Appendix O: Traffic Impact Assessment

Erf 28005

Transport Impact Assessment

Eden Meander Precinct, George, Western Cape

Novmeber 2026



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SUMMARY SHEET

Report Type	Transport Impact Assessment
Title	Erf 28005
Location	Eden Meander Precinct, George, Western Cape
Client	Century Property Developments
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Date	November 2026
Report Status	Revision 2
File Name	G:\4976 TIA Erf 28005 Eden Meander George\12 Reports\Issued\4976 TIA Erf 28005 Eden Meander George Rev 2 IvT_2026-11-11.docx

It is herewith certified that this Traffic Impact Assessment has been prepared according to the requirements of the South African Traffic Impact and Site Traffic Assessment Manual (TMH 16 and 17).

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REPORT - SUMMARY TABLE

This transport impact assessment is reported only in a summary table format instead of a traditional report to assist review and interpretation of the results. This summary table includes all the relevant information. It should be sufficient for the review and interpretation of the expected transport impacts as well as the comprehension of the required measures to mitigate the transport impact. If any more detail is required, please contact the authors.

ANNEXURES

Annexure A: Figures
Annexure B: Tables
Annexure C: Queueing Analysis
Annexure D: Letter Correspondence

ABBREVIATIONS

COTO	Committee of Transport Officials
Ha	Hectare
HCM	Highway Capacity Manual
LOS	Level of Service
NMT	Non-motorised Transport
SQM	Square Meters (m^2)
TIA	Transport Impact Assessment
V/C	Volume to Capacity Ratio
WCG	Western Cape Government

Transport Impact Assessment

Erf 28005, Eden Meander Precinct, George, Western Cape

1 Background	The Eden Meander development has matured over the last 15 years, and several transport studies were conducted for the larger precinct. The first was in January 2010, by Innovative Transport Solution (Pty) Ltd, and this was for a total of ±240 000m^2 GLA. This study was refined in February 2012 and was based on four distinct phases, of which the most critical phase was Phase 4, which included development up to 145 000m^2 GLA. The 2012 study identified major improvements that were thought to be required for the full development of Eden Meander. The study for the larger Eden Meander was updated (ITS, July 2023) to reflect the actual trip generation and traffic growth that had occurred over the last 13 years. The transport impacts of the larger precinct are significantly lower than expected in the 2012 study, specifically due to lower trip generation rates and lower background growth, which were, among other factors, related to lower economic growth and the possible impact of the Go George bus service. In July 2023, a separate study was done for Erf 28005 for a Makro development. It was previously proposed to do a 12 500 m^2 GLA Makro development on the current vacant site. This report serves as an update to the Traffic Impact Assessment that was done in 2023, but it will replace the proposed Makro development with a residential development.
2 Purpose of Study	The purpose of this study is to determine the transport impacts of the proposed 680 residential development on Erf 28005 within the larger Eden Meander precinct. The assessment is done by considering all the completed developments within Eden Meander, and all the latent developments in the area. It also considers the existing transport system as improved over recent years.
3 Locality	The proposed development is in the larger Eden Meander Precinct adjacent to the Garden Route Mall and Blue Mountain Village in George, Western Cape. Park Road borders the site to the east, Platinum Drive to the south and Blue Mountain Village and Gardens to the north and west. Refer to **Figure 1** for the locality map.

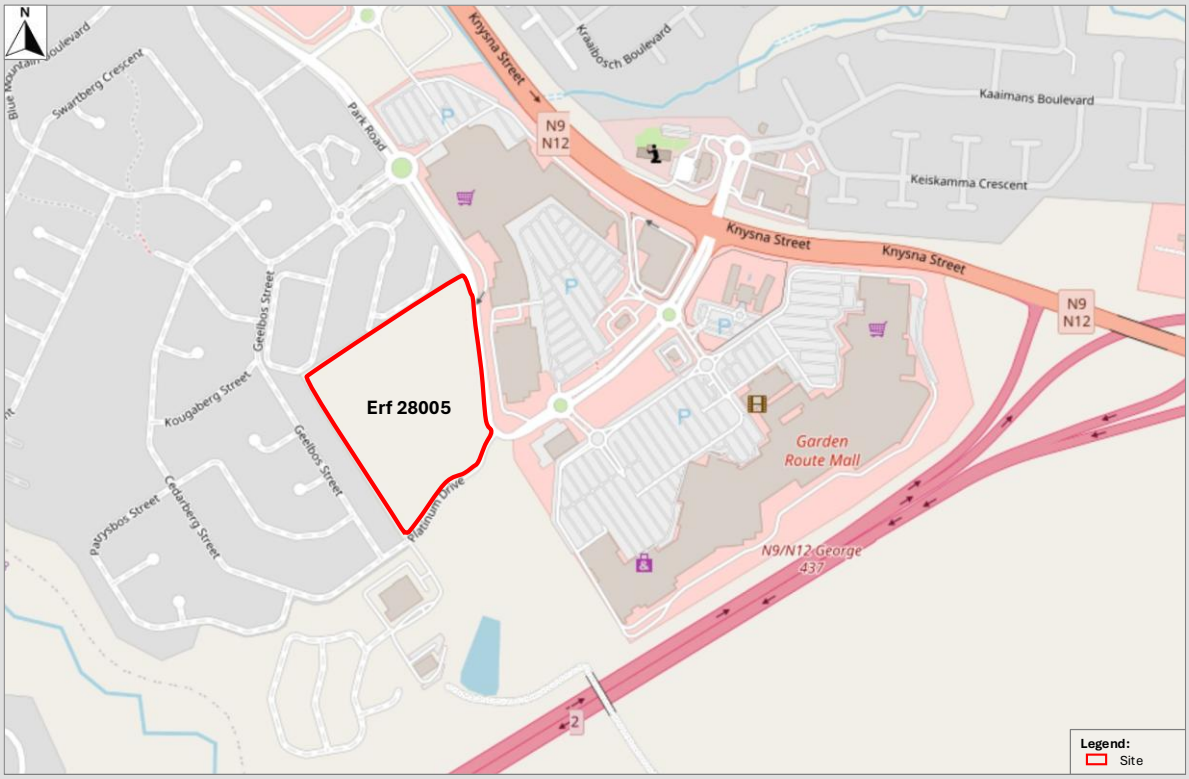


Figure 1: Locality Plan

4 Land Use	**Existing Land Use:** Currently, Erf 28005 is vacant. **Proposed Land Use:** The planned development will include the following: • The development of 680 residential units is proposed on Erf 28005. Refer to **Figure A1** in Annexure A for the Site Development Plan (SDP).
5 Existing access	There is currently a driveway providing access to the erf approximately 100m from Park Road.
6 Existing Roadways	The existing roadways in the site vicinity are described below. The road classification is based on the George Comprehensive Integrated Transport Plan (CITP) 2023-2028 (George Municipality, August 2024). Refer to **Figure 2** for the road classification of George. **N2**: Class 1 Freeway. Two lanes per direction, 120km/h speed limit, with a median, no on-street parking and no sidewalks. **Knysna Road (TR210)**: Class 2 Major Arterial. Two lanes per direction, 80km/h speed limit, no on-street parking, with a median and sidewalks on both sides of the road for most of its length. Sidewalks are absent for a section between Saint George's Road and Madiba Drive.

Saint George's Road west of Knysna Road: Class 5 collector road. Two lanes per direction, 60km/h speed limit, no on-street parking and sidewalks on both sides of the road.

Park Drive: Class 5 local road. Single lane per direction, 60km/h speed limit, no on-street parking, no median and sidewalks on both sides of the road. Park Drive splits into a dual carriageway with a median for 150m northwest and southeast of the roundabout access to the Garden Route Mall.

Garden Route Mall Access Road: Class 5 local road. It comprises of a dual carriageway road with two lanes per direction, 60km/h speed limit, no on-street parking and sidewalks on both sides of the road

Platinum Drive: Class 5 Collector Road. Single lane per direction, 60km/h speed limit, no on-street parking, no median and sidewalks on both sides of the road.

