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A Level 1 Contributor to B-BBEE

Date: 25 March 2024

Our Ref: UDS659/Reports/TIS

Wrap Group Town Planning & Project Management

P.O. Box 1247

HERMANUS

7200

ATTENTION: Mr Richard Kotzé

Dear Sir,

APPLICATION FOR SUBDIVISION AND REZONING OF ERF 438, STANFORD: TRAFFIC IMPACT STATEMENT

This company was appointed by *Rex Optimum Investments (Pty) Ltd* to prepare a Traffic Impact Statement (TIS) for the proposed development of Erf 438, Stanford.

1. BACKGROUND AND LOCALITY

The subject property is situated along the R43, to the east of Stanford 'town'. See the locality in ***Diagram 1*** below.

Diagram 1 : *Locality of Subject Property*

The property is currently zoned Agricultural, and accommodates a few existing residential- and agricultural type buildings.

This TIS accompanies the Application for Subdivision and Rezoning of Erf 438, Stanford.

2. PROPOSED DEVELOPMENT

2.1 Proposed Development

The proposed development is that of single residential erven. The proposed layout as indicated on the attached ***Erf 438 - Stanford*** (23.19.24.V6) prepared by *Wrap*, includes 31 residential erven.

2.2 Access to the Property

Access to the subject property is currently obtained from the R43 and is proposed to remain as such – see ***Diagram 2*** below. Detail on access will be further discussed in *paragraph 4* below.

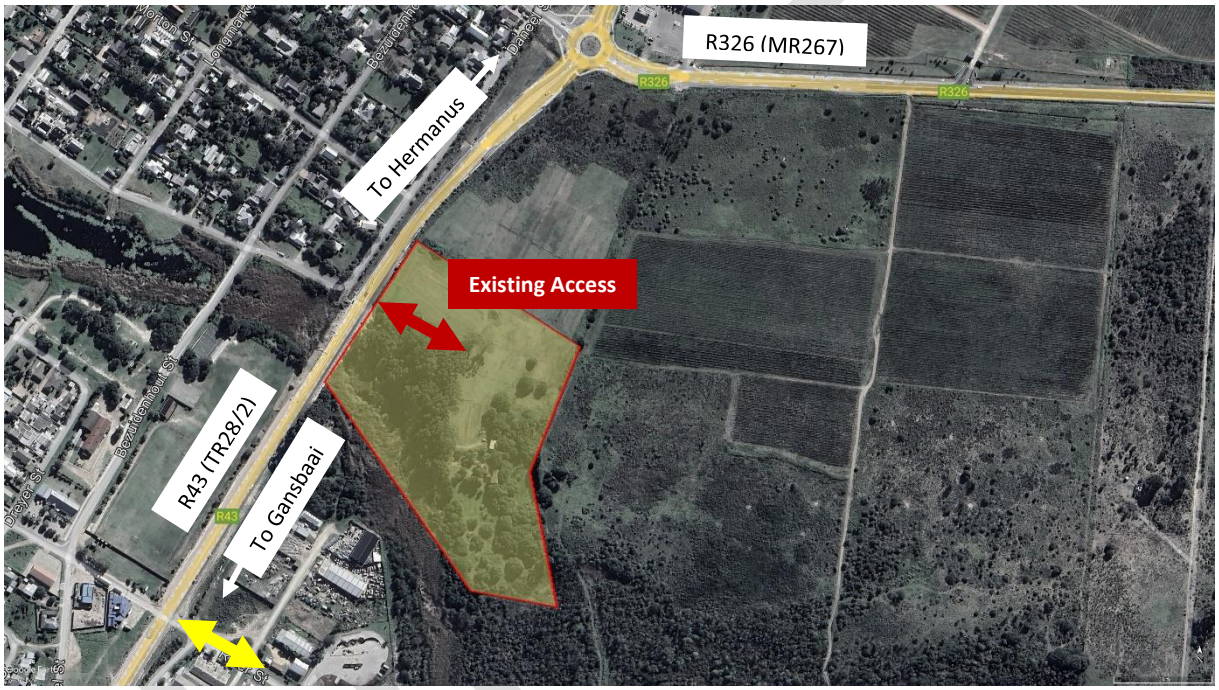

Diagram 2 : Access to subject property

3. TRAFFIC

Trip generation rates as contained in the TMH17 *South African Trip Data Manual* were consulted to calculate the potential peak hour traffic that can be generated by the proposed development. The TMH17 suggests 1,0 trip per single dwelling unit, with 25/75 in/out split during the AM peak hour and 70/30 during the PM peak hour. Based on this, the proposed development would have the potential to generate 31 peak hour trips (8 in, 23 out during the AM peak hour and 22 in, 9 out during the PM peak hour).

