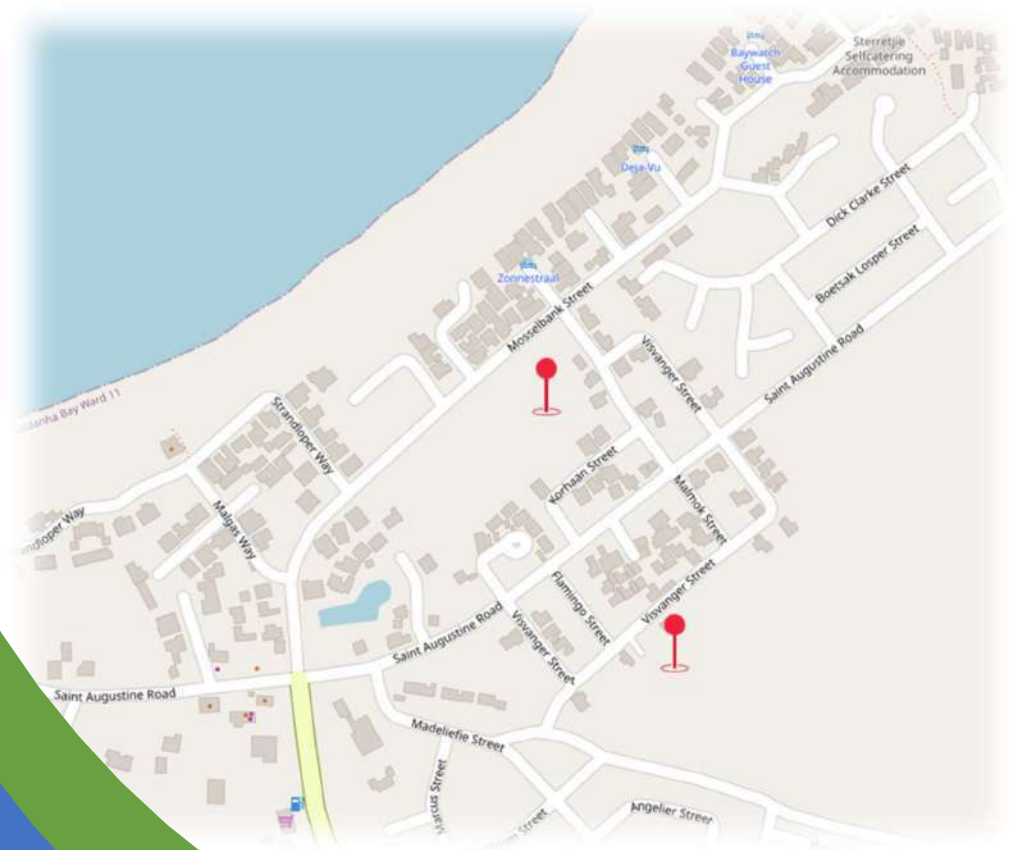


Transport Impact Assessment (TIA)

Portions 17- & 20 of Farm 23 Paternoster, Western Cape

*Revision 1
April 2026*



5th Floor

Imperial Terraces

Carl Cronje Drive

Tyger Waterfront

Bellville, 7530

Tel. 021 914 6211

e-mail: westerncape@itsglobal.co.za

SUMMARY SHEET

Report Type	Transport Impact Assessment (TIA)
Title	Portions 17- & 20 of Farm 23
Location	Paternoster, Western Cape
Client	CK Rumboll & Partners
Reference Number	ITS 4949
Project Team	Hugo Engelbrecht Athi Gazi
Contact Details	Tel: 021 914 6211
Date	April 2026
Report Status	Revision 1
File Name	G:\4949 TIA Ptn. 17 & 20 of Farm 23, Paternoster\12 Reports

TABLE OF CONTENTS

1	Purpose of Study	1
2	Locality	1
3	Land Use	1
4	Existing Roadways.....	2
5	Analysis Hours	2
6	Study Intersections & Existing Control	2
7	Scenarios Analysed.....	2
8	2026 Existing Weekday Traffic conditions (<i>Scenario 1</i>)	3
9	Peak Holiday Season Traffic volumes	3
10	2026 Existing Peak Holiday Season Traffic conditions (<i>Scenario 2</i>)	3
11	Historic Traffic Growth.....	3
12	Other Developments.....	4
13	2031 Background Weekday Traffic conditions (<i>Scenario 3</i>).....	5
14	2031 Background Peak Holiday Season Traffic conditions (<i>Scenario 4</i>).....	5
15	Site Access.....	5
16	Trip Generation & Development Trips	6
17	Trip Distribution	7
18	2031 Total Weekday Traffic conditions (<i>Scenario 5</i>).....	7
19	2031 Total Peak Holiday Season Traffic conditions (<i>Scenario 6</i>).....	7
20	Public Transport	8
21	Pedestrians & Cyclists	8
22	Parking.....	9
23	Refuse Collection.....	9
24	Conclusions & Recommendations.....	10
	REFERENCES.....	13

ANNEXURES

- Annexure A: Figures
- Annexure B: Photos

LIST OF FIGURES

- Figure 1: Locality Plan (Source: ArcGIS)
- Figure 2: City of Cape Town Refuse Embayment Dimensions (CCT, 2024)
- Figure A1: Site Development Plan – Portion 17 of Farm 23
- Figure A2: Site Development Plan – Portion 20 of Farm 23
- Figure A3: Traffic Counting Data from RNIS website (Station No. 5050)

LIST OF TABLES

Table 1: Trips from Other Approved & In-Process developments.....	4
Table 2: Trip Generation Rates	6
Table 3: Expected In/Out Directonal Splits	7
Table 4: Expected Development Trips - Portion 17 of Farm 23	7
Table 5: Expected Development Trips - Portion 20 of Farm 23	7
Table 6: Parking Requirements	9

Transport Impact Assessment <i>Portions 17- & 20 of Farm 23, Paternoster, Western Cape</i>	
1 Purpose of Study	This report summarises an investigation of the transport-related impacts expected as part of a two new residential developments, one planned on Portion 17, and another planned on Portion 20 of the Farm 23, in Paternoster. The purpose of this investigation is to identify constraints within the surrounding road network and recommend appropriate mitigation measures, to ensure that this road network would continue to operate acceptably into the future.
2 Locality	Erf Numbers: Portion 17- & 20 on Farm 23 Description: - Portion 17 of Farm 23 is located southeast of Mosselbank Street, south of Malmok Street and north of Flamingo Street. - Portion 20 of Farm 23 is located southeast of Visvanger Street, south of Malmok Street and north of Flamingo Street. See Figure 1 below for a Locality Plan.  Figure 1: Locality Plan (Source: ArcGIS)
3 Land Use	Existing Use: Both sites are currently undeveloped. Proposed Land Use: - Portion 17 of Farm 23 - 63 single-story units - Portion 20 of Farm 23 - 33 single-story units See Figures A1 and A2 for their respective Site Development Plans (SDPs).

4 Existing Roadways	The major roads in the site vicinity include: St Augustine Road / Mosselbank Street: Typical Class 3 municipal roads with one lane per direction, no shoulders and no sidewalks on either side of the road. Visvanger Street / Flamingo Street: Typical Class 5 municipal streets with one lane per direction, no shoulders and no sidewalks on either side of the road. See Figure 1 and Figure A4 for the locations of these roads relative to the planned developments.
5 Analysis Hours	Traffic counts were done on Thursday, 29 January 2026. The following peak periods were analysed as part of this investigation. • Weekday A.M. peak period (06:30-09:00) • Weekday P.M. peak period (16:00-18:00) Peak hours within these peak periods were identified, and the peak hour volumes were used in the intersection capacity analysis.
6 Study Intersections & Existing Control	The following intersections were evaluated as part of this investigation: • Int 1: St Augustine Road/ Mosselbank Street 4-way Stop Control • Int 2: Mosselbank Street/ Kiewiet Street Priority Stop Control • Int 3: Visvanger Street/ Flamingo Street Priority Stop Control Refer to Figure A4 for the locations of these intersections, as well as the existing lane configurations and intersection controls of these study intersections.
7 Scenarios Analysed	The following traffic scenarios were analysed: • Scenario 1: 2026 Existing Weekday Traffic conditions – <i>Based on January 2026 counted traffic volumes.</i> • Scenario 2: 2026 Existing Peak Holiday Season Traffic conditions – <i>Based on calculated traffic volumes, with Scenario 1 traffic volumes as the base and a Peak Holiday Season adjustment factor. See Section 9 for details.</i> • Scenario 3: 2031 Background Weekday Traffic conditions – <i>Based on Scenario 1 traffic volumes, plus background traffic growth, plus other approved and in-process development trips.</i> • Scenario 4: 2031 Background Peak Holiday Season Traffic conditions – <i>Scenario 2 traffic volumes, plus background traffic growth, plus other approved and in-process development trips.</i> • Scenario 5: 2031 Total Weekday Traffic conditions – <i>Based on Scenario 3 Traffic volumes, plus the trips from the planned Erf 17&20 Paternoster developments.</i>

