth corresponds to the Courtrai Macro Transport Impact Assessment study and are based on historic growth surveys between 2018 and 2021. This growth is in addition to all known development traffic. The combination of the general 2% growth and background development growth is regarded acceptable.</p>
<p>2.5.3</p>	<p>Cognisance is taken of the studies which are put forward for the proposed lowered parking bay rate for shops, 4 bays/100m² instead of 6 bays/100m², this could be indicative of an oversupply of this type of development in Paarl, or it could be that Paarl is atypical in this regard. More research is suggested in this regard, because if the former holds true, then some shopping malls may close as a result which would increase the demand for parking at the remaining facilities.</p>	<p>ITS Global was appointed to conduct an e-commerce study to determine the impact of e-commerce deliveries (via motorbikes) to retail centres in the surrounding area, and to assess whether there is a correlation between increased e-commerce use and oversupply of parking at retail centres. The results confirmed that none of the centres exceed a demand of 4 bays / 100 m² GLA, confirming that 6 bays / 100 m² GLA is excessive and that 4 bays / 100 m² GLA is sufficient.</p> <p>The study further recommended that dedicated parking be provided for e-commerce deliveries associated with the anchor tenant. The e-commerce requirement was determined to be 0.3 bays per 100m² GLA (average). Based on the anchor store size of 2 796m², this equates to 8.39 bays, or 9 bays when rounded up. These e-commerce parking bays are clearly indicated on the amended Site Development Plan (SDP).</p> <p>Drakenstein Municipality issued Practice Note 1/2025 on 11 September 2025, regarding the interpretation of parking provision for shops in terms of the Zoning Scheme By-Law. The Practice Note confirms that:</p> <ul style="list-style-type: none"> ● Shops up to 1 500 m² GLA must provide 4 bays / 100 m² GLA. ● Shops exceeding 1 500 m² GLA must provide 4 bays / 100 m² GLA for

		<p>the first 1 500 m², and 6 bays / 100 m² GLA for the balance.</p> <p>This revision drastically changes the parking requirements for the development, resulting in a significantly lower parking provision requirement. Refer to the amended SDP, which clearly shows the revised parking provision.</p> <p>Please Note: There is no longer a requirement to apply for any permanent departures to deviate from parking requirements or specific parking provisions for shops, as the revised SDP provides sufficient parking.</p> <p>The total required parking is 515 bays, and the total provided bays is also 515, which represents a significant improvement compared to the initial submission. In the original application, only 502 parking bays were proposed, whereas the prescribed requirement was 655 bays.</p>
2.5.4	<p>The proposed main access off Turk Street at 87m from the intersection of Main Road/Turk Street, is below the recommended spacing of 145m. No physical site constraint was put forward as a motivation, and while the rationale put forward by the traffic engineers are considered, the Branch does not support the sub-standard distance. The Municipality is requested to carefully consider the main access location off Turk Street and the potential impact on Main Road.</p>	<p>The TIA provides a detailed motivation for the reduced access spacing.</p> <p>However, the recommendation of 145m given by the WCG is incorrect for a Class-4 Road (Turk St) within an Intermediate roadside environment. The required spacing is 95m. The 8m difference is regarded acceptable due to:</p> <ul style="list-style-type: none"> • low speed along Turk Street as a result of the raised pedestrian crossing, • no manoeuvring distance is required to change lanes approaching the Main Road intersection, due to the single lane approach.
2.5.5	<p>The TIA also concludes that some of the traffic that suffer long delays on the side roads of Jan Phillips Street, Harford Street and Pine Street will be re-distributed to the intersection of Main Road/Turk Street/Laborie Street once it is signalised. If this materialises then the right turn lane provided may be too short on Turk Street.</p>	<p>The proposed traffic signal will provide opportunity for other side-road traffic (right-turners only) to redistribute to the signalised intersection.</p> <p>The analysis results for the total scenario (Fig A7.3) indicate that the intersection will operate at a degree of saturation (v/c) of 0.56 and 0.66 during the a.m. and p.m. peak hours respectively.</p> <p>This indicates sufficient capacity to accommodate any increase in right-turn traffic movements.</p>
2.5.6	<p>The TIA recommends that the following improvements be undertaken:</p> <ul style="list-style-type: none"> • That the northern and southern terminals N1/Main Road interchange be signalised. • That the intersection of Main Road/Turk Street/Laborie Street be signalised and that a dedicated right turn lane on the westbound approach be provided; 	<p>Noted and agreed.</p>
2.5.7	<p>This Branch offers no objection to the application in terms of the Land Use Planning Act, No. 3 of 2014, subject to the following conditions:</p>	<p>No objection is noted.</p> <p>The TIA did not recommend the upgrade of the N1/Main Road interchange</p>

	<ul style="list-style-type: none"> ● That the Paarl Interchange terminals of the N1/Main Road 189 be signalised; ● That the intersection of Main Road/Turk Street/Laborie Street be signalised; and ● The traffic signal warrants study and detail design plans for the Main Road/Turk Street/Laborie Street intersection must be sent to this Branch's Chief Directorate: Design for the attention of Mr F Hunter (faiz.hunter@westerncape.gov.za). 	<p>terminal intersections as it falls outside of the study area, and the development traffic will have a marginal impact on these intersections.</p> <p>It is assumed that the signalisation of these intersections is warranted (although such study is not known) but are an existing issue and is not as a result of this development.</p> <p>Furthermore, the responsibility of the upgrade must be confirmed and agreed as the terminals are within the jurisdiction of SANRAL's road reserve and Main Road is a Provincial Road. It is proposed that this condition be removed.</p> <p>Please Note:</p> <p>The Municipal Civil Engineering Services Department responded (Ref: 15/4/1 (28773) P (1140), dated 11 July 2025) to the letter from the Traffic Infrastructure Branch, indicating that they are satisfied with the comments, except for the condition concerning the signalisation of the terminal points at the N1/Main Road 189 interchange. Drakenstein Municipality will take responsibility in apportioning the cost of installation of the traffic signals between development being subject to the same condition.</p>
2.5.8	<p>All improvements are for the account of the developer. Drakenstein Municipality should manage and apportion the costs of the signalisation of the Paarl Interchange terminals of the N1/Main Road 189 between the various developers.</p>	<p>Noted.</p>
2.5.9	<p>It is suggested that the Drakenstein Municipality undertake the following:</p> <ul style="list-style-type: none"> ● Request the Project Traffic Engineers to evaluate the impact of the newly attracted traffic to the intersection of Main Road/Turk Street/Laborie Street with a view to determine if the lane length of the right turn lane on Turk Street is sufficient. ● Request the Project Traffic Engineers to critically review the distance (87m) of the main access off Turk Street from the intersection of Main Road/Turk Street as it is below the recommended minimum of 145m as per the AMG. All factors should be taken into consideration, including the redistributed traffic, passive tapers and lane lengths, queuing etc. 	<p>Noted.</p>
2.6	Drakenstein Municipality Electrical Engineering Services Division (Planning and Customer Services)	
2.6.1	<p>Supports the land use application and development proposals, subject to:</p> <ul style="list-style-type: none"> ● Only one service cable connection per erf is allowed. ● No trees or any type of structures may be erected under or near any new or existing electrical infrastructure. 	<p>Support is noted.</p>

	<ul style="list-style-type: none"> • All electrical equipment shall comply with Drakenstein Municipality standards and have twenty four-hour access for maintenance purposes. • The developer will be responsible for all cost in the case where he or she request or required by the municipality to relocate any infrastructure situated in the road reserve or withing the development to be moved or relocated to new proposed positions. • The developer is required to include measures to improve energy efficiency for any additional load requirement to the existing electrical supply. • Register service servitudes where existing and or new infrastructure will or have been installed. • A service level agreement between the municipality and the owner or developer of abovementioned erf must be arrange at Electro-Technical Service Department (Planning and Design division - Chief Engineering Technician). • NRS069 Network recovery cost will apply for any additional load requirement and will be calculated according to the following as indicated in approved tariffs: R5 623.00 per kVA (V.A.T. Included). <p>The standard general regulations also apply to the approval.</p>	
2.7 Drakenstein Municipality RTS Maintenance		
2.7.1	<p>Supports the development on condition of the following:</p> <ul style="list-style-type: none"> • All outlet pipes to be minimum 375 mm RC 100D. • Outlet flow to be limited to pre-development flows. • Open ponds to have low-flow channels. • No CP-to-CP connections allowed. • Emergency overflow path to be clearly marked. • The Geotech report should clearly state that the soil is suitable for the proposed development. • Consider other methods than having permeable paving/ underground storage for detention. 	<p>Support is noted. Inani (Civil Report) response to comments:</p> <ul style="list-style-type: none"> • Outlets sized to 375mm, except for Bioswale 1 as existing infrastructure is 300mm. Outlet to municipal is orifice controlled with overflow to Pond 1. • Outlet flows are orifice controlled to reduce to predevelopment flows. • Have opted for Subsoil - as siting of low-flow channels or grass overgrow is always a concern. • Avoided the latest layout. • Fig 6-1 indicates Emergency overland flow paths. • Refer to Heading 10 in the geotechnical report. • Permeable and underground storage removed with an additional pond and revised SDP layout. <p>Please note the storm water layout has been approved as per the Stormwater Management Plan, in accordance with the final comment letter form the Municipal Civil Engineering Services Department.</p>

Table 3: Emails received from other members of the public with no valid comments and the applicant's response thereto		
No.	Comment / Objection	Response by the Applicant and Professional Team
3.1	Drakenstein Municipality Ward Councillor (S. Liebenberg)	
3.1.1	Confirmed receipt of the land use application notice.	Noted.
3.2	David Hellig Abrahamse Land Surveyors	
3.2.1	Requested the complete application be digitally sent to them.	The complete application with annexures was sent as requested on 11/11/2024.
3.3	M. Sass	
3.3.1	Requested the complete application be digitally sent to him.	The complete application with annexures was sent as requested on 11/11/2024.
3.4	L. van Zyl	
3.4.1	L. van Zyl forwarded the land use application notice to Pinnacle Property Management.	Noted.



REFERENCE: 16/3/3/6/1/B3/28/1092/24
DATE OF ISSUE: 20 March 2024

The Director
Kinesis Group (Pty) Ltd.
Unit 5
3 Quantum Road
Firgrove Business Park
SOMERSET WEST
7130

Attention: Mr. E. Yntema

Cell: 084 800 5420
E-mail: eyntema@go-group.co.zd

Dear Sir

THE APPLICABILITY OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) ("NEMA") ENVIRONMENTAL IMPACT ASSESSMENT ("EIA") REGULATIONS, 2014 (AS AMENDED) FOR THE PROPOSED MIXED-USE DEVELOPMENT ON ERVEN 2856 AND 3103, ALSO KNOWN AS DE POORT GATEWAY, PAARL.

1. The checklist for the determination of the applicability of the EIA Regulations, 2014 (as amended) with respect to the proposed development received by this Directorate on 28 February 2024, refers.
2. This letter serves as an acknowledgement of receipt of the abovementioned documentation and to determine the applicability of the EIA Regulations, 2014 (as amended), with respect to the proposed development.
3. Based on the information provided by you, this Directorate notes the following:
 - 3.1. A Record of Decision ("RoD") was granted for the establishment of the De Poort Heritage Village on erven 2856 and 3103, Paarl on 28 November 2005 in terms of the Environmental Conservation Act (ECA) (Act No. 73 of 1989). The ROD was valid for a period of 2 years;
 - 3.2. At the time the RoD was issued, the zoning of the site was Open Space. However, the site was rezoned to Special Business on 19 September 2006;
 - 3.3. The approval of building plans for the development of a museum, meeting rooms, a workshop and office buildings were obtained in 2008. Development commenced shortly thereafter which was not in the validity period of the EA;
 - 3.4. The footprint of the proposed development is approximately 7 000m².
 - 3.5. The development commenced when the EIA Regulations, 2006 was in effect. However, the development on the site did not constitute a listed activity in terms of the EIA Regulations, 2006.

- 3.6. The site does not contain indigenous vegetation as it was lawfully transformed.
 - 3.7. No watercourses are located on or within 32m of the proposed site;
 - 3.8. The proposed site is located inside an urban area; and
 - 3.9. The new proposal is for the establishment of a mixed-use development with a footprint of approximately 3.6ha on Erven 2856 and 3103, Paarl.
4. Your attention is therefore drawn to the listed activities in terms of the EIA Regulations, 2014 (as amended). Please be advised that the proposed development **does not** constitute any listed activities in terms of the EIA Regulations, 2014 (as amended).
 5. This determination is based on the following:
 - 5.1. No indigenous vegetation will be cleared;
 - 5.2. No development will occur within or within 32m of a watercourse;
 - 5.3. The site was not used for Agriculture;
 - 5.4. The site will not result in the transformation of land zoned as open space;
 - 5.5. The roads to be developed is within an urban area and outside areas zoned open space or an equivalent zoning;
 - 5.6. The development of pipelines for the transportation of water, stormwater and sewage will be located inside an urban area; and
 - 5.7. The development of infrastructure for the transmission and distribution of electricity will have a capacity of less than 275 kilovolts.
 6. Environmental Authorisation is therefore not required from the competent authority (in this case this Directorate) prior to undertaking of the said development.
 7. However, should any revision of the proposed development constitute a listed activity(ies) in terms of the NEMA EIA Regulations, 2014 as defined in Listing Notices 1, 2 and 3 an application must be submitted, and environmental authorisation obtained before such activity(ies) may commence.
 8. The applicant must comply with any other statutory requirements that may be applicable to the development.
 9. The applicant is reminded of his/her general duty of care and the remediation of environmental damage, Section 28(1) of NEMA specifically states that –“Every person who causes, has caused or may cause significant pollution or degradation of the environment must take reasonable measures to prevent such pollution or degradation from occurring, continuing or recurring, or, in so far as such harm to the environment is authorised by law or cannot reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment.”

10. This Department reserves the right to revise its initial comments and request further information from you based on any new or revised information received.

Your interest in the future of our environment is greatly appreciated.

Yours faithfully

Melanese Schippers Digitally signed by
Melanese Schippers
Date: 2024.03.20
14:59:48 +02'00'

**pp HEAD OF COMPONENT
ENVIRONMENTAL IMPACT MANAGEMENT SERVICES: REGION 1
DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING**

CC: (1) Ms. Carina Becker (GNEC)
(2) Ms. Cindy Winter (Drakenstein Municipality)

Email: carina@gnec.co.za
Email: Cindy.Winter@drakenstein.gov.za

Our Ref: HM / CAPE WINELANDS/ DRAKENSTEIN/ PAARL/ ERVEN 3103 & 2856-RE
Case No.: HWC24072522CSI0812
Enquiries: Chiara Singh
E-mail: Chiara.Singh@westerncape.gov.za
Tel: 021 829 3325



Cindy Postlethwayt
cindy@cpheritage.co.za | 084 354 0096

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: COMMENT
In terms of Section 38(1) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

NOTIFICATION OF INTENT TO DEVELOP: PROPOSED MIXED-USE DEVELOPMENT ON ERVEN 3103 & 2856-RE, MAIN, TURK, PINE, & TABAK ROADS, PAARL, DRAKENSTEIN, SUBMITTED IN TERMS OF SECTION 38(4) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

The matter above has reference.

Heritage Western Cape is in receipt of your application for the above matter received. This matter was discussed at the Heritage Officers Meeting held on 26 August 2024.

You are hereby notified that, since there is no reason to believe that the proposed mixed-use development on Erven 3103 & 2856-RE, Main, Turk, Pine, & Tabak Roads, Paarl, Drakenstein, will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay.

This letter does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.



 Waseefa Dhansay
Assistant Director: Professional Services



www.westerncape.gov.za/cas

Street Address: Drexler Assurance Building, Groen Market Square, Cape Town, 8000 • Postal Address: P.O. Box 1061, Cape Town, 8000
 • Tel: +27 (0)21 482 5952 • E-mail: contact@westerncape.gov.za

Straatadres: Drexler Assurance Gebou, Groenmarkplein, Kaapstad, 8000 • Posadres: P.O. Bos 1061, Kaapstad, 8000
 • Tel: +27 (0)21 482 5952 • E-pos: kontak@westerkaap.gov.za

Idilesi yendawo: kungququlile kwiSakhiwo leDrexler Assurance, Groenmarkplein, Kaapstad, 8000 • Idilesi yeposi: Ibombolo yibombolo yeposi (P.O.) eKaapstad, 8000 • Iinombolo zomnxeba: +27 (0)21 482 5952 • Idilesi ye-imeyile: kontak@westerkaap.gov.za



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-10/584 (Application Number: 2024-11-0010)

The Municipal Manager
Drakenstein Municipality
PO Box 1
PAARL
7599



Attention: Mr J Daniels

Dear Sir

UNREGISTERED ERF 28773 (DE POORT), PAARL: MAIN ROAD 189: APPLICATION FOR MIXED USE DEVELOPMENT

1. The application received from Messrs Nuvorm on 31 October 2024 refers.
2. The subject property is known as the "De Poort" site and abuts Main Road 189, Turk Street, Pine Street and Tabak Street.
3. This land use application is for the following:
 - 3.1. Conventional retail (8584m²);
 - 3.2. Restaurants (693m²);
 - 3.3. Offices and consulting rooms (940m²);
 - 3.4. 120 residential units;
 - 3.5. Tourist facilities (450m²);
 - 3.6. Recreational facilities (276m²);
 - 3.7. Long Haul Bus Node (1980m²).
4. Cognisance is taken of the Traffic Impact Assessment by Messrs ITS (Pty) Ltd dated October 2024 and the comment provided by Drakenstein's Executive Director: Engineering Services dated 13 February 2025.
 - 4.1. The Branch is of the opinion that the 2% background growth in traffic is too low, considering the number of developments that are taking place or proposed along Main Road 191 and Main Road 189.



- 4.2. Cognisance is taken of the studies which are put forward for the proposed lowered parking bay rate for shops, 4 bays/100m² instead of 6 bays/100m², this could be indicative of an oversupply of this type of development in Paarl, or it could be that Paarl is atypical in this regard. More research is suggested in this regard, because if the former holds true, then some shopping malls may close as a result which would increase the demand for parking at the remaining facilities.
- 4.3. The proposed main access off Turk Street at 87m from the intersection of Main Road/Turk Street, is below the recommended spacing of 145m. No physical site constraint was put forward as a motivation, and while the rationale put forward by the traffic engineers are considered, the Branch does not support the sub-standard distance. The Municipality is requested to carefully consider the main access location off Turk Street and the potential impact on Main Road.
5. The TIA also concludes that some of the traffic that suffer long delays on the side roads of Jan Phillips Street, Harford Street and Pine Street will be re-distributed to the intersection of Main Road/Turk Street/Laborie Street once it is signalised. If this materialises then the right turn lane provided may be too short on Turk Street.
6. The TIA recommends that the following improvements be undertaken:
 - 6.1. That the northern and southern terminals N1/Main Road interchange be signalised.
 - 6.2. That the intersection of Main Road/Turk Street/Laborie Street be signalised and that a dedicated right turn lane on the westbound approach be provided;
7. This Branch offers no objection to the application in terms of the Land Use Planning Act, No. 3 of 2014, subject to the following conditions:
 - 7.1. That the Paarl Interchange terminals of the N1/Main Road 189 be signalised;
 - 7.2. That the intersection of Main Road/Turk Street/Laborie Street be signalised; and
 - 7.3. The traffic signal warrants study and detail design plans for the Main Road/Turk Street/Laborie Street intersection must be sent to this Branch's Chief Directorate: Design for the attention of Mr F Hunter (fojz.hunter@westerncape.gov.za).
8. All improvements are for the account of the developer. Drakenstein Municipality should manage and apportion the costs of the signalisation of the Paarl Interchange terminals of the N1/Main Road 189 between the various developers.
9. It is suggested that the Drakenstein Municipality undertake the following:
 - 9.1. Request the Project Traffic Engineers to evaluate the impact of the newly attracted traffic to the intersection of Main Road/Turk Street/Laborie Street with a view to determine if the lane length of the right turn lane on Turk Street is sufficient.

- 9.2. Request the Project Traffic Engineers to critically review the distance (87m) of the main access off Turk Street from the intersection of Main Road/Turk Street as it is below the recommended minimum of 145m as per the AMG. All factors should be taken into consideration, including the redistributed traffic, passive tapers and lane lengths, queuing etc.

Yours Sincerely



DD FORTUIN

For DEPUTY DIRECTOR-GENERAL: TRANSPORT INFRASTRUCTURE BRANCH

DATE: 28 MAY 2025

Memo

To:	EXECUTIVE DIRECTOR: CORPORATE & PLANNING SERVICE DEPARTMENT (ATTENTION: J. DANIELS)
From:	EXECUTIVE DIRECTOR: ENGINEERING SERVICES
Enquiries:	LH SMITH
Collaborator number:	2211864
Reference number:	15/4/1 (28773) P (1728)
Date:	12 November 2025
Subject:	APPLICATION FOR DELETION OF A CONDITION OF APPROVAL, PERMANENT DEPARTURE, CONSENT USE, TECHNICAL APPROVAL, PERMISSION IN TERMS OF THE ZONING SCHEME & APPROVAL OF AN SDP: ERF 28773 PAARL.

These conditions will be subject to review by the Engineering Services Department upon receipt of Civil and/or building plans for approval. This may require all the studies carried out for the proposed development to be updated and revised accordingly, which shall include compliance with the latest legislation, amended legislation, latest or amended standards and revised master planning.

The aforementioned is based on the possibility of changes in the physical environment in respect of engineering infrastructure between date of issuing of conditions and actual building/construction being imminent, which may impact on available relevant infrastructure capacities as at time of initial issuing of conditions.

NOTE: This comment covers a number of disciplines and each section needs to be dealt with by a competent specialist in that field co-ordinated by the consultant managing the application. No correspondence will be entered into with individual consultants.