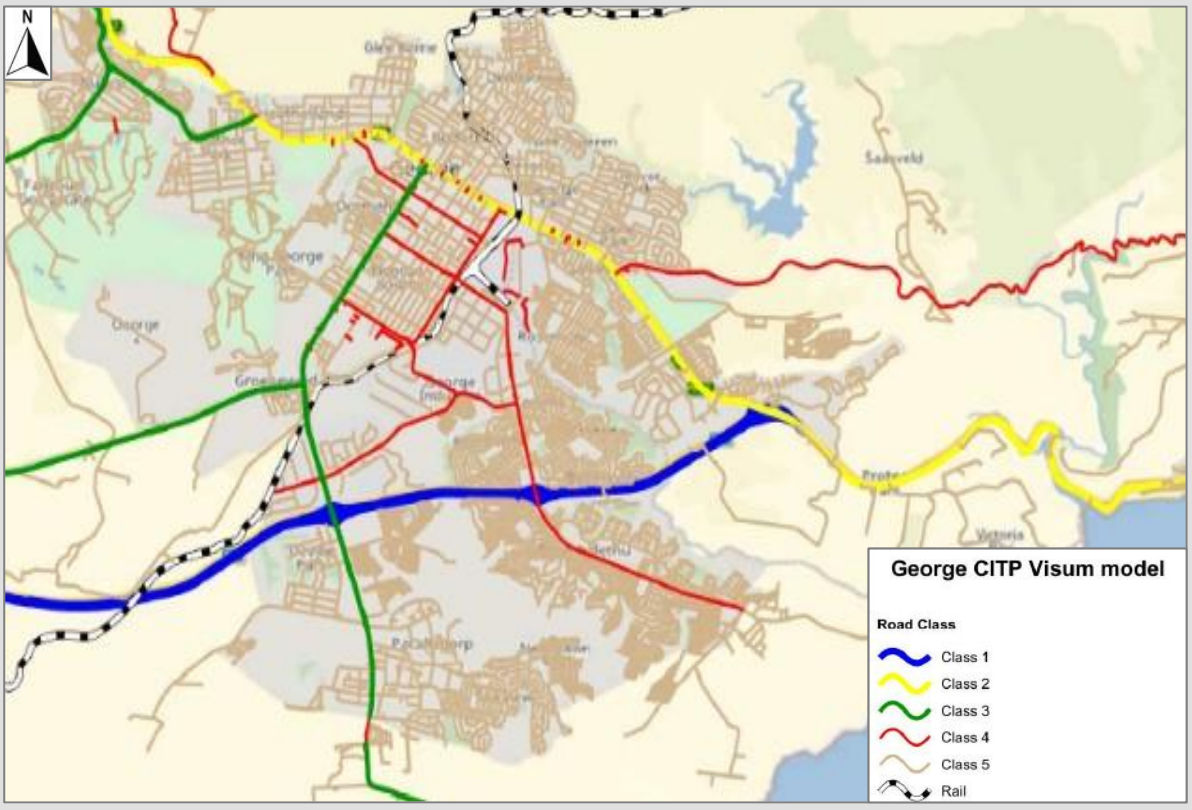


Figure 2: Road Hierarchy for George, as used in the Base Year of the Transportation Model (George CITP, 2024)

7 Analyses Hours	The following peak periods were included as part of this investigation: • Weekday a.m. peak period (07:00 - 09:00) • Weekday p.m. peak period (16:30 – 17:30)
8 Scenarios Analysed	The following traffic scenarios were analysed: • **Scenario 1**: 2026 Existing Traffic Conditions – Based on existing 2025 counted traffic volumes. • **Scenario 2**: 2031 Background Traffic Conditions – *Based on Scenario 1 traffic volumes PLUS the expected trips from the future land uses and latent developments. Further discussed in section 11. No background growth was applied.* • **Scenario 3**: 2031 Total Traffic Conditions – *Based on Scenario 2 traffic volumes PLUS the expected trips from the residential development on Erf 28005.*
9 Study Intersections	The following intersections were evaluated: **Intersection 1:** Knysna Road/St George's Road - Signalised Intersection **Intersection 2:** Knysna Road/Partial Mall Access - Partial Intersection **Intersection 3:** Knysna Road/Park Road (Mall Access) - Signalised Intersection **Intersection 4:** Knysna Road/N2 Off-Ramp - Priority Control **Intersection 5:** Knysna Road/N2 On-Ramp - Priority Control **Intersection 6:** St George's Road/Park Road – Priority Control **Intersection 7:** Park Drive/ Blue Mountain Village Construction Road - Priority Control **Intersection 8:** Park Drive/Blue Mountain Village Access - Roundabout **Intersection 9:** Park Drive/ Platinum Drive – Future roundabout **Intersection 10:** Platinum Drive/Development Access (Future intersection) - Access to Residential Development Refer to **Figure 3** for the location of the study intersections. Refer to Annexure A, **Figure A2,** for the lane configurations and controls of the study intersections.



Figure 3: Intersection Count Locations

10 Existing Intersection Operations	The 2026 Existing Traffic conditions are based on existing intersection geometries, controls and counted traffic volumes. Historical traffic counts were used and adjusted based on the latest Kraaibosch Roads Master Plan and Cost Apportionment Model (SMEC, December 2025). Refer to **Figure A2** for the existing lane configurations and controls. Refer to **Figures A3** and **A4** for the existing a.m. and p.m. peak hour traffic volumes and operations, respectively. Based on the Existing Traffic capacity analysis results as well as on-site observations, the following can be concluded: All the study intersections currently operate at acceptable Levels-Of-Service (LOS), and therefore, no upgrades are proposed from a capacity analysis point of view.
11 Approved Developments/ Latent Rights	There are several in-process and planned developments in the immediate vicinity. These developments are: • Garden Route Mall • Meulenzicht Estate • Oude Meulen • Sweetpea • George Campus

- Greater Kraaibosch Area
- Open Erven in Eden Meander Precinct

The in-process development which will have the most significant impact on the traffic operations around Eden Meander is the development of the Greater Kraaibosch Area and the George Campus. All the above planned and in-process developments were added as background trips for Scenario 2. The trips for the Kraaibosch, George Campus and Sweetpea were obtained from the Kraaibosch Roads Master Plan and Cost Apportionment Model (SMEC, 2025) and the Meulenzicht Estate and Oude Meulen trips were obtained from Innovative Transport Solutions (Pty) LTD (Project No. 4730, 2025).

The following trips were included as part of the Background Scenario:

Table 1: Background Development Trips

	AM Peak Hour Trips		PM Peak Hour Trips	
Development	**In**	**Out**	**In**	**Out**
Meulenzicht	57	170	159	68
Oude Meulen	120	348	324	140
Sweetpea	18	51	48	21
Kraaibosch	1 087	2 307	2 307	1 087
George Campus	1 119	361	1 117	1 593
Open Erven Eden Meander including Proposed Hospital	396	231	521	549
Residential	23	54	54	23
Offices	49	12	49	12
TOTAL	2 869	3 534	4 579	3 683

12 Future Road Network

The Georgy Municipality Roads Master Plan, showing the proposed future links, is provided in **Figure 4**. The following planned roads were included as part of this study:

- The northward extension of St George's Road to link to Madiba Drive.
- The extension of the Mall Access Road into the Kraaibosch/Glenwood area to link to Madiba Road.
- The extension of Welgelegen Road across the Modderrug River to link into the Kraaibosch area.

However, at the time of this report, the timeline for the construction of these roads is unknown.

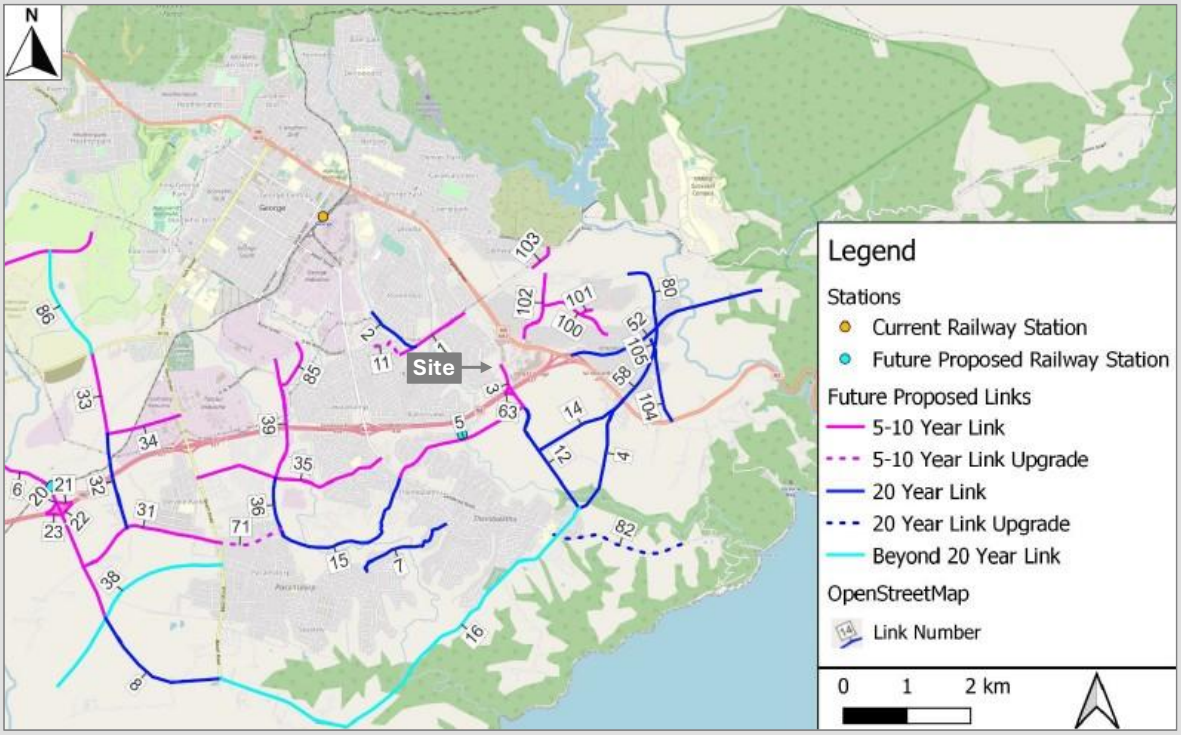


Figure 4: George Municipality Roads Master Plan 2023 - Time Horizons (CITP, George, 2024)

13 Background Traffic Conditions

The 2031 Background Traffic volumes were calculated by adding the anticipated trips from the future developments planned in the immediate site vicinity to the Existing Scenario.