	• Scenario 6: 2030 Total Peak Holiday Season Traffic conditions – <i>Based on Scenario 4 Traffic volumes, plus the trips from the planned Erf 17&20 Paternoster developments.</i>
8 2026 Existing Weekday Traffic conditions <i>(Scenario 1)</i>	The 2026 Existing Weekday Traffic conditions are based on existing intersection geometries, controls and counted traffic volumes. Based on existing weekday traffic capacity analysis results, as well as on-site observations, all study intersections currently operate at acceptable Levels-of -Service (LOS) and delays. The average queue lengths also did not exceed more than one vehicle at any study intersection. Hence, no road upgrades are required or proposed as part of this traffic scenario. See Figure A4 for the lane configurations and controls, as well as the peak hour traffic volumes and operations.
9 Peak Holiday Season Traffic volumes	Paternoster is a typical holiday town, that normally experiences relatively low normal weekday traffic volumes and higher peak holiday season traffic volumes. To calculate the peak holiday season traffic volumes, an analysis was undertaken to compare weekday peak hour volumes with holiday season peak hour volumes. Traffic counting data from the Western Cape Government (RNIS website), along TR77/1 in Langebaan (electronic counting station number 5050), was used for this analysis. The traffic volumes over the period from November 2024 to January 2025 was used for this investigation. Refer to Figure A3 for details. Based on this investigation, the Holiday Peak Hour Traffic volumes were about 75 percent higher compared to normal Weekday Peak Hour Traffic volumes. Hence, for analysis purposes, the Weekday Peak Hour Traffic volumes were increased by 75% to calculate the expected 2026 Peak Holiday Season Traffic volumes in this report.
10 2026 Existing Peak Holiday Season Traffic conditions <i>(Scenario 2)</i>	The 2026 Existing Peak Holiday Season Traffic volumes are based on calculated traffic volumes, with Scenario 1 traffic volumes as the base and a Peak Holiday Season (75% increase) adjustment factor, as discussed in Section 9 above. Based on the existing peak holiday season capacity analysis results, all study intersections operate at acceptable Levels-of -Service (LOS) and delays. The average queue lengths also will not exceed more than one vehicle at any study intersection. Hence, no road upgrades are required or proposed as part of this traffic scenario. See Figure A4 for the lane configurations and controls, as well as the peak hour traffic volumes and operations.
11 Historic Traffic Growth	Historic traffic growth rates were obtained from the Western Cape Government (RNIS website). Based on this information, the annual traffic growth rate along Mosselbank Street (R399/MR240), between St. Augustine Road and Divisional Road (DR)2164, was about 6,5 percent per annum for the period between 2000 to

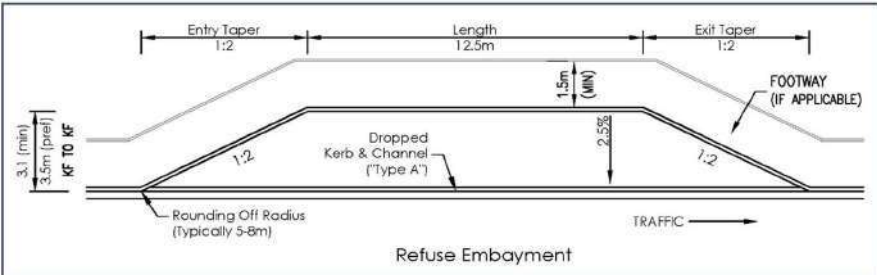
	2022. Hence, the 2026 counted traffic volumes were adjusted / increased by 6,5% per annum to calculate all future year traffic volumes.																																																	
12 Other Developments	Based on discussions with the Saldanha Bay Municipality, two other approved and in-process developments are planned in Paternoster, which must also be taken into consideration as part of this investigation. These developments include: • Farm 34 Paternoster CBD development – A mixed-use development that includes commercial/retail and residential land uses. • Farm 2063 Waterfront development – A small-scale commercial development that includes retail, light industrial, offices, restaurant and general commercial/warehouse use. The expected trips from these developments are summarised in Table 1 below and were calculated based on the land uses & extents illustrated on their respective Site Development Plans (SDPs). The trips from these developments were added to all future year traffic volumes. Table 1: Trips from Other Approved & In-Process developments <table><tr><th rowspan="2">Development</th><th colspan="3">AM Peak Hour</th><th colspan="3">PM Peak Hour</th><th colspan="3">Peak Holiday Season</th></tr><tr><th>In</th><th>Out</th><th>Total</th><th>In</th><th>Out</th><th>Total</th><th>In</th><th>Out</th><th>Total</th></tr><tr><td>Farm 34</td><td>11</td><td>32</td><td>43</td><td>29</td><td>13</td><td>42</td><td>20</td><td>22</td><td>42</td></tr><tr><td>Erf 2063</td><td>29</td><td>9</td><td>38</td><td>40</td><td>73</td><td>113</td><td>35</td><td>41</td><td>76</td></tr><tr><td>Total</td><td>40</td><td>41</td><td>81</td><td>69</td><td>86</td><td>155</td><td>55</td><td>63</td><td>118</td></tr></table> It is expected that approximately 50% of all trips to/from Farm 34 would distribute/circulate internally within the Paternoster Central Business District (CBD), which is located west of the study intersections. Hence, only 50% of the trips to/from this development are expected to travel through the study intersections during the peak periods. This assumption reflects the site’s location within the Paternoster CBD, where a significant proportion of trips are expected to be local trips west of the study intersections. Erf 2063 is already developed with mixed uses, including a restaurant, (art-related) warehouses and commercial buildings. These existing developments already generate traffic and contribute to existing volumes. The proposed development on Erf 2063 involves the repurposing of some existing structures as well as the subdivision of residential erven. Since traffic is already generated from some of these existing structures, some trips were already included as part of the surveyed traffic counts. Refer to Figure A10 and A11 in Annexure A for the Site Development Plans of these Other Approved and In-process developments. <i>Note that both the growth rate, plus the other approved and in-process development trips were included as part of future year traffic scenarios. Hence,</i>	Development	AM Peak Hour			PM Peak Hour			Peak Holiday Season			In	Out	Total	In	Out	Total	In	Out	Total	Farm 34	11	32	43	29	13	42	20	22	42	Erf 2063	29	9	38	40	73	113	35	41	76	Total	40	41	81	69	86	155	55	63	118
Development	AM Peak Hour			PM Peak Hour			Peak Holiday Season																																											
	In	Out	Total	In	Out	Total	In	Out	Total																																									
Farm 34	11	32	43	29	13	42	20	22	42																																									
Erf 2063	29	9	38	40	73	113	35	41	76																																									
Total	40	41	81	69	86	155	55	63	118																																									

	<i>this will result in a slight over estimation on the expected impacts of these developments on the surrounding road network.</i>
13 2031 Background Weekday Traffic conditions <i>(Scenario 3)</i>	The 2031 Background Weekday Traffic conditions are based on existing intersection geometries and controls. The traffic volumes were calculated based on Scenario 1 traffic volumes, plus background traffic growth, plus other approved and in-process development trips. Based on the background weekday capacity analysis results, all study intersections will continue to operate at acceptable Levels-of -Service (LOS) and delays. The average queue lengths also will not exceed more than one vehicle at any study intersection. Hence, no road upgrades are required or proposed as part of this traffic scenario. Refer to Figure A5 for the lane configurations and controls, as well as the peak hour traffic volumes and operations for this traffic scenario.
14 2031 Background Peak Holiday Season Traffic conditions <i>(Scenario 4)</i>	The 2031 Background Peak Holiday Season Traffic conditions are based on existing intersection geometries and controls. The traffic volumes were calculated based on Scenario 2 traffic volumes, plus background traffic growth, plus other approved and in-process development trips. Based on the background peak holiday season capacity analysis results, all study intersections will continue to operate at acceptable Levels-of -Service (LOS) and delays. The average queue lengths also will not exceed more than one vehicle at any study intersection. Hence, no road upgrades are required or proposed as part of this traffic scenario. Refer to Figure A5 for the lane configurations and controls, as well as the peak hour traffic volumes and operations for this traffic scenario.
15 Site Access	Portion 17 of Farm 23 Access is proposed from a new southern approach at the existing Mosselbank Street / Kiewiet Street intersection. The Shoulder Sight Distances (SSD) were evaluated based on the City of Cape Town's Standards & Guidelines for Roads & Stormwater (CCT, 2024). Based on this evaluation, the required SSD should be 45m, the available SSD is greater than 45m, hence sufficient SSD is available. Refer to Figure B1 for the existing available SSD at this development access. It is recommended that these sight triangles remain clear/unobstructed, as part of the proposed development. This development will be access controlled. The minimum storage length at the site access was evaluated based on guidelines outlined in the Committee of Transport Officials, Traffic Impact Assessment Manual (TMH16, CoTO 2014). Based on the expected peak hour development trips, the storage lane should accommodate a minimum of 2 vehicles (or about 14m). Based on the SDP, this storage lane length will be approximately 12m long, and a separate embayment

