

**Date:** 27 November 2024

**Our Ref:** UDS659/Reports/TIS/Rev01

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 *SERISO 324 CC* 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**

According to available information, the property is currently zoned Single Residential and accommodates a few existing 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 residential erven plus two 'guest house facilities'. The proposed layout as indicated on the attached **5.1 Subdivision Plan, Erf 438 - Stanford** prepared by *Wrap*, includes the following:

- Single Residential      26 erven, plus  
   1 erf proposed to operate as a guest house with five (5) rooms
- General Residential    1 erf proposed to operate as a lodge with 16 rooms

### 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 the following relevant trip generation rates:

**Table 1 : Relevant TMH17 Trip Generation Rates**

<b>Land use</b>	<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
	<b>Rate</b>	<b>(in/out)</b>	<b>Rate</b>	<b>(in/out)</b>
Single Dwelling	1,0 trip per unit	25/75	1,0 trip per unit	70/30
Guest House	0,45 trips per room	50/50	0,45 trips per room	50/50

Based on the above, the proposed development would have the potential to generate the following peak hour trips:

**Table 2 : Total peak hour trip generation**

<b>Land use</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>
Single Residential (26 erven)	26	6	20	26	18	8
Single Residential 'Guest House' (5 rooms)	2	1	1	2	1	1
General Residential 'Guest House' (16 rooms)	8	4	4	8	4	4
<b>Total</b>	<b>36</b>	<b>11</b>	<b>25</b>	<b>36</b>	<b>23</b>	<b>13</b>

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  $\pm 330$  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  $\pm 370$  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.

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.