Refer to **Figure A2** for the existing lane configurations and controls used for the Background traffic analysis. Refer to **Figures A5** and **A6** for the background AM, PM and Saturday midday peak hour traffic volumes and operations.

Based on the Background Traffic capacity analysis results, it is expected that all study intersections will continue to operate at acceptable levels-of-service and delay, except the following intersections:

- **Int. 1 Knysna Road/Saint George's Road:** This intersection is operating unacceptably during the AM peak hour. It is recommended to add a protected right-turn phase on the north and south approaches. It is also recommended to change the southbound through to a shared through and right turn lane from the Kraaibosch area side.
- **Int. 3 Knysna Road/Park Road:** It is recommended to add protected right turn phases on the east, west approach and on the south approach. As well as to remove the northbound protected phase during the pm peak hour.
- **Int. 4 N2 Off-Ramp/Knysna Road**: It is proposed to have two lanes along Knysna Road (N12) eastbound through this intersection.

It is important to note that the upgrades provided above will be due to the background developments and not as part of the development on Erf 28005. The recommended upgrades are also in line with the Kraaibosch Roads Master Plan and Cost Apportionment Model (SMEC, 2025) report. Refer to **Figure A7** for the proposed upgrades for this scenario. Refer to **Figures A8** and **A9** for the expected intersection operations after the proposed upgrades are in place.

14 Trip Generation Rates and Development Trips

The trip generation rates and resulting development trips were derived from the *South African Traffic Trip Data Manual* prepared by the Committee of Transport Officials (COTO, 2013). The trip rates and the corresponding estimated trips for the proposed development are presented below. **Table 2** summarises the trip generation rates applied in this assessment.

Table 2: Trip Generation Rates

Land Use	Code	AM peak	PM peak
Apartments and Flats	CoTO 220	0.65	0.65

Refer to **Table B1** and **Table B2,** Annexure B, for more details on the trip generation. Refer to **Table 3** for the expected development trips.

Table 3: Expected Development Trips

Peak Hour	In	Out	Total
AM Peak Hour	111	332	**442**
PM Peak Hour	287	155	**442**

See **Figures A10** and **A11** for the expected trip generation for the AM and PM peak hours distributed on the network.

15 Trip Distribution

The expected trip distribution of new development trips is based on existing traffic volumes and patterns along Frankie Fredericks Street. Based on these existing traffic patterns, the following split was used to calculate the trip distribution of new development trips:

- 40% of trips to/from the site along Knysna Road to George CBD
- 10% of trips to/from the N2 towards Knysna Road
- 10% of trips to/from the north along Park Road
- 15% of trips to/from the N2 towards Mossel Bay
- 25% of trips to/from the Eden Meander Precinct

Refer to **Figures A10** and **A11**, **Annexure A,** for the distribution of the new development trips through the study intersections.

16 Site Access and Access Control	The main access is proposed off Platinum Drive, approximately 100m southwest of the Platinum Drive/Park Road intersection. The following access lanes will be provided at the gatehouses: • Main Gatehouse: Two entry and one exit lanes Refer to Annexure C for the gatehouse queueing analysis. Sufficient storage capacity will be provided at the gates. It was assumed that residents will have automatic tags and visitors will have to be manually recorded.
17 Total Traffic Conditions	Refer to **Figure A7** for the background lane configurations and controls used for the total traffic analysis. Refer to **Figures A12** and **A13** for the total a.m. and p.m. peak hour traffic volumes and operations. Based on the Total Traffic capacity analysis results, it is expected that all study intersections will continue to operate at acceptable levels-of-service and delay. The following recommendations are provided for the intersections: • **Int. 1 Knysna Road/Saint George's Road:** This intersection is expected to operate unacceptably during both peak hours. For this scenario, the protected right-turn phases along Knysna Road are not required. • **Int. 3 Knysna Road/Park Road:** It is recommended to have a separate left and through lane on the north approach. • **Int. 4 N2 O2-Ramp/Knysna Road**: This intersection is expected to operate at longer delays, resulting in a LOS F for both peak hours. No upgrades are proposed. The right turn lane turning towards the N2 has been lengthened to approximately 200 m. The storage length is sufficient to accommodate the 95th percentile queue length at this intersection for both the a.m. and p.m peak hours. The following upgrades are recommended as part of the development on Erf 28005: • **Int. 9 Platinum Drive/Park Road:** It is proposed to upgrade this intersection to a single circulating roundabout with single approach lanes on all the approaches. Refer to **Figure A14** for the proposed upgrades for this scenario. Refer to **Figures A15** and **A16** for the expected intersection operations after the proposed upgrades are in place. The right turn lane warrants were checked for both the a.m. and p.m. peak hours. No right-turn lanes are required at the access to the development.
18 Pedestrians and Cyclists	There are sidewalks along all Platinum Drive and Park Road in the vicinity of the site. No upgrades are proposed for pedestrians and cyclists.

19 Public Transport	Based on the George Municipal Spatial Development Framework Parking Areas map (George CITP, 2024), the site is located within a PT1 area. The Go George bus service has a major terminal along the Mall Access Road as well as a PTI (public transport interchange) for minibus taxis. These facilities are all within ~220m walking distance from the access of the proposed development. The site vicinity is serviced by six Go George routes that travel either along Park Road, Knysna Road or the N2 to and from the terminal point along the Mall Access Road. The Go George routes and the minibus taxi routes are provided in **Figure 5**. No additional public transport facilities are required.

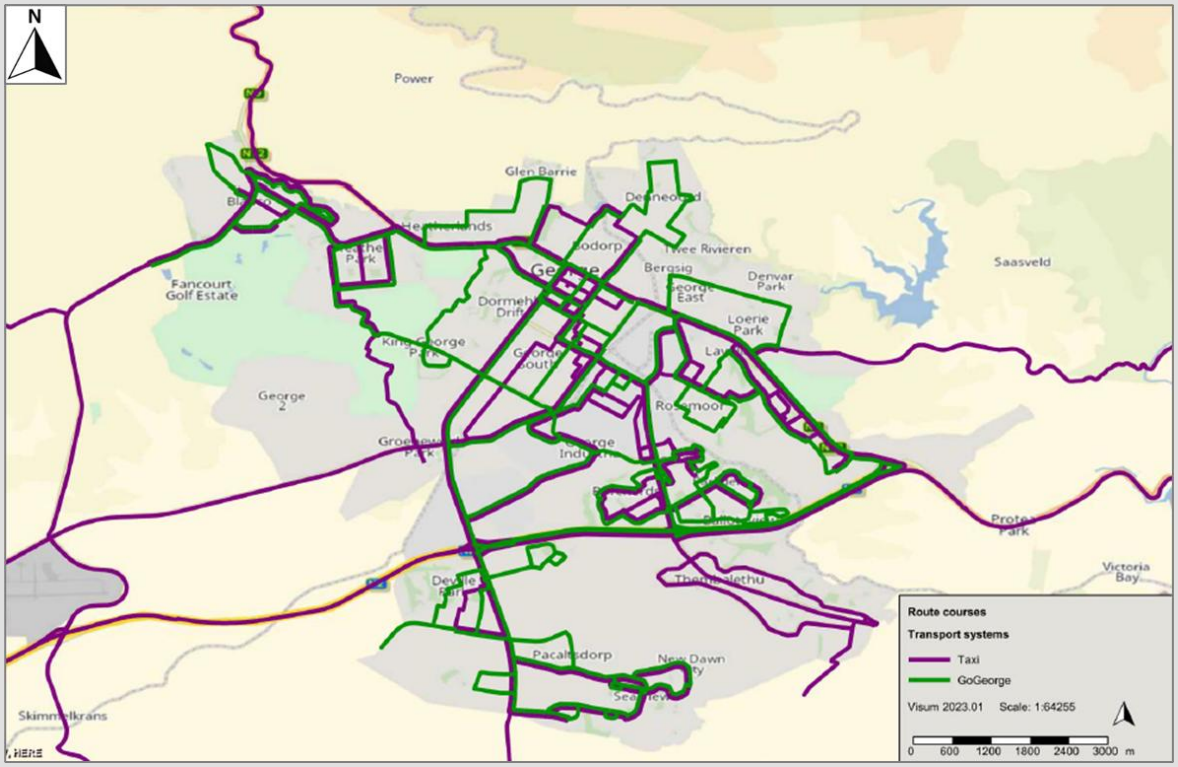


Figure 5: Public Transport Routes for the GO GEORGE and Minibus Taxi Transport Systems (Zoomed In). (Source: George CITP, 2024)

20 Parking

Based on the George Integrated Zoning Scheme By-Law (2023), the following parking rates are proposed for apartments and flats within the normal area and PT1 area:

Table 4: Parking Requirements

Land Use	Normal Areas	PT1 Areas
Apartments and Flats	- 1.25 bays per dwelling unit with 2 habitable rooms or less - 1.75 bays per dwelling unit with 3 or more habitable rooms - 0.25 bays per unit for visitors	- 1 bay per dwelling unit with 2 habitable rooms or less - 1.25 bays per dwelling unit with 3 or more habitable rooms - 0.25 bays per unit for visitors

The site falls in a PT1 zone and is only 220m away from the major bus mall next to the Garden Route Mall and a GoGeorge bus stop. Based on the By-Law, the parking requirements for Erf 28005 (PT1 Zone) are summarised in the table below for the proposed land uses:

Table 5: Parking Calculation

Unit Type	No. of Units	Parking Required for Residents	Parking Required for Visitors	Total Parking Required
2 habitable rooms or less	244	244 bays (1 bay/du)	61 bays (0.25 bay/du)	305 bays
3 habitable rooms or more	436	545 (1.25 bays/du)	109 (0.25 bays/du)	654 bays
			TOTAL	**959 bays**

Based on the above, the By-Law requires 959 parking bays, which gives a rate of *1.41 bays/unit*.