	will be provided for visitors. It is recommended that the entrance access gate be aligned with the exit access gate. This will ensure that a storage length of 14m is sufficient to accommodate vehicles without queue backup into the external road network. Portion 20 of Farm 23 Access is proposed from a new southern staggered approach at the existing Visvanger Street / Flamingo Street intersection. The Shoulder Sight Distances (SSD) were evaluated based on the City of Cape Town's Standards & Guidelines for Roads & Stormwater (CCT, 2024). Based on this evaluation, the required SSD should be 45m, the available SSD is limited and is less than the required distance. Hence, insufficient SSD is available. It is recommended that traffic calming measures, such as a raised intersection, be implemented to reduce operating speeds along Visvanger Street. Appropriate warning signage and road markings should also be provided to improve driver awareness and safety. Refer to Figure B1 for the existing available SSD at this development access. This development will be access-controlled. The access-control gate will remain open during the daytime and only closed at night. The minimum storage length at the site access was evaluated based on guidelines outlined in the Committee of Transport Officials, Traffic Impact Assessment Manual (TMH16, CoTO 2014). Based on the expected peak hour development trips, the storage lane should accommodate a minimum of 2 vehicles (or about 14m). Based on the SDP, this storage lane length will be approximately 20m long. Hence, sufficient storage will be available outside this development entrance to prevent queue backup into the external road network. It is recommended that a separate embayment be provided for visitors.															
16 Trip Generation & Development Trips	Vehicle trip generation for the proposed developments was obtained from the CoTO TMH 17 Trip Data Manual (CoTO, 2013). These proposed developments will include single-storey residential units. Although the trip generation rates for these developments are based on standard rates, it is expected that the actual vehicle trip generation would be lower, due to the holiday nature of typical residential developments within Paternoster. See Tables 1 & 2 below for the trip generation rates and expected in/out directional splits. Table 2: Trip Generation Rates <table><tr><th>Land Use</th><th>Extent</th><th>Source</th><th>AM Peak Hour Rate</th><th>PM Peak Hour Rate</th></tr><tr><td>Townhouses</td><td>63</td><td>COTO 230</td><td>0.85</td><td>0.85</td></tr><tr><td>Townhouses</td><td>33</td><td>COTO 230</td><td>0.85</td><td>0.85</td></tr></table>	Land Use	Extent	Source	AM Peak Hour Rate	PM Peak Hour Rate	Townhouses	63	COTO 230	0.85	0.85	Townhouses	33	COTO 230	0.85	0.85
Land Use	Extent	Source	AM Peak Hour Rate	PM Peak Hour Rate												
Townhouses	63	COTO 230	0.85	0.85												
Townhouses	33	COTO 230	0.85	0.85												

	Table 3: Expected In/Out Directional Splits																				
	<table><tr><th rowspan="2">Land Use</th><th colspan="2">AM Peak Hour</th><th colspan="2">PM Peak Hour</th><th colspan="2">Peak Holiday Season</th></tr><tr><th>In</th><th>Out</th><th>In</th><th>Out</th><th>In</th><th>Out</th></tr><tr><td>Townhouses</td><td>25%</td><td>75%</td><td>70%</td><td>30%</td><td>48%</td><td>52%</td></tr></table>	Land Use	AM Peak Hour		PM Peak Hour		Peak Holiday Season		In	Out	In	Out	In	Out	Townhouses	25%	75%	70%	30%	48%	52%
	Land Use		AM Peak Hour		PM Peak Hour		Peak Holiday Season														
		In	Out	In	Out	In	Out														
	Townhouses	25%	75%	70%	30%	48%	52%														
Based on the above trip rates, the developments are expected to generate the peak hour vehicle trips, as summarised in Tables 3 & 4																					
Table 4: Expected Development Trips - Portion 17 of Farm 23																					
	<table><tr><th>Peak Hour</th><th>In</th><th>Out</th><th>Total</th></tr><tr><td>AM Peak Hour</td><td>13</td><td>40</td><td>53</td></tr><tr><td>PM Peak Hour</td><td>37</td><td>16</td><td>53</td></tr><tr><td>Peak Holiday Season</td><td>25</td><td>28</td><td>53</td></tr></table>	Peak Hour	In	Out	Total	AM Peak Hour	13	40	53	PM Peak Hour	37	16	53	Peak Holiday Season	25	28	53				
Peak Hour	In	Out	Total																		
AM Peak Hour	13	40	53																		
PM Peak Hour	37	16	53																		
Peak Holiday Season	25	28	53																		
	Table 5: Expected Development Trips - Portion 20 of Farm 23																				
	<table><tr><th>Peak Hour</th><th>In</th><th>Out</th><th>Total</th></tr><tr><td>AM Peak Hour</td><td>7</td><td>21</td><td>28</td></tr><tr><td>PM Peak Hour</td><td>20</td><td>8</td><td>28</td></tr><tr><td>Peak Holiday Season</td><td>14</td><td>15</td><td>29</td></tr></table>	Peak Hour	In	Out	Total	AM Peak Hour	7	21	28	PM Peak Hour	20	8	28	Peak Holiday Season	14	15	29				
Peak Hour	In	Out	Total																		
AM Peak Hour	7	21	28																		
PM Peak Hour	20	8	28																		
Peak Holiday Season	14	15	29																		
17 Trip Distribution	The study area consists mainly of residential developments. The expected trip distribution is therefore based on existing traffic volumes/patterns in the study area. The following trip distribution was used for the new development trips: • 50% to/from south along Mosselbank Street • 50% to/from west along St Augustine Street. See Figure A5, for the distribution of the new development trips through the study intersections.																				
18 2031 Total Weekday Traffic conditions (Scenario 5)	The 2031 Total Weekday Traffic conditions are based on existing intersection geometries and controls. The traffic volumes were calculated based on Scenario 3 traffic volumes, plus the trips from the proposed new developments. Based on the total weekday capacity analysis results, all study intersections will continue to operate at acceptable Levels-of -Service (LOS) and delays. The average queue lengths also will not exceed more than two vehicles at any study intersection. Hence, no road upgrades are required or proposed as part of this traffic scenario. Refer to Figure A7 for the lane configurations and controls, as well as the peak hour traffic volumes and operations for this traffic scenario.																				
19 2031 Total Peak	The 2031 Total Peak Holiday Season traffic conditions are based on existing intersection geometries and controls. The traffic volumes were calculated based																				

Holiday Season Traffic conditions <i>(Scenario 6)</i>	on Scenario 4 traffic volumes, plus the trips from the proposed new developments. Based on the total peak holiday season capacity analysis results, all study intersections will continue to operate at acceptable Levels-of-Service (LOS) and delays. The average queue lengths will not exceed more than one vehicle at any study intersection. Hence, no road upgrades are required or proposed as part of this traffic scenario. Refer to Figure A7 for the lane configurations and controls, as well as the peak hour traffic volumes and operations for this traffic scenario.
20 Public Transport	Portion 17 of Farm 23 Existing facilities – Based on the information available, it is unclear whether formal public transport services operate in the immediate vicinity of the site. Proposed facilities – There are no public transport facilities proposed for this development. However, based on the SDP, the refuse embayment located directly east of the site access could potentially serve as a public transport embayment. Given the low frequency and short duration of refuse collection activities, conflicts are expected to be minimal. Portion 20 of Farm 23 Existing facilities - Based on the information available, it is unclear whether formal public transport services operate in the immediate vicinity of the site. Proposed facilities – Visvanger Street and Flamingo Street are classified as Class 5 roads. It is unlikely that formal public transport services would operate along these lower-order roads. Based on the SDP, a pedestrian sidewalk will be provided at the site access, which connects to the external road network.
21 Pedestrians & Cyclists	Portion 17 of Farm 23 Existing facilities: There are no formal sidewalks in the immediate vicinity of the site. Proposed facilities: It is recommended that a 1,8m wide all-weather, hard-surfaced sidewalk be provided along the Mosselbank Street site frontage, linked with a 1,5m wide sidewalk along the internal road network. Portion 20 of Farm 23 Existing facilities: There are no formal sidewalks in the immediate vicinity of the site. Proposed facilities: It is recommended that a minimum 1,5m wide sidewalk be provided along the internal road network, to link with development access at the Visvanger Street/Flamingo Street intersection.

22 Parking	On-site parking should generally be provided, according to the Saldanha Bay Municipality’s Integrated Zoning Scheme By-Law. According to this by-law, parking should be provided as summarised in Table 6 below. Table 6: Parking Requirements <table><tr><th>Development</th><th>Land Use / Extent</th><th>Recommended Parking Rate</th><th>Parking Required</th><th>Parking Proposed (SDP)</th></tr><tr><td>Ptn 17 Farm 23</td><td>63 Group housing units</td><td>2 bays/unit</td><td>126</td><td>63</td></tr><tr><td>Ptn 20 Farm 23</td><td>33 group housing units</td><td>2 bays/unit</td><td>66</td><td>33</td></tr><tr><td colspan="3">TOTAL</td><td>192 bays</td><td>96 bays</td></tr></table> Based on the above table, 126 parking bays is required on site, but only 63 parking bays are proposed on Portion 17 based om the SDP. Also, 66 parking bays are required on site, but only 33 parking bays are proposed on Portion 20 based on the SDP. To address this parking shortfall, CK Rumboll & Partners have prepared and will submit a departure application to motivate these reduced parking rates and parking provision.	Development	Land Use / Extent	Recommended Parking Rate	Parking Required	Parking Proposed (SDP)	Ptn 17 Farm 23	63 Group housing units	2 bays/unit	126	63	Ptn 20 Farm 23	33 group housing units	2 bays/unit	66	33	TOTAL			192 bays	96 bays
	Development	Land Use / Extent	Recommended Parking Rate	Parking Required	Parking Proposed (SDP)																
	Ptn 17 Farm 23	63 Group housing units	2 bays/unit	126	63																
	Ptn 20 Farm 23	33 group housing units	2 bays/unit	66	33																
TOTAL			192 bays	96 bays																	
23 Refuse Collection	Portion 17 of Farm 23 A dedicated refuse collection embayment is proposed along Mosselbank Street, directly east of the development's access. It is recommended that this refuse embayment be constructed in accordance with the City of Cape Town’s (CCT) Standards and Guidelines for Roads & Stormwater (2024). Refer to Figure 2 for details of the proposed refuse embayment.  Figure 2: City of Cape Town Refuse Embayment Dimensions (CCT, 2024) On refuse collection days, refuse bins should be positioned on a dedicated hard-surfaced area along the Mosselbank Street verge. This space should be separate from the pedestrian walkway to ensure free-flow pedestrian movements. Portion 20 of Farm 23 Refuse trucks will be able to enter/exit this site in a continuous forward motion. See Figure A8 for an AutoTurn refuse truck movement simulation. Based on this investigation, it is evident that the internal road network can accommodate the																				

