APPENDIX B

Site Plan and Layouts

1. Warehouse Expansion
2. New vineyards
3. River bank maintenance
Figure B1. Map showing the 2 ha area of Farm 417/2 to be rezoned to Agriculture II which will accommodate the existing footprint and expanded wine cellar and warehouse facilities of Deetleft Estate.
Figure B2. Site plan for the expansion of the Deetlefs wine cellar, showing existing buildings and parking areas and the new buildings and truck turning area within the 2 ha area to be rezoned to Agriculture II (dashed line).
Figure B3. Current layout of the buildings and facilities at Deetlefs Estate.
Figure B4. New layout of the Deetlefs Estate buildings and facilities.
Figure B5. Deetlefs Estate current vineyard block layout. The locations of the wine cellar and Smalblaar River are also shown.
Figure B6: Aerial view of the study area showing both the 9ha and the 3ha sites considered for cultivation (new vineyards). Google Image dated 22 November 2006.

Figure B7 – Following page:

Site plan for the proposed 9 ha site to be cleared for the establishment of new vineyards.

This plan shows the proposed new vineyards in orange (transformed areas).

The plan also shows a 32 m buffer area (between vineyards and blue line) as well as a 2.54 ha depression (seasonal wetland) in the centre of this site (green) that will be excluded from the development. These sections will be managed in order to preserve ecological processes along the river bed and to preserve this portion of Breede Aluvium Fynbos (see Appendix G Specialist reports for details on the vegetation).
Figure B8. Proposed 3 ha site intended for the cultivation of new vineyards on Deetlefs Estate. Note that this site is completely transformed by alien infestation (black wattle).
Figure B9. Map showing the boundary of Deetlefs Estate. Continuous maintenance has to be performed between Point A – B, on the banks along the Smalblaar River. This section gets damaged (flooding and erosion) yearly with winter rains. A bottleneck (blockage) that caused extensive flooding was removed in 2009 (Point C). Future maintenance are required to prevent such blockages and subsequent flooding and erosion.