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**Consulting Services**

- Civil Engineering Services
- Roads
- Traffic Engineering

Contact Person: Piet van Blerk

Your Ref:

Our Ref: iCE/B/960

Date: 15 March 2023

Doug Jeffery Environmental Consultants
P.O. Box 44
KLAPMUTS
7625

Attention: Mr Marais Geldenhuys

Sir

PROPOSED RESIDENTIAL DEVELOPMENT ON A PORTION OF ERF 134, CAPE INFANTA, SWELLENDAM: COMMENT ON UPDATED TRAFFIC IMPACT STATEMENT

Your request for an updated Traffic Impact Statement (TIS) refers.

Based on the location of the subject property, the traffic and activity in the vicinity thereof, and the information received, it is the opinion that the Conclusions and Recommendations made in the latest TIS for the proposed residential development on the subject property (prepared by this company, *Ref: iCE/B/960, 4 May 2016*) remains applicable.

We trust that this letter will be sufficient for the purpose of your application.

Yours faithfully

Yolandi Obermeyer (BEng)

iCE GROUP (STELLENBOSCH)

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Directors:

P.J. Van Blerk, PrEng.

iCE Group (Overberg) t/a
iCE Group (Stellenbosch)

Reg No: 2006/133238/23



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**Consulting Services**

- Civil Engineering Services
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Contact Person: Piet van Blerk

Your Ref:

Our Ref: iCE/B/960

Date: 26 February 2019

Doug Jeffery Environmental Consultants
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Attention: Ms Lindsay Speirs

Madam

PROPOSED RESIDENTIAL DEVELOPMENT ON A PORTION OF ERF 134, CAPE INFANTA, SWELLENDAM: COMMENT ON UPDATED TRAFFIC IMPACT STATEMENT

Your request for an updated Traffic Impact Statement (TIS) refers.

Based on the information received, it is the opinion that the Conclusions and Recommendations made in the latest TIS for the proposed residential development on the subject property (prepared by this company, *Ref: iCE/B/960, 4 May 2016*) remains applicable.

We trust that this letter will be sufficient for the purpose of your application.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'P. Blerk', is written over a horizontal line.

Piet van Blerk Pr. Eng
iCE GROUP (STELLENBOSCH)

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Your Ref:

Our Ref: iCE/B/960 **Date:** 4 May 2016

**Consulting Services**

- Civil Engineering
- Electrical Engineering
- Structural Engineering
- GIS Applications
- Traffic Engineering

The Municipal Manager
Swellendam Municipality
PO Box 20
SWELLENDAM
6740

PROPOSED RESIDENTIAL DEVELOPMENT ON A PORTION OF ERF 134, CAPE INFANTA, SWELLENDAM

This company was appointed to conduct a Revised Traffic Impact Statement with regard to the above development.

1.0 Locality and Background

Erf 134 is located northeast of Main Road 268 with the existing residential development of Cape Infanta to the south thereof. The residential development/camping site, Infanta Park, is located on the opposite side of the Main Road from Erf 134, to the north of the proposed development. See the **Erf 134 Locality Plan** attached.

A Traffic Impact Statement dated 7 December 2012 was submitted as part of the application for rezoning and subdivision of Erf 134. Access to the northern portion of the proposed development was proposed as indicated in the attached **Figure 1, Erf 134, Access Spacing Plan**. Based on comment from the PGWC (Road Network Management) in a letter with reference 16/9/6/1-27/24 (Job 23035) dated 1 July 2015, objecting to the previously proposed access to the northern portion, it was decided to omit the access and have one access to the development at the position of the proposed access to the southern portion. This access was in principle approved by both the Swellendam Municipality (letter dated 12 August 2015) and PGWC (letter with reference 16/9/6/1-27/24 dated 11 August 2015).