	refuse collection truck acceptably, to collect refuse at each individual property within the development. Refuse trucks will be able to access the development via the main access gate, which will remain open during the day to allow unrestricted entry and exit. The gate will be closed at night for security purposes.
24 Conclusions & Recommendations	This report summarises an investigation of the transport-related impacts expected as part of two new residential developments, one planned on Portion 17, and another on Portion 20 of Farm 23, within Paternoster. The following can be concluded, based on this investigation: Land Use: The following land uses / extents are proposed: • Portion 17 of Farm 23: 63 residential units • Portion 20 of Farm 23: 33 residential units Existing Traffic (Scenarios 1 & 2): No upgrades are required/proposed for these scenarios. Background Traffic (Scenarios 3 & 4): No upgrades are required/proposed for these scenarios. Site Access: • Portion 17 of Farm 23: Access is proposed from a new southern approach at the existing Mosselbank Street / Kiewiet Street intersection. The SSD will be acceptable. It is recommended that the entrance gate be aligned with the exit gate to provide a 14m storage length, preventing vehicle queueing onto the external road network. • Portion 20 of Farm 23: Access is proposed from a new staggered southern approach at the existing Visvanger Street / Flamingo Street intersection. The stacking space will be acceptable; it is recommended that a visitor's parking embayment be provided adjacent to the site access. The SSD is insufficient; it is recommended that traffic calming measures, such as a raised intersection, be implemented to reduce operating speeds. Appropriate warning signage and road markings should also be provided to improve driver awareness and safety. Development Trips: • Portion 17 of Farm 23: 53 peak hour trips • Portion 20 of Farm 23: 28 peak hour trips Total Traffic (Scenarios 5 & 6): No upgrades are required / proposed for these scenarios. Public Transport: • Portion 17 of Farm 23: No dedicated public transport facilities are proposed; however, the refuse embayment east of the site access could

potentially accommodate public transport stops, with minimal expected conflicts due to the low frequency and short duration of refuse collection.

- Portion 20 of Farm 23: Visvanger Street and Flamingo Street are Class 5 roads; formal public transport is unlikely on these lower-order roads. The site provides a pedestrian sidewalk at the access point that connects to the surrounding road network.

Pedestrians & Cyclists:

- Portion 17 of Farm 23: A 1,8m wide all-weather, hard-surfaced sidewalk should be provided along the Mosselbank Street site frontage, linked with a 1,5m wide sidewalk along the internal road network.
- Portion 20 of Farm 23: A minimum 1,5m wide sidewalk should be provided along the internal road network, to link with development access at the Visvanger Street/Flamingo Street intersection.

Parking:

- Portion 17 of Farm 23: 126 parking bays is required on site, but only 63 parking bays are proposed based on the SDP.
- Portion 20 of Farm 23: 66 parking bays are required on site, but only 33 parking bays are proposed based on the SDP.
- To address this parking shortfall, CK Rumboll & Partners have prepared and will submit a departure application to motivate these reduced parking rates and parking provision.

Refuse Collection:

- Portion 17 of Farm 23: A refuse collection embayment is proposed on Mosselbank Street east of the site access. It is recommended that it be constructed in accordance with the CCT Roads & Stormwater standards (2024). Refuse bins are proposed to be placed on a dedicated hard-surfaced verge area on collection days, separate from pedestrian walkways.
- Portion 20 of Farm 23: Refuse trucks can access the development via the main gate and circulate through the internal road network. The gate will remain open during the day for access and only be closed at night for security reasons. Acceptable on-site circulation was checked with AutoTurn Software and confirmed to be acceptable.

Based on this investigation, it is evident that the transport impacts expected as part of both Portion 17 and Portion 20 of the Farm 23 would be relatively low and therefore no additional external road upgrades will be required or are proposed as part of these developments.

	Hence, it is recommended that the developments on Portion 17- as well as Portion 20 of the Farm 23 in Paternoster be considered for approval, from a transport point of view.
--	---

REFERENCES

1. Highway Capacity Manual (HCM), Quality and Level-of-Service Concepts, Transportation Research Board, 9 March 2015
2. Provincial Administration Western Cape, Road Access Guidelines, May 2001. Classification and
3. CoTO, *South African Impact and Site Traffic Assessment Manual*, TMH 16, Volume 1, August 2012
4. City of Cape Town. (2024). *Standards and Guidelines for Roads and Stormwater* (Version 4.0, September 2024). Cape Town: City of Cape Town.
5. Saldanha Bay Municipality. (2020). *Integrated Zoning Scheme By-Law: Draft Document No. 3 for comment*. March 2020
6. South African Trip Data Manual, TMH17, Version 1.1, COTO, September 2013
7. Access Management Guidelines, Western Cape Government, 2020

Annexure A

Figures

Figure A1: Site Development Plan – Portion 17 of Farm 23

Figure A2: Site Development Plan – Portion 20 of Farm 23

Figure A3: Traffic Counting Data from RNIS website (Station No. 5050)