According to the *Manual for Traffic Impact Studies* of the *Department of Transport*, Traffic Impact Statements are required should 50 peak hour trips or more (up to 150 trips) be added to the road network by the proposed development. As the proposed development does not meet the said requirement, no traffic analyses were conducted at the surrounding intersections. The exclusion of conducting traffic counts/analyses was further confirmed with *Overstrand Municipality*.

It can thus be concluded that no external road upgrades are considered necessary as result of the proposed development.

4. GEOMETRY

According to the *Road Network Information System* (RNIS) of WCG, the abutting R43 is considered a Class 2-road, whilst the R326 north of the site is considered a Class 3-road.

The proposed development-access, situated approximately in the position of the existing access, is ± 330 metres south of the R43/R326 roundabout (measured from the splitter island of the roundabout to the centre of the access). The next intersection/access to the south of the development-access is situated ± 370 metres along the R43, and provides access to the existing industrial area. In terms of access spacing as per the *Access Management Guidelines* (AMG 2020) of WCG, 270 metres and 305 metres are required for unsignalized full intersections along Class 2-roads in Suburban- and Semi-rural roadside development environments, respectively. The said available spacings are thus considered acceptable.

According to available information, a proposal for access to the area southeast of the R43/R326 roundabout was suggested during an application for Erf 1772 (situated northeast of the subject property). An extract of the said proposal, as contained in a letter of WCG, is provided in ***Diagram 3*** below.

TPW/CFS/RP/LUD/REZ/SUB-21/264 (Job 29912)

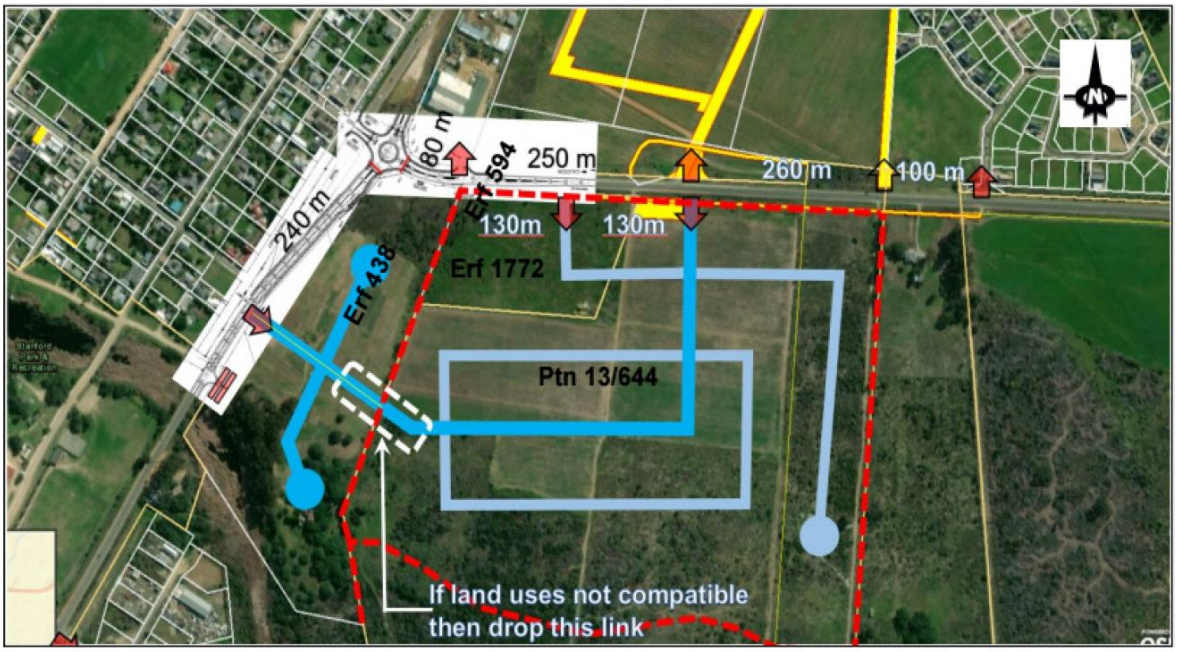

Figure 1 – future planned road network in Stanford

Diagram 3 : *Extract of possible future access as per WCG letter for Erf 1772-application*

At this stage, it is not clear what the planning of the property on the corner of the R43 and R326 (Erf 438) entails. However, based on available information of previous proposals on the neighbouring properties, potential access(es) as schematically indicated below could potentially be considered.