Since the last-mentioned approval of the access the developer decided to rather retain the existing access to the property and upgrade the access to function as the access to the 16 properties on the northern portion of the proposed development. See the **Erf 134 Locality Plan** and **Proposed Plan of Sub-Division** attached.

The Swellendam Municipality now requested that the proposed access (public road) to a future parking area at the beach as per the **Spatial Development Framework** for Swellendam be taken into consideration in the TIS.

It was confirmed with the PGWC that the access to the northern portion is acceptable but that the access to the southern portion falls outside the PGWC's jurisdiction and that the Swellendam Municipality should evaluate and approve the southern access.

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2.0 Proposed Development

The proposed development will consist of 21 erven, of which 5 will be on the southern portion of the property with the remaining sixteen (16) erven on the northern portion. The two portions will be separated by means of a green corridor that contains a small stream. See the attached ***Proposed Plan of Sub-Division*** prepared by arg Architects/davesaunders Planner.

3.0 Traffic

3.1 Existing Traffic Volumes

Main Road 268 ends at the entrance to the existing Cape Infanta residential development where the surfaced road starts. The existing Cape Infanta development consists of approximately 150 residential units of which the majority are holiday houses as well as the Infanta Park development which consists of approximately 50 erven. Due to the remoteness of Cape Infanta it is expected that these holiday houses will be fully occupied only during the high season holidays and long weekends. No traffic counts were conducted, but it is expected that the traffic volume, especially on this last section of Main Road 268, will be low.

3.2 Traffic Generated and distribution of Traffic

Due to the fact that the existing developments are lowly populated and that the permanent inhabitants are mostly retired people, the traffic is mostly distributed evenly through the day and there are therefore no specific peak hour periods.

It can be expected that most of the houses in the proposed development will, as is in the case of the existing Cape Infanta, be occupied by retired people or holiday makers. The trip generation rate can thus be expected to be very low. It is not expected that more than 21 trips will be generated by the proposed development daily during peak holiday periods. As mentioned above, these trips will be spread across the day with no specific peak hour period.

4.0 Geometry

Main Road 268 between Infanta and the N2 is currently a gravel road with the surfaced section starting just before the residential houses at Infanta. See ***Photo 1*** below. According to the PGWC's Road Network Information System MR 268 at Infanta is classified as a Class 4-road.



Photo 1: Main Road 268 – the start of the surfaced section just before the residential area. The stream referred to in paragraph 2 is at the 20 km/h road sign

The speed limit on Main Road 268 is 80 km/h with the 60 km/h road sign just to the south of the existing access to the property (the now proposed access to the northern portion of the proposed development). See **Photo 2** below. A 20 km/h road sign exists just to the north of where the surfaced road starts (see **Photo 1** above). Several speed humps exist along the surfaced section of the road within the residential area with the first one just to the south of the proposed access to the southern portion of the proposed development. See **Photo 4** below.

Leaving the residential area (travelling towards Swellendam) the 80 km/h road sign is \pm 900 meters to the north of the existing access (now proposed access to the northern portion of the proposed development) which is to the north of the Infanta Park residential area.



Photo 2 : Main Road 268 looking south from the existing access (now proposed access to the northern portion of the development) with the proposed development to the left – note the 60 km/h road sign

A portion of the northern portion of the property (see the **Proposed Plan of Sub-Division** attached), is also a “no build” conservation area and, according to Doug Jeffery Environmental Consultants no new roads will be allowed to cross this area. The point of access to the northern portion of the proposed development will be at the existing access to the property as indicated on the **Locality Plan** and the **Proposed Plan of Sub-Division**.

Sight distance from the proposed access to the northern portion of the development in both directions along Main Road 268 is more than sufficient. See **Photo 2** above and **Photo 3** below.