THE FOLLOWING CONDITIONS WILL APPLY

1 STREETS & TRAFFIC

- 1.1 Any new roads/streets and accesses will be the responsibility of the developer, including all internal and bulk connectors;
- 1.2 *Any alterations to the existing road network will be the responsibility of the developer which includes design, approval and construction of any additional traffic control and or traffic calming measures as detailed in the Traffic Impact Assessment (TIA) of ITS dated October 2024, revision 2; and.*

- 1.3 *The developer shall adhere to the comments of the Provincial Roads Engineers as per letter referenced DOI/CFS/RN/LU/REZ/SUB-10/584(Application No. 2024-11-0010) dated 28 May 2025.*

2 STORM WATER

- 2.1 *The developer shall implement the findings of the Stormwater Management Plan of Inani engineering consultants referenced C2424, revision 2, dated October 2025;*
- 2.2 Any new storm water networks will be the responsibility of the developer, including all internal and bulk connectors;
- 2.3 Pollution control measures to mitigate chemical and solid pollution must be provided at inlet and outlet structures as may be relevant;
- 2.4 Only pre-development run-off of a 1:2 year storm event will be accepted into the existing system. Provision must be made to accommodate the detention of run-off for a 1:50 year storm event; and
- 2.5 Provision must be made for an effective rainwater harvesting system to be planned and designed for all roof water. The volume of the storage facilities should be based on $0.02\text{m}^3/\text{m}^2$ roof area.

3 WATER

- 3.1 The development will be provided with a bulk metered connection at actual cost;
- 3.2 The metered connection must be installed one meter inside the erf boundary;
- 3.3 All individual buildings must be provided with a separate water meter to municipal specifications;
- 3.4 Water saving devices shall be installed in toilets, bathrooms and basins; and
- 3.5 Any existing system that is to remain shall be upgraded to minimum municipal standards.

4 WASTEWATER SERVICES

- 4.1 The applicant shall ensure adherence to the various conditions in the Drakenstein Municipality, Water Services By-law (2014) relating to wastewater effluent discharge;

- 4.2 A connection manhole must be constructed 1m inside the erf boundary; and
- 4.3 Any existing system that is to remain shall be upgraded to minimum municipal standards.

5 SOLID WASTE

- 5.1 The Municipality undertakes to remove household refuse in accordance with its by-laws and shall make its own arrangements with the occupants of home owner's organisation/body corporate in the development, for the removal of such household refuse;
- 5.2 A waste recovery/recycling initiative has been implemented in Drakenstein and the development will have to be prepared to comply with any requirements as the project is rolled out;
- 5.3 Such collection shall be from individual erven/a single centralised waste collection site for the development;
- 5.4 Provision should be made for a waste disposal facility and entrance to the township, with lockable gate for wheelie bins (240l bins) and recyclable bags equal to the number of dwellings per development;
- 5.5 A key should be provided to Drakenstein Municipality to be able to unlock the door/gate to garbage area on collection days, from the kerbside;
- 5.6 The garbage area should be enclosed with a 1.8m high fence and need to provided with the following;
- Tap with running water;
 - A gully which is connected to an approved sewer connection;
 - Concrete floor;
- 5.7 Municipal refuse trucks will not enter the development to collect wheelie bins on collection days;
- 5.8 The Developer shall indemnify the Municipality from any damages caused as a result in rendering the refuse removal service; and
- 5.9 ***Prior to the approval of any building or civil plan, which ever is submitted firs, the developer shall submit an Integrated Solid Waste Management Plan for approval by the department.***

6 DEVELOPMENT CHARGES

- 6.1 Based on the information provided in the application, Development Charges are payable by the developer. Development Charges will be calculated when a more detailed SDP is submitted;
- 6.2 Note that the Development Charge calculated will only be applicable to the approved SDP provided in the application. If the developer wishes to increase the Gross Leasable Area of the development in future, resulting in an additional impact on engineering services, this department will investigate whether the developer is liable for the payment of Development Charges within the given legislative and policy frameworks.

7 GENERAL

- 7.1 ***Depending on the scale of expansion in future, additional Civil Engineering Specialist Reports may be requested by this department when the developer wishes to increase the GLA;***
- 7.2 ***When at any stage in future the municipality is required to take over ownership and maintenance of civil infrastructure, it will be the responsibility of the property owners to ensure all water and waste water connections adhere to municipal standards and by-laws;***
- 7.3 A services agreement shall be entered into, prior to the start of construction, where in shall be detailed the apportionment of funding of any new works common to the area, including but not limited to road network upgrading, sewerage treatment works upgrading, bulk water supply upgrading, sewage network upgrading;
- 7.4 ***When any service is to be taken over by Drakenstein Municipality, any damage caused due to the construction of houses or any other construction activity shall be repaired by the Developer. Failure to do so will result in clearances and occupation certificates being withheld and remedial works shall be done by Drakenstein Municipality for the cost of the developer;***
- 7.5 The developer is responsible for the payment of a Developers Charge (water, sewer, stormwater, solid waste and roads) which can be discounted against the bulk service cost needed for the development;
- 7.6 The developer is responsible for the funding of all connections to the bulk services and all internal works;
- 7.7 The findings of the bulk service capacity analysis carried out by councils consultant GLS Engineers, needs to be implemented simultaneously with the development;

- 7.8 All of the works, including but not limited to; roads, stormwater, water, sewers, landscaping, irrigation, etc. shall be designed by a suitably registered (ECSA registration for the civil works and SACLAP registration for the landscaping) person and any such works shall be constructed under supervision of such registered person. All such design plans shall be submitted to the Civil Engineering Services Department of Drakenstein Municipality for approval prior to the commencement of construction;
- 7.9 The whole of the works shall fall under the control of a single project manager;
- 7.10 The municipality shall be represented at all site meetings for the duration of the construction of the works and to this end timeous notification of such meetings shall be supplied to the Civil Engineering Services Department;
- 7.11 All works where applicable shall be constructed to at least the minimum standards as set out in, Engineering Services: Municipal Standards;
- 7.12 Where applicable all water network, (downstream of the valve immediately upstream of the bulk water meter, upstream of the connection to the existing system or intersection point with the existing road), sewer network, stormwater network and road network components shall be a private combined system and shall be indicated as such on all documents and plans;
- 7.13 All private combined systems (including but not limited to water, sewer, stormwater, roads, irrigation, etc.) shall be the joint and several responsibility (including but not limited to the administration of the joint account and operation and maintenance of the system) of the members of the homeowners association/body corporate and must be noted as such in any constitution of any such body and any such constitution must be submitted for approval by council. This constitution shall be notarially linked to each separate title deed;
- 7.14 A set of accurate as-built drawings as per Drakenstein Municipality: Civil Engineering Department's Standards must be submitted at the practical completion inspection; and
- 7.15 The above conditions are to be complied with in stages.
- 7.15.1 Requirements associated with the preparation of plans, drawings, permits, agreements and approvals, shall be complied with prior to construction;
- 7.15.2 Requirements associated with the completion of construction, development charges, as-built drawings, maintenance management plans, agreements, etc. These will be complied with prior to the transfer of any subdivided erf within the development property or occupation of any property/building in the phase; and

- 7.15.3 Proof of compliance for the requirements associated with long term operations must be available on request.



LH Smith

SENIOR MANAGER: INFRASTRUCTURE MANAGEMENT

\\Fseng\eng\DATA\INFRASTRUCTURE MANAGEMENT\DEVELOPMENT APPLICATIONS\15 town planning\15-4-1\2025\Comments\Erf 28773 Paarl, Deletion of a condition in respect of an existing approval, permanent departure, consent use, technical approval - Final.docx

LHS/

Memo

To:	Senior Manager: Land Development Management For attention: H Strijdom/C van der Bank/E Cyster
From:	Manager: Planning and Customer Services
Enquiries:	L Laing
Reference number:	8/2/5_28773
Date:	15 January 2025
Subject:	DE POORT DEVELOPMENT, ERF 28773, PAARL

Time Limit on Conditions: These conditions will be limited to a period of one (1) year from the date as on the covering memo from this department. After this period a re-application must be submitted for approval by this department.

1. INFORMATION REQUIRED/OUTSTANDING

1.1. None.

2. THE FOLLOWING CONDITIONS WILL APPLY

- 2.1. Only one service cable connection per erf is allowed.
- 2.2. No trees or any type of structures may be erected under or near any new or existing electrical infrastructure.
- 2.3. All electrical equipment shall comply with Drakenstein Municipality standards and have twenty-four-hour access for maintenance purposes.
- 2.4. The developer will be responsible for all cost in the case where he or she request or required by the municipality to relocate any infrastructure situated in the road reserve or within the development to be moved or relocated to new proposed positions.
- 2.5. The developer is required to include measures to improve energy efficiency for any additional load requirement to the existing electrical supply.
- 2.6. Register service servitudes where existing and or new infrastructure will or have been installed.
- 2.7. A service level agreement between the municipality and the owner or developer of above-mentioned erf must be arrange at Electro-Technical Service Department (Planning and Design division - Chief Engineering Technician).

3. GENERAL

- 3.1. Excessive network upgrading is required to provide the development of additional power.
- 3.2. NRS069 Network recovery cost will apply for any additional load requirement and will be calculated according to the following as indicated in approved tariffs: **R5 623.00 per kVA (V.A.T. included)**. The cost as mentioned above is valid until 30 June 2025 and will escalate thereafter for each upcoming financial year which is between 1 July and 30 June.
- 3.3. A single bulk supply or individual metering may be provided to the development.
- 3.4. The reticulation after the municipal metering facility will be regarded as private.
- 3.5. The developer will be responsible to carry all cost of the electrical installation.
- 3.6. All upgrade and service costs must be paid at the finance section in cash before any service connection may be rendered.
- 3.7. Your attention is drawn to the following electricity by-law should the development be serviced and managed by means of private reticulation:
 - 3.7..1. Unless authorised by the municipality, no person may sell or supply electricity supplied to his or her premises or generated by him or her under an agreement with the municipality, to any other person or persons for use on any other premises, or permit or allow such resale or supply to take place.
 - 3.7..2. A reseller must comply with the licensing and registration requirements set out in the ERA.
 - 3.7..3. If electricity is resold for use upon the same premises, the electricity resold must be measured by a sub meter of a type which has been approved by South African Bureau of Standards and supplied, installed and programmed in accordance with the standards of the municipality.
 - 3.7..4. The tariff at which and the conditions of sale under which electricity is thus resold, shall not be less favourable to the purchaser than those that would have been payable and applicable had the purchaser been supplied directly with electricity by the municipality.
 - 3.7..5. Every reseller must furnish the purchaser with monthly accounts that are at least as detailed as the relevant billing information details provided by the municipality to its electricity customers.
 - 3.7..6. The municipality may request audited reports from resellers to prove that the above resale conditions are met. The cost to obtain audited reports will be borne by the reseller.
- 3.8. A private registered consultant and installation electrician shall be used to do all designs, installations and alterations according to SANS 10142, Occupational Health and Safety Act (Act 85 of 1993), the regulations made thereunder and Drakenstein Municipal by-laws prior to the development.

- 3.9. A certificate of compliance and occupational certificate must be handed over to the Electro-Technical Services Department (Service section) on the day the service is rendered or as the case may be.
- 3.10. The Manager: Planning and Customer Services with reference to the services and conditions, has no objection against this application.

Yours faithfully

A handwritten signature in black ink, consisting of a large, sweeping loop followed by a horizontal line extending to the right.

L LAING

MANAGER: PLANNING AND CUSTOMER SERVICES

I:\BEPLAN_3\Sub_Divisions_Rezoning\202425\28773



Memo

To: LAND DEVELOPMENT MANAGEMENT SECTION
JAIME MEYER (EXT: x4836)

From: SPATIAL PLANNING SECTION

Enquiries: ALEXANDER REHDER (EXT: x4813)

Collaborator number: 2211864

Reference number: 15/4/1 (28773)P

Date: 4 NOVEMBER 2024

Subject: APPLICATION FOR DELETION OF A CONDITION IN RESPECT OF AN EXISTING APPROVAL, PERMANENT DEPARTURE, CONSENT USE, TECHNICAL APPROVAL, PERMISSIONS IN TERMS OF THE DRAKENSTEIN ZONING SCHEME BYLAW, 2018, AND APPROVAL OF THE SITE DEVELOPMENT PLAN: UNREGISTERED ERF 28773, PAARL

RECEIVED APPLICATION ON 1 NOVEMBER 2024

1 PROPOSAL

The application entails the deletion of a condition in respect of an existing approval, permanent departure, consent use, technical approval, permissions in terms of the Drakenstein Zoning Scheme Bylaw, 2018, and approval of a site development plan on the unregistered Erf 28773, Paarl in order to establish a phased mixed-use development consisting of the following:

- 1.1 Conventional retail (shops/supermarket/pharmacy) with a total Gross Leasable Area (GLA) measuring $\pm 8\,584\text{m}^2$ in extent;
- 1.2 Restaurants (restaurants/coffee shops) with a total GLA measuring $\pm 693\text{m}^2$ in extent;
- 1.3 Offices and Consulting Rooms (co-working/professional offices) with a total GLA measuring $\pm 940\text{m}^2$ in extent;
- 1.4 Residential component comprising of ± 120 residential units;
- 1.5 Tourist facilities (museum/tourism office/conference facility) measuring $\pm 450\text{m}^2$ in extent;
- 1.6 Recreational facilities (outdoor sport facilities) measuring $\pm 276\text{m}^2$ in extent; and
- 1.7 Long Haul Bus Node (ticket office/parking area) measuring $\pm 1\,980\text{m}^2$ in extent.

2 EVALUATION

The 2024 Drakenstein SDF is a high level spatial core component of the IDP, and secondly, it does not confer/give rights or take away land use rights but guides and informs decisions to be made by the municipality relating to land development. Therefore, it is important to understand that the SDF is only a guiding document.



In terms of the SDF, the subject property is located inside the demarcated urban edge, and in an area that is annotated as 'Urban Infill'. On page 64 of the 2024 SDF, 'Urban Infill' is described as follows: *Urban Infill includes all urban land uses, excluding 'Industrial' but including and not limited to the following land uses: Residential, Commercial¹, Public and Community/Social².*

The western boundary of the subject property borders on the Paarl Main Road which is annotated as a 'Mobility Route'. On page 62 of the SDF, a 'Mobility Route' is described as *roads that function as primary mobility routes (i.e., Class 1, 2 and 3) into, through and between settlements.*

In terms of the Spatial Focus Area (SFA) map for Paarl, a portion of the subject property falls within a 'Commercial Node', and a 'Gateway' is annotated on a portion of the subject property. On page 62 of the SDF, a 'Commercial Node' is *inter alia* described as follows: *Indicates existing and proposed nodes where the dominant land use is 'Commercial' land uses, but also allows other urban land uses, excluding industrial land uses.* In addition, on page 62 of the SDF, a 'Gateway' is described as *entrance points to urban settlements which require urban design interventions (signage, street furniture, and hard and soft landscaping to enhance the sense of place. Interventions for these public land parcels are largely focused on physical upgrades as opposed to land use management interventions.*

3 RECOMMENDATION

In view of the above, the development proposal is supported from a spatial planning point of view based on the fact that it complies with all relevant spatial planning policy.

W HENDRICKS
MANAGER: SPATIAL PLANNING

¹ Commercial refers to land uses such as, but not limited to shops, offices, financial institution, big box retail, postal agencies, gambling venues, wellness centres, restaurants, supermarkets, shopping centres, medical consulting rooms (which are not in a clinic or hospital), conference facilities, commercial gymnasiums, veterinary services, etc.

² Including the following land uses:

- a) Community and social facilities (libraries, community halls, municipal offices, clinics, Thusong centres, charitable organisations, CBOs, NPOS, etc., including recreational facilities (i.e. field courts, stadiums, club house, gym, ablutions, medical, etc.); and
- b) Educational facilities such as crèches (e.g., ECDs), primary and secondary schools and tertiary institutions, which includes ancillary uses such as sport fields, boarding facilities and student accommodation.



Memo

To:	LAND DEVELOPMENT PROCESSING AND FACILITATION SECTION	
	J MEYER	(EXT: x4836)
From:	HERITAGE SERVICES SUB-SECTION	
Enquiries:	CLIVE THEUNISSEN	(EXT: x4818)
Collaborator number:	2211864	
Reference number:	15/4/1(28773)P	
Date:	01 NOVEMBER 2024	
Subject:	APPLICATION FOR DELETION OF CONDITION IN RESPECT OF AN EXISTING APPROVAL, PERMANENT DEPARTURE, CONSENT USE, TECHNICAL APPROVAL, PERMISSIONS IN TERMS OF THE ZONING SCHEME & APPROVAL OF A SITE DEVELOPMENT PLAN IN TERMS OF SECTION 15(2) OF THE DRAKENSTEIN BY-LAW ON MUNICIPAL LAND USE PLANNING, 2018: UNREGISTERED ERF 28773, PAARL	

RECEIVED APPLICATION ON 01 NOVEMBER 2024

1. PROPOSAL

The proposal entails the deletion of condition in respect of an existing approval, permanent departure, consent use, technical approval, permissions in terms of the zoning scheme and approval of a site development plan technical approval on unregistered Erf 28773, Paarl, in order to establish a mixed-use development.

2. EVALUATION

2.1 DRAKENSTEIN HERITAGE SURVEY 2013

In terms of the Drakenstein Heritage Survey 2013, the proposal is located outside of any proposed Heritage Overlay Zone.

2.2 NATIONAL HERITAGE RESOURCES ACT NO. 25 of 1999

In a letter dated 27 August 2024, Heritage Western Cape (HWC) indicated that there is no reason to believe that the proposed mixed-use development on Erven 3103 & 2856-RE Main, Turk, Pine and Tabak Roads, Paarl, Drakenstein, will impact on heritage resources. Therefore, no further action under section 38 of the National Heritage Resources Act (Act No. 25 of 1999) is required.

2.3 DRAKENSTEIN MUNICIPAL ZONING SCHEME BYLAW 2018

In terms of the Drakenstein Municipal Zoning Scheme Bylaw 2018, the proposal is located outside of any Special Character Protected Area Overlay Zone or Scenic Route Overlay Zone.



3. CONCLUSION

In view of the above, the proposed deletion of condition in respect of an existing approval, permanent departure, consent use, technical approval, permissions in terms of the zoning scheme and approval of a site development plan technical approval on unregistered Erf 28773, Paarl, in order to establish a mixed-use development, is supported on condition that:

- Landscaping Master plan must be provided for comment at building plan stage;
- Landscaping and landscape maintenance plans must be submitted at building plan stage; and
- All landscaping must be implemented before the occupation certificate is issued.

A handwritten signature in black ink, appearing to read 'W Hendricks', written over a dotted line.

.....
W HENDRICKS
MANAGER: SPATIAL PLANNING



Memo

To:	MANAGER: LAND USE PLANNING & SURVEYING (ATTENTION: J. MEYER)
From:	MANAGER: ENVIRONMENTAL MANAGEMENT
Enquiries:	S REECE
Collaborator number:	2211864
Reference number:	15/4/1(28773)P
/Date:	26 NOVEMBER 2024
Subject:	APPLICATION FOR DELETION OF A CONDITION OF APPROVAL, PERMANENT DEPARTURE, CONSENT USE, TECHNICAL APPROVAL, PERMISSIONS IN TERMS OF THE ZONING SCHEME & APPROVAL OF A SITE DEVELOPMENT PLAN: UNREGISTERED ERF 28773, PAARL

Reference is made to the above-mentioned application for the De Poort mixed use development that includes a tourism platform, along with retail, commercial, community facilities, residential units, and recreational infrastructure. The Environmental Management Section takes note of the written letter from the Western Cape Department of Environmental Affairs and Development Planning, indicating that the proposal does not require environmental authorization. The Environmental Management Section has the following conditions:

1. A detailed landscaping plan that promotes tree planting and indigenous vegetation for the entire development must be undertaken by a certified professional landscape architect and submitted for approval to the Environmental Management Section prior to, or during building plan approval stage. This plan should ensure that the landscaping is both aesthetically pleasing and functional, contributing to the overall sustainability and environmental quality of the development.
2. Noise levels must be carefully considered during the building plan approval stage. Specifically, all windows near noisy areas should be double glazed or have other appropriate noise mitigation measures incorporated into the building plan submission.
3. Should any bar, place of late night entertainment or any similar establishment that plays music after 22:00 be established as part of this development, the noise control official from Drakenstein Municipality may require the owner of the establishment to appoint an accredited acoustic engineer at his or her cost to ensure the venue is sufficiently sound-proofed so as to not cause a disturbing noise as defined in the Western Cape Noise Control Regulations of 2013, as amended.

Cindy Winter
Digitally signed
by Cindy Winter
Date: 2024.11.26
15:37:04 +02'00'

.....
C. WINTER
MANAGER: ENVIRONMENTAL MANAGEMENT



DRAKENSTEIN

MUNISIPALITEIT • MUNICIPALITY • UMASIPALA

Paarl | Wellington | Gouda | Saron | Simondium

**DE POORT DEVELOPMENT
ERF 3103 PAARL, COMPONENT ERF OF ERF 28773
PAARL (UNREGISTERED CONSOLIDATION)**

A city of **excellence**

www.drakenstein.gov.za

1. BACKGROUND

The De Poort property is situated between Main, Tabak, Turk and Pine Streets, in Southern Paarl. Please refer to the plan attached as **Annexure "A"**.

Prior to 2007 the De Poort property situated in an urban area, was mainly used as an unfenced public park, as confirmed by the letter from the then Western Cape Nature Conservation Board.

The De Poort property, is formally known as unregistered Erf 28773 Paarl, which is a consolidation of unregistered Erven 28771 and 28772 Paarl. Unregistered Erf 28771 Paarl, which is a portion of Erf 2856 Paarl, measures $\pm 3, 8945$ ha in extent; and unregistered Erf 28772 Paarl, which is a portion of Erf 3103 Paarl, measures $\pm 1, 0427$ ha in extent. Erf 2856 Paarl is registered in the name of Paarl Municipality (Now Drakenstein Municipality).

Erf 3103 Paarl forms part of the development site as depicted on the Locality Plan marked Annexure A and diagram no. 8821/2006 (marked Annexure "B") as indicated by "stuv" on said diagram. Erf 3103 Paarl is registered in the name of the Republic of South Africa (Public Works, National) and must therefore be transferred to Drakenstein Municipality for the Certificate of Consolidated Title for Erf 28773 Paarl to be registered. This registration requires the component erven to be owned by the same entity/person. With the inception of this development project, the Municipality has now taken over the engagements with the Department of Public Works to finalise the transfer process of Erf 3103 Paarl to the Municipality.