Based on the SDP, the following parking bays are currently provided for the development of Erf 28005 (refer to the site development plan):

Table 6: Parking Provision for Erf 28005

Number of Units	680 units
Parking Bays Provided	893 bays
Parking Rate	1.31 bays/unit

Based on the calculations in **Table 5** and the parking provision summarised in **Table 6**, there is a shortfall of 66 bays.

However, to confirm the sufficiency of the parking provision for the proposed site, further parking demand surveys were undertaken at comparable residential developments, namely Crowthorne Luxury Apartments and Carlswald Luxury Apartments. Both of which are similar in nature and scale. The observed parking rates are summarised as follows per unit:

Table 7: Parking Survey Summary

		Rate		
Development	**No. of units occupied**	**Maximum**	**Average**	**85th Percentile**
Crowthorne Luxury Apartments	200	1.59	1.03	1.25
Carlswald Luxury Apartments	464	1.35	0.90	1.24

Based on the above parking survey summary, the provided parking rate of 1.31 bays/unit for Erf 28005 will be sufficient because it:

- exceeds the observed average demand at similar developments,
- exceeds the 85th percentile rate at similar developments.

It is therefore concluded that the number of parking bays as indicated on the SDP meets the parking requirements for this specific development type based on the surveys at similar developments.

	Therefore, it is recommended that a parking provision rate of 1.31 bays per unit be accepted in lieu of the 1.41 bays per unit required by the By-Law. This reduced parking provision is further supported by the development's location within a PT1 zone and its proximity, approximately 220 m, to the major public transport interchange adjacent to the Garden Route Mall and a GoGeorge bus stop. An additional letter with motivation was written addressing the Municipality's concerns regarding the parking provision. This letter is attached **in Annexure D**.
21 Conclusion & Recommen-dations	The transport impact assessment reviewed the expected transport-related impacts of the proposed residential development on Erf 28005, within the large Eden Meander precinct. Based on the analysis outlined in this study, the following findings, conclusions and recommendations are relevant: • **Existing and Background Conditions:** All study intersections are currently operating at acceptable Levels of Service under existing conditions. Under future background conditions, certain intersections are expected to experience increased delays; however, these impacts are primarily attributable to approved and latent developments in the broader area and not the proposed development. Upgrades were also provided in accordance with the Kraaibosch Roads Master Plan and Cost Apportionment (SMEC, 2025). • **Expected Development Trips:** The proposed development is expected to generate approximately 442 vehicle trips during both the a.m. and p.m. peak hours. • **Total Traffic Conditions:** Under total traffic conditions, including the proposed development, the road network is expected to continue operating at acceptable levels, subject to the implementation of the proposed mitigation measures (as discussed in the existing and background conditions) as well as the following upgrades: ○ Upgrading the Platinum Drive/Park Road intersection (Int. 9) to a single circulating roundabout. • **Site Access and Circulation:** The proposed access will be from Platinum Drive, approximately 100m from Park Road. Adequate storage length is provided at the gatehouse. No right-turn lanes are warranted. • **Public Transport and NMT:** The site is well located in relation to existing public transport infrastructure. The Go George bus network

	and minibus taxi facilities are within approximately 220 m walking distance of the site. No additional facilities are required.
	• **Parking:** It is recommended that the proposed parking provision of 1.31 bays per unit for the development on Erf 28005 be supported. Although this rate is lower than the standard By-Law requirements, it is considered adequate and appropriate based on the following:
	  ○ It exceeds the observed average parking demand at comparable developments,
	  ○ It meets or exceeds the 85th percentile demand at comparable developments,
	  ○ It is supported by the site's proximity to public transport, which reduces reliance on private vehicles.
	• Accordingly, the proposed parking supply is sufficient to accommodate both typical and higher-demand conditions and is therefore acceptable from a transport planning perspective.
	
	It is concluded that the additional traffic from the proposed development can be accommodated on the transport network with minor mitigation requirements. It is recommended that the proposed development be approved from a transportation point of view, provided that the required mitigation, as defined in this study, is in place.

REFERENCES

1. Current Routes, Go George, gogeorge.org.za/current-routes/, Accessed June 2023
2. Comprehensive Integrated Transport Plan, George Municipality, 2024
3. Highway Capacity Manual (HCM), Transportation Research Board, 2000
4. Kraaibosch Roads Master Plan and Cost Apportionment, SMEC, April 2025
5. South African Traffic Impact and Site Traffic Assessment Manual, TMH16, Volume 1, COTO, August 2012
6. South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual, TMH16, Volume 2, COTO, February 2014
7. South African Trip Data Manual, TMH17, Version 1.1, COTO, September 2013
8. Transport Impact Assessment, Eden Meander, Innovative Transport Solutions (Pty) Ltd, July 2023
9. Transportation Impact Study, Garden Route East, Innovative Transport Solutions (Pty) Ltd, January 2010
10. Transport Impact Study, Garden Route East/Eden Meander Development, Innovative Transport Solutions (Pty) Ltd, February 2012

ANNEXURE A

Figures



Locality plan
N.t.s

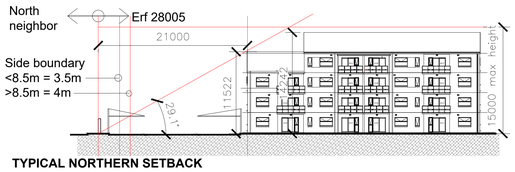
BLOCK TYPOLOGY ERF 28005 GEORGE

BT01	Roof						12 Units	28 Units total
	1 Bed	1Bed unl	2 Bed	2 Bed	1 Bed unl	1 Bed	8 Units	
	3 Bed		2 Bed	2 Bed	3 Bed		8 Units	
	3 Bed		2 Bed	2 Bed	3 Bed			
BT02	Roof		2 Bed	2 Bed	1 Bed unl	1 Bed	8 Units	36 Units total
	1 Bed	1Bed unl	2 Bed	2 Bed	1 Bed unl	1 Bed	12 Units	
	3 Bed		2 Bed	2 Bed	3 Bed		8 Units	
	3 Bed		2 Bed	2 Bed	3 Bed		8 Units	
BT03	Roof						12 Units	40 Units total
	1 Bed	1Bed unl	2 Bed	2 Bed	1 Bed unl	1 Bed	12 Units	
	3 Bed		2 Bed	2 Bed	3 Bed		8 Units	
	3 Bed		2 Bed	2 Bed	3 Bed		8 Units	
BT04	Roof						14 Units	48 Units total
	1 Bed	1Bed unl	2 Bed	2 Bed	2 Bed	1 Bed unl	14 Units	
	3 Bed		2 Bed	2 Bed	2 Bed	3 Bed	10 Units	
	3 Bed		2 Bed	2 Bed	2 Bed	3 Bed	10 Units	
BT05	Roof						8 Units	36 Units total
	1 Bed + Roof	1 Bed unl + Roof	2 Bed	2 Bed	1 Bed unl + Roof	1 Bed + Roof	12 Units	
	1 Bed	1Bed unl	2 Bed	2 Bed	1 Bed unl	1 Bed	8 Units	
	3 Bed		2 Bed	2 Bed	3 Bed		8 Units	
	3 Bed		2 Bed	2 Bed	3 Bed			



SITE PLAN
Scale 1:500 @ A0

PROPOSED RESIDENTIAL 4



TYPICAL NORTHERN SETBACK



TYPICAL WESTERN SETBACK

PROPOSED RIGHTS UNDER RES4

Primary Land use	- Residential (Apartments only)
Secondary use	- N/A
Building Height	- 4 Storey (Max 15m height)
Development footprint	- 5,6987 ha (No change to outer boundary)
Coverage	- 40%
Floor Area Ratio	- 0,84 (48 003m²)
Visual Character	- Mid-rise residential with active recreation facilities / Pvt open space

Street Building lines
* Street 5m building line
Side Building line
* <8.5m = 3m building line
* >8.5m = 4.5m building line

SCHEDULE OF RIGHTS ERF 28005, GEORGE

ERF	28005	**SITE AREA**	56 987 m²
TOWNSHIP	Erf 28005, Portion of erf 28004, GEORGE	**TITLE DEED**	T
TOWN PLANNING SCHEME	GEORGE TPS 2023	**AMENDMENT SCHEME NO**	
USE ZONE		**ANNEXURE NO**	

NOTES A0

1. The design on this drawing is copyright and remains the property of Century Property Developments.
2. All work to be carried out in strict accordance with local authority requirements, SANS 10400, and the S.A.B.S standards.
3. This drawings may not be scaled. Only figured dimensions and levels may be used.
4. All relevant details, levels, dimensions must be checked on site before commencement of work. Any discrepancies to be reported to the Architects office immediately.