Diagram 4 : *Potential access links to neighbouring properties*

The layout of the proposed development thus allows for future linkage to the neighbouring properties.

The existing shoulder sight distance from the access-position is indicated in the photos below. Based on visual observations during a site visit, the available distance seems to exceed 300 metres to the south of the access, whilst the line of sight to the north is slightly obstructed by landscaping in the road reserve. The said landscaping along the R43 to the north of the access should thus be maintained to obtain sufficient line of sight from the access.

Photo 1 : *Shoulder sight distance along R43 from subject property-access – looking south*

Photo 2 : *Shoulder sight distance along R43 from subject property-access – looking north*

As can be noted in the photos, roadworks are currently underway along the R43 between Stanford and Gansbaai. The information received from the consultants involved (*EFG Engineers*), are provided below. The section currently under construction in the vicinity of the subject property-access involves the upgrade of the cross-section to include surfaced shoulders and a formalised walkway (along the western side of the road).

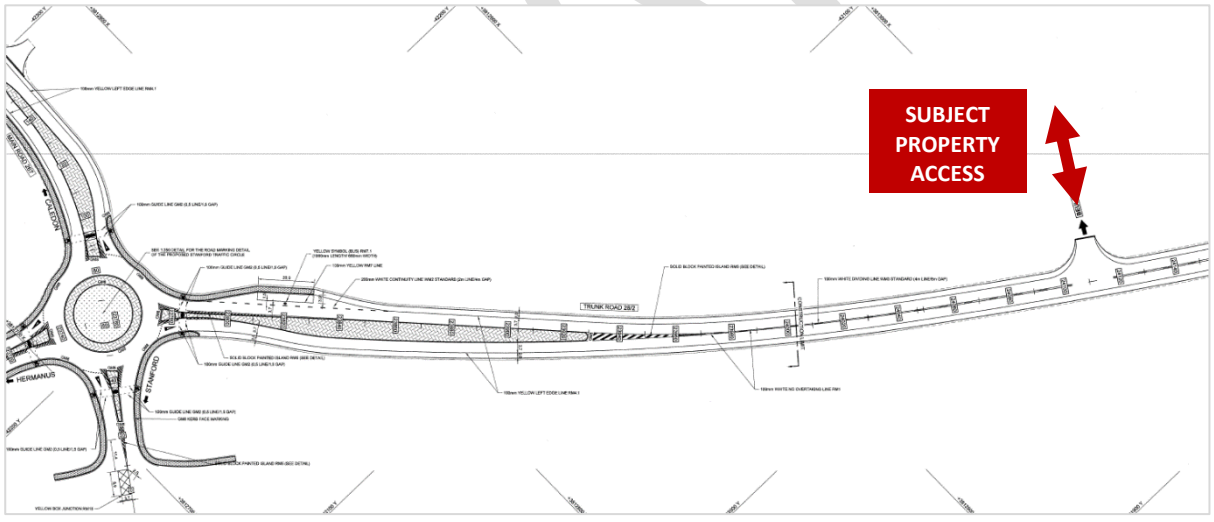

Diagram 5 : *Roundabout upgrade previously completed in vicinity of subject property-access (layout received from EFG Engineers)*