Records further indicate that no property rates have never been levied against Erf 3103 Paarl, indicating that the erf was.

The subject property has for all intents and purposes always been deemed as municipal property being held as an outspan and has been under the control of the Municipality for more than 30 years with no property rates being levied against Erf 3103 Paarl for payment by the Department of Public Works, National (see attached Solar printout indicating zero amount payable, marked Annexure "C") as well as being depicted on our asset register as a portion forms part of the public street, Turk Street, which vests in the Municipality. Insurance paid by the Municipality covers the entire De Poort property including Erf 3103 Paarl and the structural improvements thereon.

Historically the above-mentioned outspan type properties (see Annexure "D"; diagram of Erf 3103 Paarl) were transferred to municipalities in accordance with the Cape Outspans Act No 17 of 1937. Erf 3103 Paarl, however, remained in the ownership of National Government as the required conveyancing process was not finalised.

During 2007/2008 the Municipality, in collaboration with the lessee of the property, embarked on the redevelopment Erf 28773 Paarl, comprising a portion of Erf 3103 Paarl and Erf 2856 Paarl. A building

was constructed on the subject property, mainly over component Erf 3103 Paarl which building is being utilised by the municipality to store and display old wagons and wagon related artifacts

To proceed with the development rights applications the Municipality was granted consent by Provincial Governments, WCG, via confirmation letter dated 18 March 2002, marked **Annexure "E"**, to proceed with the necessary applications whilst the vesting transfer was finalised.

Drakenstein Municipality obtained the required development rights approvals in respect of the closure, rezoning and consent use in respect of Erven 2856 and 3103 as per **Annexure "F"**, and proceeded to develop the site upon receipt of the development rights approvals dated 31 March 2005 read together with approvals dated 28 November 2005 and 14 September 2006.

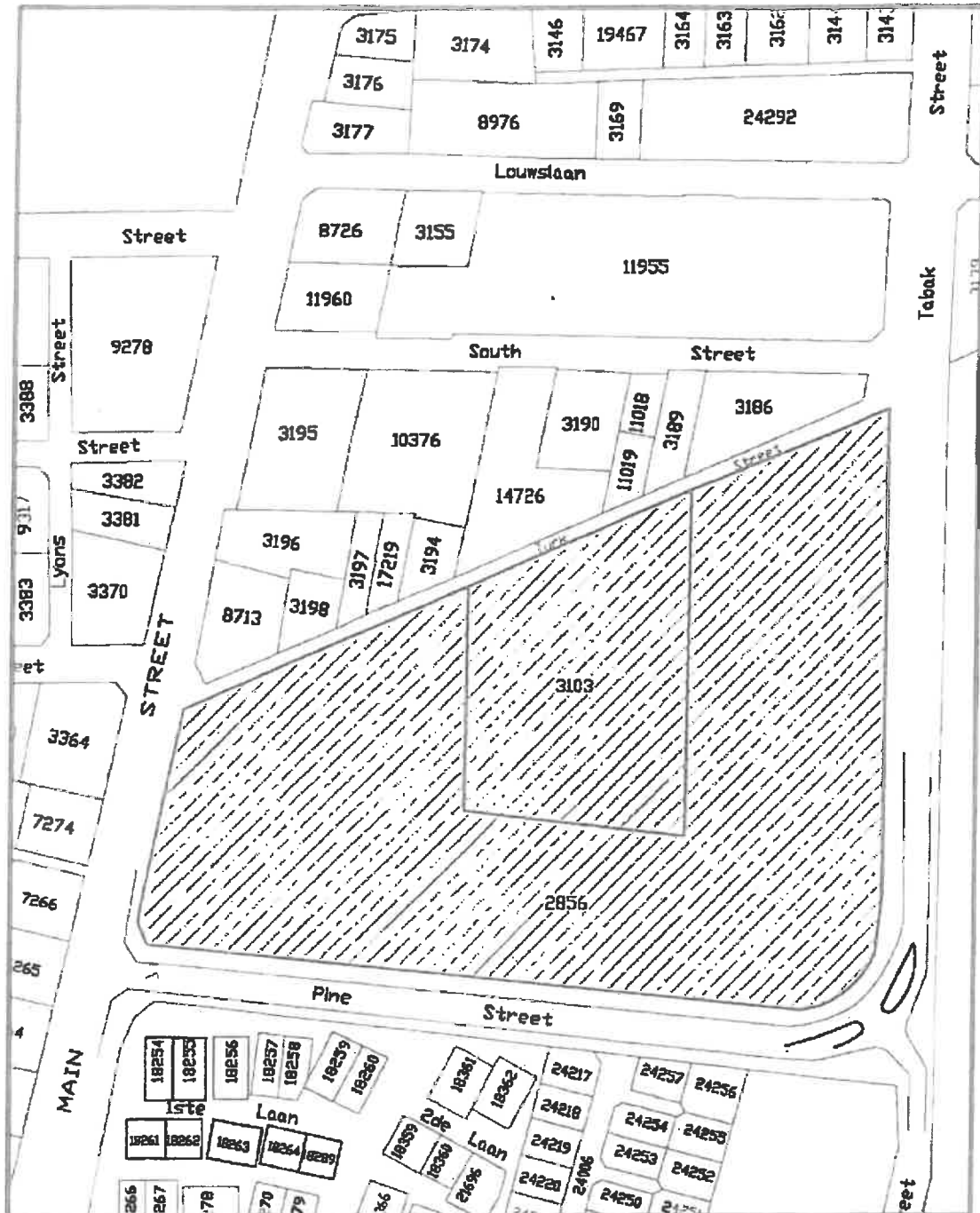
The official engagements with the Department of Public Works are currently ongoing. A delegation from the Department of Public Works, National from Pretoria undertook a site inspection with relevant officials from the Municipality to finalise their report for submission to the Minister recommending the transfer to the Municipality. Once the recommendation is signed by the Minister the formal transfer process can be commenced with.

In order to avoid any unnecessary delays in the development process it is recommended that the Municipal Planning Tribunal proceed with the consideration of the land use rights application in respect of the current development proposal.

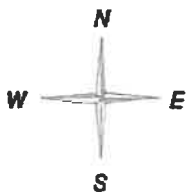


NICOLA OCTOBER

SENIOR MANAGER: LEGAL AND ADMINISTRATIVE SERVICES



LOCALITY PLAN
ERF 3103 and 2856 PAARL



Drakenstein
 Municipality / Munisipaliteit / Umisipala



DRAWN : A.N.Victor

DATE : MARCH 2001

SCALE : 1 : 2500

DAVID HELLIG & ABRAHAMSE, LAND SURVEYORS

SIDES Metres		ANGLES OF DIRECTION	CO-ORDINATES Y System WG 19 X			S.G. No 8821/2006
		Constant		± 0,00	+3 700 000,00	
AB	18,02	243 56 10	A	+ 3 682,41	+ 37 911,34	Approved <i>D.S. Hellig</i> for Surveyor-General 2007-01-15 Sheet No 1 of 2 Sheets
BC	270,83	247 02 10	B	+ 3 666,23	+ 37 903,42	
CD	32,78	0 38 50	C	+ 3 416,86	+ 37 797,76	
DE	26,12	269 49 30	D	+ 3 417,23	+ 37 830,54	
EF	151,27	359 49 10	E	+ 3 391,11	+ 37 830,46	
FG	15,10	7 32 00	F	+ 3 390,63	+ 37 981,73	
GH	12,97	23 06 20	G	+ 3 392,61	+ 37 996,70	
HJ	13,94	37 43 00	H	+ 3 397,70	+ 38 008,63	
JK	13,70	52 55 20	J	+ 3 406,23	+ 38 019,66	
KL	16,41	71 18 00	K	+ 3 417,16	+ 38 027,92	
LM	251,23	96 42 10	L	+ 3 432,70	+ 38 033,18	
MN	7,94	120 34 10	M	+ 3 682,21	+ 38 003,86	
NP	7,99	128 23 30	N	+ 3 689,05	+ 37 999,82	
PQ	8,46	165 16 30	P	+ 3 695,31	+ 37 994,86	
QA	76,83	191 17 50	Q	+ 3 697,46	+ 37 986,68	
		56 M8	⊕	+ 3 727,52	+ 38 015,32	
		58 M8	⊕	+ 3 699,97	+ 37 885,62	

Beacon Description

All beacons are 12 mm iron peg

Components:

- 1) The figure A B s t u v C D E F G H J K L M P Q represents Erf 28771 a portion of Erf 2856 Paarl vide dgm no 8819/2006 D/T
- 2) The figure s v u t represents Erf 28772 a portion of Erf 3103 Paarl vide dgm no 8820/2006 D/T

The figure **A B C D E F G H J K L M N P Q**
 represents **4.9372 hectares** of land being
Erf 28773 Paarl and comprising 1) – 2) as enumerated above
 situate in **the Drakenstein Municipality**
 Administrative District of **Paarl** Province of the Western Cape
 Surveyed in **May 1999 and November 2006**
 by me, **D S HELLIG** Land Surveyor
 PLS 0256

This diagram is annexed to No. dated i.f.o.	The original diagrams are as enumerated above	File No. S/8952/102/2 Vol12
		S.R. No. E3444/2006 Comp. LPI C0550008 BH-8BB/W41 (1242) BH-8BB/W42 (1243) BH-8BB/W43 (1244) BH-8BB/W44 (1245)

Registrar of Deeds

Erf 28773 Paarl

DAVID HELLIG & ABRAHAMSE, LAND SURVEYORS

Erf 28773 Paarl, Administrative District of Paarl

S.G. No

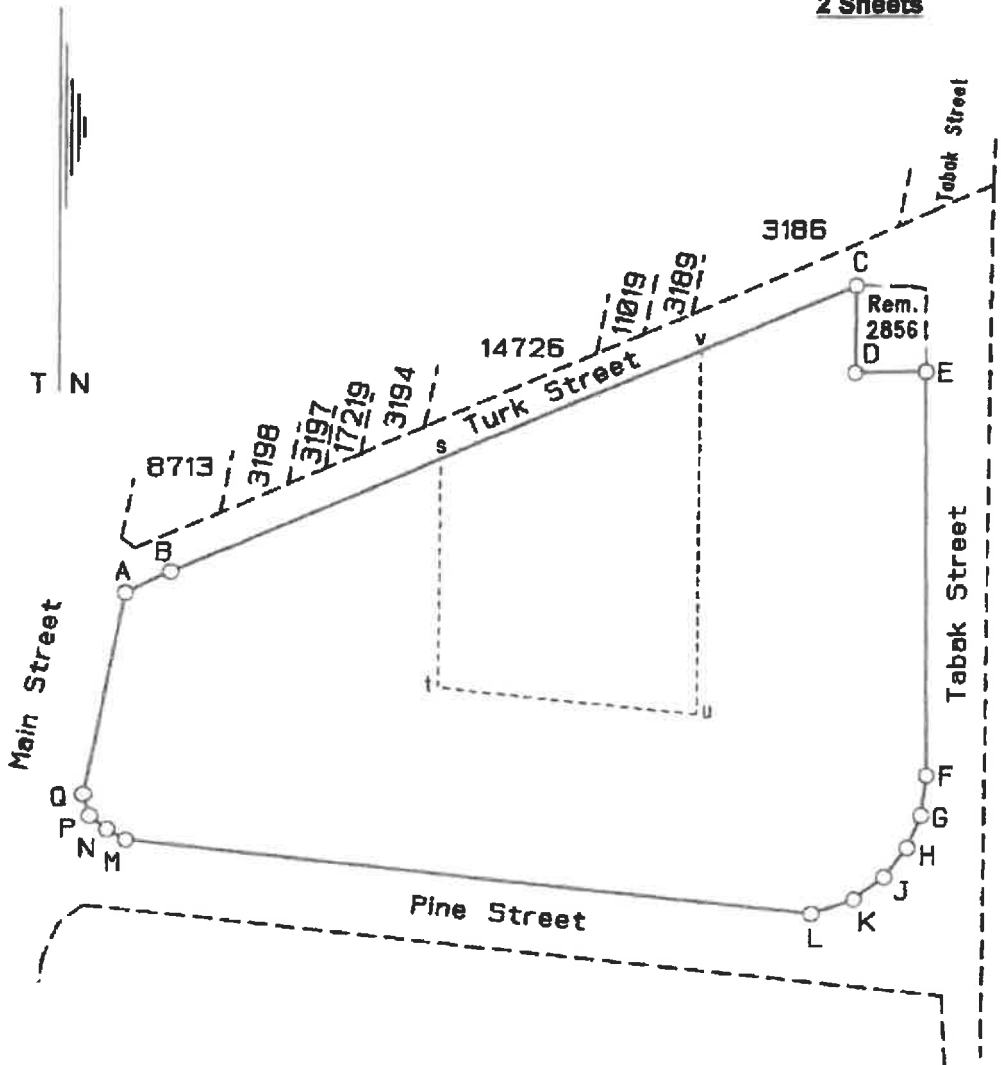
8821/2006

Approved

for Surveyor-General

2007-01-15

Sheet No 2 of
2 Sheets



Surveyed in May 1999 and November 2006 by me.

D S HELLIG

Land Surveyor

PLS 0256

Scale 1 : 2 500

Erf 28773 Paarl

THE FIGURES BELONGING HAVE BEEN MADE FROM THIS DIAGRAM

SURVEY RECORD	DIAGRAM NO.	SUBDIVISION	AREA (A./SQ. M.)	TRANSFER NO.	INITIALED
E3444/06	8820/06	Eif28772			

Verwysing
Reference
Isalathiso : AC1/87/8/1
Enquiries
Imbuzo : NE ABRAHAMS
Telefoon
Telephone
Ifowuni : 4835850



DEPARTEMENT VAN EKONOMIESE SAKE,
LANDBOU & TOERISME
Hoofdirektoraat: Eiendomsbestuur
DEPARTMENT OF ECONOMIC AFFAIRS,
AGRICULTURE & TOURISM
Chief Directorate: Property Management
ISEBE LEMICIMBI YEZOQOQOSHO,
EZOLIMO NOKHENKETHO
ICandelo loMlawuli oy/Intloko: uLawulo
IweMihlaba neZakhiwo

Hoof: Beplanning en Ontwikkeling
Departement van Beplanning en Ontwikkeling
Drakenstein Muninsipaliteit
Posbus 1
Paarl
7622

Aandag: Me Buys

Geagte Mnr/ Me

AANKOOP VAN ERF 3103, PAARL

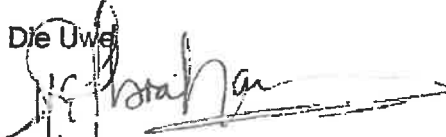
Met verwysing na u skrywe gedateer 23 April 2001, wens ek u mee te deel dat bovermelde erf tans geregistreer is in die naam van die Republiek van Suid Afrika. Die Interim Grondwet van die Republiek van Suid Afrika (1993) maak voorsiening vir die verdeling van bates tussen die Nasionale Regering en Provinsiale Regering. In terme van dié Grondwet moet 'n sertifikaat uitgereik word wat n eiendom in n betrokke regering vestig alvorens daar met sodanige eiendom gehandel mag word.

Die titelakte waaronder die eiendom gehou word moet eers ten gunste van die betrokke regering in wie die eiendom vestig, geendosseer word. Tans moet die eienaarskap van die eiendom tussen die Provinsie en die Nasionale Departement van Openbare werke uitsorteer word. Dit word verwag dat die proses nog n geruime tyd kan duur om gefinaliseer te word. Daar intussen besluit dat beide die Provinsie en die Departement van Openbare Werke toestemming vir die hersonering van die eiendom sal verleen. Die besonderhede van die persone wat die volmag sal onderteken is as volg:

Mnr Sarel D Snyman
Direkteur: Eiendomsbeplanning en Ontwikkeling

Me Ruby Gelderbloem
Adjunk Direkteur: Departement van Openbare Werke

Die Uwe


NEELAM ABRAHAM
HOOFDIREKTEUR: EIENDOMSBESTUUR
2002/03/18



Attek X9160 KAAPSTAD, 8000
Dorpstraat 9, KAAPSTAD, 8001

Private Bag X9160 CAPE TOWN, 8000
9 Dorp Street, CAPE TOWN, 8001

Faks/Fax/Phakel: (021) 483-2257

Verder E-mail: neAbraham@pawc.wcape.gov.za

Verwysing
Reference
Isalathiso E17/2/2/1/AP2 / Erven 2856 & 3103

Navrae
Enquiries
Imibuzo B. Nkwateni

Datum
Date
Umhla 14/09/2006



Departement van Omgewingsake en Ontwikkelingsbeplanning
Department of Environmental Affairs and Development Planning
ISEbe leMicimbi yeNdalo esiNgqongileyo noCwangciso loPhuhliso

The Municipal Manager
Department: Planning and Economic Development
Drakenstein Municipality
P. Box 1
Paarl
7622



Dear Sir

**APPLICATION FOR THE CLOSURE, REZONING AND LEASE OF PUBLIC OPEN SPACE:
ERVEN 2856 AND 3103, PAARL: DE POORT VILLAGE PROJECT**

1. Your letter YM/db 15/4/1 (2856) P dated 13 October 2005 has reference;
2. The Competent Authority for the Land Use Planning Ordinance has in terms of section 16 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985) granted approval for the rezoning of a portion of Erf 2856 ($\pm 3,926$ ha, as shown as the remainder on the attached plan marked PZ 3409) and Erf 3103, Paarl from Public Open Space to Special Business, subject to the following conditions:
 - 2.1 No vehicular access to or egress from Main Road and 25 meters back from the Main Road kerb along Pine and Turk Streets shall be permitted.
 - 2.2 No coaches, tourist buses or minibus taxis shall be permitted to stop on Main Road between Pine-and Turk Streets shall be permitted.
 - 2.3 Should the proposed development result in undesirable parking on Main Road, which in the opinion of the Department of Transport and Public Works: Roads Infrastructure Branch reserves the right to request the Drakenstein Municipality to enforce parking restrictions and ensure that vehicles park in the side streets abutting the properties concerned.
 - 2.4 Should the parking facilities in Pine, Turk and Tabak Streets prove to be consistently inadequate, the Branch may require the Drakenstein Municipality to negotiate suitable additional parking on railway-owned land fronting Tabak Streets.

Utilitasgebou, Dorpstraat 1
Privaatsak X9086 Kaapstad 8000

Utilitas Building, 1 Dorp Street
Private Bag X9086 Cape Town 8000

Tel No.: 483 8780
Fax No.: 483 3633
Ifowuni:
Ifaksi:

- 2.5 The whole of the project, or any part thereof, only be implemented after Heritage Western Cape has approved the plans.
- 2.6 The conditions laid down in the Record of Decision, which was issued on 28 November 2005, must be considered.
- 2.7 That Erf 2856 be consolidated with Erf 3103.
- 2.8 A detail Site Development Plan must be submitted to the Municipality for approval.

Yours faithfully


HEAD OF DEPARTMENT

*Department of Environmental Affairs & Development Planning
Directorate: Integrated Environmental Management (Region A)*

These are activities identified in Schedule 1 of Government Notice No. R1182 of 5 September 1997, as amended, being:

- Item 1 (m)** The construction, erection or upgrading of public and private resorts and associated infrastructure; and
- Item 2 (e)** The change of land use from use for nature conservation or zoned open space to any other land use,

hereinafter referred to as "the activity".

B. LOCATION:

The proposed erven are 2858 and 3103 which sum up to approximately 5.3 hectares in extent. The site is bordered by the residential complexes of La Perla, De Oude Renbaan (Retirement Village) and De Oude Wingered on the South side, Main Road and Courtral on the West side, Tabak Street and the Propnet property and sidings on the East side and on the northern side by Turk Street. Refer to the locality plan attached as Appendix 1.

Hereinafter referred to as the "property/site".

C. APPLICANT:

Drakenstein Municipality
% Mr. H. Strijdom
P.O. Box 1
PAARL
7622
Tel: (021) 807 4830
Fax: (021) 807 4840

D. CONSULTANT:

No independent consultant was appointed.

E. SITE VISIT(S):

Three site visits were conducted by officials from this Directorate. The first, attended by Lindie Smith (environmental officer) was carried out on 10/02/04 and the second, attended by Johan De Jongh (Town Planner) was carried out on 30/01/05. The third site visit was conducted by Rondine Isaacs and Bernard Nlemand (environmental officers) on 21/10/05.

F. DECISION:

In terms of Section 28A and by virtue of powers delegated by the Minister in terms of Sections 28 & 33 of the Environment Conservation Act, 1989 (Act No. 73 of 1989), the Applicant is hereby exempted by the relevant authority (as defined in GN No R1183 of 5 September 1997, as amended), from:

- (a) Appointing an independent consultant in terms of Regulation 3(1) of GN No. R1183 dated 5 September 1997, as amended, and

*Department of Environmental Affairs & Development Planning
Directorate: Integrated Environmental Management (Region A)*

(b) Providing a description of all alternatives identified in terms of Regulation 6(1)(d) GN No. R1183, dated 5 September 1997, as amended.

In terms of Sections 22 and by virtue of powers delegated by the Minister in terms of Sections 28 & 33 of the Environment Conservation Act, 1989 (Act No. 73 of 1989), the relevant authority (as defined in GN No R1183 of 5 September 1997, as amended) hereby grants authorisation with the conditions contained in this Record of Decision, for the execution of the activity described above.

This Authorisation has been granted in terms of section 22 of the Environment Conservation Act, 1989 (Act No. 73 of 1989) solely for the purposes of undertaking the activity referred to above, and does not exempt the holder thereof from compliance with any other relevant legislation.