DRAINAGE NOTES

- New drainage
  Soil pipes: 110 diameter PVC pipes to 1:60 fall.
  Waste pipes: 40 diameter PVC pipes to 1:60 fall.
- No bends or junctions under building.
- All drains under building to be encased in concrete.
- All bends and junctions to be fitted with 45's.
- All waste fittings to be fully accessible throughout their entire length.
- All waste fittings to be provided with anti-vac traps with integral vent valves.
- All 45's underground to have marked covers.
- RE's to be provided at all changes in direction.
- All stormwater details to Civil Engineer's specification.

BUILDING NOTES

1. All concrete foundations to Structural Engineer's specification.
2. Concrete surface bed specification as per Structural engineer's specification and in accordance to SANS 10400
3. Boundary walls to be low maintenance
4. Stair notes: Refer to Floor Plans and Stair details.
5. All balustrades to be minimum 1000mm high with openings of maximum 100mm as per SANS 10400.
6. Roof notes: Refer to Sections and Elevations. Roof design and detail to be done by specialist

GENERAL NOTES

- All building work to be in accordance with SANS 10400 and to comply to local municipal regulations and bylaws
- All levels, heights and dimensions to be verified on site.
- Any errors, discrepancies or omissions are to be reported immediately to the Architects department.

REVISIONS

REV	DATE	DESCRIPTION
A	2026-10-16	For council submission
B		

CONSULTANT:
CENTURY PROPERTY DEVELOPMENTS
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STATUS:
COUNCIL SUBMISSION