Figure A4: 2026 Existing Weekday & Peak Holiday Season Traffic conditions

Figure A5: 2031 Background Weekday & Peak Holiday Season Traffic conditions

Figure A6: Expected Development Trips

Figure A7: 2031 Total Weekday & Peak Holiday Season Traffic conditions

Figure A8: Portion 17 of Farm 23 Passenger Vehicle Circulation

Figure A9: Refuse Collection Circulation



Figure A1
SDP - Portion 17 of Farm 23



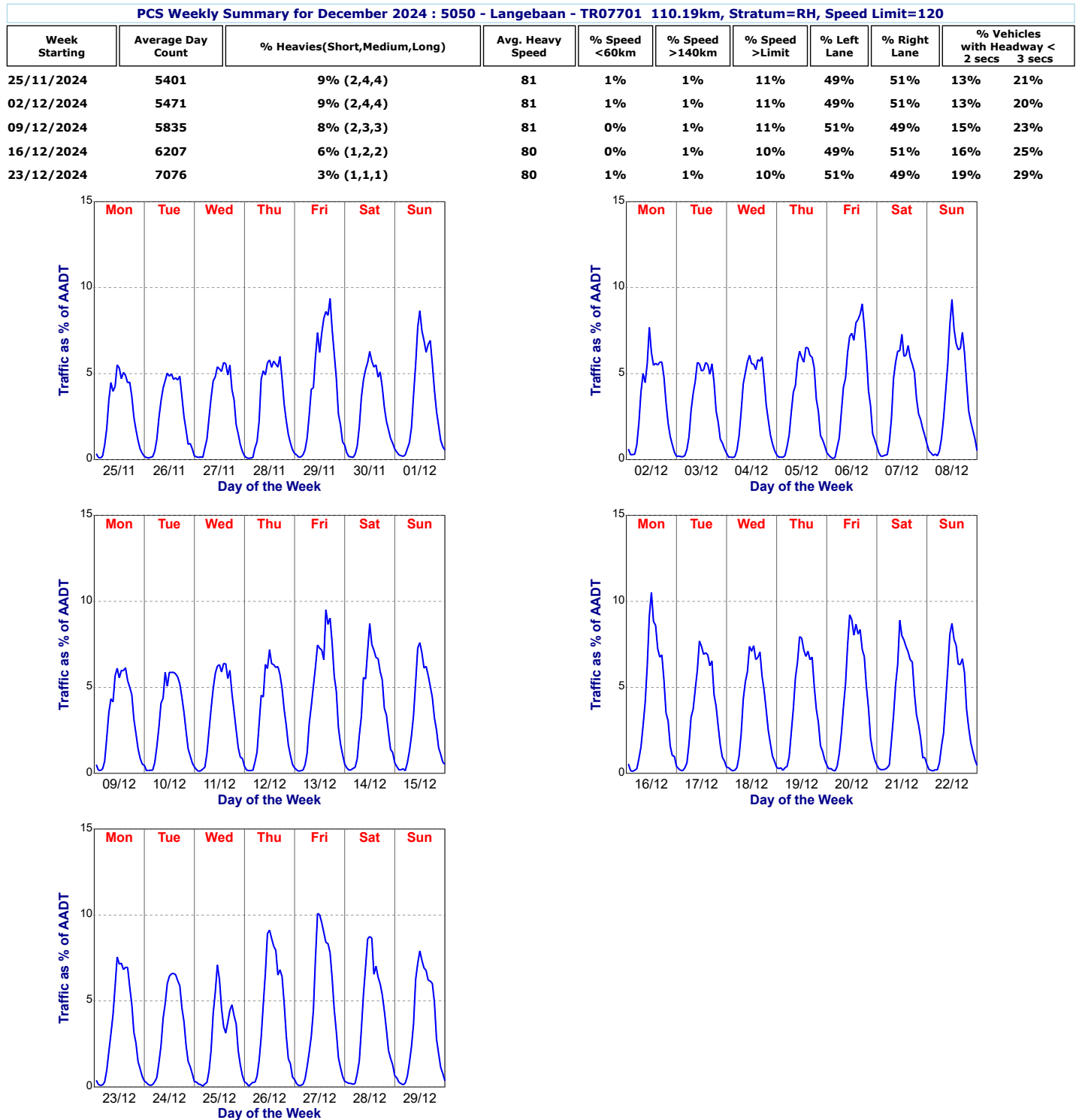


Figure A3

Permanent Counting Station N0 5050
WCG RNIS Average Day Count

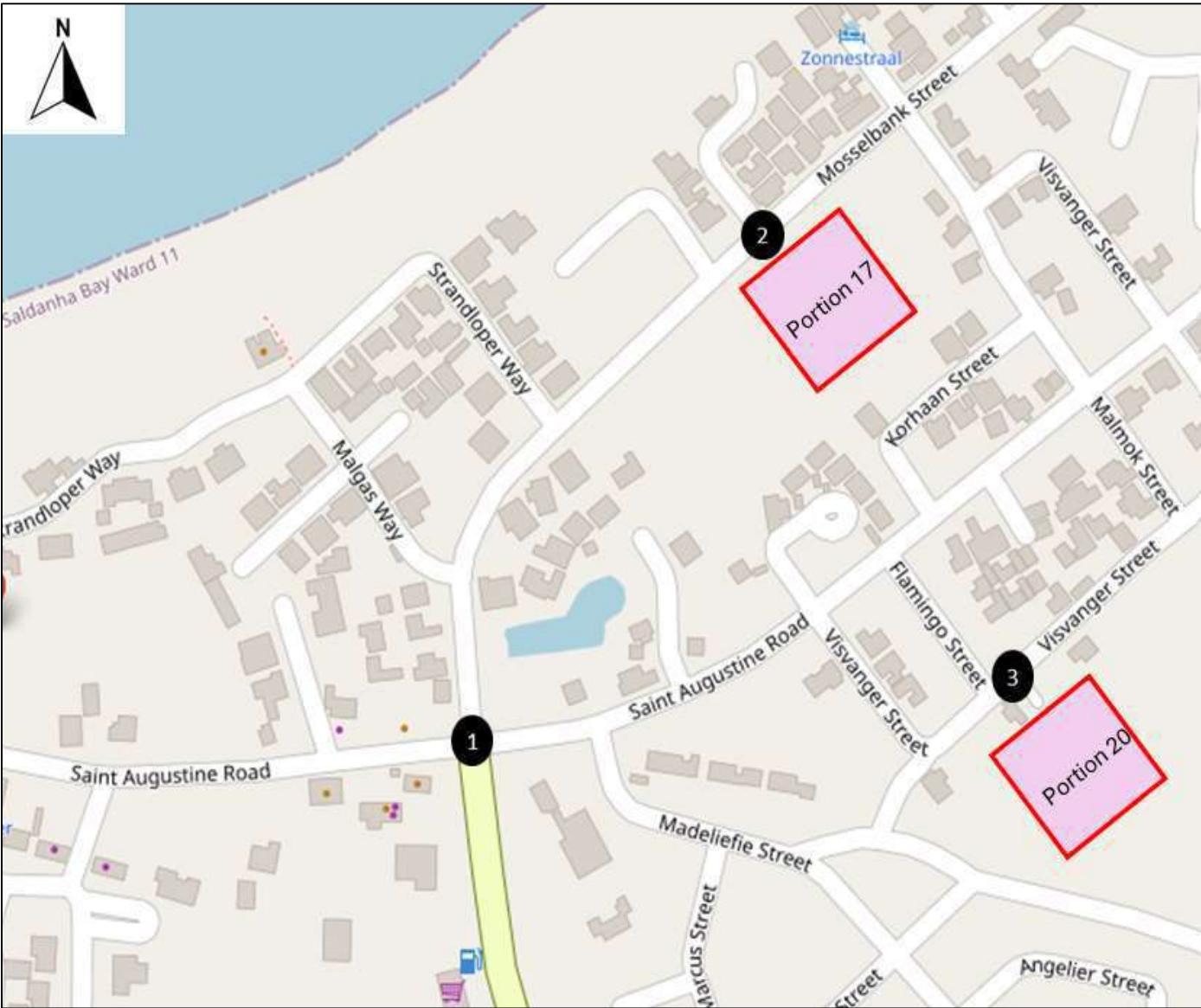
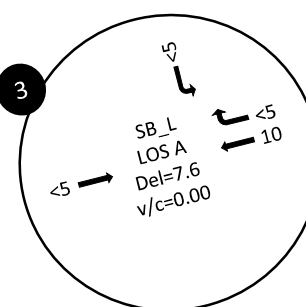
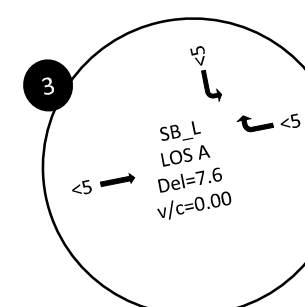
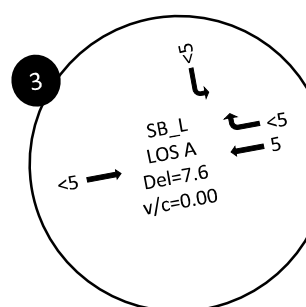
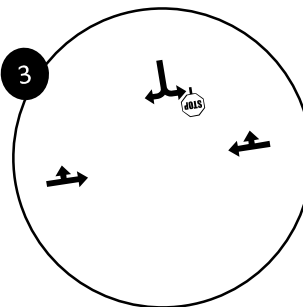
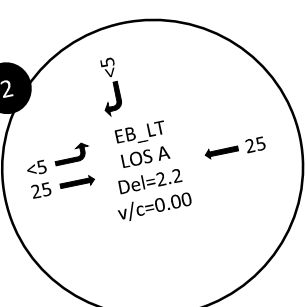
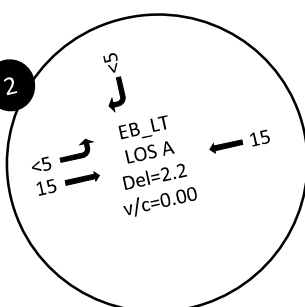
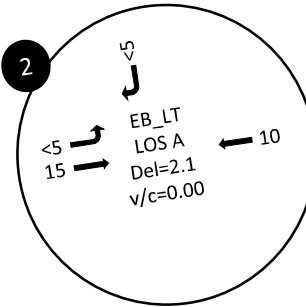
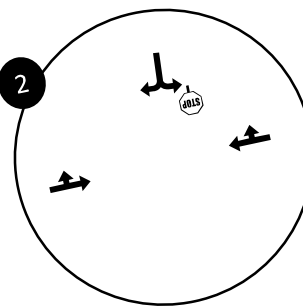
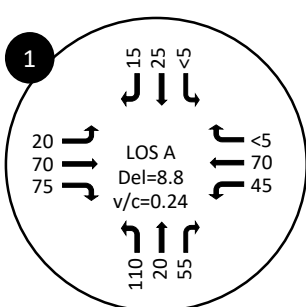
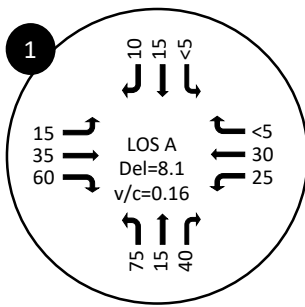
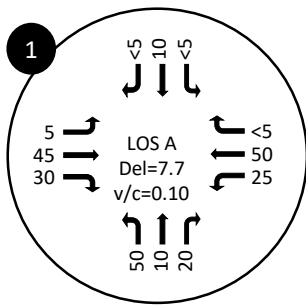
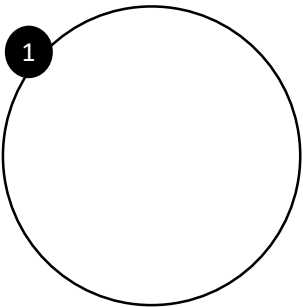
2026 Existing Weekday and Peak Holiday Season Traffic Condtions