G. CONDITIONS OF AUTHORISATION:

1. In the case of an appeal being submitted to the competent authority the effect of this Record of Decision will be suspended until such time as the appeal is decided.
2. One week's notice, in writing, must be given to the Directorate: Integrated Environmental Management (Region A), (hereinafter referred to as "this Directorate"), before commencement of construction activities.
 - 2.1 Such notice shall make clear reference to the site location details and reference number given above.
 - 2.2 The said notice must also include proof of compliance with the following conditions described herein:

Conditions: 1, 10, 11, 12 and 14.
3. An integrated waste management approach must be used that is based on waste minimisation and must incorporate reduction, recycling, re-use and disposal where appropriate. Any solid waste shall be disposed of at a landfill licensed in terms of section 20 of the Environment Conservation Act, 1989 (Act No. 73 of 1989).
4. No surface or ground water may be polluted due to any activity on the property/site. The relevant requirements of the National Water Act, 1998 (Act No. 36 of 1998) must be complied with at all times.
5. No overnight stabling of the horses is permitted.
6. No vehicular access to or egress from the Main Road and 25 metres back from the Main Road kerb line along Pine and Turk Streets must be permitted.
7. No coaches, tourist buses or minibus taxis must stop on Main Road between Pine and Turk Streets.
8. All mature trees must be maintained.
9. Building heights must not exceed two storeys.

*Department of Environmental Affairs & Development Planning
Directorate: Integrated Environmental Management (Region A)*

10. The applicant must compile and implement a site specific construction phase Environmental Management Plan ("EMP") which is in accordance with this Directorate's Standard Construction Phase EMP (Attached as Appendix 2). The EMP must be included in all contract documentation for the construction phase of the development.
11. The applicant must appoint a suitably experienced Environment Control Officer (or Site Agent where appropriate) before commencement of any land clearing or construction activities to ensure that the mitigation/rehabilitation measures and recommendations referred to in this Record of Decision are implemented and to ensure compliance with the provisions of the construction phase EMP.
12. The applicant must, within five calendar days of the date of issue of this Record of Decision:
 - Inform the relevant local authority as well as all interested and affected parties, ("I & AP's") registered during the Scoping and Impact Assessment processes in writing of the outcome of this application and, if requested, provide copies of this Record of Decision within a reasonable time before expiry of the thirty day appeal period;
 - Include in such information the provisions of Regulation 11 of Government Notice No. R 1183 of 5 September 1997, as amended, which reads as follows:
 - (1) An appeal to the Minister or provincial authority under section 35(3) of the Act must be done in writing within 30 days from the date on which the record of decision was issued to the applicant in terms of regulation 10(1);
 - (2) An appeal must set out all the facts as well as the grounds of appeal, and must be accompanied by all relevant documents or copies of them which are certified as true by a commissioner of oaths.
 - include the date on which the record of decision was issued to the applicant in terms of regulation 10(1) and the date by which appeals must reach the Minister.
 - Inform all I & AP's that a signed and certified Appeal Questionnaire, obtainable from the Minister's office at tel. (021) 483 3915, email jedevill@pgwc.gov.za or URL <http://www.capegateway.gov.za/other/2005/4/appealquestionnaire05.pdf> must accompany the appeal.
 - If the applicant should appeal against this Record of Decision, he must inform all interested and affected persons that such an appeal is being lodged with the Minister and if requested, the applicant/appellant must provide those persons with reasonable access to a full copy of the appeal within a reasonable time before expiry of the thirty day appeal period.
13. All outdoor advertising associated with this activity, whether on or off the property concerned, must comply with the applicable Local Authority By-Law for the control of Outdoor Advertising or in the absence of local legislative

*Department of Environmental Affairs & Development Planning
Directorate: Integrated Environmental Management (Region A)*

controls, must comply with the South African Manual for Outdoor Advertising Control (SAMOAC) available from:

The Director: Environmental Impact Management
Department of Environmental Affairs and Tourism
Private Bag X447
PRETORIA
0001.

14. The applicant shall be responsible for ensuring compliance with the conditions contained in the Record of Decision by any person acting on his behalf, including but not limited to, an agent, servant, employee or any person rendering a service to the applicant in respect of the activity, including but not limited to contractors and consultants.
15. The owner and/or developer must notify this Directorate and any other relevant authority, in writing, within 24 hours thereof if any condition of this authorisation is not adhered to.
16. Departmental officials shall be given access to the property referred to in B above for the purpose of assessing and/or monitoring compliance with the conditions contained in this Record of Decision, at all reasonable times.

H. RECOMMENDATIONS:

1. The proposed open air museum should not operate after 22H00.
2. The stables, wagon factory, arena and pavilion should be restricted to the north eastern section of the property, thereby minimising the impacts on the residential developments on the South.

I. KEY FACTORS AFFECTING THE DECISION:

Sufficient information was submitted by the applicant for the relevant authority to deem the Scoping Checklist and additional information to fulfil the requirements of a scoping report as prescribed by Regulation 6 of GN No. R1189 of 5 September 1997, (as amended), in order to consider the application.

Applicant's motivation for exemption

The applicant motivated that the aim of the development is to capitalise on the rich heritage of the Drakenstein Valley through the preservation of historic items and trades. Furthermore, the proposed site is currently considered to be vacant and contains no natural vegetation. Because of this, the applicant applied for and was granted exemption from providing alternative sites and from appointing an independent environmental consultant.

Biophysical

The proposed site is an existing open area with only the occasional spring flower, grass and alien trees. There are also two existing electricity transformers on site. The site previously served as the yoke-pin course and later the area was used by the polo pony club. The Boland Environment Forum and the Western Cape Nature Conservation Board were informed with regard to the proposal and had no objections to it.

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Directorate: Integrated Environmental Management (Region A)*

Socio-economic/Cultural historic

Heritage Western Cape were approached and have no objections to the proposed rezoning, consent use and the lease of the land as proposed in terms of the National Heritage Resources Act, 1999 (Act 25 of 1999). In addition, they are happy to advise the applicant in terms of architectural treatment of the new buildings. The architecture is determined by the time period 1875 – 1895, and lost heritage will be used as a model. Building heights are restricted to double storey as addressed by condition 9 in section G above.

Economic

The proposed development is expected to create approximately 170 permanent jobs and 200 construction jobs. Furthermore, the development will allow for informal traders and hawkers who adhere to strict authenticity and period accuracy. The Drakenstein residents will have first choice as professionals, construction teams and management. The De Poort project is expected to form a catalyst for the upgrade of the greater Sulder-Paarl built precinct.

Public Participation

An extensive public participation process was carried out. The proposal was advertised in both English and Afrikaans in the Paarl Post on 17 July 2003. A two week comment period was allowed for.

C.M. Du Plessis responded to the advertisement with the following objections:

1. Municipal regulations prohibit the keeping of livestock within a residential area. The objector is of the opinion that the stabling of horses will attract flies to the area.
2. The proposed development will compound on the traffic congestion experienced at the traffic lights at the corner of Main and Concordia Streets and on Pine Street.
3. The objector is of the opinion that the proposed development will not prove to be self sustainable and should instead be housed in an unused store elsewhere in the area.
4. The objector requests that the public be informed via the Paarl Post who is to pay for the water connections, electricity cables, sewerage and stormwater drainage and sincerely hopes that the rate payers will not be further burdened thereby.
5. The objector is of the opinion that the proposed development is likely to increase the occurrence of hawkers in the area and questions how council proposes to prevent this.

The applicant's response to the above objections is as follows:

1. No horses will be stabled over night but rather transported from their home stables to the proposed village by horse-boxes during the day (see condition 5 of Section G). Very strict procedures will be laid down in conjunction with the Municipal health authorities to ensure the health of the animals and public. In addition, two people will be appointed to be responsible for the collection of horse droppings and cleaning of the day stables.
2. A traffic study is to be undertaken with the Traffic Structure Plan for Drakenstein. The entrance to the village will be in Tabak Street and decision regarding the best routes will depend on the outcome of the study.

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Directorate: Integrated Environmental Management (Region A)*

3. There is no similar village anywhere in the country so comparisons regarding success or failure are not relevant. Elsewhere in the world, these villages are very successful as they are constantly changing, are interactive, authentic and not static. Furthermore, the Drakenstein "wagon collection" which is currently housed in a shed is deteriorating fast.
4. The public is fully represented on the board and Task Team of De Poort. The business plan reveals the proposed village to be self sustainable by year three. No ratepayer's money is expected to fund the initial infrastructure.
5. The Board of De Poort prefers to see the issues of informal traders as challenges rather than problems. Strict guidelines will be enforced within the proposed village to ensure authenticity and period accuracy. Informal traders or hawkers will be accommodated as this will lead to sustainable job creation. Furthermore, the municipality is addressing the issue of informal traders and the applicant is confident that the municipality will help to ensure that prime tourist attractions will not be disadvantaged thereby. Also, hawkers usually trade where their market is and it is unlikely that the proposed development will attract that broad market.

This Directorate is of the opinion that the applicant has sufficiently addressed the abovementioned concerns raised by C.M. Du Plessis and that the query regarding the role of the ratepayers in this proposal (point 4 above), was sufficiently addressed via a written response and need not be advertised in the Paarl Post.

The proposal was later advertised a second time in the Paarl Post, Die Burger and the Cape Times on 25 April 2004 as well as the Official Gazette on 26 April 2004. The allocated comment period of three weeks ended on 17 May 2004. The following comments were received:

- Paarl 300 supports the wagon museum but have reservations regarding the architectural treatment. The parties have since met and agreed that there will be an academic critique by Paarl architects so as to address such concerns.
- Wim Gericke is setting up his own wagon works and submitted an objection based on a misunderstanding of what De Poort would be doing. He assisted the project on Heritage Day and later stated in an electronic mail that he would remove himself from the public debate. His concerns had been overtaken by events and he now felt that the business plan appeared to be viable.
- De Oude Renbaan Retirement Village Home Owners Association had no objection to the village except that activities not go beyond 10 pm (see recommendation 1 of Section H).

Health:

The Provincial Department of Health have no objection to the proposed development from an environmental perspective based on the assumption that the Drakenstein Municipality will be responsible for providing basic municipal services to the development.

Traffic:

A Traffic Impact Statement was submitted to the Department of Transport and Public Works for comment. The Department confirmed that there was sufficient parking area available for the estimated expected 375 tourists per day. Furthermore, the Department is of the opinion that the proposed development is a

*Department of Environmental Affairs & Development Planning
Directorate: Integrated Environmental Management (Region A)*

commendable project and supports the development based on conditions number 6 and 7 as stipulated in Section G above as well as the following conditions:

- The property developers must surface Erf 3186 as an off-street parking area and the design thereof must be approved by the Drakenstein Municipality;
- Should the proposed development result in undesirable parking on the Main Road which adversely affects the movement of traffic, the Department of Transport and Public Works reserves the right to request the Drakenstein Municipality to enforce parking restrictions and ensure that vehicles park in the side streets abutting the properties concerned;
- Should the parking facilities in Pine, Turk and Tabak Streets combined with the parking facilities on Erf 3186 prove to be consistently inadequate, the Drakenstein Municipality may be required to negotiate suitable additional parking on railway-owned land fronting Tabak Street.

Planning:

The Paarl/Wellington Urban Structure Plan earmarks the area for 'Urban Development'. The proposal is therefore in line with the Urban Structure Plan. According to the Turk Street/Southern Paarl Structure Plan the two erven are reserved for Public Open Space.

Furthermore, the two erven are located in one of the older sections of Paarl where a wide range of land uses occur. They are also situated close to the historic Paarl station in an area in need of urban regeneration. Although the public open space will be rezoned and closed in terms of other legislation, this Directorate is of the opinion that the proposed development will have a positive impact on the area and will enhance the historical character of Paarl. It is however recommended that the stables, wagon factory, arena and pavilion be restricted to the north eastern section of the property, thereby minimising the impacts on the residential developments to the South as has been addressed by recommendation 2 in Section H above.

J. DURATION AND DATE OF EXPIRY:

This authorisation shall lapse if the activity does not commence within two (2) years of the date of issue of this authorisation.

K. APPEAL:

In terms of Section 35 of the Environment Conservation Act, 1989 (Act No. 73 of 1989), formal, motivated appeals must be directed within thirty (30) days of the date of the issuing of this Record of Decision, to:

Provincial Minister for Environment, Planning and Economic Development
Private Bag X9186
CAPE TOWN
8000
Fax: (021) 483-6081

Appeals must comply with the provisions of regulation 11 of Government Notice No. R. 1183 of 5 September 1997, as amended.

*Department of Environmental Affairs & Development Planning
Directorate: Integrated Environmental Management (Region A)*

If the appellant is not the applicant, the latter must be informed of the appeal within the appeal period referred to above and must provide the applicant with reasonable access to a full copy of the appeal, if requested.

A signed and certified Appeal Questionnaire, obtainable from the Minister's office at tel. (021) 483 3915, email jedevill@dmw.gov.za or URL <http://www.capegateway.gov.za/other/2005/4/appealquestionnaire05.pdf> must accompany the appeal.

In terms of section 28A(4) of the aforesaid Act, the Minister or competent authority may in writing withdraw the exemption concerned or at his discretion determine new conditions, if any condition stipulated in the exemption granted is not being complied with. Furthermore section 28A(5) states that the Minister or a competent authority, as the case may be, may from time to time review any exemption granted or condition determined, and if she deems it necessary, withdraw such exemption or delete or amend such condition.

If any condition imposed in terms of this authorisation is not being complied with, the authorisation may be withdrawn after 30 days written notice to the applicant in terms of Section 22(4). Failure to comply with any of these conditions is also an offence and may be dealt with in terms of Sections 29, 30 and 31 of the Environment Conservation Act, 1989 (Act No. 73 of 1989) as well as any other appropriate legal mechanisms.

Provincial Government, Local Authority or committees appointed in terms of the conditions of the application or any other public authority or organisation shall not be held responsible for any damages or losses suffered by the developer or his successor in title in any instance where construction or operation subsequent to construction be temporarily or permanently stopped for reasons of non-compliance by the developer with the conditions of authorisation as set out in this document or any other subsequent document emanating from these conditions of authorisation.

Your interest in the future of our environment is greatly appreciated.

Yours faithfully



**CHRIS RABIE
DIRECTOR: INTEGRATED ENVIRONMENTAL MANAGEMENT (REGION A)**

DATE OF DECISION: 28.11.2005

Copies to: (1) P.J. Le Roux (Jan Hanelom Town and Regional Planners Architects)
(2) F. Genes
(3) David Delaney (Drakenstein Municipality)
(4) Karen Harrison (Cape Withstrand District)

Fax (021) 872 4379
Fax (021) 883 5008
Fax (021) 872 8064/3757
Fax (021) 887 4797



Fw: DE POORT ONTWIKKELING - ONGEREGISTREERDE ERF 28773 PAARL

From

Date Tue 12 Aug 2025 08:20

To Jason Daniels <Jason.Daniels@drakenstein.gov.za>

Cc Registry <Registry@drakenstein.gov.za>

FYI

Regards

Henk Strijdom

Manager: Land Development Management

t: +27 21 807 4830

c: +27 82 337 6324

e: HenkS@drakenstein.gov.za

a: Civic Centre, Berg River Boulevard, Paarl, 7646



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From: Johan Liebenberg <Johan.Liebenberg@drakenstein.gov.za>

Sent: Monday, August 11, 2025 4:51 PM

To: Henk Strijdom <HenkS@drakenstein.gov.za>

Cc: Johan Liebenberg <johanliebenberg57@gmail.com>

Subject: DE POORT ONTWIKKELING - ONGEREGISTREERDE ERF 28773 PAARL

Hallo Henk

Jou epos gedateer 11 Augustus 2025 verwys.

Ek ondersteun die voorgestelde ontwikkeling van De Poort.

Vriendelike groete

Johan Liebenberg
Raadslid Wyk 15

t: +27 21 807 6471
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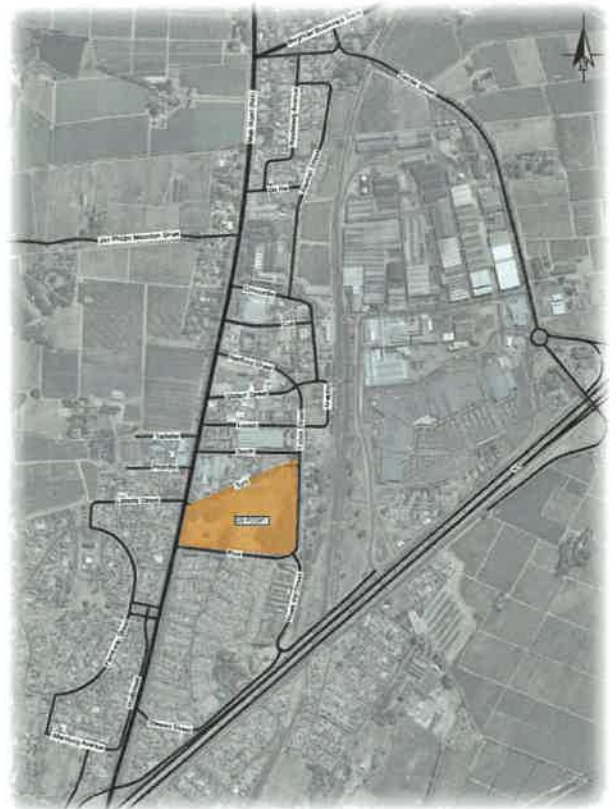
De Poort

Transport Impact Assessment

Paarl

Revision 2

October 2024



5th Floor

Imperial Terraces

Carl Cronje Drive

Tyger Waterfront

Bellville, 7530

(021) 914 6211 (T)

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SUMMARY SHEET

Report Type	Transport Impact Assessment
Title	De Poort
Location	Paarl
Client	Litapro (Pty) Ltd
Reference Number	ITS 4733
Project Team	Johan Brink Junaid Gamielien
Contact Details	Tel: 021 914 6211
Date	October 2024
Report Status	Revision 2
File Name	G:\4733 TIA De Poort, Paarl\12 Reports\Issued\4733 TIA De Poort, Paarl_Rev2_JG_2024-10-21.docx

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REPORT - SUMMARY TABLE

This transport impact assessment is reported only in a summary table instead of a lengthy report to assist review and interpretation of the results. This summary table includes all the relevant information that is normally contained in a transport impact assessment report. It should be sufficient for review and interpretation of the expected transport impacts as well as the comprehension of the required measures to mitigate the transport impact. If any more detail is required please contact the authors.

ANNEXURES

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Transport Impact Assessment

De Poort, Paarl

<p>1 Purpose of Study</p>	<p>This report summarises the assessment of the expected transport-related impacts of a mixed-use development planned for Erf 28773 in Courtrai, Paarl. In 2021, a transport master plan was completed for the Courtrai area, which included all known development proposals, including the De Poort development (ITS Ref. 4342). Since then, changes have been made to the De Poort development. The objective of this assessment is to identify potential constraints in the surrounding road network and recommend suitable mitigation measures based on the current proposal.</p>																																																				
<p>2 Locality</p>	<p>The proposed site (Erf 28773) is surrounded by Pine Street to the south, Turk Street to the north, Main Road to the east, and Tabak Street to the west.</p> <p>Refer to Figure A1 in Annexure A for the Locality Plan.</p>																																																				
<p>3 Land Use</p>	<p>Table 1 summarises and compares the land uses and extents of the De Poort development from the Courtrai transport master plan with the proposed changes for 2024.</p> <p><i>Table 1: De Poort Land Use and Extent Comparison</i></p> <table border="1"> <thead> <tr> <th>Land Use</th> <th>Courtrai Transport Master Plan Extent (2021)</th> <th>Proposed Extent (2024)</th> <th>Difference (2024 – 2021)</th> </tr> </thead> <tbody> <tr> <td>Offices</td> <td>200 m² GLA</td> <td>940 m² GLA</td> <td>740 m² GLA</td> </tr> <tr> <td>Market</td> <td>1 000 m² GLA</td> <td>0 m² GLA</td> <td>-1 000 m² GLA</td> </tr> <tr> <td>Coffee shop/Deli/Café</td> <td>200 m² GLA</td> <td>0 m² GLA</td> <td>-200 m² GLA</td> </tr> <tr> <td>Restaurants</td> <td>1 600 m² GLA</td> <td>693 m² GLA</td> <td>- 907 m² GLA</td> </tr> <tr> <td>Residential</td> <td>180 units</td> <td>120 units</td> <td>-60 units</td> </tr> <tr> <td>Manufacturing</td> <td>1 250 m² GLA</td> <td>0 m² GLA</td> <td>-1 250 m² GLA</td> </tr> <tr> <td>Retail</td> <td>1 250 m² GLA</td> <td>8 584 m² GLA</td> <td>7 334 m² GLA</td> </tr> <tr> <td>Hotel</td> <td>70 beds</td> <td>0 beds</td> <td>-70 beds</td> </tr> <tr> <td>Tourism (Museum)</td> <td>0 m² GLA</td> <td>450 m² GLA</td> <td>450 m² GLA</td> </tr> <tr> <td>Padel clubhouse</td> <td>0 m² GLA</td> <td>276 m² GLA</td> <td>276 m² GLA</td> </tr> <tr> <td>Long-distance bus ticket office</td> <td>0 m² GLA</td> <td>25 m² GLA</td> <td>25 m² GLA</td> </tr> <tr> <td>Long-distance bus node</td> <td>0 m²</td> <td>1 980 m²*</td> <td>1 980 m²</td> </tr> </tbody> </table> <p><i>* Measured area from SDP</i></p> <p>Refer to Figure A2 in Annexure A for the Site Development Plan (SDP).</p>	Land Use	Courtrai Transport Master Plan Extent (2021)	Proposed Extent (2024)	Difference (2024 – 2021)	Offices	200 m ² GLA	940 m ² GLA	740 m ² GLA	Market	1 000 m ² GLA	0 m ² GLA	-1 000 m ² GLA	Coffee shop/Deli/Café	200 m ² GLA	0 m ² GLA	-200 m ² GLA	Restaurants	1 600 m ² GLA	693 m ² GLA	- 907 m ² GLA	Residential	180 units	120 units	-60 units	Manufacturing	1 250 m ² GLA	0 m ² GLA	-1 250 m ² GLA	Retail	1 250 m ² GLA	8 584 m ² GLA	7 334 m ² GLA	Hotel	70 beds	0 beds	-70 beds	Tourism (Museum)	0 m ² GLA	450 m ² GLA	450 m ² GLA	Padel clubhouse	0 m ² GLA	276 m ² GLA	276 m ² GLA	Long-distance bus ticket office	0 m ² GLA	25 m ² GLA	25 m ² GLA	Long-distance bus node	0 m ²	1 980 m ² *	1 980 m ²
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4 Existing Roadways	Table 2 provides the characteristics of the existing roads in the site vicinity.				
	<i>Table 2: Existing Road Network Characteristics</i>				
	Road Name	Road Classification	Cross Section	Speed Limit (km/h)	NMT Facilities
	Bergrivier Boulevard South (MR208)	Major Arterial (Class 3)	4 lanes	60	Both sides
	Main Road (MR189)	Minor Arterial (Class 3)	4 lanes	60	Both sides
	Cecilia Street	Minor Arterial (Class 4)	2 lanes	60	Both sides
	Stewart Street	Local Street (Class 5)	2 lanes	60	Both sides
	Flambeau Street	Collector Road (Class 4)	2 lanes	60	Both sides
	Pine Street	Collector Road (Class 4)	2 lanes	60	Northern side
	Turk Street	Collector Road (Class 4)	2 lanes	60	Both sides
	Tabak Street	Collector Road (Class 4)	2 lanes	60	Both sides
	Laborie Street	Collector Road (Class 4)	2 lanes	60	Both sides
	Picardie	Local Street (Class 5)	2 lanes	60	Both sides
	South	Local Street (Class 5)	2 lanes	60	Both sides
	Taillefer	Local Street (Class 5)	2 lanes	60	Both sides
	Louws	Local Street (Class 5)	2 lanes	60	Both sides
	Station Street	Collector Road (Class 4)	2 lanes	60	Both sides
	Hartford Street	Collector Road (Class 4)	2 lanes	60	Both sides
	Clift	Local Street (Class 5)	2 lanes	60	Both sides
	Concordia	Collector Road (Class 4)	2 lanes	60	Both sides
Jan Philips Mountain Drive	Local Street (Class 5)	2 lanes	60	Northern side	
De Re	Local Street (Class 5)	2 lanes	60	None	
Nuwe Vlei Street	Collector Road (Class 4)	2 lanes	60	Eastern side	