CLIENT:
CENTURY PROPERTY DEVELOPMENTS
CLOST 68 (PTY) LTD
P.O. BOX 70406
BRYANSTON, 2021

PROJ.TITLE:
GEORGE 28005

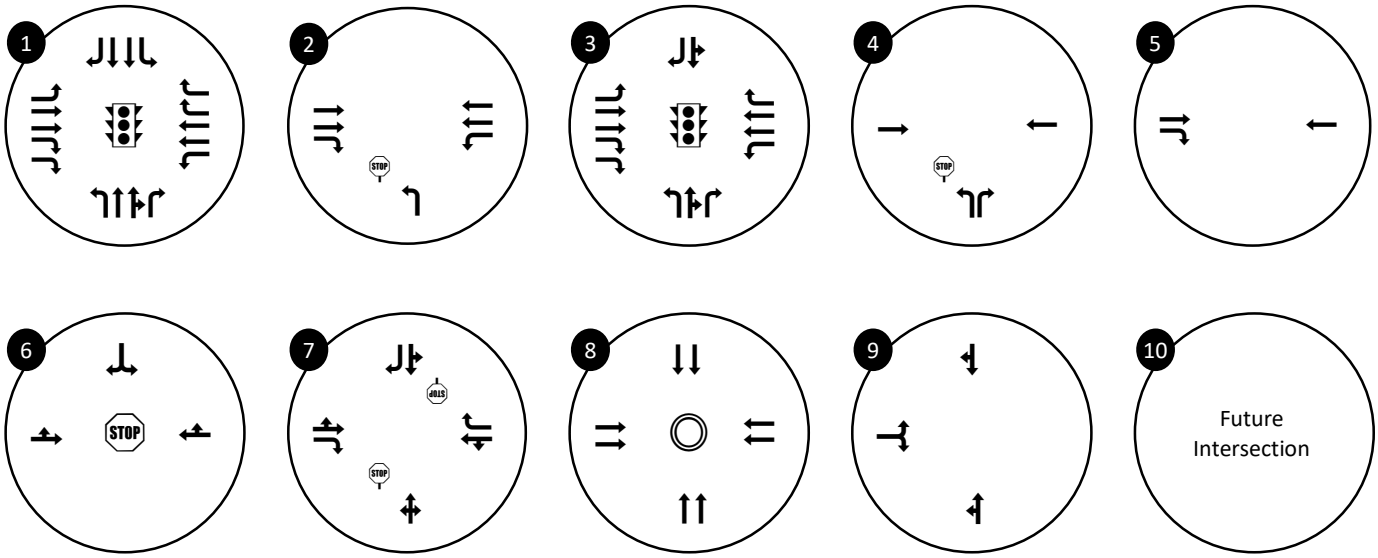
PROPERTY DESCRIPTION :
ERF 28005 PORTION OF ERF 28004 GEORGE

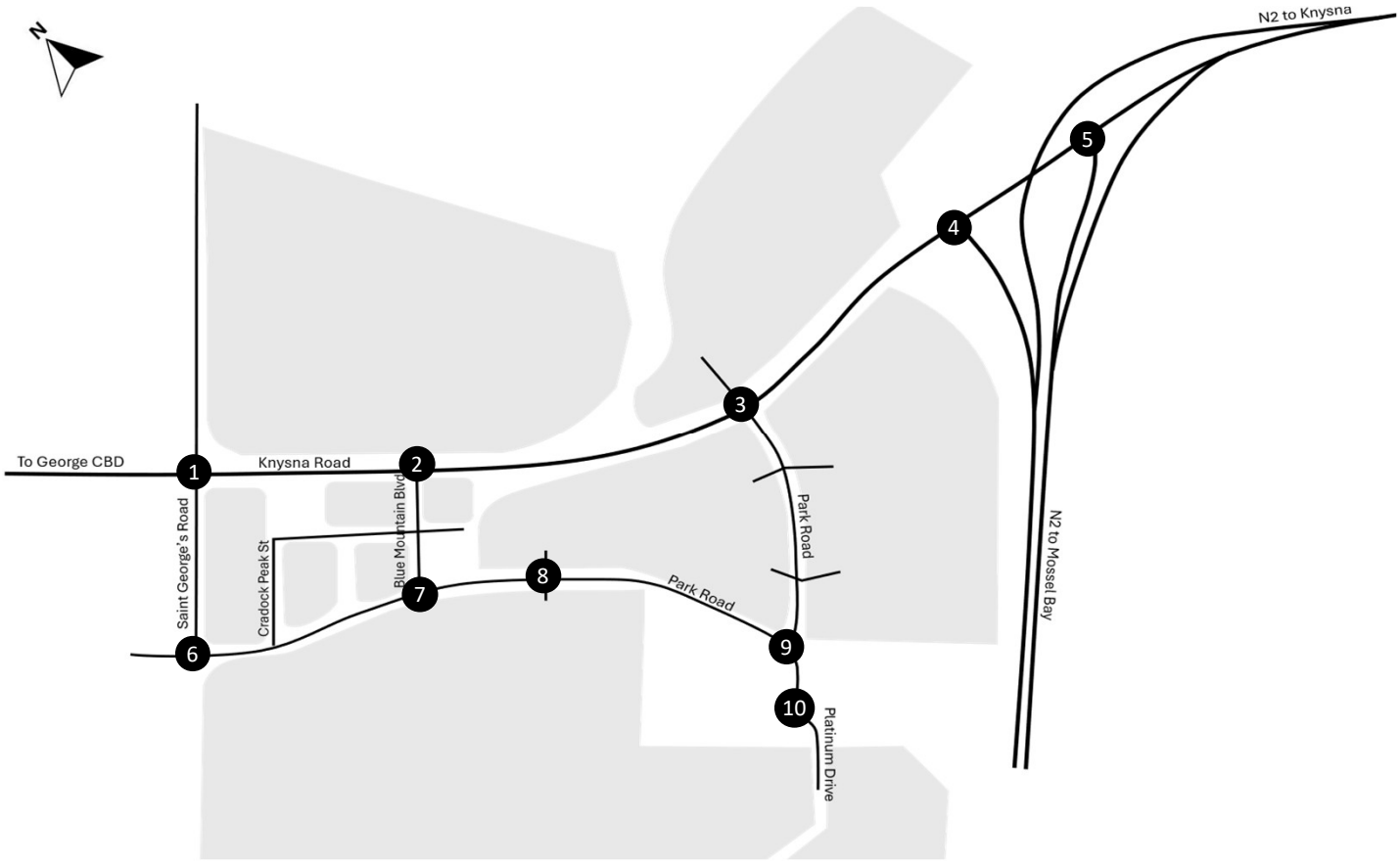
DRAWING TITLE
SITE DEVELOPMENT PLAN OPTION 3

SCALE	DATE	DRAWN	CHECKED
as shown	2026-10-16	RVN	RVN
PROJ. NO.	DWG. NO.		REV.
2600	1010-SDP(3)		A

OPTION 03

CENTURY PROPERTY DEVELOPMENTS 2016



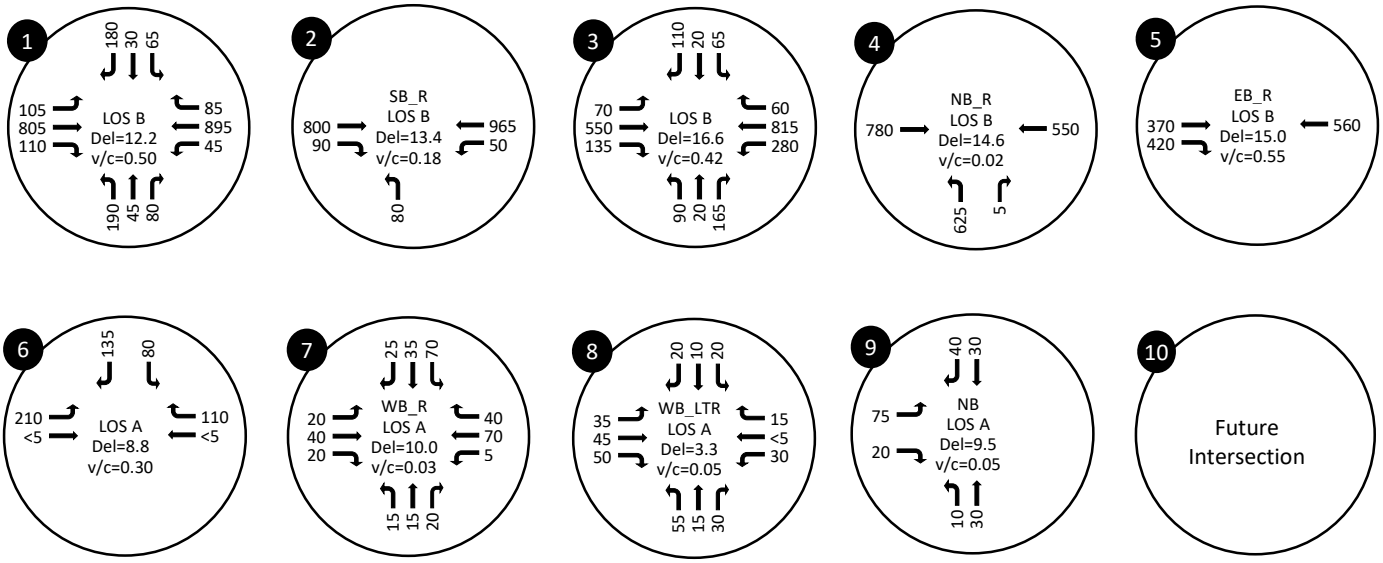


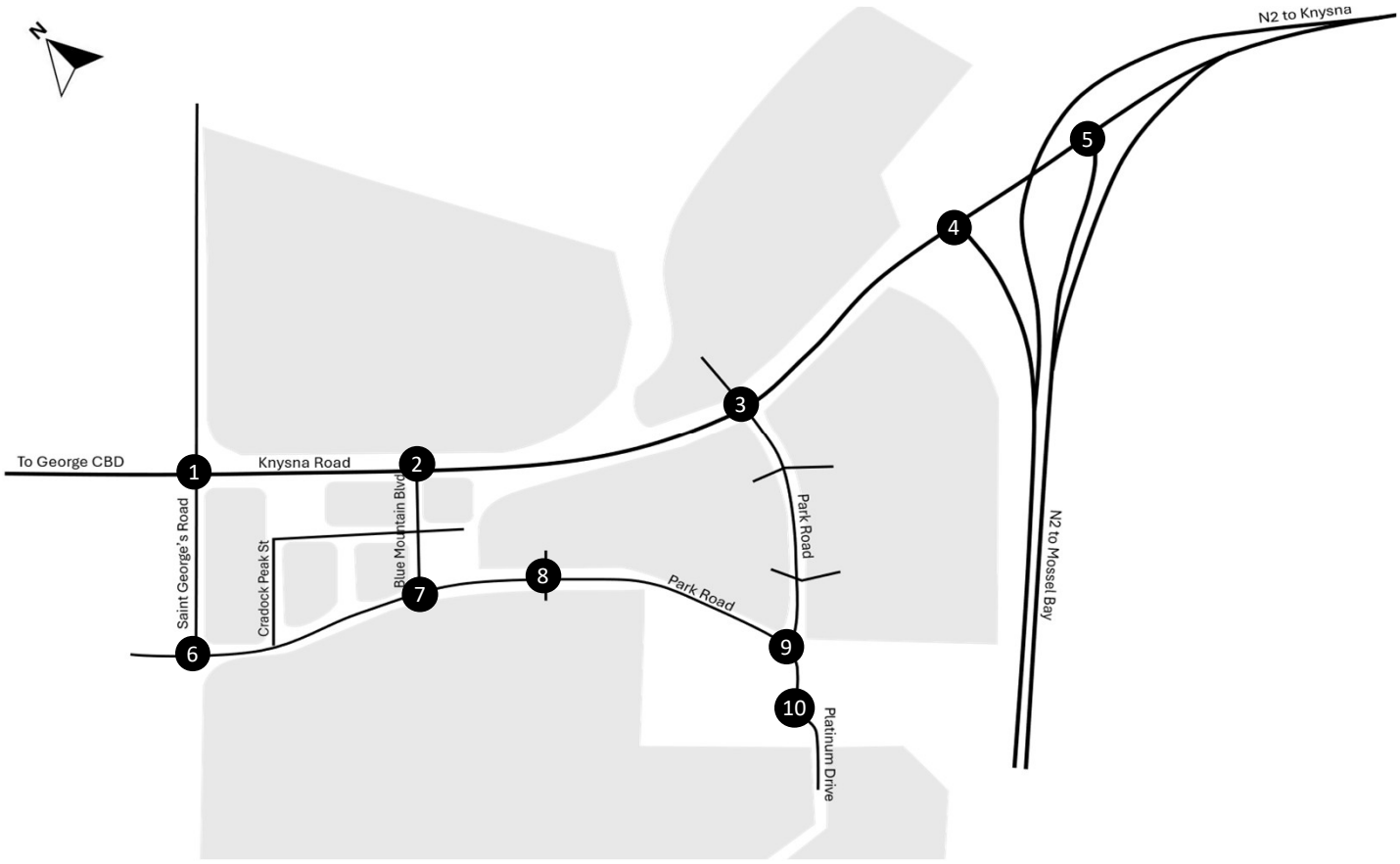
Turning lanes and turning movements
Stop Control
Traffic Signal Control
Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Existing Traffic Conditions** **Lane Configurations and Control**	**Figure:** **A2**