Lane Configuration and Controls

AM Peak Hour

PM Peak Hour

Peak Holiday Season

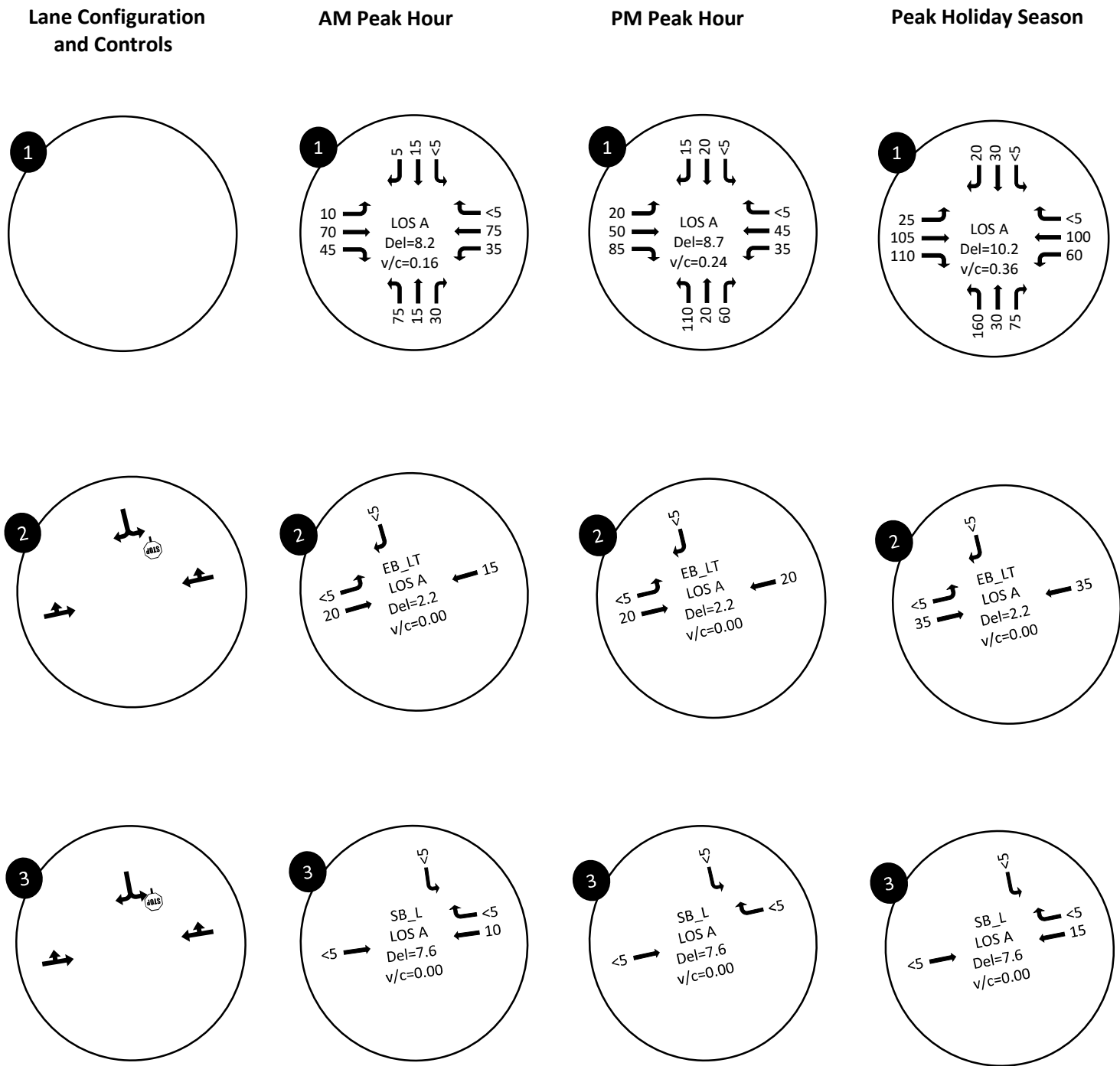


CM : Critical Movement
LOS: Level of Service of intersection if Signal or 4-way Stop or of Critical movement if unsignalised
DEL: Avg Delay per vehicle if signalised or for critical movement if unsignalised
V/C: Critical V/C Ratio
Turning movements
Free Flow Left Turn
Critical Movement
Overlap Left Turn

Legend:
Turning lanes and turning movements
Stop Control
Traffic Signal Control
Roundabout (Yield Control)

Diagramtic / Not to Scale

2031 Background Weekday and Peak Holiday Season Traffic Conditions



CM : Critical Movement
LOS: Level of Service of intersection if Signal or 4-way Stop or of Critical movement if unsignalised
DEL: Avg Delay per vehicle if signalised or for critical movement if unsignalised
V/C: Critical V/C Ratio
Turning movements
Free Flow Left Turn

Critical Movement
Overlap Left Turn

Legend:
Turning lanes and turning movements
Stop Control
Traffic Signal Control
Roundabout (Yield Control)

Diagrammatic / Not to Scale

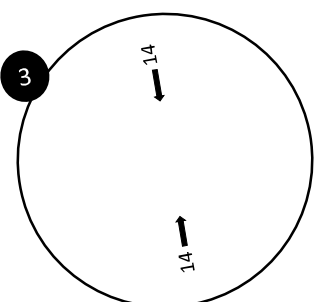
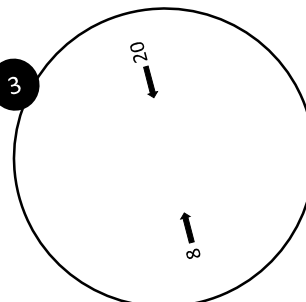
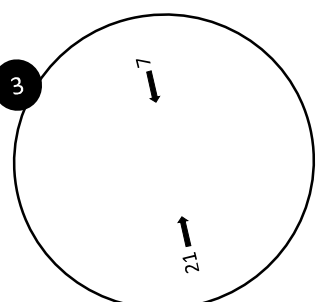
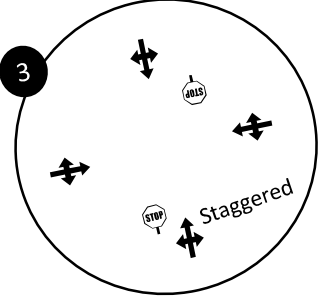
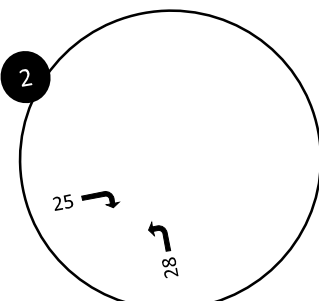
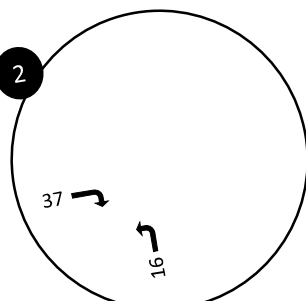
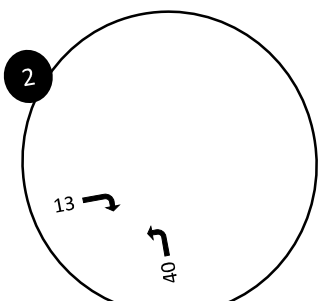
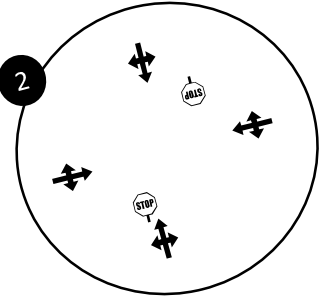
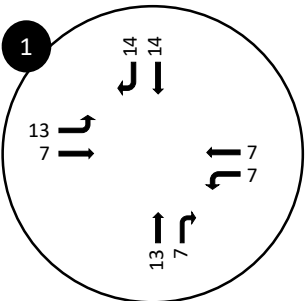
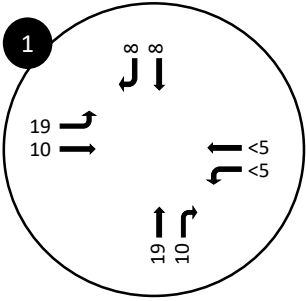
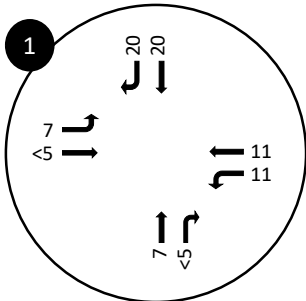
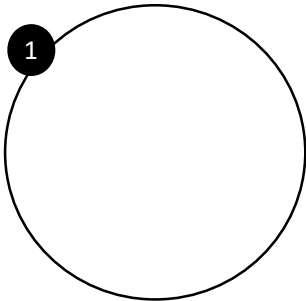
Expected Development Trips

Lane Configuration and Controls

AM Peak Hour

PM Peak Hour

Peak Holiday Season



CM : Critical Movement
LOS: Level of Service of intersection if Signal or 4-way Stop or of Critical movement if unsignalised
DEL: Avg Delay per vehicle if signalised or for critical movement if unsignalised
V/C: Critical V/C Ratio
Turning movements
Free Flow Left Turn
Critical Movement
Overlap Left Turn

Legend:
Turning lanes and turning movements
Stop Control
Traffic Signal Control
Roundabout (Yield Control)



Portion 17 of Farm 23

Peak Hour	In	Out	Total
AM Peak Hour	13	40	53
PM Peak Hour	37	16	53
Peak Holiday Season	25	28	53

Portion 20 of Farm 23

Peak Hour	In	Out	Total
AM Peak Hour	7	21	28
PM Peak Hour	20	8	28
Peak Holiday Season	14	15	29