<p>5 Study Intersections (existing control)</p>	<p>The scope of the analyses includes the external road intersections summarised in Table 3.</p>																																																																													
	<p><i>Table 3: Study Intersections</i></p> <table border="1"> <thead> <tr> <th>No.</th> <th>Intersection Name</th> <th>Existing Control</th> </tr> </thead> <tbody> <tr><td>1</td><td>Bergrivier Boulevard South/Cecilia Street</td><td>Traffic Signal</td></tr> <tr><td>2</td><td>Main Road/Bergrivier Boulevard South</td><td>Traffic Signal</td></tr> <tr><td>3</td><td>Main Road/De Re</td><td>Priority-controlled</td></tr> <tr><td>4</td><td>Main Road/Jan Phillips Mountain Dr</td><td>Priority-controlled</td></tr> <tr><td>5</td><td>Main Road/Concordia</td><td>Traffic signal</td></tr> <tr><td>6</td><td>Main Road/Clift</td><td>Priority-controlled</td></tr> <tr><td>7</td><td>Main Road/Hartford Street</td><td>Priority-controlled</td></tr> <tr><td>8</td><td>Main Road/Station Street</td><td>Priority-controlled</td></tr> <tr><td>9</td><td>Main Road/Louws</td><td>Priority-controlled</td></tr> <tr><td>10</td><td>Main Road/Taillefer</td><td>Priority-controlled</td></tr> <tr><td>11</td><td>Main Road/South</td><td>Priority-controlled</td></tr> <tr><td>12</td><td>Main Road/Picardie</td><td>Priority-controlled</td></tr> <tr><td>13</td><td>Main Road/Turk Street/Laborie</td><td>Priority-controlled</td></tr> <tr><td>14</td><td>Main Road/Pine Street</td><td>Priority-controlled</td></tr> <tr><td>15</td><td>Main Road/Flambeau Street</td><td>Priority-controlled</td></tr> <tr><td>16</td><td>Main Road/Stewart Street</td><td>Priority-controlled</td></tr> <tr><td>17</td><td>Main Road/N1 interchange (northern terminal)</td><td>Priority-controlled</td></tr> <tr><td>18</td><td>Main Road/N1 interchange (southern terminal)</td><td>Priority-controlled</td></tr> <tr><td>19</td><td>Pine Street/Tabak Street/Nuwe Vlei Street</td><td>Priority-controlled</td></tr> <tr><td>20</td><td>Turk Street/Tabak Street</td><td>Priority-controlled</td></tr> <tr><td>21</td><td>South/Tabak Street</td><td>Priority-controlled</td></tr> <tr><td>22</td><td>Louws/Tabak Street</td><td>Priority-controlled</td></tr> <tr><td>23</td><td>Hartford Street/Station Street</td><td>Priority-controlled</td></tr> <tr><td>24</td><td>Concordia/Alleman Street</td><td>Priority-controlled</td></tr> <tr><td>25</td><td>De Re/ Alleman Street</td><td>Priority-controlled</td></tr> </tbody> </table> <p>Refer to Figure A3 in Annexure A for the existing lane configurations and traffic controls for the study intersections.</p>	No.	Intersection Name	Existing Control	1	Bergrivier Boulevard South/Cecilia Street	Traffic Signal	2	Main Road/Bergrivier Boulevard South	Traffic Signal	3	Main Road/De Re	Priority-controlled	4	Main Road/Jan Phillips Mountain Dr	Priority-controlled	5	Main Road/Concordia	Traffic signal	6	Main Road/Clift	Priority-controlled	7	Main Road/Hartford Street	Priority-controlled	8	Main Road/Station Street	Priority-controlled	9	Main Road/Louws	Priority-controlled	10	Main Road/Taillefer	Priority-controlled	11	Main Road/South	Priority-controlled	12	Main Road/Picardie	Priority-controlled	13	Main Road/Turk Street/Laborie	Priority-controlled	14	Main Road/Pine Street	Priority-controlled	15	Main Road/Flambeau Street	Priority-controlled	16	Main Road/Stewart Street	Priority-controlled	17	Main Road/N1 interchange (northern terminal)	Priority-controlled	18	Main Road/N1 interchange (southern terminal)	Priority-controlled	19	Pine Street/Tabak Street/Nuwe Vlei Street	Priority-controlled	20	Turk Street/Tabak Street	Priority-controlled	21	South/Tabak Street	Priority-controlled	22	Louws/Tabak Street	Priority-controlled	23	Hartford Street/Station Street	Priority-controlled	24	Concordia/Alleman Street	Priority-controlled	25	De Re/ Alleman Street
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<p>6 Analyses Hours</p>	<p>The traffic analyses are based on typical weekday A.M. and P.M. peak hours.</p>																																																																													

<p>7 Approved Developments/ Latent Rights</p>	<p>Table 4 summarises the approved development trips included in future traffic scenarios for the proposed development.</p> <p><i>Table 4: Approved/In-Process Developments</i></p> <table border="1"> <thead> <tr> <th rowspan="2">Development</th> <th colspan="3">Weekday A.M. Peak Hour</th> <th colspan="3">Weekday P.M. Peak Hour</th> </tr> <tr> <th>In</th> <th>Out</th> <th>Total</th> <th>In</th> <th>Out</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Picardie (Remainder Erf 3396 & Erf 31030)</td> <td>9</td> <td>28</td> <td>37</td> <td>26</td> <td>11</td> <td>37</td> </tr> <tr> <td>Picardie Office (Erven 3370, 3381 & 3382)</td> <td>22</td> <td>4</td> <td>26</td> <td>5</td> <td>21</td> <td>26</td> </tr> <tr> <td>Laborie (Remainder Erf 13004)</td> <td>-</td> <td>-</td> <td>-</td> <td>54</td> <td>6</td> <td>60</td> </tr> <tr> <td>Total</td> <td>31</td> <td>32</td> <td>63</td> <td>85</td> <td>38</td> <td>123</td> </tr> </tbody> </table>	Development	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			In	Out	Total	In	Out	Total	Picardie (Remainder Erf 3396 & Erf 31030)	9	28	37	26	11	37	Picardie Office (Erven 3370, 3381 & 3382)	22	4	26	5	21	26	Laborie (Remainder Erf 13004)	-	-	-	54	6	60	Total	31	32	63	85	38	123
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<p>8 Traffic Growth</p>	<p>A historical traffic growth rate of 2% per annum was applied to the through movements along Main Road. The growth rate was calculated based on historical traffic counts from 2013, 2018, and 2021 along Main Road. This growth rate makes allowance for any other approved developments in the surrounding area.</p>																																									
<p>9 Scenarios Analysed</p>	<p>A five-year horizon was considered for the proposed development. The following traffic scenarios were evaluated:</p> <ul style="list-style-type: none"> • Existing Traffic Conditions – Based on 2021 peak-hour traffic volumes, adjusted with a 2% annual growth rate for the through traffic along Main Road projected over three years (2024). This is regarded as acceptable as very few new developments have been constructed since the Courtrai transport study in 2021. • Background Traffic Conditions – Based on adjusted 2024 peak-hour traffic volumes, adjusted with a 2% annual growth rate for the through traffic along Main Road projected over five years (2029), including the approved development trips. • Total Traffic Conditions – Based on the 2029 Background Traffic volumes plus the expected development trips. <p>The study intersections were analysed based on HCM methodology to determine the level of service (LOS), delay per vehicle (in seconds) and volume per capacity (V/C) for each intersection during the peak hours.</p>																																									
<p>10 Existing Traffic Conditions</p>	<p>The Existing Traffic Conditions are based on 2021 peak-hour traffic volumes escalated to 2024 with a 2% annual growth rate for the through traffic along Main Road. Intersection capacity analyses were performed based on the existing road geometries and controls.</p> <p>Refer to Figures A4.1 and A4.2 in Annexure A for the results of the peak hour capacity analyses for the Existing Traffic Conditions.</p>																																									

	<p>Based on the capacity analysis results, the following intersections currently experience capacity constraints:</p> <ul style="list-style-type: none"> • Int. 7 – Main Road/Hartford Street: The westbound approach is currently operating at a LOS F during the P.M. peak hour due to long delays. • Int. 17 – Main Road/N1 interchange (northern terminal): The northern terminal of the Main Road/N1 interchange is operating at a LOS F during the A.M. peak hour. <p><i>Mitigation:</i></p> <ul style="list-style-type: none"> ○ The traffic signal warrants were checked, confirming that an average queue length of greater than four vehicles is experienced at Int. 17. While the analysis results indicate poor LOS at the northern terminal intersection only, it is recommended to signalise both N1 terminal intersections (Int. 17 and 18). <p>Refer to Figure A4.3 in Annexure A for the upgraded peak hour capacity analyses for the Existing Traffic Conditions. With the proposed upgrades in place, both N1 terminal intersections are expected to operate acceptably. Despite the poor LOS indicated by the analysis, the Main Road/Hartford Street intersection (Int. 7) still has sufficient capacity during the P.M. peak hour, with a V/C ratio of 0.61.</p>
<p>11 Background Traffic Conditions</p>	<p>The Background Traffic volumes were determined by applying a 2% annual growth rate for the through traffic along Main Road projected over five years. The approved background development trips were also included in addition to the annual traffic growth. This scenario assumes that the upgrades recommended in the Existing Traffic Conditions will be in place.</p> <p>Refer to Figures A5.1 and A5.2 in Annexure A for the results of the peak hour capacity analyses for the Background Traffic Conditions.</p> <p>Based on the capacity analysis results, the following intersections are expected to experience capacity constraints:</p> <ul style="list-style-type: none"> • Int. 4 – Main Road/Jan Phillips Mountain Dr: The eastbound approach is expected to operate at a LOS F during the P.M. peak hour due to long delays. • Int. 7 – Main Road/Hartford Street: The westbound approach is expected to continue to operate at a LOS F during the P.M. peak hour due to long delays. • Int. 14 – Main Road/Pine Street: The westbound approach right-turn is expected to operate at a LOS F during the A.M. and P.M. peak hours due to long delays

	<p>The side roads along Main Road are expected to experience long delays. Based on previous discussions with the relevant road authorities during the development of the Courtrai transport study, the roadside environment for the area is classified as Intermediate. Since the current intersection spacing does not meet the Intermediate signalised spacing requirements, no upgrades are recommended for this scenario. However, the future signalisation of the Main Road/Turk Street/Laborie (Int. 13) will create a redistribution of traffic from the side roads to enter Main Road (see Section 14).</p>																																																																												
<p>12 Trip Generation Rates and Development Trips</p>	<p>The trip generation rates used to determine the expected development trips are based on COTO TMH 17 and the ITE. Neither COTO TMH 17 nor the ITE provides trip rates for Padel or long-distance bus nodes. However, the ITE does offer rates for "Racquet/Tennis Club" and "Park-and-Ride Lot with Bus Service" land uses, which were used for Padel and the bus node, respectively.</p> <p>Table 5 summarises the expected development trips, with detailed information on the trip generation rates provided in Annexure B.</p> <p><i>Table 5: Expected Development Trips</i></p> <table border="1" data-bbox="552 987 1375 1464"> <thead> <tr> <th rowspan="2">Land Use</th> <th colspan="3">Weekday A.M. Peak Hour</th> <th colspan="3">Weekday P.M. Peak Hour</th> </tr> <tr> <th>In</th> <th>Out</th> <th>Total</th> <th>In</th> <th>Out</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Offices</td> <td>17</td> <td>3</td> <td>20</td> <td>4</td> <td>16</td> <td>20</td> </tr> <tr> <td>Restaurants</td> <td>42</td> <td>34</td> <td>76</td> <td>41</td> <td>28</td> <td>69</td> </tr> <tr> <td>Residential</td> <td>20</td> <td>59</td> <td>79</td> <td>55</td> <td>24</td> <td>79</td> </tr> <tr> <td>Retail</td> <td>20</td> <td>21</td> <td>41</td> <td>102</td> <td>130</td> <td>233</td> </tr> <tr> <td>Tourism (Museum)</td> <td>2</td> <td>1</td> <td>3</td> <td>1</td> <td>1</td> <td>2</td> </tr> <tr> <td>Padel clubhouse</td> <td>2</td> <td>2</td> <td>4</td> <td>6</td> <td>6</td> <td>12</td> </tr> <tr> <td>Long-distance bus ticket office</td> <td>1</td> <td>1</td> <td>2</td> <td>1</td> <td>1</td> <td>2</td> </tr> <tr> <td>Long-distance bus node</td> <td>12</td> <td>12</td> <td>24</td> <td>11</td> <td>11</td> <td>22</td> </tr> <tr> <td>Total</td> <td>116</td> <td>133</td> <td>249</td> <td>221</td> <td>217</td> <td>439</td> </tr> </tbody> </table>	Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			In	Out	Total	In	Out	Total	Offices	17	3	20	4	16	20	Restaurants	42	34	76	41	28	69	Residential	20	59	79	55	24	79	Retail	20	21	41	102	130	233	Tourism (Museum)	2	1	3	1	1	2	Padel clubhouse	2	2	4	6	6	12	Long-distance bus ticket office	1	1	2	1	1	2	Long-distance bus node	12	12	24	11	11	22	Total	116	133	249	221	217	439
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<p>13 Trip Distribution</p>	<p>The following trip distribution was considered for the proposed development:</p> <ul style="list-style-type: none"> • 30% to Paarl CBD via Main Road • 26% to Paarl CBD via Bergrivier Boulevard • 12% to Cape Town • 7% to Worcester • 25% to Paarl South <p>Refer to Figures A6.1 and A6.2 in Annexure A for the peak hour trip distribution and assignment.</p>																																																																												

<p>14 Total Traffic Conditions</p>	<p>The Total Traffic volumes were determined by adding the expected development trips to Background Traffic volumes. This scenario assumes that the upgrades recommended in the Background Traffic Conditions will be in place.</p> <p>Refer to Figures A7.1 and A7.2 in Annexure A for the results of the peak hour capacity analyses for the Total Traffic Conditions.</p> <p>Based on the capacity analysis results, the following intersections are expected to experience capacity constraints:</p> <ul style="list-style-type: none"> • Int. 3 – Main Road/De Re: The westbound approach is expected to operate at a LOS F during the A.M. peak hour due to long delays. • Int. 4 – Main Road/Jan Phillips Mountain Dr: The eastbound approach is expected to operate at a LOS F during the P.M. peak hour due to long delays. • Int. 7 – Main Road/Hartford Street: The westbound approach is expected to continue to operate at a LOS F during the A.M. and P.M. peak hours due to long delays. • Int. 13 – Main Road/Turk Street/Laborie: The westbound approach is expected to continue to operate at a LOS F during the A.M. and P.M. peak hours due to long delays. <p><i>Mitigation:</i></p> <ul style="list-style-type: none"> ○ Construct a dedicated right-turn lane for the westbound approach. ○ Install a traffic signal. The traffic signal warrants confirm that a traffic signal is warranted. <ul style="list-style-type: none"> • Int. 14 – Main Road/Pine Street: The westbound approach right-turn is expected to operate at a LOS F during the A.M. and P.M. peak hours due to long delays. <p>Refer to Figure A7.3 in Annexure A for the upgraded peak hour capacity analyses for the Total Traffic Conditions. With the proposed upgrades in place, the Main Road/Turk Street/Laborie intersection (Int. 13) is expected to operate acceptably. Although the side roads along Main Road are expected to experience long delays, the proposed signalised intersections are expected to redistribute traffic from the side roads, as sufficient capacity is still available. Additionally, several alternative routes are available for vehicles on the side roads. As a result, the demand at the unsignalised intersections along Main Road will reduce.</p>
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15 Pedestrians and Cyclists

Sufficient walkways are provided in the Courtrai area. Raised pedestrian crossings are proposed along Turk Street, Tabak Street, and Pine Street.

Currently, there are no cycle lanes in the area. It is proposed to include a 4.5 m-wide shared pedestrian and cycle facility (two 1.5 m cycle lanes + 1.5m sidewalk) along the southern side of Turk Street. These lanes are part of the master plan recommendation to create a cycle path from Bergrivier Boulevard, along Main Road, through Concordia and Turk, and back along Main Road. See Figure 1 for the proposed cycle path.



Figure 1: Proposed Cycle Path

16 Site Access

The minimum spacing requirements from the Access Management Guidelines are shown in Figure 2.

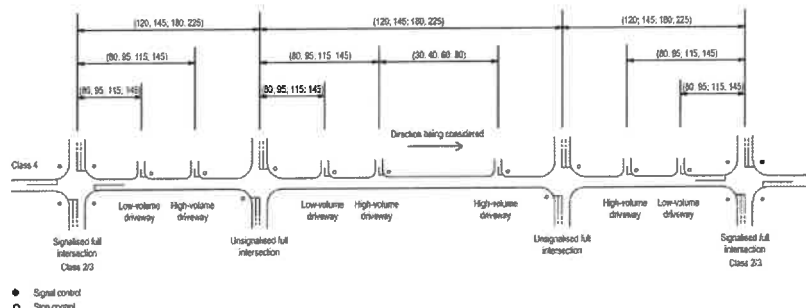


Figure 2: Class 4 Minimum Spacing Requirements

The proposed development will include several access points for the various land uses:

- **Retail/Office:** Access via Turk Street, approximately 87 m from the Main Road/Laborie Street/Turk Street intersection.
- **Tourism/Padel/Long-Distance Bus:** Access via Turk Street, approximately 85 m from the Turk Street/Tabak Street intersection, with an additional access via Tabak Street, approximately 106 m from the Turk Street/Tabak Street intersection.
- **Residential:** Access via Pine Street, approximately 220 m from the Main Road/Pine Street intersection.

	<ul style="list-style-type: none"> • Service Yard: Access via Pine Street, approximately 142 m from the Main Road/Pine Street intersection. <p>The proposed spacing for the retail/office access does not meet the minimum guideline requirements. Based on the decision sight distance recommendations in the Access Management Guidelines (Table 11-5), at an operating speed of 40 km/h, a PIEV (Perception – Intellection – Emotion – Volition) distance of 50 m is required. However, the proposed raised pedestrian crossing along Turk Street will reduce vehicle speeds below 40 km/h, further decreasing the required PIEV distance. Since there is only one travel lane towards the traffic signal, a manoeuvre distance for lane changes is not required. Additionally, the average queue length at the future signalised intersection is expected to be about 4 vehicles (28 m), which should not extend back into the access. Based on these factors, the spacing for the retail/office access is regarded acceptable.</p>																																				
<p>17 Commercial Parking</p>	<p>The commercial off-street parking requirements for the proposed development, as outlined by the Drakenstein Municipality’s Zoning Scheme By-Law, are summarised in Table 6. The By-Law does not specify a parking rate for Padel or long-distance bus nodes. As a result, the parking rate for a “Commercial gymnasium” was applied to Padel. For the bus node, a parking rate was assumed based on one-third of an average bus occupancy of 60 passengers.</p> <p><i>Table 6: Commercial Off-street Parking Requirements</i></p> <table border="1" data-bbox="544 1196 1374 1818"> <thead> <tr> <th>Land Use</th> <th>Extent</th> <th>Normal Parking Rate</th> <th>Parking Bays Required</th> </tr> </thead> <tbody> <tr> <td>Retail</td> <td>8 584 m² GLA</td> <td>6 bays / 100 m² GLA</td> <td>515</td> </tr> <tr> <td>Offices</td> <td>940 m² GLA</td> <td>4 bays / 100 m² GLA</td> <td>38</td> </tr> <tr> <td>Restaurants</td> <td>693 m² GLA</td> <td>8 bays / 100 m² GLA</td> <td>55</td> </tr> <tr> <td>Long-distance bus ticket office</td> <td>25 m² GLA</td> <td>4 bays / 100 m² GLA</td> <td>1</td> </tr> <tr> <td>Tourism (Museum)</td> <td>450 m² GLA</td> <td>2 bays / 100 m² GLA</td> <td>9</td> </tr> <tr> <td>Padel clubhouse</td> <td>276 m² GLA</td> <td>6 bays / 100 m² GLA</td> <td>17</td> </tr> <tr> <td>Long-distance bus node</td> <td>Average 60 passengers</td> <td>One-third of bus occupancy</td> <td>20</td> </tr> <tr> <td colspan="3">Total</td> <td>655</td> </tr> </tbody> </table> <p>Based on the SDP, the proposed development includes both on-street and off-street parking. The provided number of parking bays is summarised in Table 7.</p>	Land Use	Extent	Normal Parking Rate	Parking Bays Required	Retail	8 584 m ² GLA	6 bays / 100 m ² GLA	515	Offices	940 m ² GLA	4 bays / 100 m ² GLA	38	Restaurants	693 m ² GLA	8 bays / 100 m ² GLA	55	Long-distance bus ticket office	25 m ² GLA	4 bays / 100 m ² GLA	1	Tourism (Museum)	450 m ² GLA	2 bays / 100 m ² GLA	9	Padel clubhouse	276 m ² GLA	6 bays / 100 m ² GLA	17	Long-distance bus node	Average 60 passengers	One-third of bus occupancy	20	Total			655
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Long-distance bus node	Average 60 passengers	One-third of bus occupancy	20																																		
Total			655																																		

Table 7: Provided Commercial Parking

Parking Provided	No. of Parking Bays
Off-street parking bays	447
Off-street staff parking bays	14
12 off-street motorcycle bays in lieu of parking bays (4:1)	3
40 off-street bicycle spaces in lieu of parking bays (6:1)	7
On-street parking bays on Turk Street	12
On-street parking bays on Tabak Street	19
Total	502

A total of 502 parking bays are provided for the proposed development, with 471 bays off-street and 31 bays on-street. Based on the By-Law parking requirements (655 bays), there is a shortfall of 153 bays, if the proposed on-street parking is included.

