



## Roads and Transport Transportation Planning Division

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Section/Unit:	Intelligent Transport System and Traffic Engineering		

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12 November 2020

Dear Sir/Madam

### **ADDENDUM TO THE TRAFFIC IMPACT STUDY: PORTION 469 OF THE FARM HARTEBEEFONTAIN 324-JR, SINOVILLE EXTENSION 42.**

The Addendum to the Traffic Impact Study prepared by EDS dated 10 November 2020 following the addendum dated July 2020 and the Traffic Impact Study is acceptable to this section and therefore approved on the following conditions:

#### **A. CONDITIONS TO BE COMPLIED WITH PRIOR TO PROMULGATION**

##### **❖ TRAFFIC IMPACT ASSESSMENT MANAGEMENT**

#### **1. Land-Use Rights**

1.1 The land-use rights must be limited to the following and added to the annexure T:

- Residential 3: 106 units

#### **2. Road Upgrades**

2.1. The proposed roads improvements as stated below, must be implemented at the applicant's own cost:

- The upgrade of the intersection of Third Road & Veronica Road from a four way stop control to a single lane traffic circle is not a requirement for this development. The upgrade has been apportioned to Sinoville Extension 41 on Portion 89 of the Farm Hartbeesfontein 324-JR as per the TIA letter dated 06 October 2017 to Corli Havenga Transportation Engineers.

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- Upgrade of the intersection of Cecil Avenue & Orsula Street & Roeloe Street:
  - The intersection changes consist of the upgrade from four way stop control to a single lane traffic circle.
- Dennis Avenue and Third Road must to be upgraded to municipal standards along the site boundary as part of the township application.
- Full upgrade of the intersection of Dr Swanepoel & Third Roads:
  - The intersection must be upgraded from a four way stop control to a signalized intersection with dedicated Right-turn lanes on the Eastern and Western approach.
  - The percentage of the contribution monies between the applicant and the Municipality for this item will be as determined in the services agreement.

2.2. All road infrastructure upgrades to roads under the jurisdiction of the CoT must be according to relevant, approved municipal standards.

2.3. The applicant will be responsible to obtain any additional land to increase existing road reserve width that may be required for the provision of new roads or transportation infrastructure applicable to this development.

2.4. Road upgrades identified must be designed and constructed to the requirements and specifications of the relevant roads authority under which jurisdiction the specific route resorts.

### **3. Way Leaves**

3.1. Before any construction work of whatever nature will be allowed, the following is to be obtained by the Developer:

- a) Way-leave approval from the metropolitan (CoT) and provincial (GAUTRANS) roads authorities for work within the relevant road reserves.
- b) For roads under the jurisdiction of the CoT, all detail design of all geometric aspects related to the access arrangements and external road improvements must be according to approved UTG and CoT standards. Approval of such detail designs must be obtained in writing from the CoT before construction can commence.

## ***CONDITIONS TO BE COMPLIED WITH PRIOR TO THE APPROVAL OF ANY SITE DEVELOPMENT PLAN(S)***

### **❖ TRAFFIC IMPACT ASSESSMENT MANAGEMENT**

#### **1. Access Aspects**

- 1.1. Access to the site/development must be to the satisfaction of the City of Tshwane (CoT).
- 1.2. Direct property access is provided on Third Street with side stop control.

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2. The access to comprise of one inbound and one outbound lane with one lane a minimum of 4.5m width for emergency vehicles.

### **3. Public Transport and Non-motorised Transport**

3.1 Existing public and non-motorised transport infrastructure, e.g. cycle and pedestrian facilities, must be retained or replaced where affected by the proposed road upgrades.

3.2 The walkways should be taken into consideration in the planning and design of the access to the development as well as the design of the road infrastructure.

### **4. General Comments**

4.1 In addition to any other applicable road and transport infrastructure upgrades, the following facilities must be provided:

- All loading and off-loading activities must take place on site.
- Turning facilities for delivery vehicles must be provided on site.
- On-site parking, with sufficient manoeuvring space must be provided at the ratios as per Tshwane Town Planning Scheme, 2008, (Revised 2014)
  - A total number of 247 parking bays is required for the development and 251 bays will be provided as per SDP.
- It remains the responsibility of the applicant / land owners to ensure that sufficient parking is available on site. Should insufficient parking be available, additional parking must be provided or if not possible the land use must be restricted.
- All parts of the erf upon which motor vehicles are allowed to move or park must be provided with a permanent dust free surface.

4.2 A complete Site Development Plan must be submitted at the cost of the applicant, for approval by this Division, before any building construction may commence. Details regarding access, parking layout, site circulation, loading areas and stormwater drainage must be clearly shown on the Site Development Plan.

4.3 A non-removable physical barrier, preventing vehicular and pedestrian movement, must be erected on all the street erf boundaries, the approved accesses excluded.

### **5. Other comments**

5.1 The traffic impact assessment only evaluates the traffic operations and does not evaluate neither the exact access positions nor the geometric designs. Approval of these aspects must be discussed separately with this Division.

5.2 The approval of the Traffic Impact Study also does not imply that the alignment of any of the proposed roads is approved nor does this letter imply any conditions relating to the change in land-use process.

5.3 All internal road works, provision of sidewalks and provision of on-site parking as well as any costs associated with the proposed access to the site will all be for the account of the developer.

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5.4 The applicant must comply with the access arrangements, parking demand and road upgrades as it will be agreed upon in further engagements between the Council and the developer.

5.5 A Site Traffic Assessment shall be submitted at Site Development Plan stage.

❖ **INTEGRATED ROADS PLANNING (Modiehi Thabane – 012 358 3039)**

- No Objection. As recommended.

❖ **INTEGRATED TRANSPORT PLANNING (Nkhensani Shivambu – 012 358 4645)**

- The recommendations of the application are supported.

❖ **TRAFFIC SYSTEM MANAGEMENT (Nomsa Sibanyoni – 012 358 7819)**

- This Sub-Section supports the amended report as recommended.

I trust you will find the above in order.



Lourens Swanepoel

For: DIVISIONAL HEAD: TRANSPORTATION PLANNING

On request, this document can be provided in another official language.