Scenario: *Ex AM, Run:Fri Mar 13 12:47:34 2026*



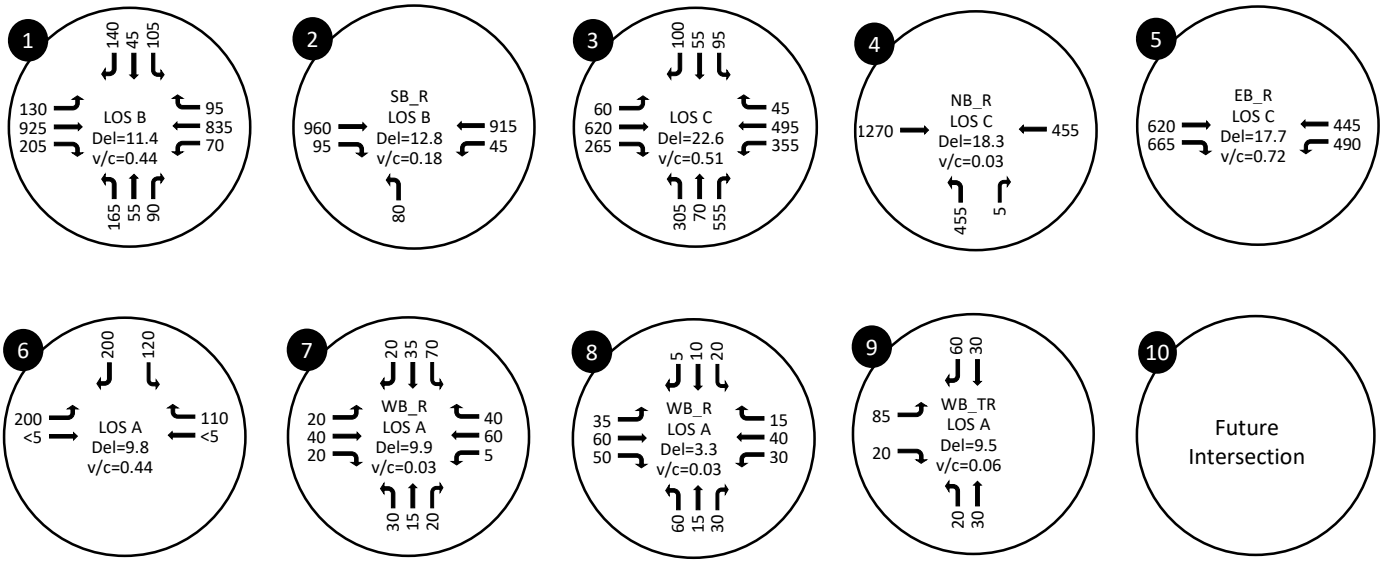


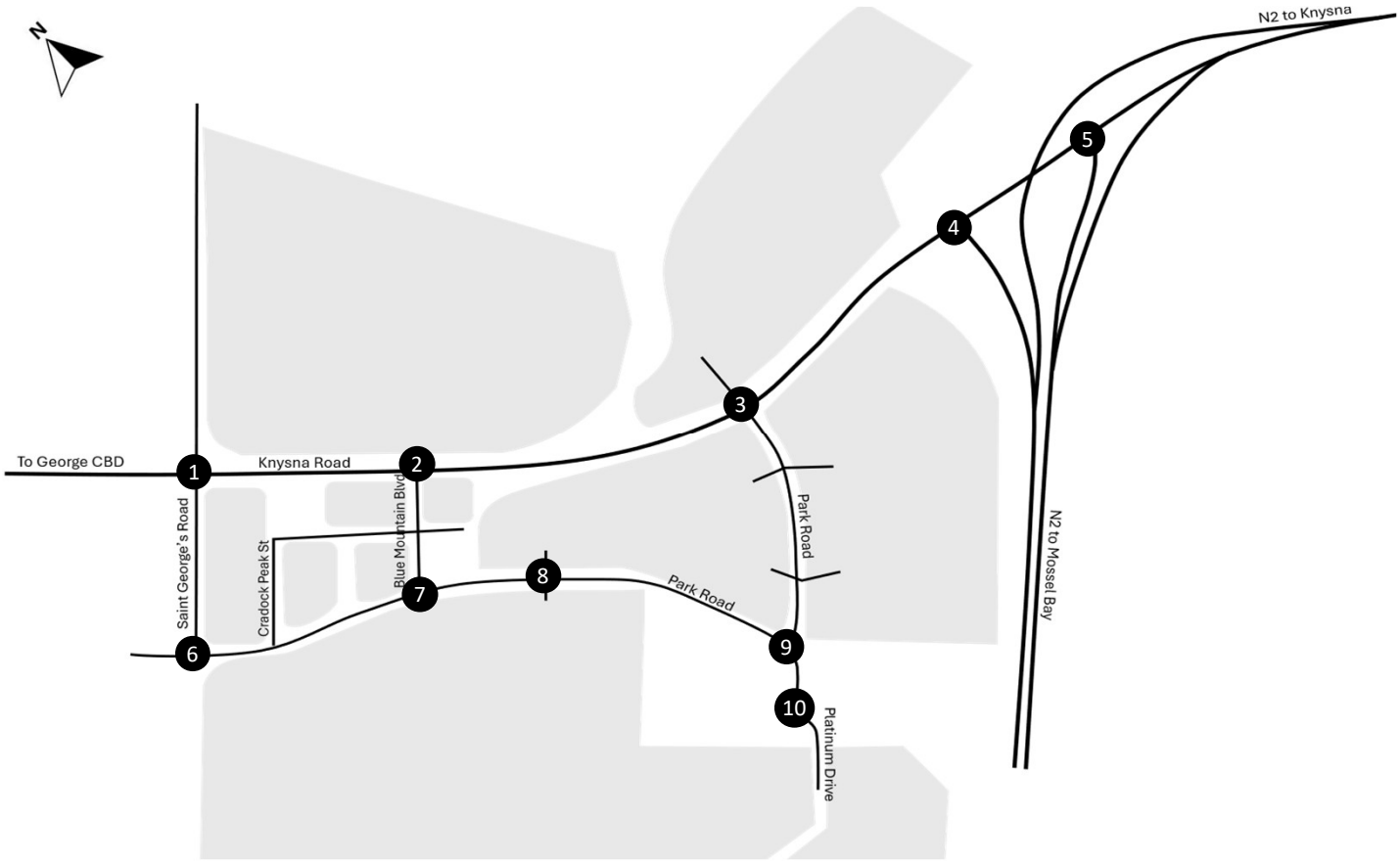
- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Existing Traffic Conditions** **AM Peak Hour**	**Figure:** **A3**

Scenario: *Ex AM, Run:Fri Mar 13 12:47:34 2026*



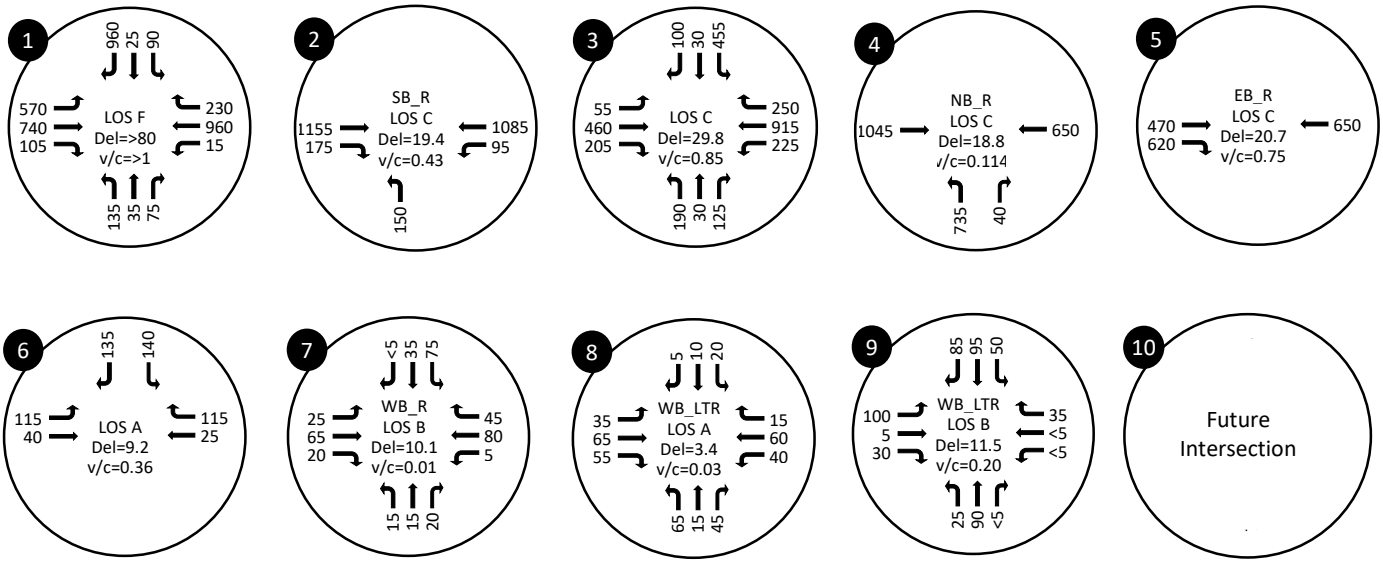


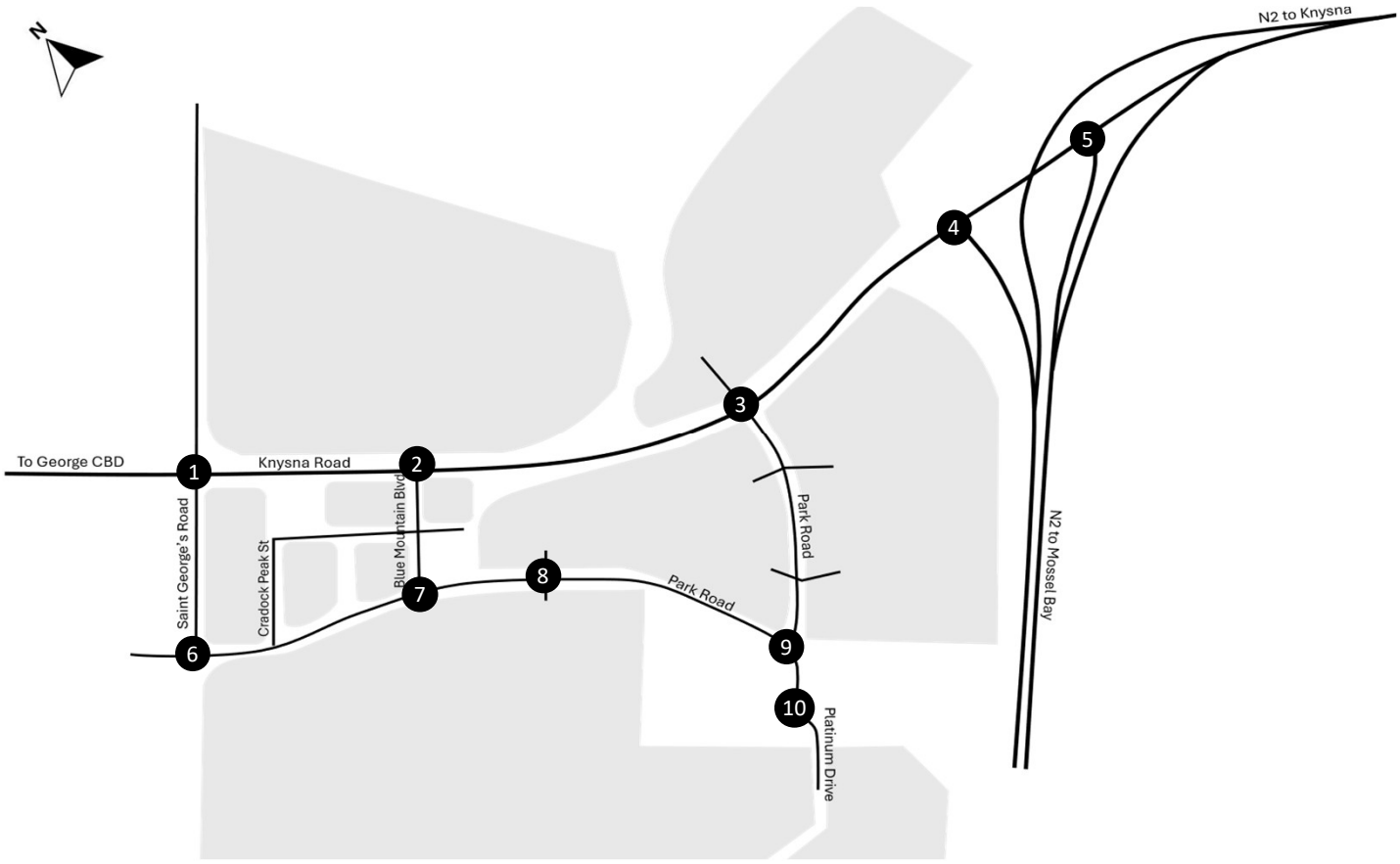
- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Existing Traffic Conditions** **PM Peak Hour**	**Figure:** **A4**

