

# *Stellenbosse Belastingbetalersvereniging* *Stellenbosch Ratepayers' Association*

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25 October 2024

Ms Xanté Eberhardt  
Environmental Specialist  
Zutari Per email: [PPP@zutari.com](mailto:PPP@zutari.com)

Dear Ms. Eberhardt

## **PROPOSED WILDEBOSCH ROAD EXTENSION TO TRUMALI STREET, STELLENBOSCH : DRAFT BAR : DEA&DP REF NO. 16/3/3/6/7/1/B4/45/1342/23**

APPLICATION FOR A WATER USAGE LICENCE (WULA) FOR THE PROPOSED WILDEBOSCH ROAD EXTENSION TO TRUMALI STREET IN STELLENBOSCH, DWS REF: WU34262

1. I refer to the above-mentioned draft Basic Assessment Report (BAR) prepared by ZUTARI Environmental Specialists, dated 26 September 2024 requesting comment on or before 28 October 2024. A copy of the report was recently forwarded to the Stellenbosch Ratepayers Association (SRA) and following perusal of the document, we object to the proposed project motivated by the comments below.

### **2. Context**

During the 1960's a road reserve (which still exists) was proclaimed as a possible link road. (the road reserve bisects the Lower and Upper Brandwacht neighbourhoods and the Welgevallen Experimental Farm). During the late 1980's and early 1990's an eastern bypass/link road was proposed extending the road reserve to Suidwal Street and linking up with Marais/Cluver Road. The main purpose of this proposal was to bypass the CBD (relieving traffic on Dorp street) and granting access to the University. Also allowing developments in and around Paradyskloof to bypass the R44 and Dorp Street.

The Council abandoned this proposal due to overwhelming objections. They cannot implement it today, as a development they allowed since, blocks the proposed connections.

### **3. Proposed Section of link Road**

The following is an extract from Draft Basic Assessment Report: *"The primary objective of the development is to provide alternative road alignment to the recently developed Schuilplaats Road which aligns to the WCG R44 Access Management where closure of several intersections onto the R44 have been and will be implemented. A further benefit of the construction of the Wildebosch extension is that it creates more access opportunities to the R44 for the Paradyskloof area."*

Bearing in mind that the original proposed bypass can no longer be implemented, the primary objective as described above is thus unachievable and nonsensical.

4. The extension of Wildebosch Road does not create additional opportunities for access to the R44 as the Trumali Street connection already exists. The bulk of the proposed developments in and around Paradyskloof have been completed or are nearly complete. There is very little, if any traffic congestion in and around Paradyskloof.

5. The following statement in the draft BAR needs clarification. *“The proposed Wildebosch Road to Trumali Street extension, in terms of regional access will enable the following: The major function of the R44 is to serve as a north/south (regional mobility) route connecting Strand, Somerset West, Helderberg regions with areas to the north such as Paarl, Wellington and Malmesbury. Additionally, it will connect areas in the south with Stellenbosch.”*

This statement is incorrect. It may have been the intention of the R44 but in practice this is not the case. Through-traffic (i.e. Traffic not having a destination or origin in Stellenbosch) is relatively low traffic. The fact that the proposed link road will return traffic to the R44 at the Trumali intersection, makes no sense.

6. Also in the draft BAR: *“The dual function results in the R44 being one of the most congested roads in the Stellenbosch area.* From the perspective of the SRA, a problem well defined is a problem half solved! The cause of the congestion on the R44 is clearly not the result of its dual function. Proposals to solve the symptoms of the problem will be in vain if the cause is not researched and solved. It is common knowledge that the number of occupants per private motor car during peak hours is 1, to 2. An important contributor or cause of congestion is student commuter traffic. Even when the students commence writing exams, the levels of congestion drop dramatically. Why does the Municipality ignore such scheduling facts and fail to implement sensible, cost effective and strategic medium-term management solutions.

7. A further falsehood in the draft BAR is the following: *“The full Wildebosch Road to Trumali Street extension will provide a new link into Stellenbosch midtown as a supplement road to the R44 which in turn will reduce congestion of the R44 and create a new link road for users travelling in the Stellenbosch area.”* Statements like this confirms the suspicions that the research was not thorough - or the area is not properly understood. The Trumali link road links back to the R44 not the midtown.

## **8. Conclusion**

This proposal appears to put the cart before the horse. The proposal appears to be potentially wasteful. Why do a basic assessment if the link will not relieve any traffic congestion? The proposed road is also over-designed, impacts negatively on the freshwater system and on valuable agricultural land. Implementation of the proposal will encourage additional residential development in contravention of Council policy.

Who may benefit from this proposal?

Rumour has it that the next phase of implementation will provide for a further link through Blaauwklippen Farm to Technopark – The question is for what reason or purpose? This link might benefit developers, while there would not be a discernible public benefit in such link.

This link will also not alleviate any traffic congestion as traffic will not follow a detour to link back at the R44 at Trumali road.

In the opinion of the SRA the expenditure involved should rather be used to implement medium term strategic solutions and to address more cost-efficient urgent needs.

Kind regards

Simon Wilson (Chairman of the SRA)

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