



REFERENCE: 16/9/6/1-10/319 (Job 26794)

ENQUIRIES: Ms G D Swanepoel

DATE: 29 March 2019

Guillaume Nel Environmental Consultants

PO Box 2632

PAARL

7620

Attention: Ms Euonell Visagie

Dear Madam

ERVEN 13480 AND 21128 PAARL: PROPOSED MIXED USE DEVELOPMENT

1. Your letter Ref. 20474, DEA&DP Ref. No. 16/3/3/6/7/1/B3/28/1037/18 dated 27 February 2019, relating to the first Public Participation Process for the above IRDP mixed use development proposal, refers.
2. This Branch is not opposed in principle to the proposed development, but will comment in detail on the land use application, at which stage the provision of additional infrastructure may be required as a condition of approval.
3. The contents of the First Draft Basic Assessment Report and the Draft Traffic Impact Assessment Report (TIA) are noted. In respect of the TIA and the proposed site development plan (SDP), the following observations were made:
 - 3.1 The central circular area with commercial development and a taxi rank has a section abutting Langenhoven Road. It is understood that it is intended to install bollards to prevent vehicular access. However, this may not be a permanent solution and it would also be easy for pedestrians to cross Langenhoven Road at random and potentially unsafe locations, eg. to catch a taxi driving past towards Sonstraal Road. It is recommended that either the layout is altered to create a physical barrier (buildings) screening the central area from Langenhoven Road, or that an impenetrable, secure fence or barrier be erected.

- 3.2 To the east of the development, three access roads serving row houses abut the road reserve of Langenhoven Avenue. Here too there is a risk that they will become informal accesses/short cuts into the residential areas. It is recommended that the layout be amended as for other roads in the site where the properties abutting Langenhoven Avenue are larger and create a continuous barrier of private property, preventing the development of informal accesses.
- 3.3 The 20% reduction in trip rates due to the mixed use development may be over-optimistic, given that the modest size of the commercial component of the development may not have a significant effect on trips out of the area for shopping, recreation and other purposes.
- 3.4 The trip distribution, which assumes 45% of trips to be oriented eastwards from the site seems excessive. Apart from access to the N1 via Sonstraal, there are few attractors of trips to the east from the development site. It is recommended that sensitivity tests be carried out with a higher proportion of trips to/from the west along Langenhoven Avenue.
- 3.5 If the proportion of trips oriented to the west is greater and the share of entry movements is higher at the western access from Langenhoven Avenue, it may be necessary, or certainly desirable to provide a right turn lane to serve the western access. Whilst a sidewalk is proposed for the southern side of Langenhoven Avenue, in the absence of a similar facility on the northern side, pedestrians may walk on the shoulder, whilst impatient following drivers are likely to use the shoulder to pass turning vehicles. This could create hazardous conditions for pedestrians, including school children.
- 3.6 The 2.5% per annum background traffic growth rate may be too low, given the extent of new development occurring north of the N1 and east of Main Road 201 Jan van Riebeeck Drive. It is likely that as traffic on Jan van Riebeeck Drive grows, many of the new trips from these developments will divert to the Lustigan/van der Stel route.
- 3.7 The elimination of pedestrian phases at the Langenhoven/van der Stel intersection may not be desirable. The need for pedestrian facilities should be reviewed in the light of existing and likely future pedestrian movements at the intersection. It may be necessary to implement other measures, such as additional turn lanes, at this intersection. The number of vehicle trips generated by the development which continue along Langenhoven to Jan van Riebeeck should also be reviewed and if necessary, the analysis of the roundabout intersection at Langenhoven/Jan van Riebeeck should be included in the traffic analyses.
- 3.8 This Branch supports the proposal to signalise the intersection of Langenhoven Avenue and Sonstraal Road, but notes that no funds have been allocated for this by the Western Cape Government.

- 3.9 The form of pedestrian crossing to the Amstelhof School is not specified. The Municipality will need to ensure that this crossing operates safely, whether by installation of a signalised pedestrian crossing or the use of a crossing guard, or by introducing a raised crosswalk, or some combination of these measures. Its location will need to be carefully determined to reduce the risk of pedestrians being struck by turning vehicles.

Yours faithfully



SW CARSTENS

For CHIEF DIRECTOR: ROAD NETWORK MANAGEMENT

ENDORSEMENTS

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