



REFERENCE: 16/9/6/1-10/290 (Job 26362)

ENQUIRIES: Ms GD Swanepoel

DATE: 10 October 2018

Guillaume Nel Environmental Consultants

PO Box 2632

PAARL

7620

Attention: Ms Euonell Visagie

Dear Madam

ERF 15712 WELLINGTON: PROPOSED MIXED USE PRECINCT DEVELOPMENT: 1ST COMMENTING PUBLIC PARTICIPTION PERIOD

1. Your letter, DEA&DP ref. 16/3/3/6/7/2/83/38/1253/18 dated 31 August 2018 refers.
2. The subject property lies to the north of Wellington on the site of the former evaporation ponds for the Mossop Tannery. It is located east of Main Road 23, Hermon Road (R44), west of the main railway line from Cape Town to the interior, and north of Divisional Road 1129 (Oakdene Road).
3. The applicant proposes to develop the site as a mixed use precinct with business, offices, shops, a hospital and light industrial and commercial uses.
4. The proposed development is estimated in the Traffic Impact Assessment report (TIA) to generate 947 peak hour trips, with over 700 vph in the peak direction (inbound am and outbound pm).
5. The main access is proposed as a roundabout intersection located ± 600 m north of Divisional Road 1129 (Oakdene Road) on Main Road 23 (Hermon Road).
6. A secondary access is proposed: a left-in, left-out access located 135m from the centre of the proposed Main Road 23/Divisional Road 1129 roundabout intersection, with a median island to prevent right turn movements. The TIA indicates that a similar left in, left out access is also proposed on the opposite side of Divisional Road 1129, for access to the planned developments on Erf 15713, south of Oakdene Road.

7. This Branch has some concern regarding these proposed accesses on Divisional Road 1129, but will reserve comment on the detailed traffic aspects to the land use application stage. The developer should be aware that even if a left in, left out access to Erf 15712 is found to be acceptable, this does not necessarily imply that similar access to Erf 15713 will be permitted. The proposed access to Erf 15712 will need to meet the requirements of this Branch's access management guidelines. It will therefore need to take into account the downstream functional boundary distance from the Divisional Road 1129 Oakdene Road/Main Road 23 roundabout intersection, as well as the egress conflict distance. Furthermore, these distances should be measured from the exit point from the roundabout, not the centre line of Main Road 23.
8. This Branch may also require additional information to be provided regarding the feasibility of providing a median island on Divisional Road 1129 and will require the median to extend to the entry to the roundabout on Main Road 23. Whether it can be extended sufficiently far eastwards to deter U-turns will need to be given consideration: the bridge has two lanes plus narrow shoulders and the design will need to eliminate the median island in advance of the bridge, whilst maintaining a smooth alignment without unexpected "kinks".
9. As indicated in the TIA, upgrades may be required at the Main Road 219 Wellington Main Road intersection. Upgrades may also be required elsewhere on the road network as a result of the significant additional traffic volumes.
10. This Branch will not be contributing financially to any upgrades identified as necessary in order to accommodate the proposed development. It is assumed that the developers of the various erven (15711, 15712, 15713 and 15714) and Drakenstein Municipality will determine an equitable allocation of costs when processing the land use applications for these erven.
11. Main Road 23 has a 40m road reserve, extending 20m on each side of the centre line of the existing road. It is understood that this may be difficult to provide that much space on the west side of Main Road 23 and this Branch would therefore be willing to consider permitting the additional required width to be taken from the property on the east side of the road.
12. It is noted that future access to Erf 15711 east of the railway line is proposed by means of a roundabout at the current access point on Divisional Road 1129 (Oakdene Road). The acceptability of this proposal in terms of safety and road geometric constraints will need to be demonstrated. A potential alternative may be to develop an access by way of an underpass under the railway tracks from Erf 15712. That would obviously depend on Transnet approval, but it may be desirable to plan the layout of erven on Erf 15712 to allow for this possibility.
13. Divisional Road 1129 has a 50m road reserve in the vicinity of the property and the applicant will be required to transfer to the road authority without compensation any land between the existing fence line and a property line based on a distance of 25m from the centre line of the road.

14. This Branch has no objection in principle to the proposed mixed use development on Erf 15712 Wellington. This Branch will comment in detail on the traffic impacts of the proposed development at the land use application stage, which comment may require a downscaling of the development and more infrastructure upgrades.

Yours faithfully

A handwritten signature in black ink, appearing to read 'ML Watters', with a stylized, cursive script.

ML WATTERS
For CHIEF DIRECTOR: ROAD NETWORK MANAGEMENT

ENDORSEMENTS

1. Drakenstein Municipality

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