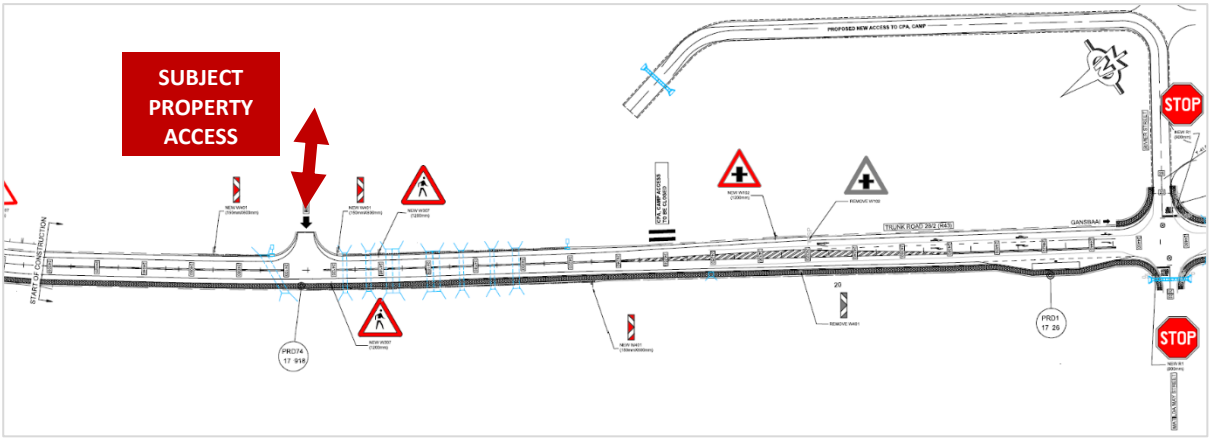

Diagram 6 : *Upgrade of cross-section currently underway in vicinity of subject property-access (layout received from EFG Engineers)*

Based on the proposed development layout, it is expected that access control will be provided at the access to the proposed development. At least 30 metres are available from the external road reserve boundary to accommodate stacking. It is thus not expected that stacking at the access will be an issue for the proposed residential erven.

The internal road reserves as indicated on the attached plan currently vary slightly in width, however, the narrowest sections measure ± 8 metres wide, which should be sufficient to accommodate the required internal streets providing access to the 31 single residential erven. Comments on services within the road reserve will be addressed in a separate civil engineering services report.

As can be seen on the attached layout, space is provided from the access to provide a linkage to the neighbouring property, parallel to the R43. The width provided allows for the 'u-turn' movement of a vehicle up to and including the size of a refuse vehicle.

The layout attached provides turning space where streets terminate. These sections would allow for the turning movements of passenger vehicles.

It is not yet known whether refuse removal would occur by way of Municipal collection, of by handled privately. Should Municipal services be utilised, sufficient space and facilities should be provided in accordance with the Municipal requirements.

5. PARKING

The Overstrand Zoning Scheme requires 2 bays per dwelling unit – the proposed 31 erven will thus require 62 parking bays (2 bays per erf).

It should be ensured that dimensions of parking spaces are provided in line with normal parking standards, i.e. 2,5 by 5,0 metre bays. As mentioned in the previous paragraph, the internal street is proposed within a minimum 8 metre road reserve at the narrowest points. Should the internal street be provided with a 6 metre width, the available isle width from the individual erf boundary to the opposite edge of the street will be 7 metres, which is considered sufficient for 90-degree parking spaces.

6. PUBLIC- AND NON-MOTORISED TRANSPORT

A public transport embayment currently exists at the R43/R326 roundabout, along the R43 on the proposed development-side of the road. With the upgrade of the R43 (between Stanford and Gansbaai) currently underway, a sidewalk is being provided along the opposite side of the R43 (based on available information – see ***Diagram 6*** above).

Based on the extent and location of the proposed development, it is not considered necessary to provide additional formal public- or non-motorised transport facilities.

7. CONCLUSIONS

The following can be concluded from the report:

1) That this TIS accompanies the application for the proposed 31 single residential erven on Erf 438, situated along the R43, to the east of Stanford 'town';
2) That access to the proposed development is proposed to remain approximately where currently situated along the R43;
3) That the proposed development would have the potential to generate 31 peak hour trips (8 in, 23 out during the AM peak hour and 22 in, 9 out during the PM peak hour) for which external road upgrades are not considered necessary;
4) That the position of the proposed development access along the R43 conforms to the relevant intersection spacing requirements, and that the proposed development layout allows for future linkage to the neighbouring properties should it be required;
5) That landscaping along the R43 to the north of the access should be maintained to obtain sufficient line of sight from the access;
6) That construction currently underway along the R43 in the vicinity of the subject property involves the upgrade of the cross-section of the road;
7) That the stacking space at the proposed access, as well as internal road reserves allowed for provides sufficient space for the traffic expected to be generated by the proposed residential erven on the subject property;
8) That should refuse removal be handled by the Municipality, sufficient space and facilities in accordance with the Municipal requirements should be provided;
9) That 2 parking bays per dwelling unit will be required, and that sufficient space would be available along the internal street for the required isle widths behind on-site parking spaces; and
10) That based on the extent and location of the proposed development, it is not considered necessary to provide additional formal public- or non-motorised transport facilities as result of the proposed development.

8. RECOMMENDATIONS

From the above, it is recommended that the proposed residential development on Erf 438, Stanford, be considered for approval from a traffic flow point of view.