Diagramtic / Not to Scale

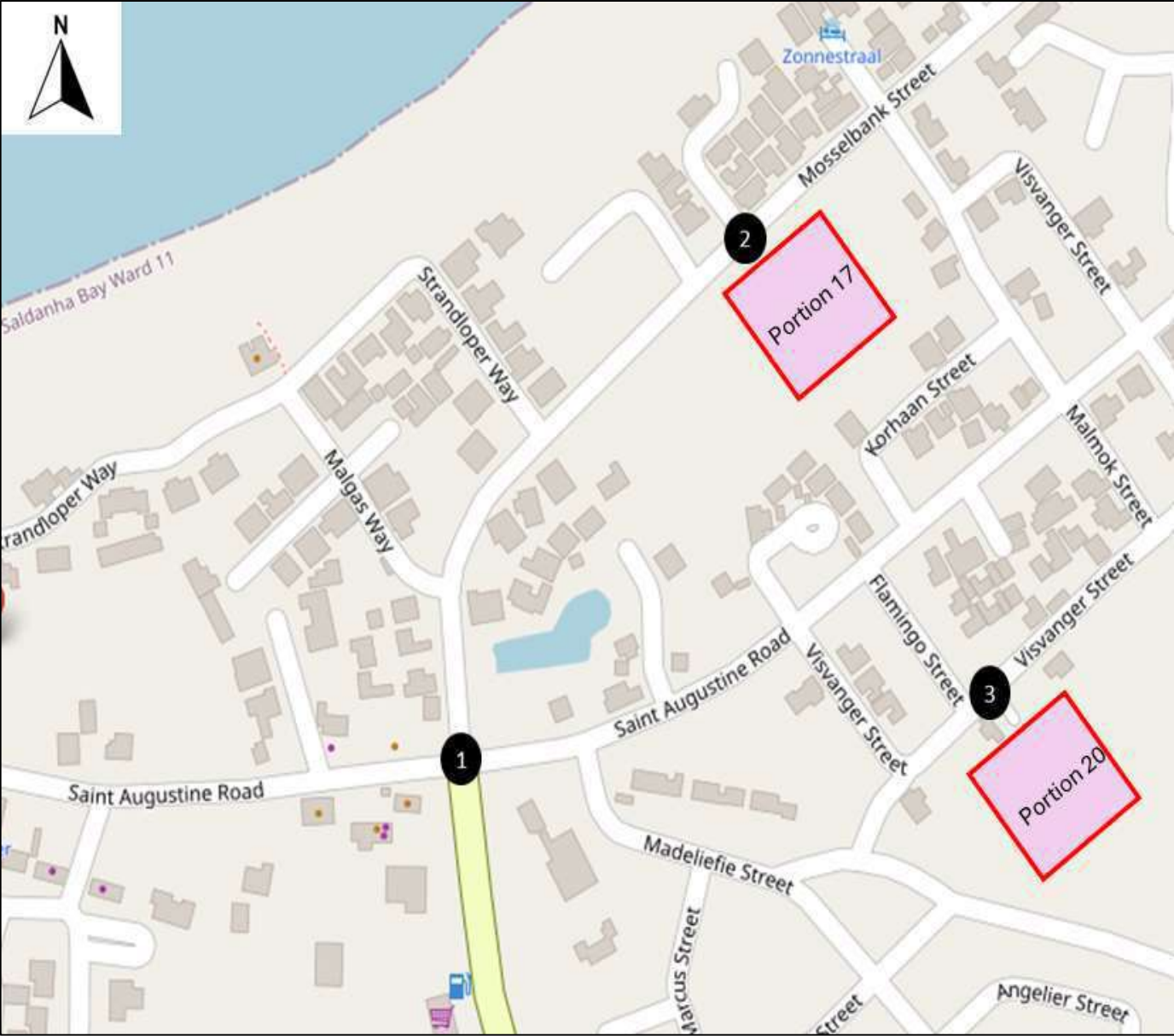
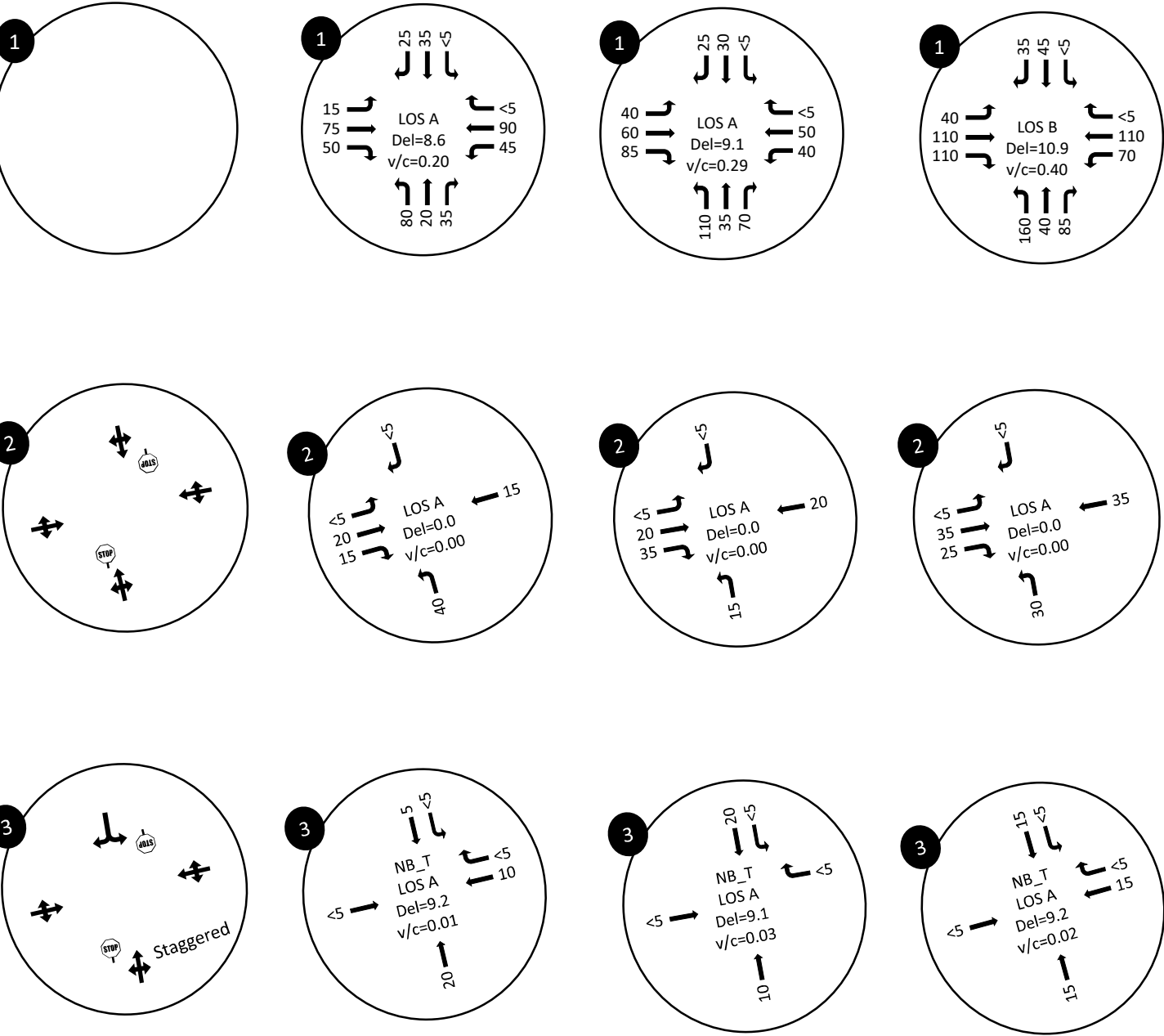
2031 Total Weekday and Peak Holiday Season Traffic Conditions

Lane Configuration
and Controls

AM Peak Hour

PM Peak Hour

Peak Holiday Season

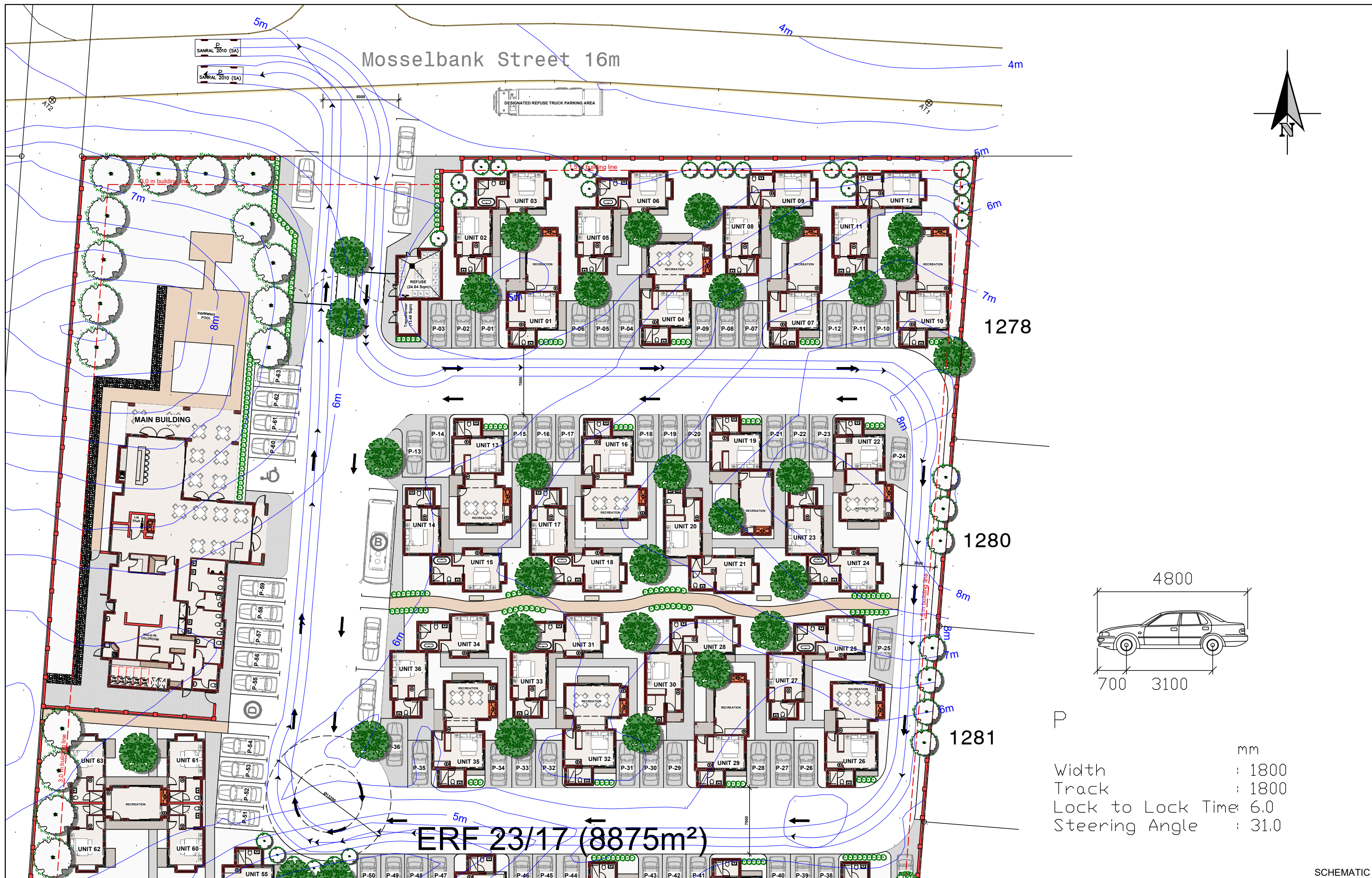


CM : Critical Movement
LOS: Level of Service of intersection if Signal or 4-way Stop or of Critical movement if unsignalised
DEL: Avg Delay per vehicle if signalised or for critical movement if unsignalised
V/C: Critical V/C Ratio
Turning movements
Free Flow Left Turn
Critical Movement
Overlap Left Turn