Photo 3: Main Road 268 looking north towards Swellendam from the existing access (now proposed access to the northern portion of the proposed development) with the Infanta Park residential development on the left

The access to the southern portion of the proposed development (5 properties) will be opposite an existing street just to the south of where the surfaced section of Main Road 268 starts. See the **Locality Plan** and **Proposed Plan of Sub-Division** and the photos below. Sight distance from the access in both directions along Main Road 268 is sufficient. See **Photo 4** and **Photo 6** below.

An unregistered gravel “road” exists adjacent to the south eastern boundary of the site which currently provides access to a few of houses. As indicated on the **Proposed Plan of Sub-Division** it is proposed to provide access to these properties via the southern access to the proposed development and close the existing intersection of the unregistered “road” to Main Road 268.



Photo 4: Main Road 268 looking south from the position of the proposed access to the southern portion of the proposed development – note the speed hump at the first houses and another at the second house on the left



Photo 5: The existing street opposite the position of the proposed access to the southern portion of the proposed development



Photo 6: Main Road 268 looking north from the position of the proposed access to the southern portion of the proposed development

The spacing between accesses along Main Road 268 in the vicinity of the proposed development is as indicated on the attached **Erf 134 Access Spacing Plan**. Taking into consideration that MR 268 is a Class 4-road and the environment can be classified as suburban the spacings indicated are considered acceptable. This is based on the fact that the access to the west of the future public road to the beach is a farm access serving the farm only and the access to the proposed development is a low volume driveway (less than 50 vehicles during the peak hour).

Due to the fact that the existing development in Cape Infanta is residential and the proposed development will be zoned residential it is expected that very few trucks will visit the area other than construction vehicles and refuse trucks.

5.0 Parking

Parking on the properties should conform to the Municipality's requirements.

6.0 Non-Motorised Transport

In view of the very low volumes of traffic and non-motorised traffic in the area no provision has been made for non-motorised transport along Main Road 268. A walkway will, however, be provided along the beach front side of the proposed development as indicated on the **Proposed Plan of Sub-Division**.

7.0 Comments from the public

Most of the comments received from the public are related to the increase of the dust problem due to the additional traffic as well as whether the main road will be able to cope with the additional traffic.

If it is taken into consideration that there are at the moment approximately 200 houses in Cape Infanta, Infanta Park and Kontiki of which more or less 20% are permanently occupied, the proposed 21 erven, if fully developed and with the same percentage of permanent residents, will result in only 4 to 5 houses that will be permanently occupied. The additional traffic due to the development is thus expected to have very little negative effect on the dust problem. The streets within the development will be surfaced roads that will thus not result in any additional dust.

The pavement structure of roads is designed based on the volume of heavy vehicles and light vehicles have very little impact on the structural capacity of a road. As is the case for all proclaimed main roads, Main Road 268 was constructed to normal standards and it should therefore be able to carry the additional light vehicle traffic as a result of the proposed development.

8.0 Conclusions and recommendations

From the above the following can be concluded:

- i) That the portion of Erf 134 on which the development is proposed is located just north of the existing Cape Infanta town and on the north eastern side of Main Road 268 as indicated on the ***Erf 134 Locality Plan***;
- ii) That a Traffic Impact Statement dated 7 December 2012 was submitted as part of the application for rezoning and subdivision of Erf 134, that based on comment from the PGWC (Road Network Management) in a letter with reference 16/9/6/1-27/24 (*Job 23035*) dated 1 July 2015, objecting to the previously proposed access to the northern portion, it was decided to omit the access and have one access to the development at the position of the proposed access to the southern portion and that the developer then decided to rather retain the existing access to the property as the access to the northern portion of the proposed development;
- iii) That the proposed development will consists of 21 erven (including the existing house) of which 5 will be on the southern portion and the remaining 16 on the northern portion of the proposed development, that the two portions will be separated by means of a green corridor in which no hardened surfaces, such as roads, will be allowed and that each portion will therefore have to have its own access from the main road as indicated on the ***Proposed Plan of Sub-Division***;
- iv) That the northern access falls within the PGWC's jurisdiction whilst the southern access falls within the Swellendam Municipality's jurisdiction;
- v) That, due to the low number of permanent inhabitants and the fact that there are no industrial- and business areas in the vicinity of Cape Infanta, no peak hour periods for traffic exists;
- vi) That Main Road 268 between Infanta and the N2 is currently a gravel road with the surfaced section starting just before the residential houses at Infanta;
- vii) That the speed limit on Main Road 268 is 80 km/h with the 60 km/h road sign just to the south of the existing access to the property (the now proposed access to the northern portion of the proposed development);
- viii) That several speed humps exist along the surfaced section of the road within the residential area with the first one just to the south of the proposed access to the southern portion of the proposed development;
- ix) That the point of access to the northern portion of the proposed development (16 properties) will be at the existing access to the property and that the access to the southern portion of the proposed development (5 properties) will be opposite an existing street just to the south of where the surfaced section of Main Road 268 starts;