We trust that the Traffic Impact Statement will be to your satisfaction and will gladly provide any additional information required on request.

Yours faithfully,

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Compiled by: Yolandi Obermeyer (B Eng)

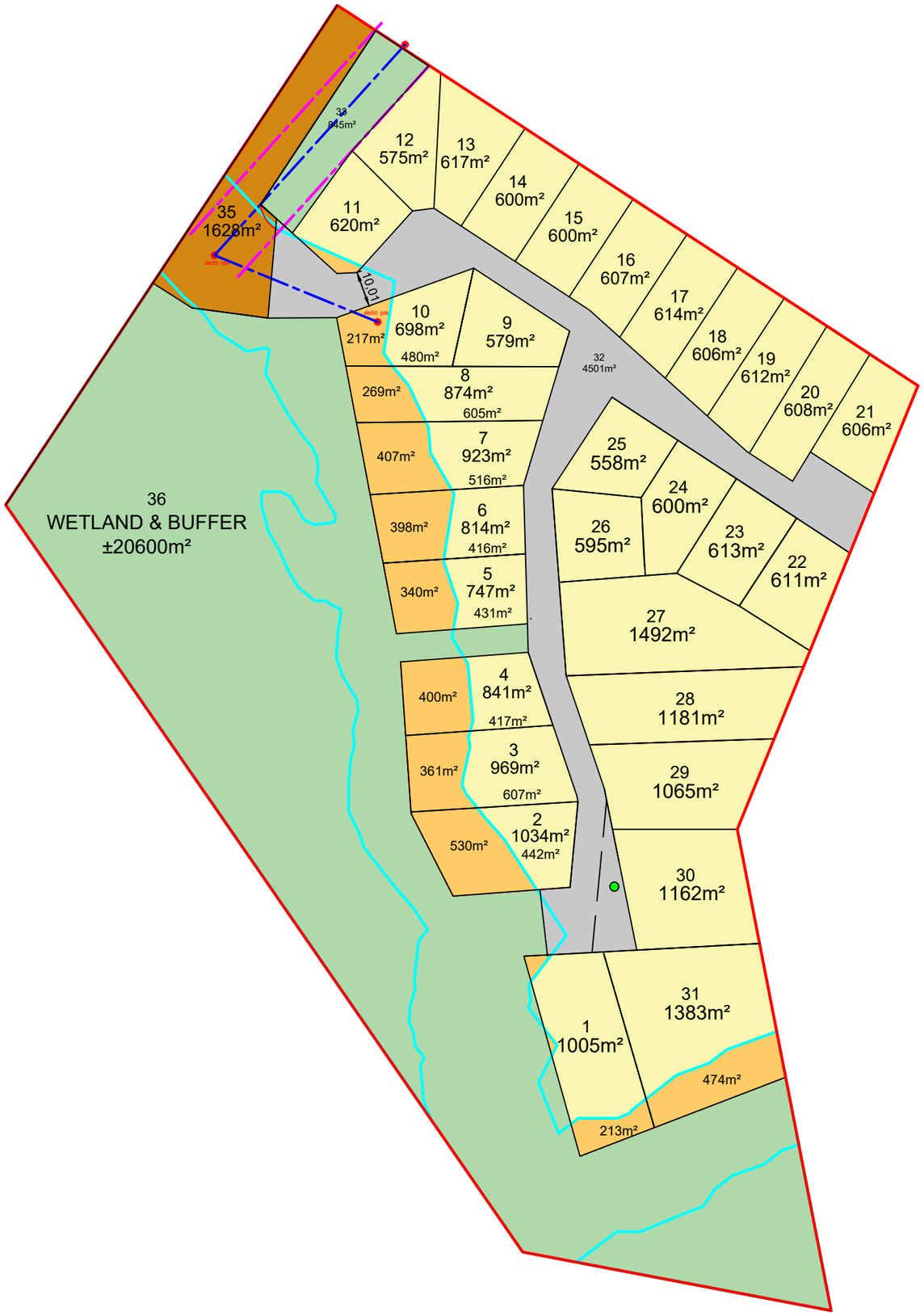
UDS AFRICA

Attachments:

Erf 438 – Stanford, 23.19.24.V6 (*Wrap Group Town Planning & Project Management*)

NTS

Erf 438 - Stanford



Plan number: 23.19.24.V6

Plan prepared by: Thian Jansen

All distances are approximate and subject to a survey

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