Figure 3 shows the hourly parking demand distributions for common land uses, based on local conditions as outlined in the Access Management Guidelines (Table 17-3).

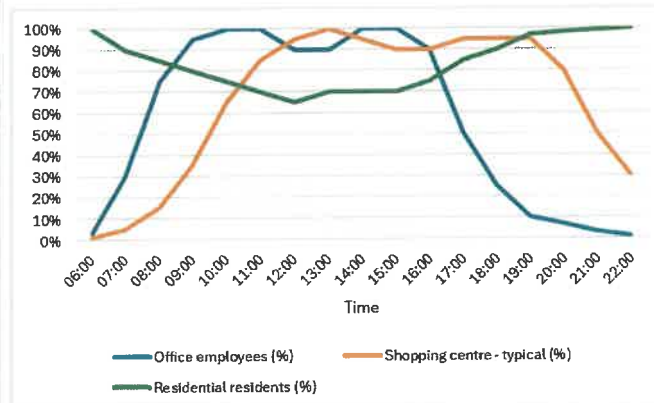


Figure 3: Hourly Distribution of Parking Demand (WCG AMG, 2022)

The By-Law recommends a parking rate of 6 bays / 100 m² GLA for shops exceeding 1 500 m². However, a 2015 parking utilisation study conducted by GIBB at Paarl Mall found that the parking demand was low, with only 50% of bays occupied during the Saturday midday peak. The study observed a parking ratio of 3.06 bays / 100m² GLA, which was much lower than the 5.2 bays / 100 m² GLA provided at the time. As a result, it concluded that a parking ratio of 4 bays / 100 m² GLA would be adequate.

In 2021, ITS conducted a parking study for a Nandos Drive-Thru at Rembrandt Mall (ITS Ref. 4367), following a TIA for the mall’s expansion to 19 279 m² GLA. According to the September 2018 TIA, the mall provides 749 parking bays, equating to a ratio of 3.89 bays / 100m² GLA. The Nandos Drive-Thru study observed a peak of 457 vehicles,

indicating that only 61% of the parking bays were utilised during the Saturday peak.

More recently, ITS conducted a parking survey at Drakenstein Mall on Saturday, 7 September 2024, to determine the peak parking demand for the 9 000 m² GLA mall. The survey observed a maximum of 164 vehicles, which equates to a ratio of 1.82 bays / 100 m² GLA.

Based on the parking survey results from the three retail developments, it is evident that a parking ratio of 4 bays / 100m² GLA would be sufficient for the proposed development.

Applying a parking ratio of 4 bays / 100 m² GLA for the retail land use, reduces the required retail parking to 344 bays. If the retail and office parking is shared, a total of 382 bays (344 + 38) is required. Based on the hourly parking demand distributions in the Access Management Guidelines, the peak shared parking demand is 378 bays, resulting in 4 vacant bays. By adding the parking requirements for the long-distance bus ticket office (1 bay), restaurants (55 bays), tourism (9 bays), Padel (17 bays), and long-distance bus node (20 bays), the total required parking increases to 484 bays.

Given that a total of 502 bays will be provided, there is a surplus of 18 bays and 4 bays will be vacant during the peak demand. Hence, sufficient parking will be provided for the proposed development. See Table 8 for the updated parking requirements.

Table 8: Updated Commercial Parking Requirements

Land Use	Extent	Proposed Parking Rate	Parking Bays Required	Shared Parking Demand (Bays)
Retail	8 584 m ² GLA	4 bays / 100 m ² GLA	344	378
Offices	940 m ² GLA	4 bays / 100 m ² GLA	38	
Restaurants	693 m ² GLA	8 bays / 100 m ² GLA	55	55
Long-distance bus ticket office	25 m ² GLA	4 bays / 100 m ² GLA	1	1
Tourism (Museum)	450 m ² GLA	2 bays / 100 m ² GLA	9	9
Padel clubhouse	276 m ² GLA	6 bays / 100 m ² GLA	17	17
Long-distance bus node	Average 60 passengers	One-third of bus occupancy	20	20
Total			484	480

<p>18 Residential Parking</p>	<p>The residential parking has been considered separately from the commercial parking because a separate SDP will be submitted for the residential precinct once the final layout is determined.</p> <p>Table 9 compares the residential parking requirements specified in the Drakenstein Municipality Zoning Scheme By-Law with the current proposal. 144 parking bays are proposed for the residential precinct.</p> <p><i>Table 9: Residential Off-street Parking Requirements</i></p> <table border="1" data-bbox="552 539 1378 723"> <thead> <tr> <th>Land Use</th> <th>Extent</th> <th>Normal Parking Rate</th> <th>Visitors Parking Rate</th> <th>Parking Bays Required</th> <th>Proposed Parking Bays</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>120 units</td> <td>1 bay / unit</td> <td>0.5 bay / unit</td> <td>180</td> <td>144</td> </tr> </tbody> </table> <p>Based on a maximum of 120 residential units, there is a shortfall of 36 parking bays according to the By-Law requirement of 1.5 bays / unit. However, since the SDP for the residential precinct has not yet been finalised, and the layout and number of units may still change, the parking requirements will need to be reassessed once the SDP is finalised to ensure that sufficient parking is provided.</p>	Land Use	Extent	Normal Parking Rate	Visitors Parking Rate	Parking Bays Required	Proposed Parking Bays	Residential	120 units	1 bay / unit	0.5 bay / unit	180	144
Land Use	Extent	Normal Parking Rate	Visitors Parking Rate	Parking Bays Required	Proposed Parking Bays								
Residential	120 units	1 bay / unit	0.5 bay / unit	180	144								
<p>19 Public Transport</p>	<p>A long-distance bus node is included in the proposed development. Currently, buses use the on-street parking along Main Road, at the Monument Shell filling station off South Street, as a pickup and drop-off point. It is recommended that the buses be relocated from Main Road to the new long-distance bus node on Tabak Street.</p> <p>The proposed long-distance bus node will include space for seven buses.</p> <p>AutoTURN simulation software was used to evaluate the turning movements and circulation of a bus with a trailer (worst-case scenario) at the bus node. The results are detailed in Figure A8 of Annexure A.</p> <p>The simulation results indicate that there is sufficient space to accommodate bus manoeuvres at the bus node.</p>												
<p>20 Refuse Collection</p>	<p>A refuse embayment is proposed between the service yard access and the residential access. Refuse vehicles will collect waste from the proposed land uses at this embayment.</p>												

<p>21 Conclusion & Recommendations</p>	<p>The conclusion and recommendations from the assessment are as follows:</p> <ul style="list-style-type: none"> <p>Land Use and Extent – The proposed development will include the following land use extents:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #0070C0; color: white;">Land Use</th> <th style="background-color: #0070C0; color: white;">Proposed Extent (2024)</th> </tr> </thead> <tbody> <tr> <td>Offices</td> <td>940 m² GLA</td> </tr> <tr> <td>Restaurants</td> <td>693 m² GLA</td> </tr> <tr> <td>Residential</td> <td>120 units</td> </tr> <tr> <td>Retail</td> <td>8 584 m² GLA</td> </tr> <tr> <td>Tourism (Museum)</td> <td>450 m² GLA</td> </tr> <tr> <td>Padel clubhouse</td> <td>276 m² GLA</td> </tr> <tr> <td>Long-distance bus ticket office</td> <td>25 m² GLA</td> </tr> <tr> <td>Long-distance bus node</td> <td>1 980 m²*</td> </tr> </tbody> </table> <p><i>* Measured area from SDP</i></p> <ul style="list-style-type: none"> <p>Existing Traffic Conditions – It is recommended to signalise both N1 terminal intersections (Int. 17 and 18). Despite the poor LOS indicated by the analysis, the Main Road/Hartford Street intersection (Int. 7) still has sufficient capacity during the P.M. peak hour, with a V/C ratio of 0.61</p> <p>Background Traffic Conditions – The side roads along Main Road are expected to experience long delays. No upgrades are recommended for this scenario since the current intersection spacing does not meet the Intermediate signalised spacing requirements.</p> <p>Development Trips – The proposed development is expected to generate 249 and 439 weekday A.M. and P.M. peak hour trips respectively.</p> <p>Total Traffic Conditions – It is recommended to construct a dedicated right-turn lane for the westbound approach and install a traffic signal at the Main Road/Turk Street/Laborie intersection (Int. 13). While the side roads along Main Road are expected to experience long delays, the proposed signalised intersections should help redistribute traffic, as sufficient capacity is available. Additionally, with several alternative routes available, the demand at the unsignalised intersections along Main Road is expected to decrease.</p> <p>Pedestrians and Cyclists – Raised pedestrian crossings are proposed along Turk Street, Tabak Street, and Pine Street. It is also proposed to include a 4.5 m-wide shared pedestrian and cycle facility (two 1.5 m cycle lanes + 1.5m sidewalk) along the southern side of Turk Street.</p> 	Land Use	Proposed Extent (2024)	Offices	940 m ² GLA	Restaurants	693 m ² GLA	Residential	120 units	Retail	8 584 m ² GLA	Tourism (Museum)	450 m ² GLA	Padel clubhouse	276 m ² GLA	Long-distance bus ticket office	25 m ² GLA	Long-distance bus node	1 980 m ² *
	Land Use	Proposed Extent (2024)																	
	Offices	940 m ² GLA																	
	Restaurants	693 m ² GLA																	
	Residential	120 units																	
	Retail	8 584 m ² GLA																	
	Tourism (Museum)	450 m ² GLA																	
	Padel clubhouse	276 m ² GLA																	
	Long-distance bus ticket office	25 m ² GLA																	
	Long-distance bus node	1 980 m ² *																	

	<ul style="list-style-type: none"> • Site Access – The proposed development will include several access points for the various land uses: <ul style="list-style-type: none"> ○ Retail/Office: Access via Turk Street, approximately 87m from the Main Road/Laborie Street/Turk Street intersection. Due to the low travelling speed approaching the proposed traffic signal, this distance is regarded adequate. ○ Tourism/Padel/Long-Distance Bus: Access via Turk Street, approximately 85 m from the Turk Street/Tabak Street intersection, with an additional access via Tabak Street, approximately 106 m from the Turk Street/Tabak Street intersection. ○ Residential: Access via Pine Street, approximately 220 m from the Main Road/Pine Street intersection. ○ Service Yard: Access via Pine Street, approximately 142 m from the Main Road/Pine Street intersection. • Commercial Parking – The proposed development will include a total of 502 parking bays, with 471 bays off-street and 31 bays on-street. Based on the By-Law parking requirements (655 bays), there is a shortfall of 153 bays, if the proposed on-street parking is included. Based on the parking survey results from three similar retail developments, a parking ratio of 4 bays / 100m² GLA would be sufficient for the proposed development. <p>By applying a parking ratio of 4 bays / 100 m² GLA, the retail parking requirement can be reduced to 344 bays. When combining the retail and office parking, a total of 382 bays is required. If the retail and office parking is shared, the peak shared parking demand is 378 bays, resulting in 4 vacant bays.</p> <p>By including the By-law parking requirements for the long-distance bus ticket office (1 bay), restaurants (55 bays), tourism (9 bays), Padel (17 bays), and the long-distance bus node (20 bays), a total of 484 bays will be required.</p> <p>With 502 bays provided, there will be a surplus of 18 bays, ensuring sufficient parking for the proposed development, even during peak demand.</p> • Residential Parking – Based on the residential parking requirements from the Drakenstein Municipality Zoning Scheme By-Law, there is a shortfall of 36 residential parking bays. Although a maximum of 120 residential units has been considered, the SDP for the residential precinct has not yet been finalised. Since the layout and number of units could still change, the parking requirements will need to be reassessed once the SDP is finalised to ensure that sufficient parking is provided.
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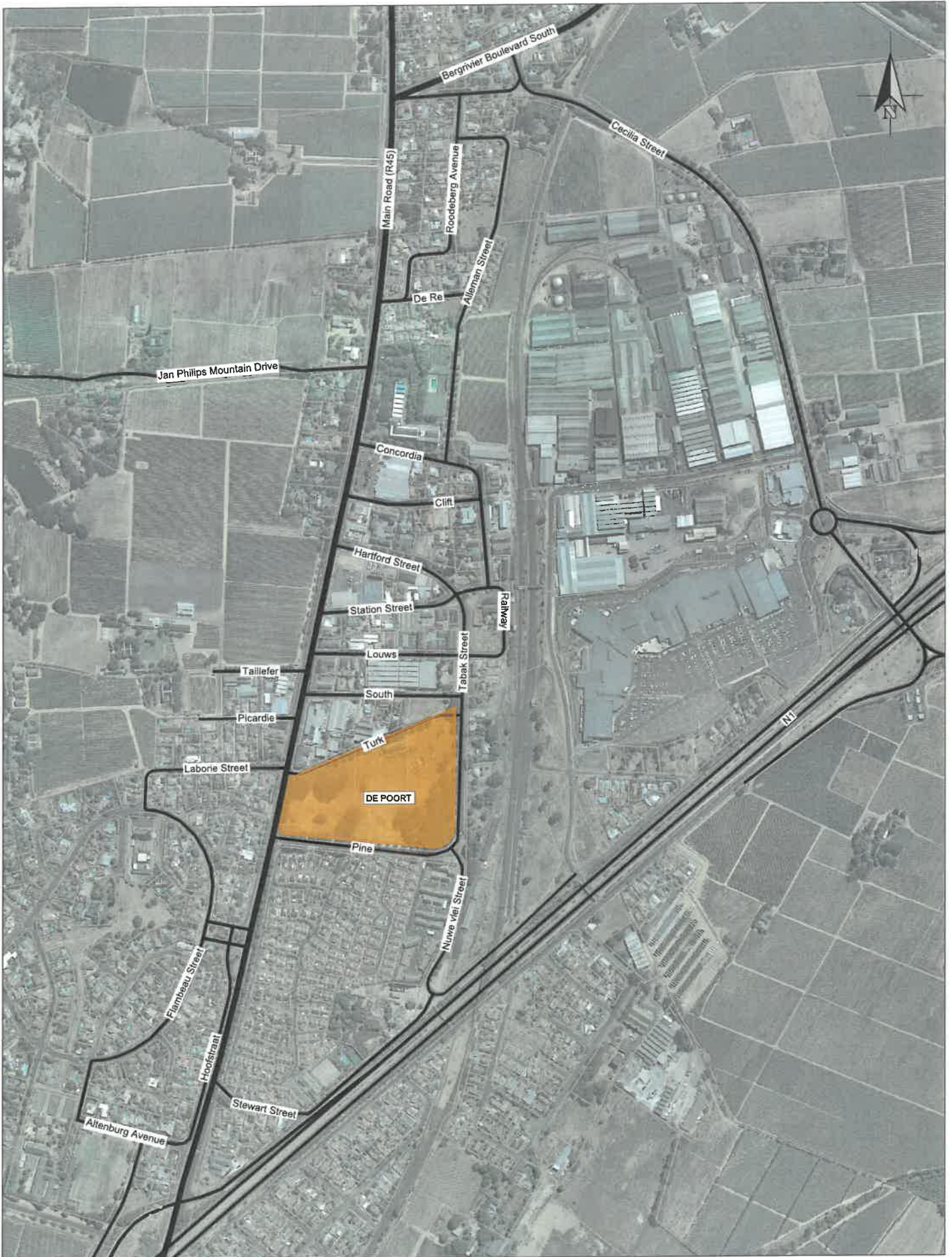
	<ul style="list-style-type: none">• Public Transport – The proposed development includes a long-distance bus node intended to replace the current on-street bus pickup and drop-off point along Main Road at the Monument Shell filling station. The new bus node on Tabak Street will accommodate seven buses. <p>Based on the assessment, it is concluded and recommended that the proposed development be considered for approval from a transport point of view, provided the recommendations in this report are implemented.</p>
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REFERENCES

1. Committee of Transport Officials (COTO). TRH 26. South African Road Classification and Access Management Manual. Version 1.0. August 2012
2. Committee of Transport Officials (COTO). TMH 16 Volume 2. South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual. Version 1.01. February 2014
3. Committee of Transport Officials (COTO). TMH 17. South African Trip Data Manual. Version 1.01. September 2013
4. GIBB Engineering & Architecture. Paarl Mall Transport Impact Assessment and Parking Study. June 2015
5. Institute of Transportation Engineers. Trip Generation Manual. 9th Edition. 2012
6. Transportation Research Board. Highway Capacity Manual (HCM). 2000
7. Western Cape Government (WCG). Access Management Guidelines. Second Edition. 2020
8. Western Cape Government (WCG). Drakenstein Municipality: Zoning Scheme By-Law. September 2018

Annexure A

Figures



PROJECT: <p style="text-align: center;">DE POORT, PAARL</p>	FIGURE: <p style="text-align: center;">LOCALITY PLAN</p>	NUMBER: <p style="text-align: center;">A1</p>
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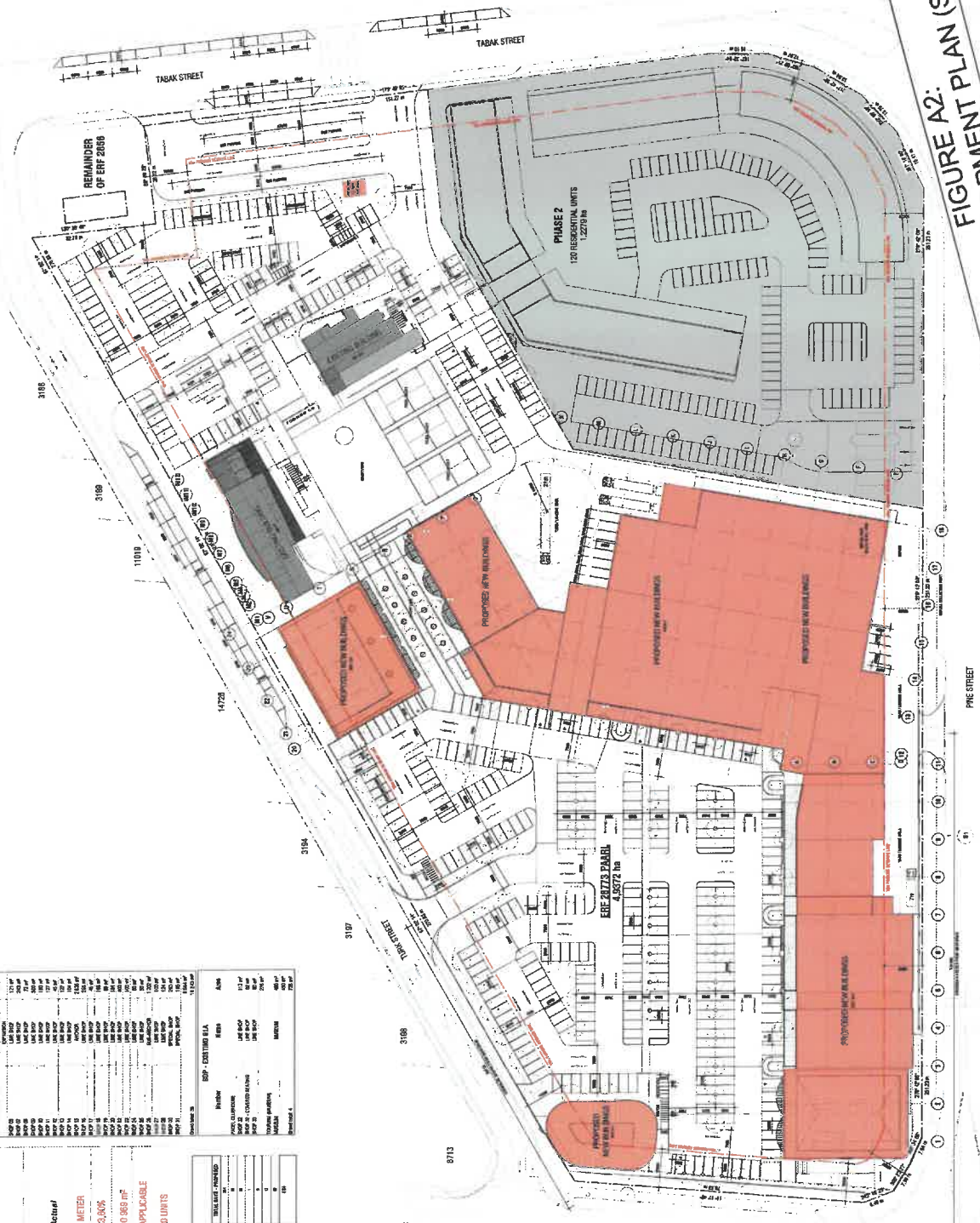
REVISIONS

No.	Date	Description
1	2018-01-15	Initial Issue
2	2018-02-15	Revised
3	2018-03-15	Revised
4	2018-04-15	Revised
5	2018-05-15	Revised
6	2018-06-15	Revised
7	2018-07-15	Revised
8	2018-08-15	Revised
9	2018-09-15	Revised
10	2018-10-15	Revised
11	2018-11-15	Revised
12	2018-12-15	Revised

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DE POORT
KREBS / WOOLMAN GROUP
ERF 2873
MAIN ROAD, PARL
DRAKENSTEIN
SDP SITE PLAN
2307 01 A1 0001 A
CONSULTANT

FIGURE A2:
SITE DEVELOPMENT PLAN (SDP)



SDP - TOTAL G.A.