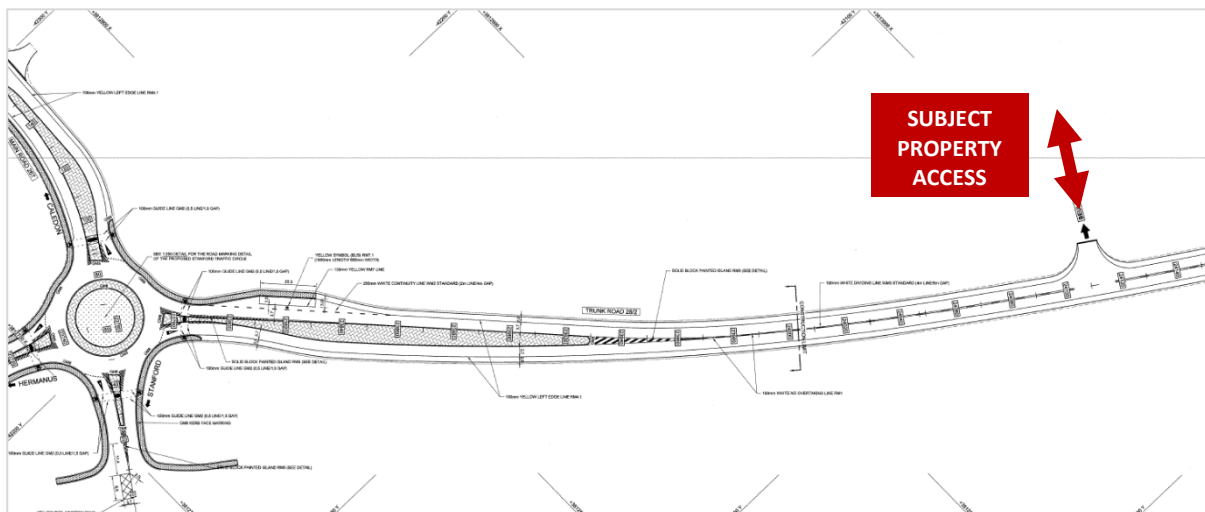


**Photo 1** : Shoulder sight distance along R43 from subject property-access – looking south

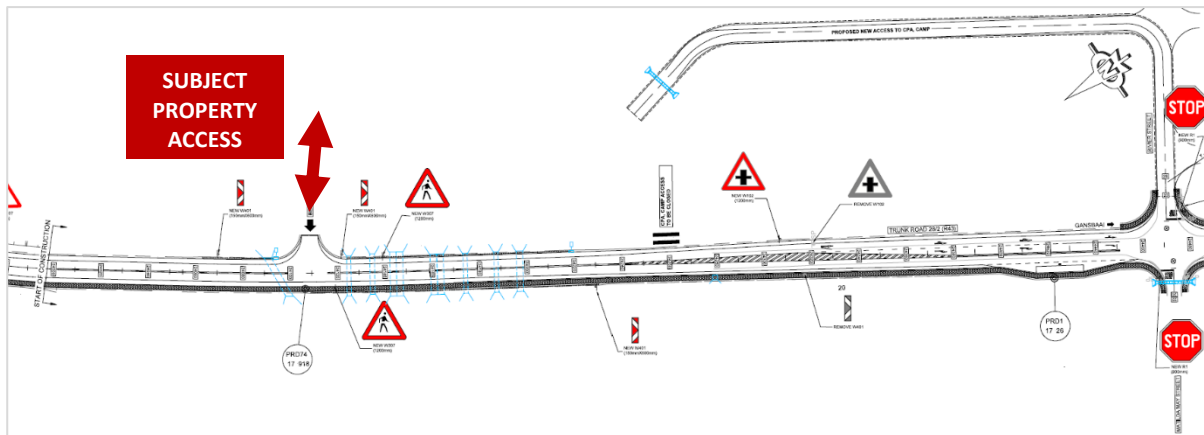


**Photo 2 :** *Shoulder sight distance along R43 from subject property-access – looking north*

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



**Diagram 4 :** Upgrade of cross-section currently underway in vicinity of subject property-access (layout received from EFG Engineers)

Based on the proposed subdivision 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.

Regarding the layout of the potentially security controlled access, it would be ideal to allow for two inbound lanes to accommodate visitors and residents separately, especially taking into consideration the 'guest house' rooms as proposed. One outbound lane would be considered sufficient. It should also be ensured that at least one lane consists of a 4,0 metre horizontal clearance to accommodate emergency vehicles.

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

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, or 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. For the guest house use, 2 bays per establishment is required (owner/manager) and 1 bay per room. A total of  $(26 \times 2) + (2 + 5 \times 1) + (2 + 16 \times 1) = 52 + 7 + 18 = 77$  bays.

The subdivision plan attached does not include detail regarding the parking layout, but according to available information, each single dwelling will be provided with a double garage (i.e. 2 bays per unit), whilst the 5-room-guest-house is intended to be provided with nine (9) bays and the 16-room-guest-house with 21 bays, calculating to a total of 82 parking spaces. These are in line with the abovementioned requirements.

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 4** 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:

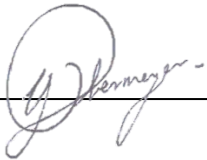
- 1) That this TIS accompanies the application for the proposed 26 single residential erven plus 'guest house facility' accommodating five (5) rooms plus 'guest house facility' accommodating 16 rooms, all on Erf 438, situated along the R43, to the east of Stanford 'town';
- 2) That access to the proposed development is proposed to remain approximately where currently situated along the R43;
- 3) That the proposed development would have the potential to generate 36 peak hour trips (11 in, 25 out during the AM peak hour and 23 in, 13 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;
- 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, but that it should be ensured that the layout of the potentially security controlled access accommodates the lane layouts as considered necessary for the proposed development;
- 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 parking should be provided in line with the requirements of the Municipality; 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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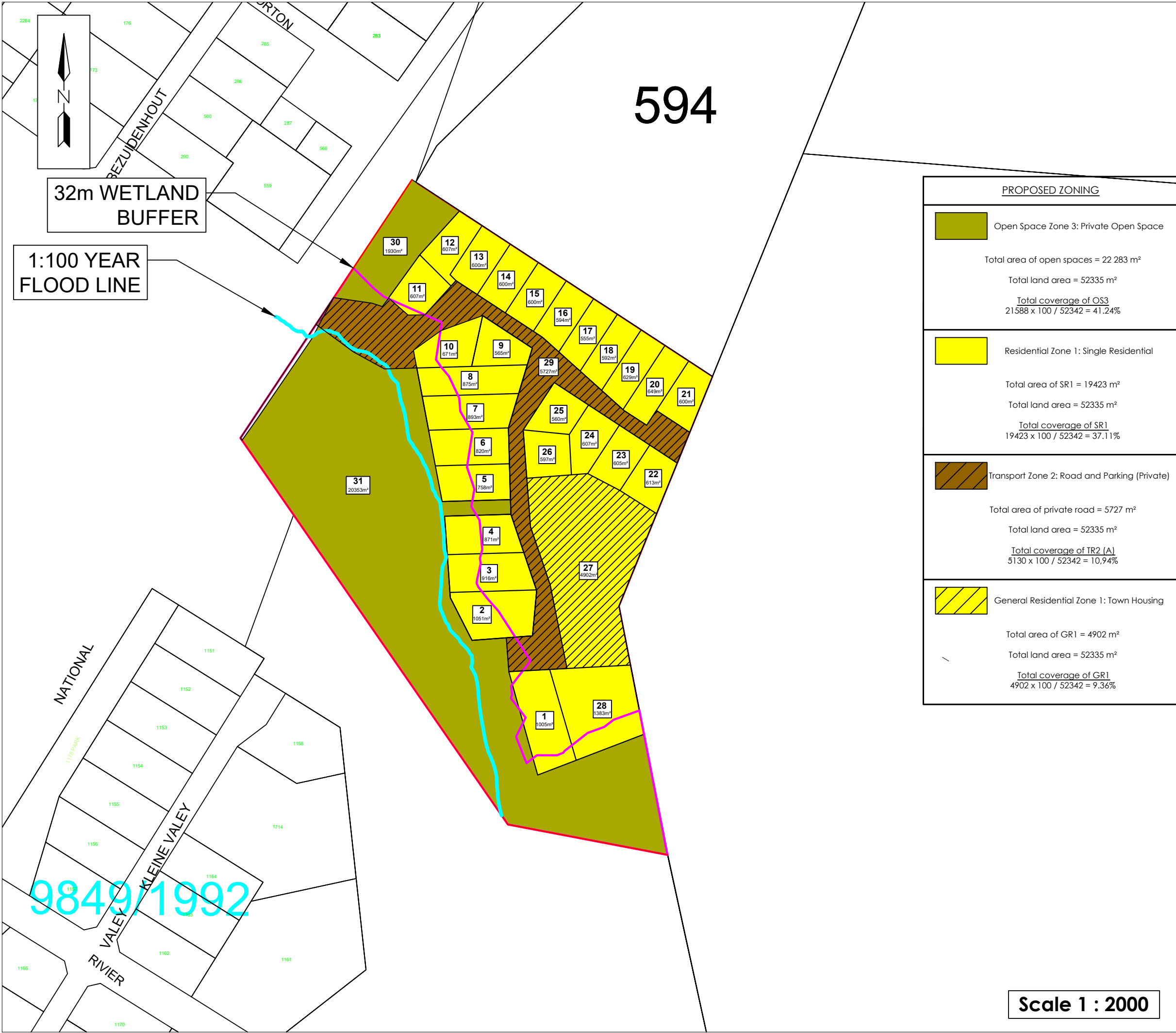
Compiled by: Yolandi Obermeyer (B Eng)

## UDS AFRICA



## Attachments:

5.1 Subdivision Plan, Erf 438 - Stanford (*Wrap Group Town Planning & Project Management*)



5.1 Subdivision Plan  
Erf 438 - Stanford

PROPOSED ZONING	
<div></div>	Open Space Zone 3: Private Open Space
Total area of open spaces = 22 283 m²	
Total land area = 52335 m²	
Total coverage of OS3 21588 x 100 / 52342 = 41.24%	
<div></div>	Residential Zone 1: Single Residential
Total area of SR1 = 19423 m²	
Total land area = 52335 m²	
Total coverage of SR1 19423 x 100 / 52342 = 37.11%	
<div></div>	Transport Zone 2: Road and Parking (Private)
Total area of private road = 5727 m²	
Total land area = 52335 m²	
Total coverage of TR2 (A) 5130 x 100 / 52342 = 10.94%	
<div></div>	General Residential Zone 1: Town Housing
Total area of GR1 = 4902 m²	
Total land area = 52335 m²	
Total coverage of GR1 4902 x 100 / 52342 = 9.36%	

Plan number: 23.91 (002) - 06/08/2024

Plan prepared by: Thian Jansen

All distances are approximate  
and subject to a survey

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Scale 1 : 2000