- x) That MR 268 is a Class 4-road and the environment can be classified as suburban;
- xi). That the spacing between the accesses as indicated on the **Erf 134 Access Spacing Plan** is considered acceptable;
- xii) That the sight distances from both the proposed accesses in both directions along Main Road 268 are considered acceptable;
- xiii). That due to the fact that the existing development in Cape Infanta is residential and the proposed development will be zoned residential it is expected that very few trucks will visit the area other than construction vehicles and refuse trucks;
- xiv) That parking on the properties should conform to the Municipality's requirements;
- xv) That in view of the very low volumes of traffic and non-motorised traffic in the area no provision has been made for non-motorised transport along Main Road 268 and that a walkway will be provided along the beach front side of the proposed development; and
- xvi) That most of the comments received from the public are related to the increase of the dust problem due to the additional traffic as well as whether the main road will be able to cope with the additional traffic but that the internal roads will be surfaced and thus not result in any additional dust and that the main road should be able to carry the additional light vehicle traffic as a result of the proposed development;

From the above it is recommended that from a traffic impact point of view the proposed development as indicated on the attached **Proposed Plan of Sub-Division** be supported.

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

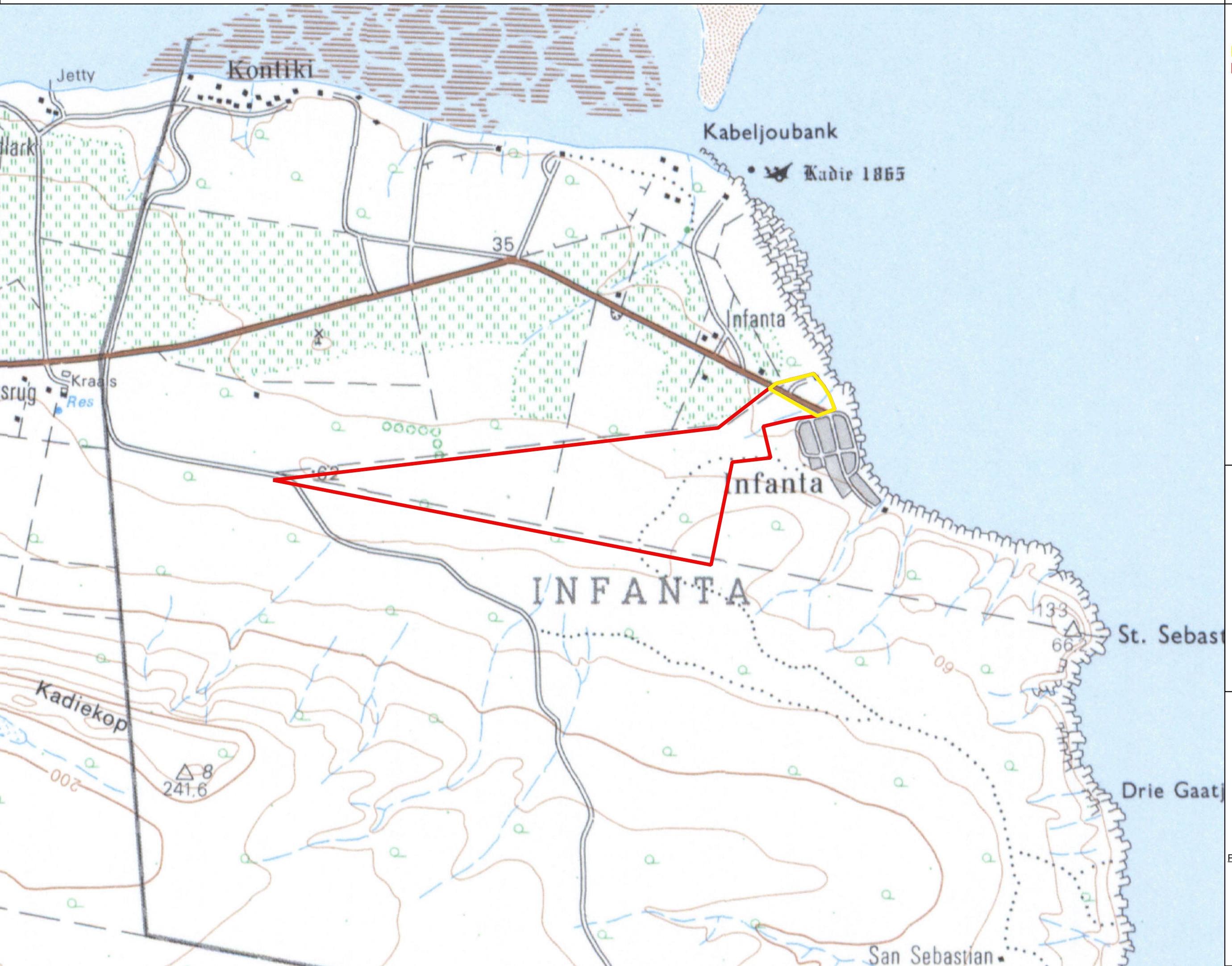
Yours faithfully



PJ VAN BLERK Pr.Eng
iCE GROUP (STELLEBOSSCH)

PORTION OF ERF 134, CAPE INFANTA

Sourced From Government
1:50 000 Scale Map: 3420BD



Legend

- Proposed Site
- Erf 134

Site Coordinates:
34°25'08.34"S
20°51'12.98"E

Datum: WGS84
Projection: Geographic

Scale: 1:20 000 (on A3)



Date: JUNE 2019

DJEC Ref. 2010/14

Prepared by:



DOUG JEFFERY
ENVIRONMENTAL CONSULTANTS

Legend

- Proposed Site
- Erf 134

Site Coordinates:
34°25'08.34"S
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Projection: Geographic

Scale: 1:2 500 (on A3)