Legend:
Turning lanes and turning movements
Stop Control
Traffic Signal Control
Roundabout (Yield Control)

	Average 95th Back of Queue (Vehicles)		
	AM Peak Hour	PM Peak Hour	Peak Holiday Season
Intersection 1	1	1	2
Intersection 2	0	0	0
Intersection 3	0	0	0

Diagramtic / Not to Scale



MASTER SITE DEVELOPMENT PLAN OF FARM NO 34, PATERNOSTER
REF: PAT/14238/NJdK



LEGEND:

- Business premises
Parking area
Single residential with business
Single residential
Unused service yard
Private open space
Existing cadastral boundaries
Proposed Parking Bays
Proposed Staff Parking
Proposed Loading Bays
Existing buildings
Existing Access Points
Existing servitude
Proposed parking servitude area in favour of Erf 2177
Proposed parking servitude area in favour of the Middelorp Commercial Erven Association
Public Road
Private Road

Parking area		
Erf Number	Parking provided	Parking bays allocated to serve erven (number of bays)
2125	6	2107 (6)
2134	6	2107 (6)
2140	7	2160 (7)
2159	5	2160 (5)
2152	13	2158 (13)
2156	23	2158 (11), 2157 (8), 2104 (4)
2105	21	2107 (4), 2155 (13), 2185 (4)
2189	18	2187 (9), 2188 (9)
2178	10	2187 (4), 2188 (4), 2185 (2),
2103	6	2185 (6)
2094	7	2086 (7)
2108	21	2177 (9), 2107 (2), 2104 (2), 2155 (2), 2188 (2), 2187 (2), 2185 (2)
2186	2	2186 (2)

Business uses and parking requirements			
Erf number	Building size	Parking required	Parking bays allocated (From parking areas)
2177	±1631m ²	36	9
2107	±296m ²	12	18
2160	±289m ²	12	12
2158	±410m ²	26	24
2185	±205m ²	8	14
2086	0m ²	0	7
2157	0m ²	0	8
2155	0m ²	0	15
2188	0m ²	0	15
2187	0m ²	0	15
2106	0m ²	0	2
2104	0m ²	0	6
Total	±2831m ²	94	145

Figure A10
Farm 34 Master Plan

Drawing: NJ de Kock

ALL AREAS AND DISTANCES ARE SUBJECT TO SURVEYING

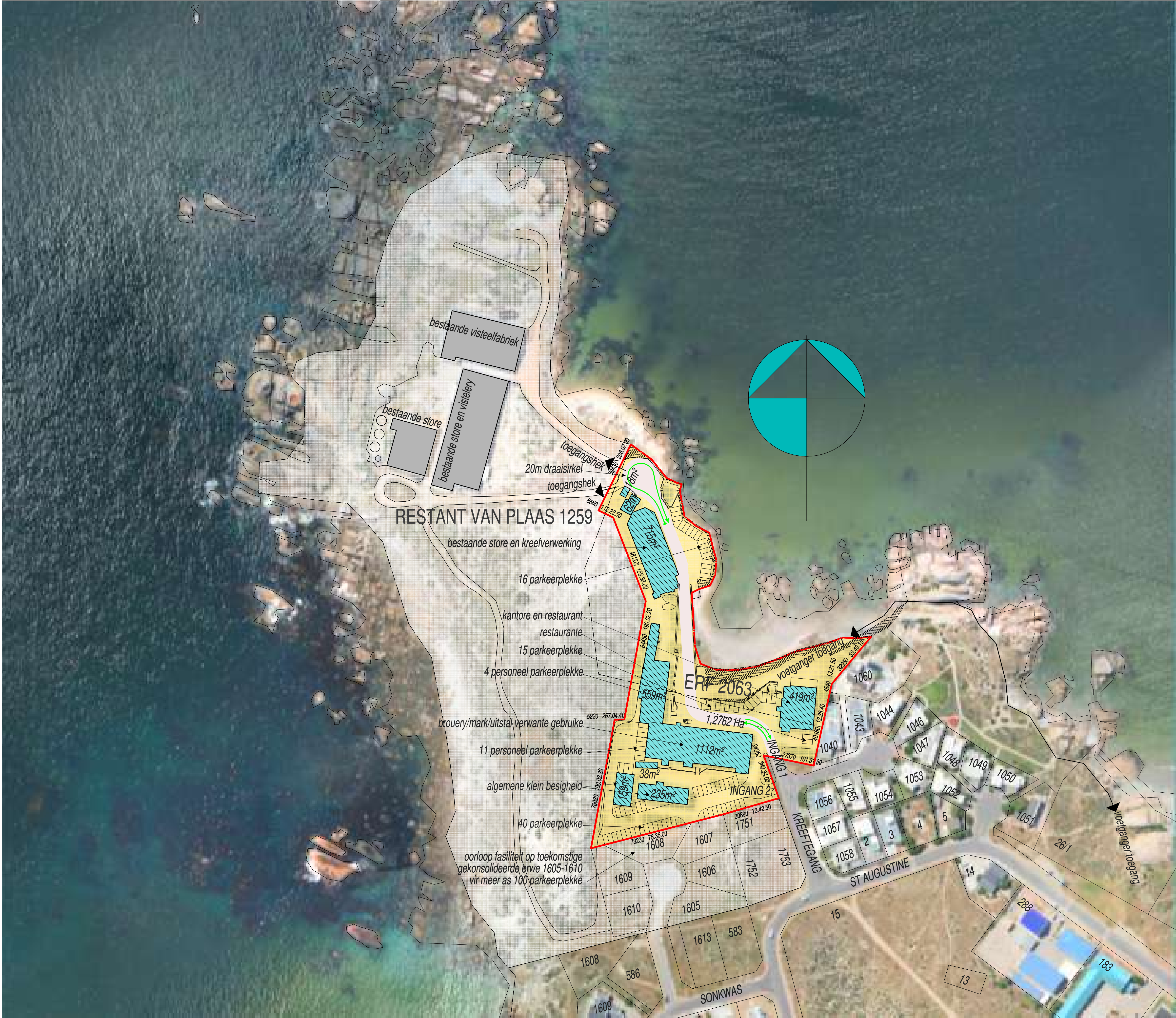
C.K. RUMBOLL & VENNOTE
TOWN PLANNERS
PROFESSIONAL SURVEYORS

Tel: 022 - 4821845
Fax: 022 - 4871661
Email: planning2@rumboll.co.za

DATE: August 2025

AUTHORITY: SALDANHA BAY MUNICIPALITY

REF: PAT/14238/NJdK



ALLE MATES MOET OP TERREIN
NAGEBAAN WORD AL VOORENS
ENIGE WERK N AANVANG NEEM

ALL DIMENSIONS ARE TO BE
CHECKED ON SITE BEFORE
WORK IS PUT IN HAND

WYSIGINGS		VARIATIONS
NR / NO	BESKRYWING / DESCRIPTION	DATUM / DATE

OPPERVLAKTES ERF 2063

TERREIN OPPERVLAK
DEKKING 3279/12762=

12762m²
26 %

GEBOU GEBRUIKE

KLEINmBESIGHEID 3279m²

mark/uitstal verwante gebruike 1112m²
best kreefprossesering 715m²+62m²+18m²
kantore 279m²
restaurante 559m²+140m²
algemene kleinbesigheid en pakhuis 394m²

PARKERING ERF 2063

vir Klein besigheid 3279/60= 55
TOTAAL voorsien 86

ROON ARCHITECTS

KRIEDORINGWEG / ROAD 10
POSBUS / PO BOX 325
PATERNOSTER
WESKAAP / WESTERN CAPE
7381
E: roon.roon@gmail.com
T/F: 027222208
S/C: 0833053281
SACAP 2571 . SAIA 3731

PROJECT / PROJECT PATERNOSTER GROEPBELANGE ERF 2063 PATERNOSTER		
TEKENING / DRAWING TERREIN ONTWIKKELINGS PLAN		
SKALA / SCALE 1:1000	OPTEKENING / DRAWING AR	DATUM / DATE 2020.06.24

PROJECT / PROJECT NO VI SA		VERWYSING / REFERENCE SAIA		TEKENING NO / DRAWING NO UI 01	
BASIS TEKENING / BASE DRAWING		INPLAATSTUK / IN INFORMATION DWG		UITGEREKEN / ISSUED	
				WYS / REV	

Figure A11
Erf 2063 SDP

Annexure B

Photos



Photo 1: Western Approach Shoulder Sight Distance



Photo 2: Eastern Approach Shoulder Sight Distance



Photo 1: Proposed Sight Access Intersection with Kiewiet Street

SCHEMATIC



Photo 1: Western Approach Shoulder Site Distance



Photo 2: Eastern Approach Shoulder Sight Distance



Photo 3 : Proposed Site Access Driveway

SCHEMATIC