Category	Area (sqm)
Buildings	10,000
Parking	2,000
Other	500
Total	12,500

Boundary	Area (sqm)	Permitted Use	Restrictions
North	10,000	Residential	Height 12m
South	2,000	Parking	None
East	500	Other	None
West	10,000	Residential	Height 12m

SCHEDULE OF RIGHTS

PROPERTY DESCRIPTION
Erf/Portion: UNREGISTERED ERF 2873 - DE POORT, Site Area: 49 372 m²
Title Deed No: NOT APPLICABLE
Township: PARL

ZONING INFORMATION
Town: DRAKENSTEIN MUNICIPALITY
Planning Scheme: ZONING SCHEME BY-LAW 2018
Use Zone: MIXED USE ZONE

DEVELOPMENT CONTROL MEASURES

Control	Permissible	Actual
Height of buildings	20 METER	12 METER
Coverage	100%	23,806%
Gross Lettable Area	NOT APPLICABLE	10,969 m ²
Density (Dwelling Units per hectare)	NOT APPLICABLE	NOT APPLICABLE
No of Dwelling Units on the erf	NOT APPLICABLE	120 UNITS

PARKING CALCULATIONS

Category	Units	Required	Provided
Residential	120	120	120
Commercial	0	0	0
Public	0	0	0
Total	120	120	120

PARKING PROVIDED

Category	Area (sqm)	Units
Residential	1,000	120
Commercial	0	0
Public	0	0
Total	1,000	120

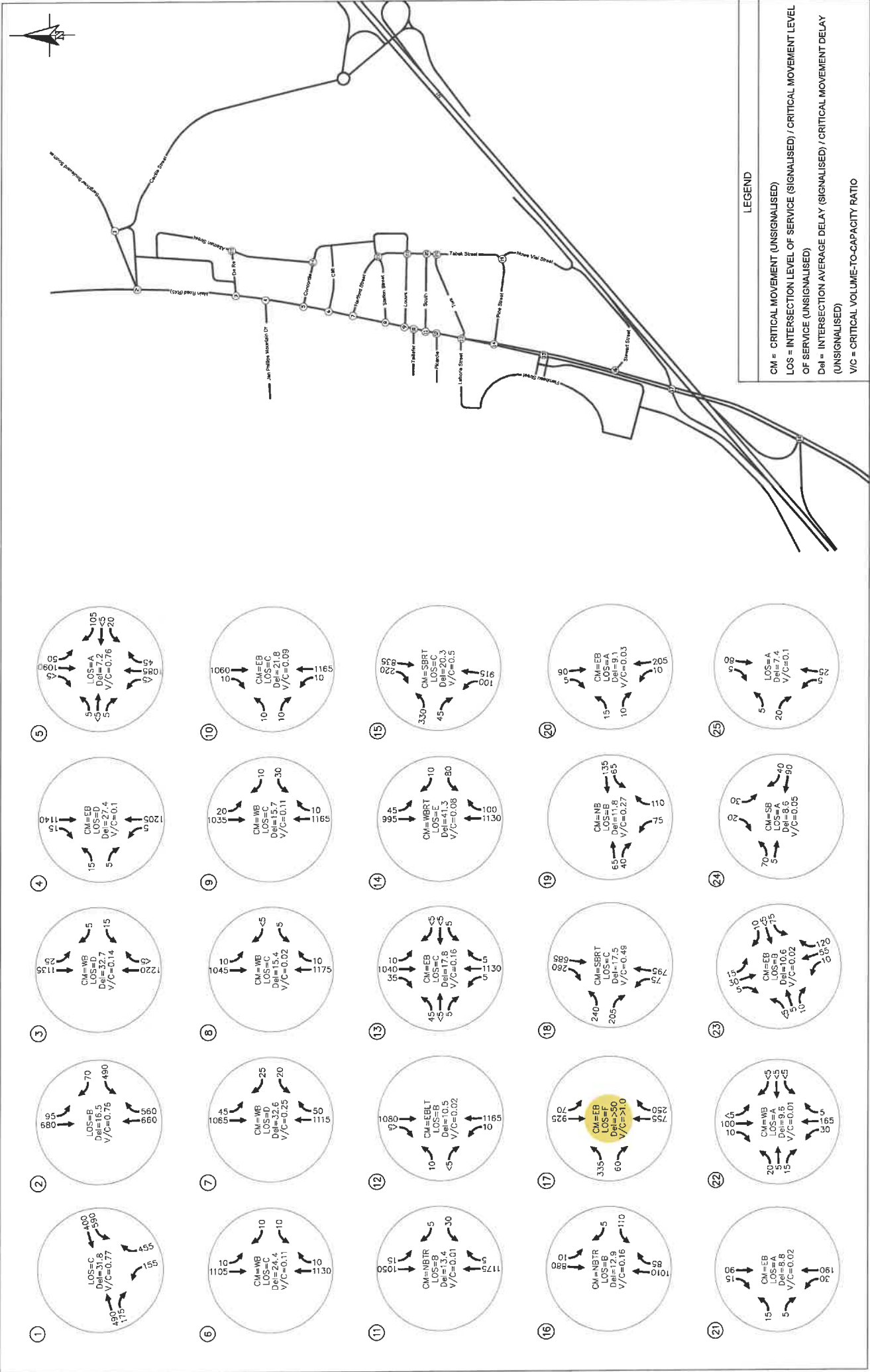
PROVIDED PARKING

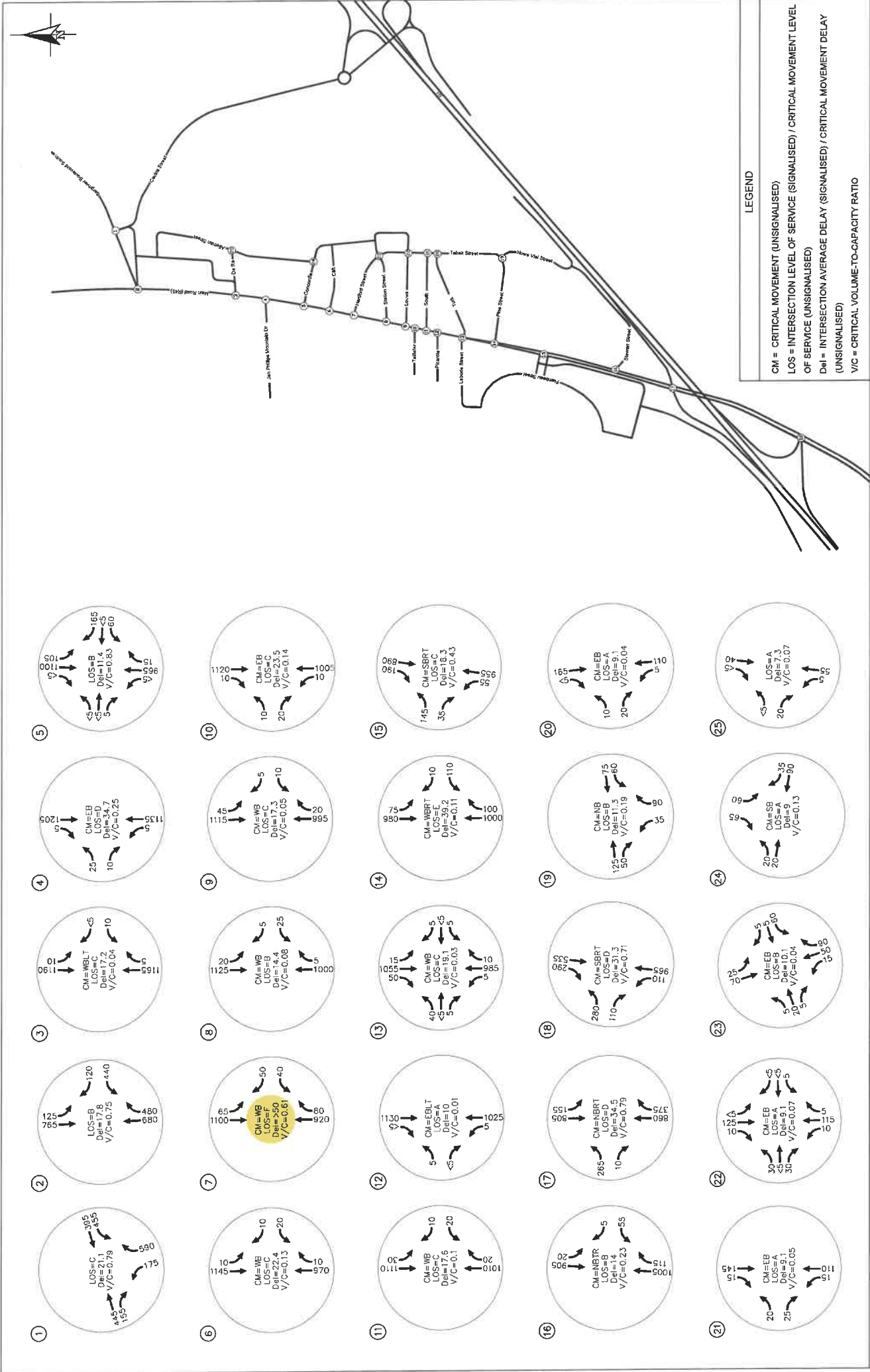
Category	Area (sqm)	Units
Residential	1,000	120
Commercial	0	0
Public	0	0
Total	1,000	120

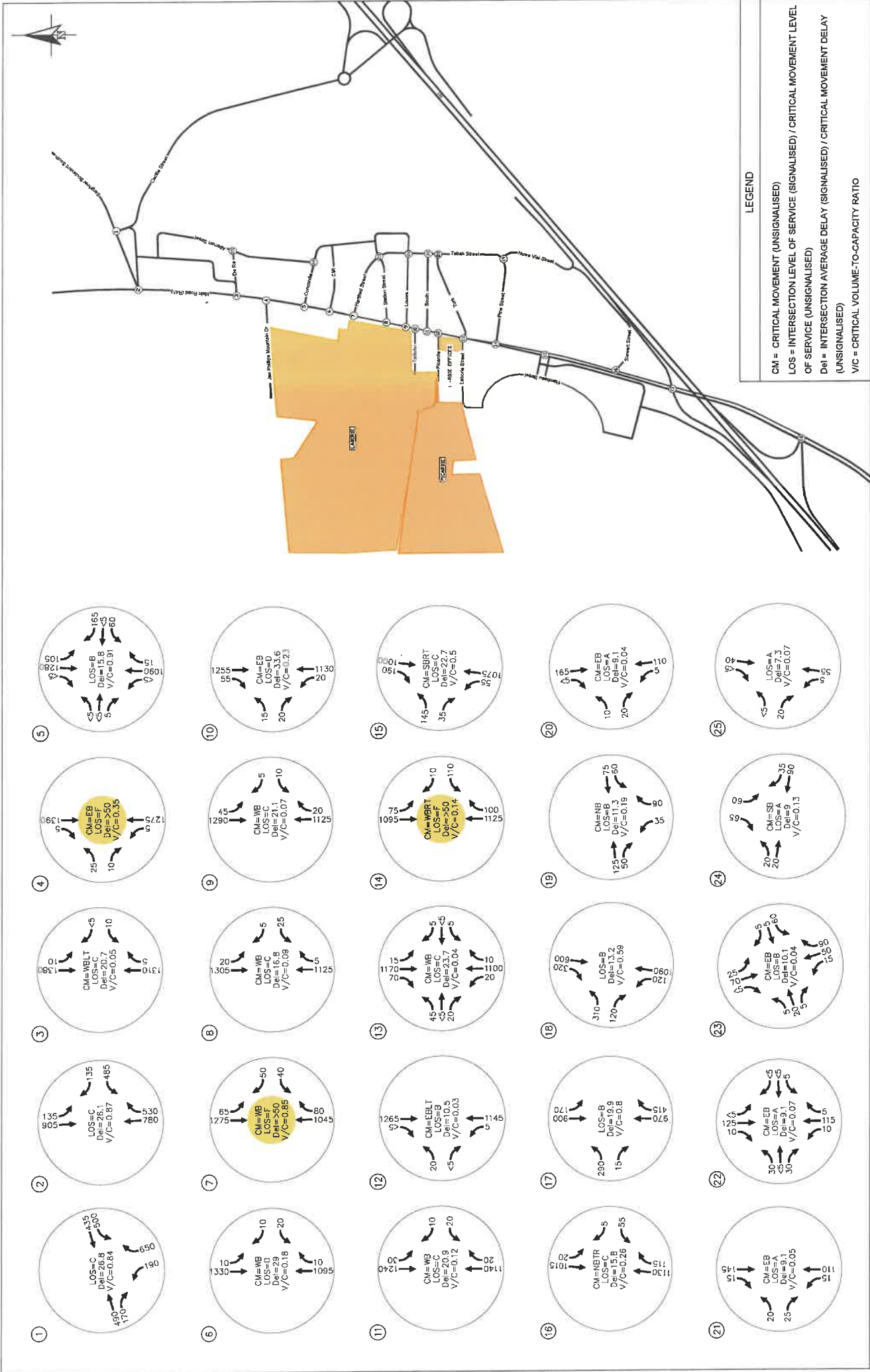
NOTES

1. This plan is a site development plan (SDP) and is subject to the approval of the relevant authority.
2. The SDP is based on the information provided by the applicant and is not a guarantee of accuracy.
3. The SDP is subject to the provisions of the relevant zoning scheme and other applicable laws.
4. The SDP is subject to the provisions of the relevant title deed and other applicable laws.
5. The SDP is subject to the provisions of the relevant planning scheme and other applicable laws.
6. The SDP is subject to the provisions of the relevant zoning scheme and other applicable laws.
7. The SDP is subject to the provisions of the relevant title deed and other applicable laws.
8. The SDP is subject to the provisions of the relevant planning scheme and other applicable laws.
9. The SDP is subject to the provisions of the relevant zoning scheme and other applicable laws.
10. The SDP is subject to the provisions of the relevant title deed and other applicable laws.

1 | SITE PLAN
1:400







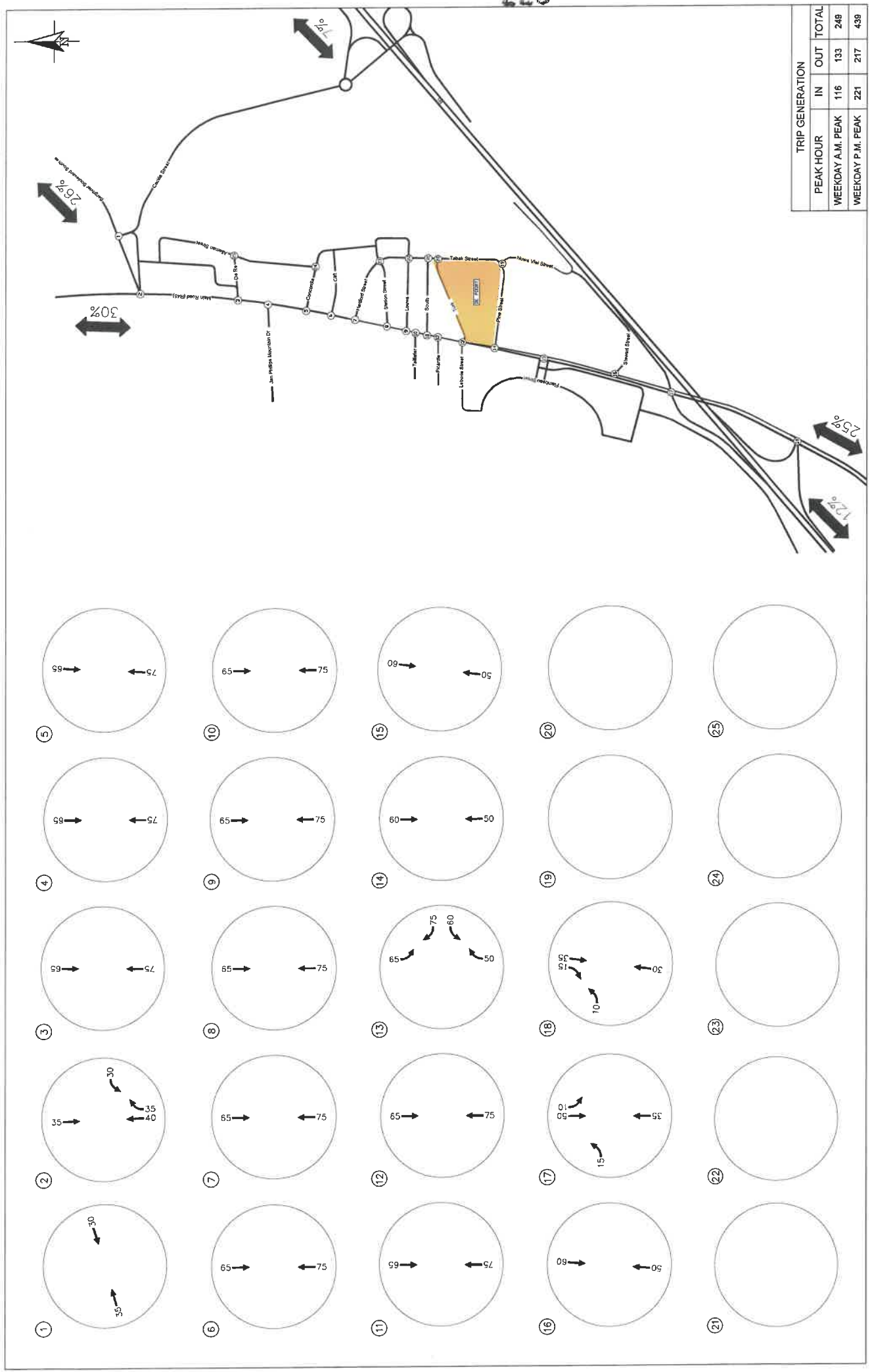


FIGURE:

WEEKDAY A.M. PEAK HOUR
TRIP DISTRIBUTION AND ASSIGNMENT

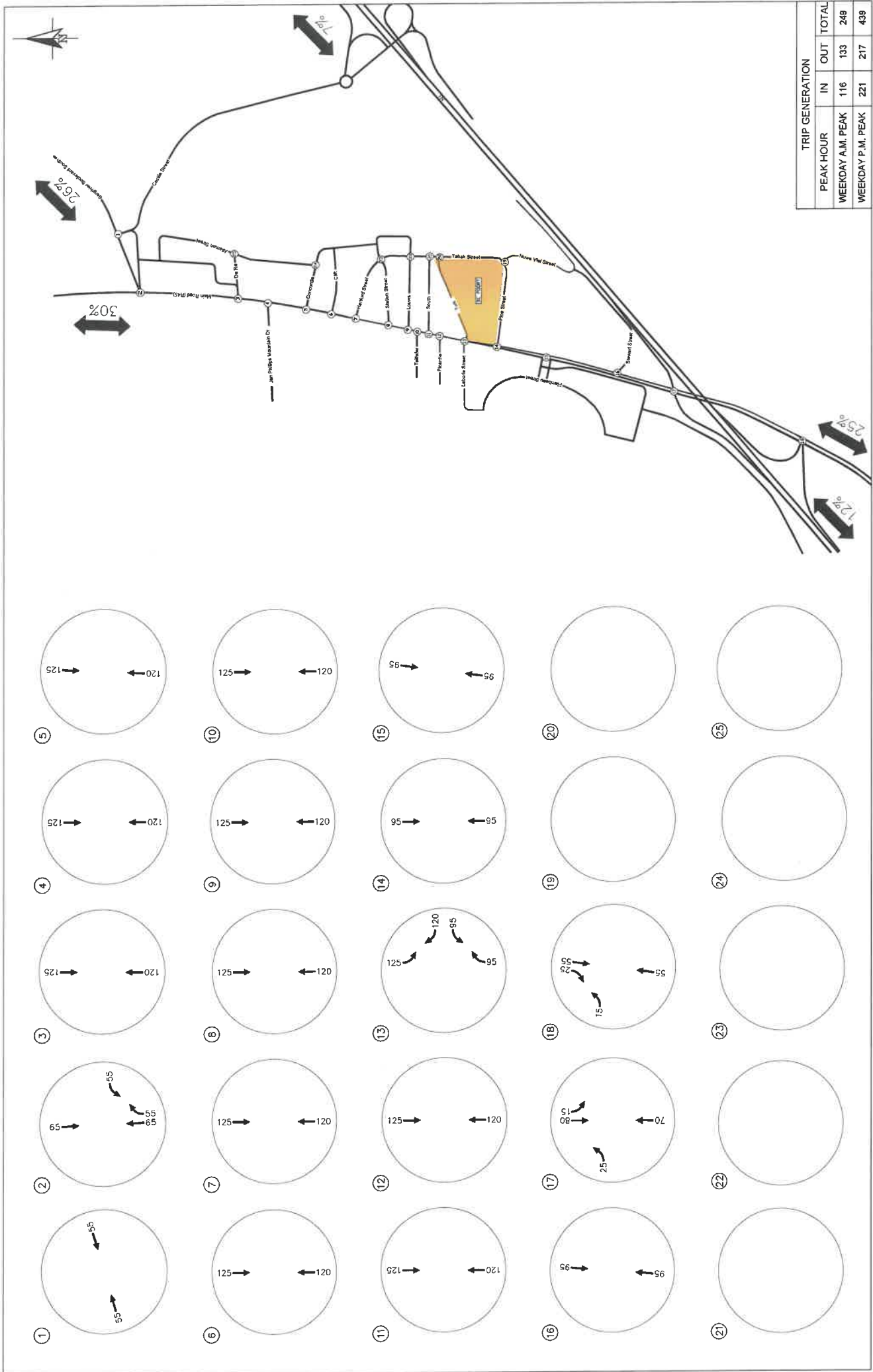
NUMBER:

A6.1

PROJECT:

DE POORT, PAARL





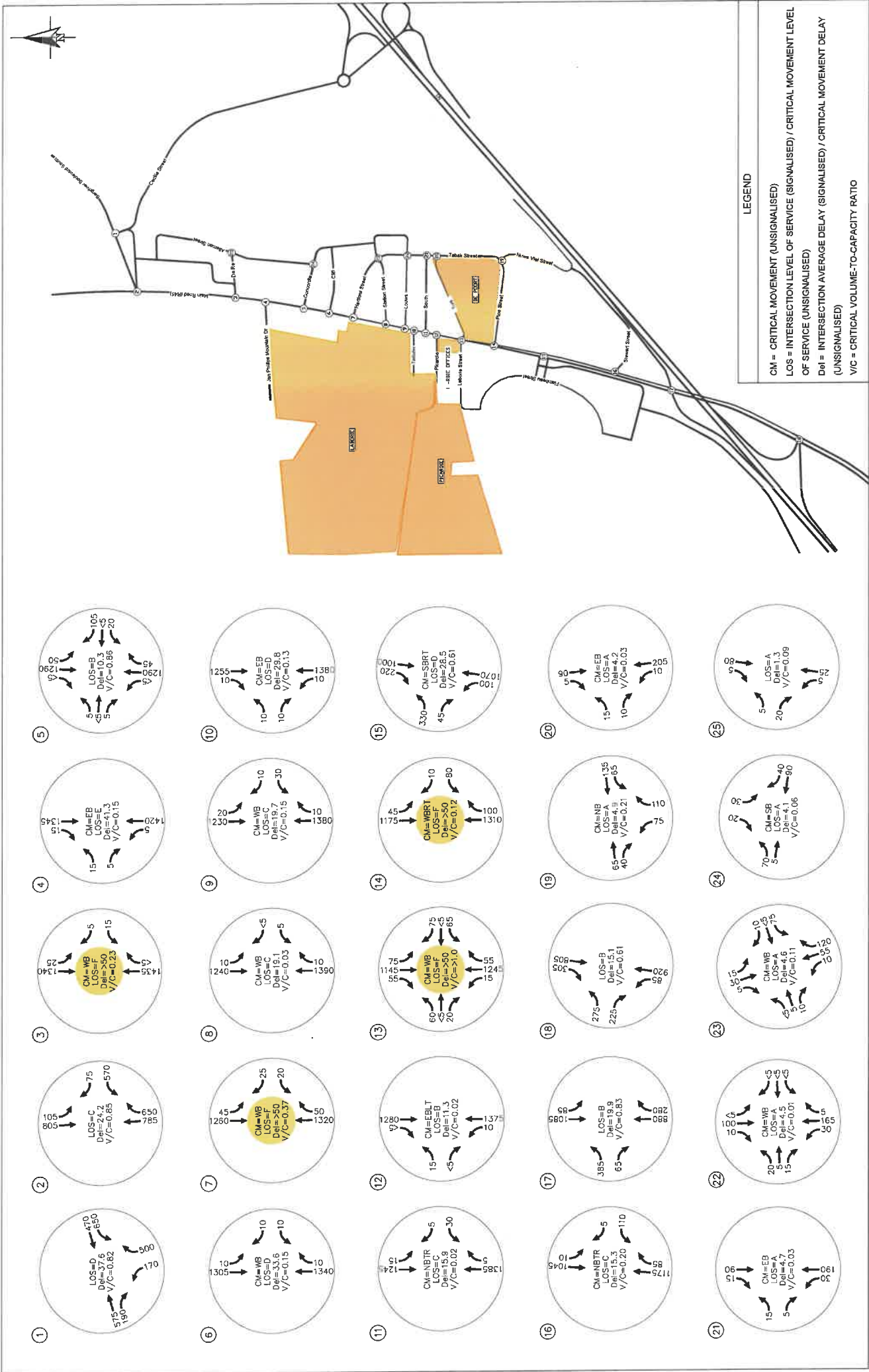
TRIP GENERATION			
PEAK HOUR	IN	OUT	TOTAL
WEEKDAY A.M. PEAK	116	133	249
WEEKDAY P.M. PEAK	221	217	438

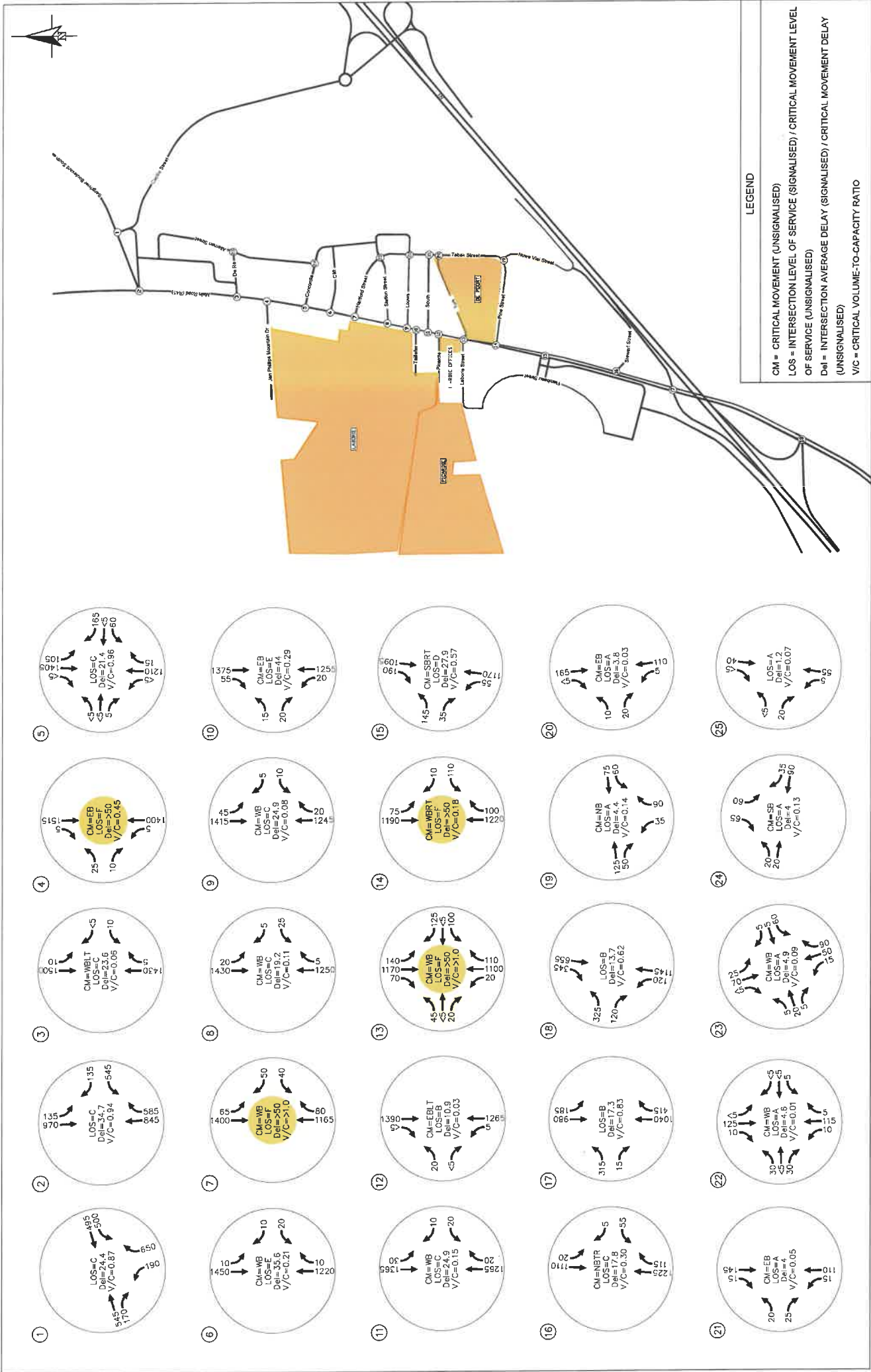
PROJECT: DE POORT, PAARL

FIGURE: WEEKDAY P.M. PEAK HOUR TRIP DISTRIBUTION AND ASSIGNMENT

NUMBER: A6.2

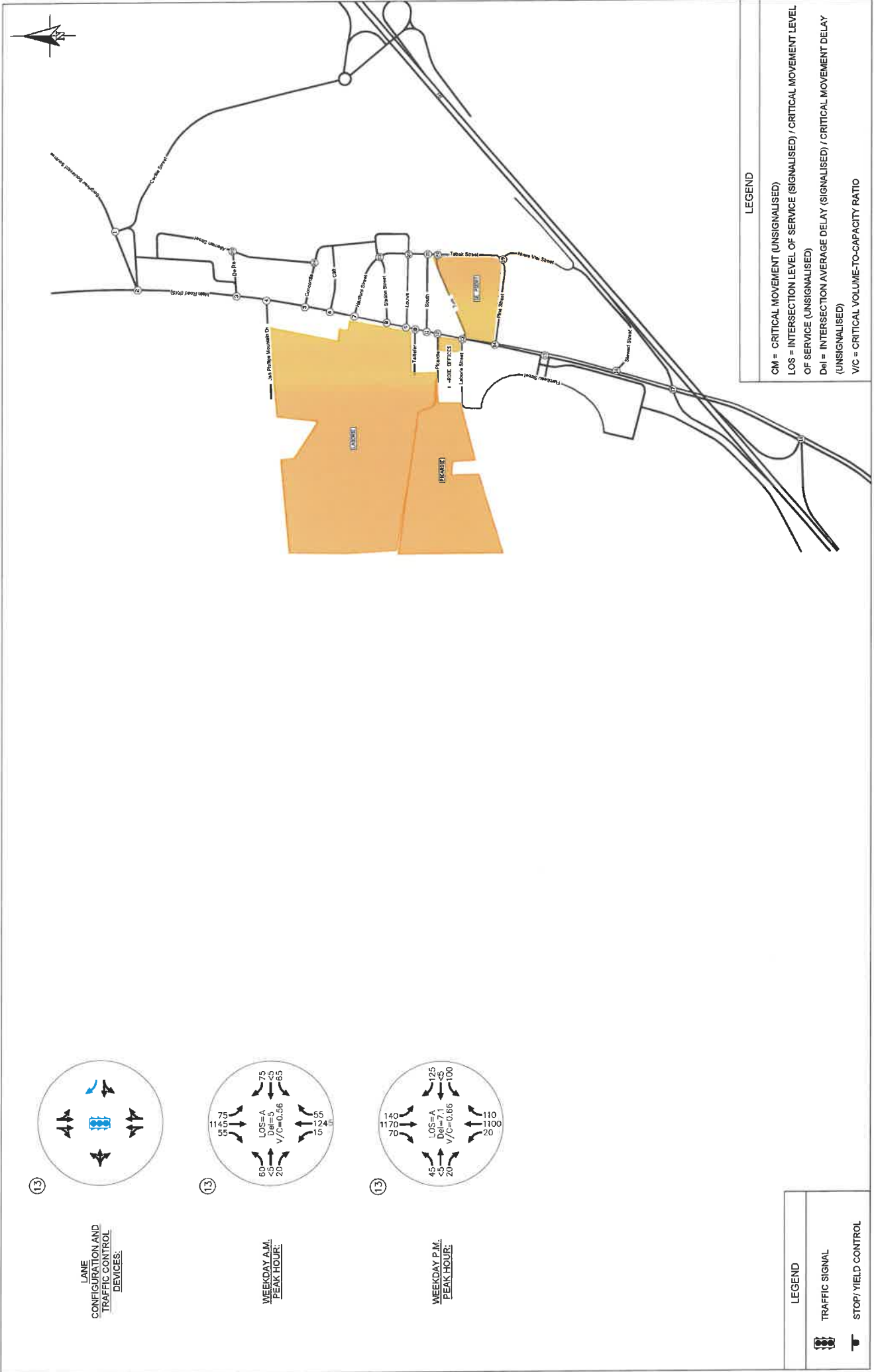






PROJECT: DE POORT, PAARL
 FIGURE: TOTAL (2029) WEEKDAY P.M. PEAK HOUR TRAFFIC CONDITIONS
 NUMBER: A7.2

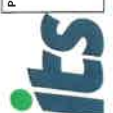


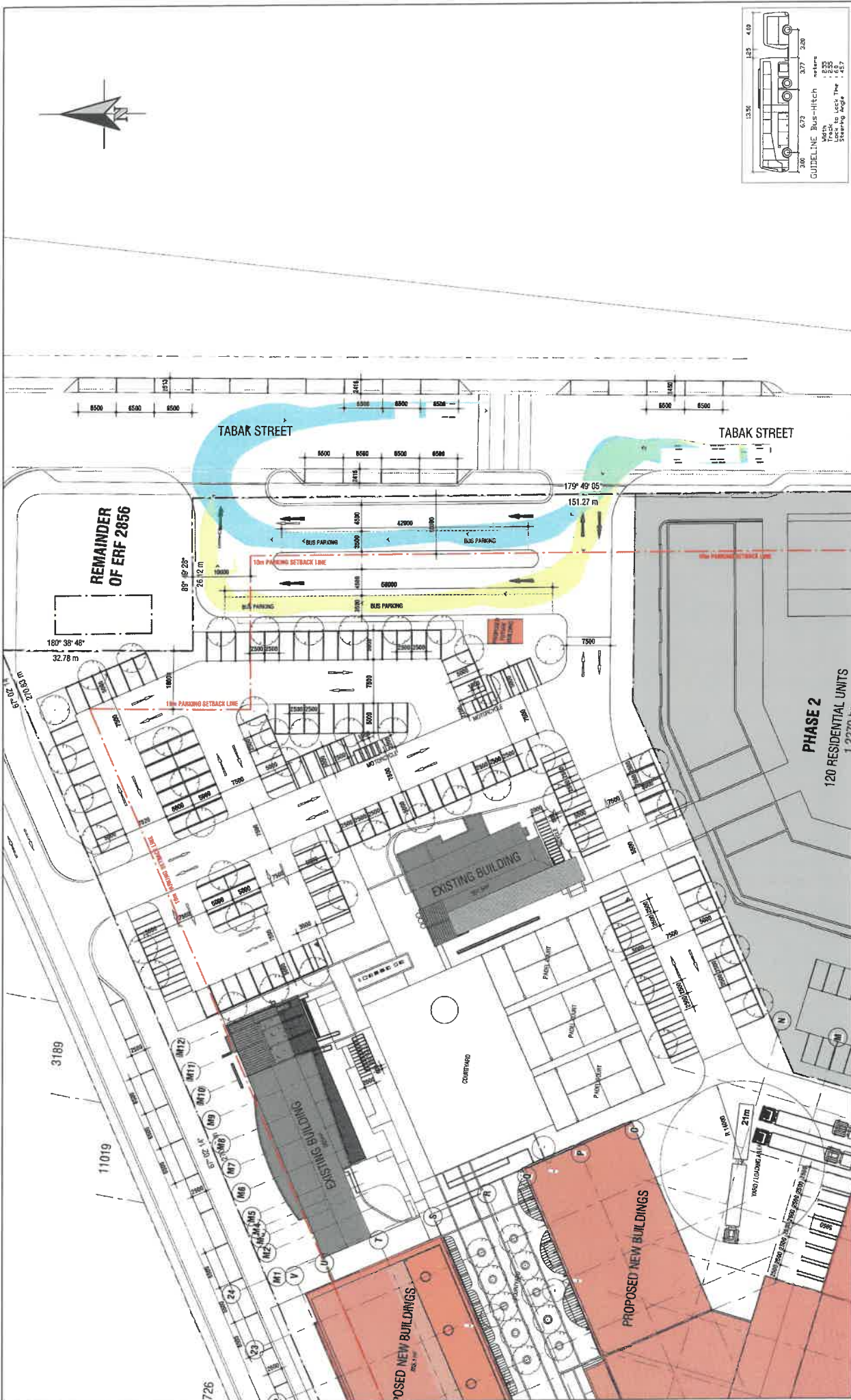


PROJECT: DE POORT, PAARL

FIGURE: TOTAL (2029) WEEKDAY A.M. AND P.M. PEAK HOUR TRAFFIC CONDITIONS WITH UPGRADES

NUMBER: A7.3





PROJECT: DE POORT, PAARL

FIGURE: AUTOTURN SIMULATION

NUMBER: A8



Annexure B

Tables

Table B1: Weekday A.M. Peak Hour Trip Generation Rates and Development Trips

Land Use	Extent	Unit	Source	Weekday A.M. Peak Hour			Weekday A.M. Peak Hour Trip Generation		
				Rate	% In	% Out	In	Out	Total
Offices	940	m ² GLA	COTO 710	2.1	85%	15%	17	3	20
Restaurants	693	m ² GLA	ITE 932	10.81	55%	45%	42	34	76
Residential	120	units	COTO 220	0.65	25%	75%	20	59	79
Retail	8 584	m ² GLA	ITE 826	0.48*	48%	52%	20	21	41
Tourism (Museum)	450	m ² GLA	ITE 580	0.28	86%	14%	2	1	3
Padel clubhouse	3	courts	ITE 491	1.31	50%**	50%**	2	2	4
Long-distance bus ticket office	25	m ² GLA	COTO 710	2.1	85%	15%	1	1	2
Long-distance bus node	1 980	m ²	ITE 90	48.81	50%**	50%**	12	12	24
Total							116	133	249

* Amended using trip rate ratio from COTO 820 and ITE 826

** Assumed distribution split since the ITE does not specify a split

Table B2: Weekday P.M. Peak Hour Trip Generation Rates and Development Trips

Land Use	Extent	Unit	Source	Weekday P.M. Peak Hour			Weekday P.M. Peak Hour Trip Generation		
				Rate	% In	% Out	In	Out	Total
Offices	940	m ² GLA	COTO 710	2.1	20%	80%	4	16	20
Restaurants	693	m ² GLA	ITE 932	9.85	60%	40%	41	28	69
Residential	120	units	COTO 220	0.65	70%	30%	55	24	79
Retail	8 584	m ² GLA	ITE 826	2.71	44%	56%	102	130	233
Tourism (Museum)	450	m ² GLA	ITE 580	0.18	16%	84%	1	1	2
Padel clubhouse	3	courts	ITE 491	3.35	50%**	50%**	6	6	12
Long-distance bus ticket office	25	m ² GLA	COTO 710	2.1	20%	80%	1	1	2
Long-distance bus node	1 980	m ²	ITE 90	43.75	50%**	50%**	11	11	22
Total							221	217	439

*** Assumed distribution split since the ITE does not specify a split



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Enquiries: Mr. J. Meyer
 Contact number: 021 807 4836
 Reference: 15/1/1
 Date: 11 September 2025

LAND DEVELOPMENT MANAGEMENT DIVISION

PRACTICE NOTE 1/2025

INTERPRETATION OF PARKING PROVISION FOR SHOPS IN TERMS OF THE DRAKENSTEIN ZONING SCHEME BYLAW, 2018

Practice Note 1/2024 issued on 20 June 2024, confirmed that the Municipality's interpretation of the parking requirements for shops, in terms of the Drakenstein Zoning Scheme Bylaw, 2018 (Zoning Scheme), is as follows:

- Shops up to 1500m² GLA in extent – 4 bays / 100m² GLA to be provided; and
- Shops exceeding 1500m² GLA in extent – 6 bays / 100m² GLA to be provided.

In essence, the above interpretation takes the total gross leasable area of the development into account for the provision of parking, and not the size of individual buildings and/or units.

Since the issuing of Practice Note 1/2024, the Municipality has been in discussion regarding several new retail developments and/or has received official development applications to this effect. During this time it has come to light that almost none of these new retail developments are able to comply with the parking requirements for shops as interpreted by Practice Note 1/2024, resulting in nearly all of these development applications having to include applications for departures from the respective requirements. In contrast, developers of alternative land uses such as residential, industrial and institutional land uses are all able to comply with the parking requirements for their intended uses.

In view of the above, it can be argued that the Municipality's interpretation of the parking requirements for shops, as presented in Practice 1/2024 is flawed, or alternatively, that the Zoning Scheme is too stringent and out of touch with best practice. Regardless of what the actual case may be, the view is held that the Municipality's current interpretation of parking provision for shops has the potential to impede development as opposed to facilitating it.

As a result, the Municipality has decided to rescind Practice Note 1/2024 with immediate effect. Whilst the parking requirements for shops will still utilize the same parking ratio as contained in the Zoning Scheme, the method of calculation will now however differ. Firstly, parking for shops may be calculated based on the size of individual shops and not on the gross leasable floor area of a

building as a whole. In addition, for shops larger than 1500m² GLA in extent, the first 1500m² GLA will be calculated at 4 bays/100m² GLA, and the portion of the building measuring larger than 1500m² in extent, will be calculated at 6 bays/100m² GLA.

The table below demonstrates the difference in the parking calculations for a building measuring 2 300m² GLA in extent, when using the Municipality's old and new interpretation of the parking requirements for shops.

<u>Total GLA</u>	<u>Old interpretation</u> (6/100m ²)	<u>New interpretation</u> (1500m ² @ 4/100m ² + 800m ² @ 6/100m ²)
3000m ²	138 bays	108 bays

Using a larger retail centre measuring 9 000m² GLA as an example, that comprises of one anchor tenant of 2 700m² GLA and several line stores measuring 6 000m² in total, in which all the individual line stores are less than 1 500m² GLA, the table below depicts the difference in the respective parking requirements:

<u>Total GLA</u>	<u>Old interpretation</u> (6/100m ²)	<u>New interpretation</u> Anchor = 1500m ² @ 4/100m ² + 1200m ² @ 6/100m ² Line stores = 6000m ² @ 4/100m ²
3000m ² anchor	180 bays	150 bays
6000m ² line stores	360 bays	240 bays
<u>Total parking required</u>	<u>540 bays</u>	<u>390 bays</u>

What can be deduced from the table above is that there is a significant difference between the Municipality's old interpretation and the new interpretation of the parking requirements for shops, resulting in a reduction of 150 parking bays.

The Municipality strives to create an enabling environment that is conducive to economic development, and with this new interpretation of the parking requirements for shops, the Municipality is of the view that the parking requirements for shops are now in accordance with the general norm of 4 bays/100m² GLA. Going forward, developers are urged to ensure that their developments comply with the parking requirements for shops, as applications to reduce this ratio even further may be difficult to consider favourably.

Yours faithfully



H. G. STRIJDOM (PR. PLN A/1058/1998)
MANAGER: LAND DEVELOPMENT MANAGEMENT