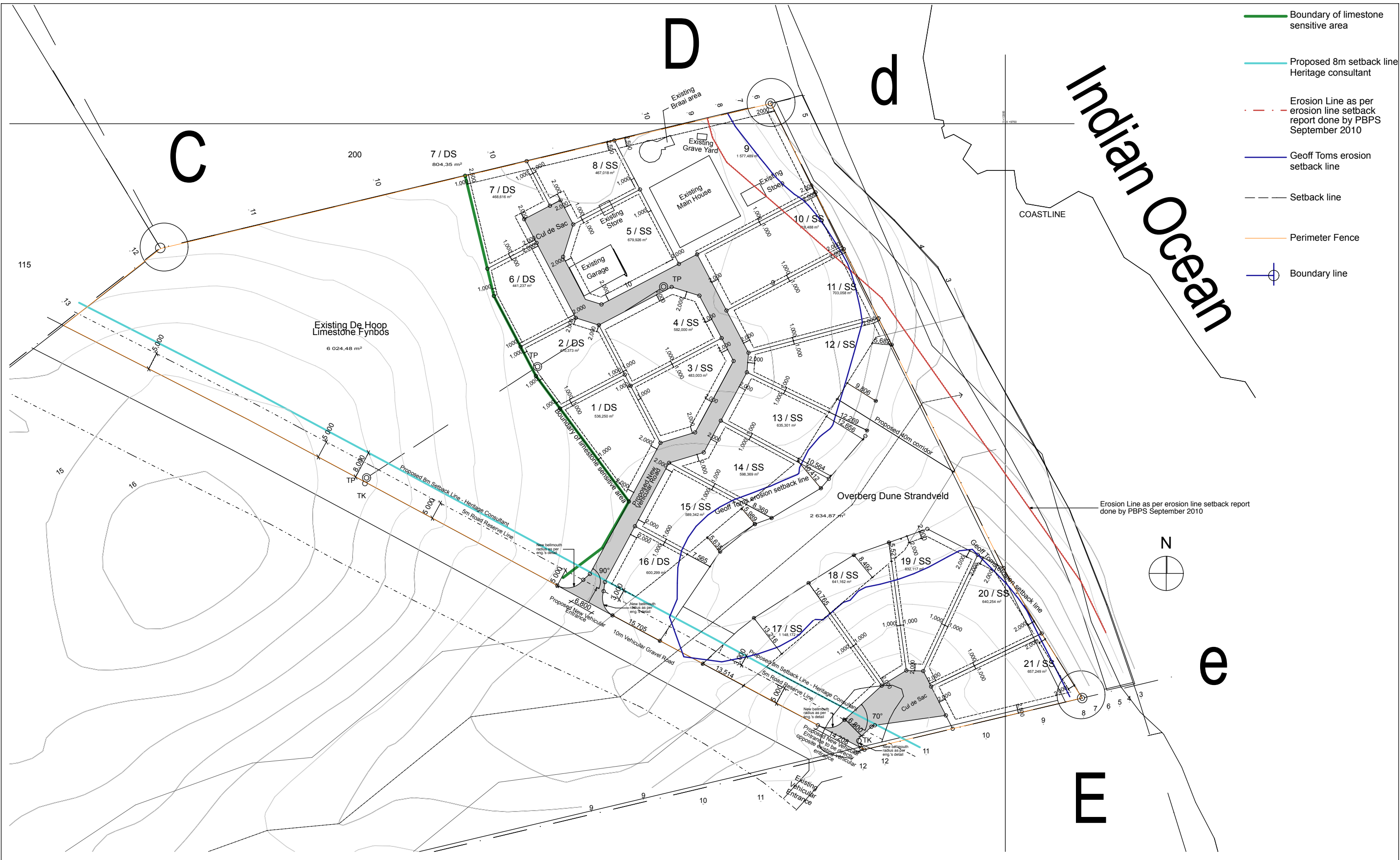
Date: JUNE 2019

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<div><div>ig architects 404 Premier Centre 451 Main Road Observatory 7925 Tel: 021 448 6971 021 448 6476 Fax: 021 448 2867 studio@igarchitects.co.za</div></div>		<div>TOWN PLANNER: <div>davesaunders planner CC dave saunders BSoc Sci MCRP (uct) cell : 083 289 2967 fax : 021 686 6482 e-mail : davesaunders@telkomsa.net</div></div>		<div>PROJECT: Cape Infanta New Housing Development Portion of Erf 134 Situated at Cape Infanta</div>		<div>DESCRIPTION Proposed Sub-Division Final Draft</div> <div>PURPOSE: Information</div>	<div>JOB NO: 5005</div> <div><div>DRAWN: SS</div><div>CHECKED: SS</div></div> <div><div>SCALE: 1:1000</div><div>DATE PRINTED: 2013/08/26</div></div>		<div>DWG NO: Dwg 12</div> <div>REVISION: H</div>
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