Scenario: *Ex PM, Run:Fri Mar 13 13:39:08 2026*



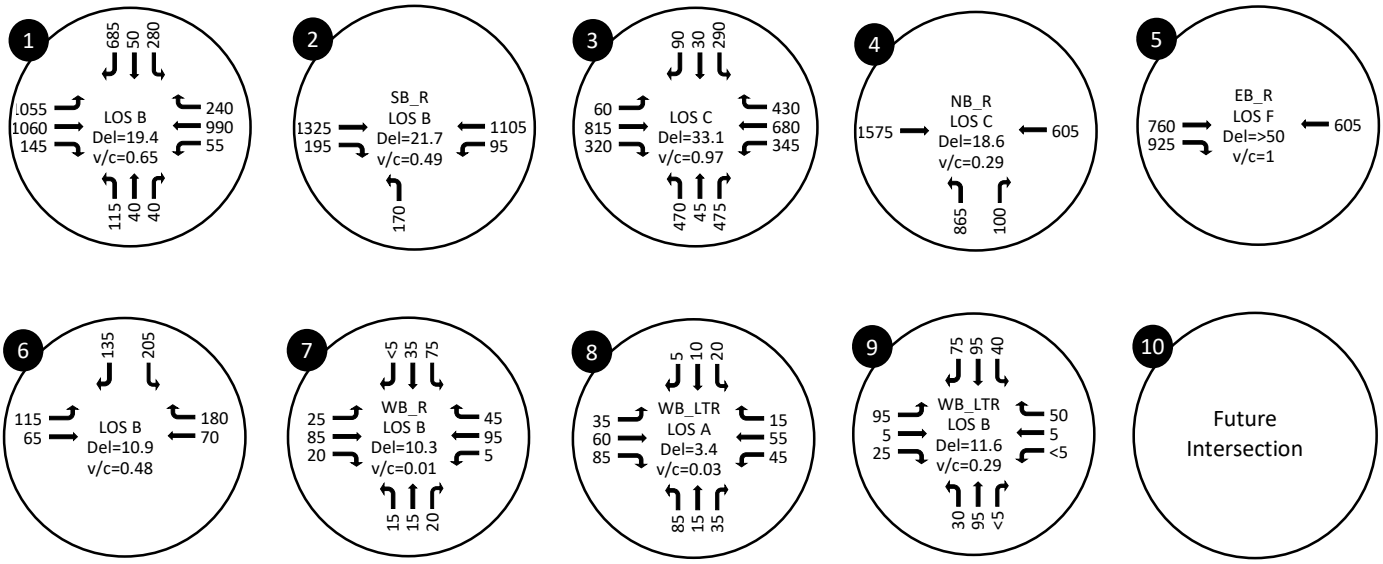


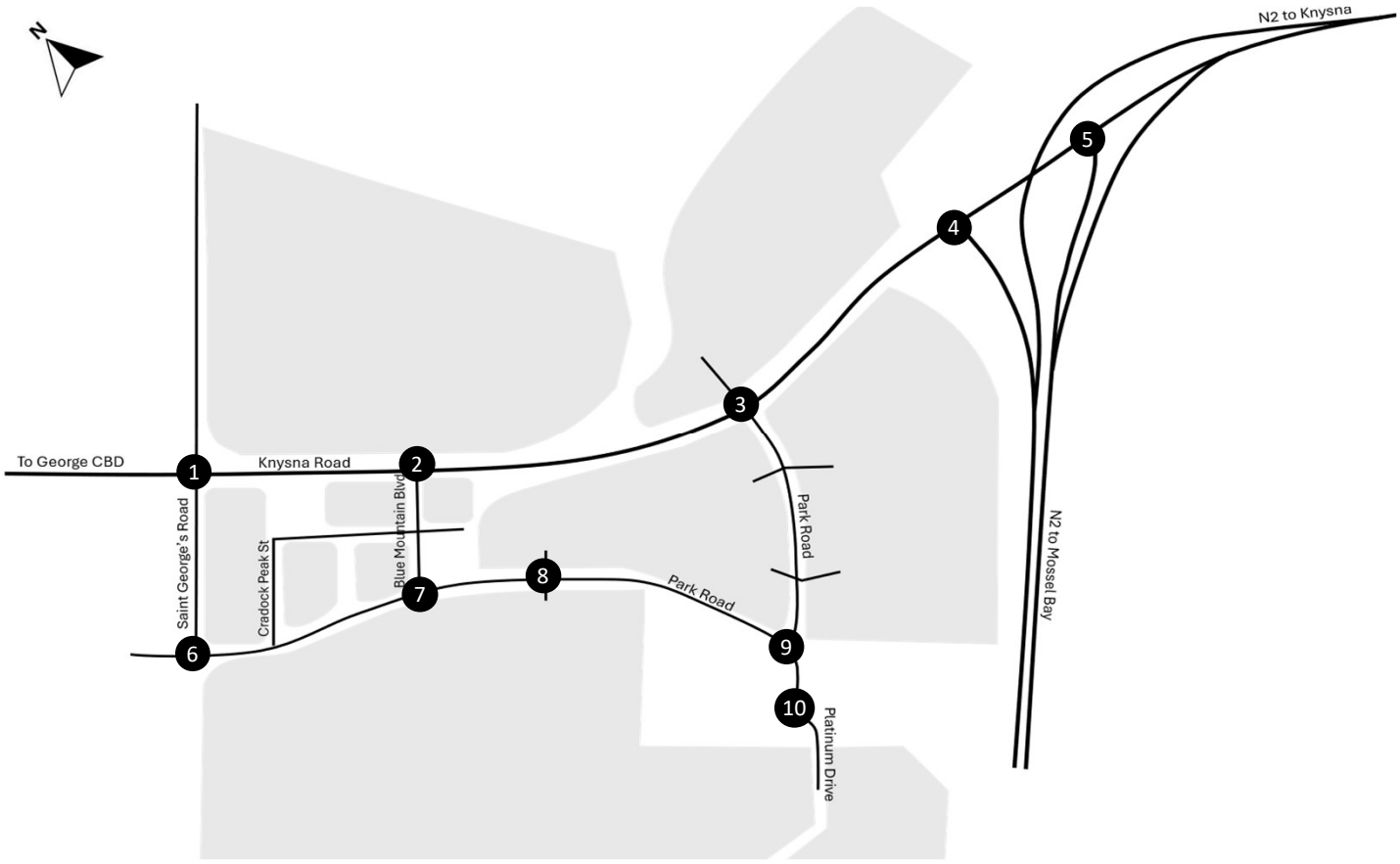
- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Background Traffic Conditions** **AM Peak Hour**	**Figure:** **A5**

Scenario: *BG AM, Run:Sun Mar 29 16:44:47 2026*



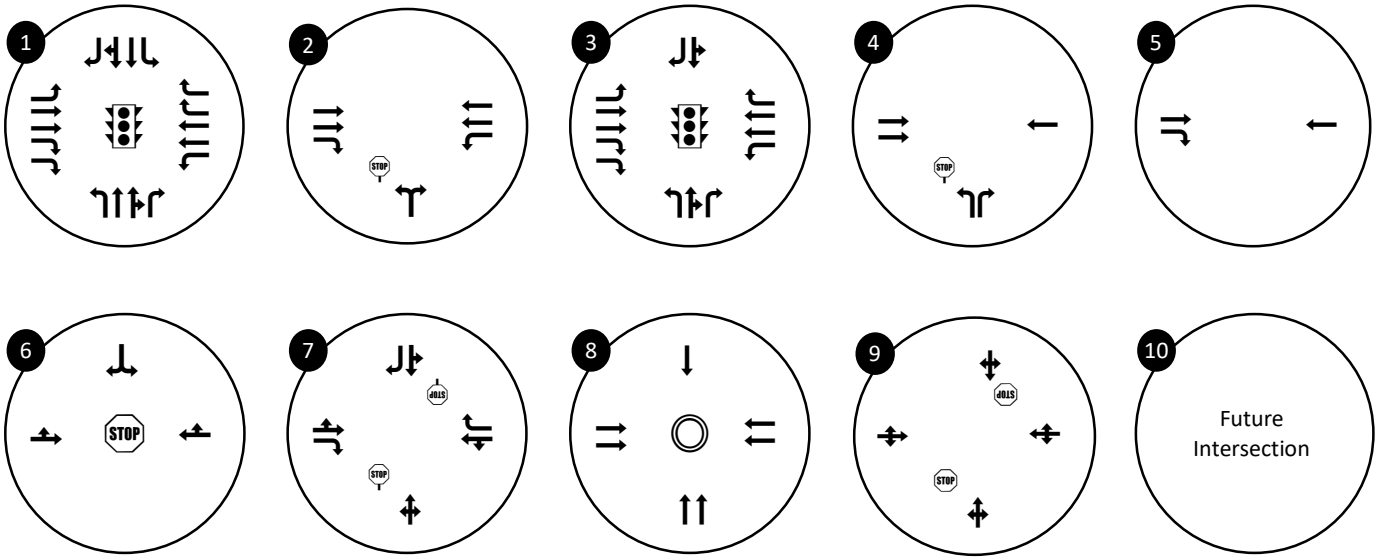


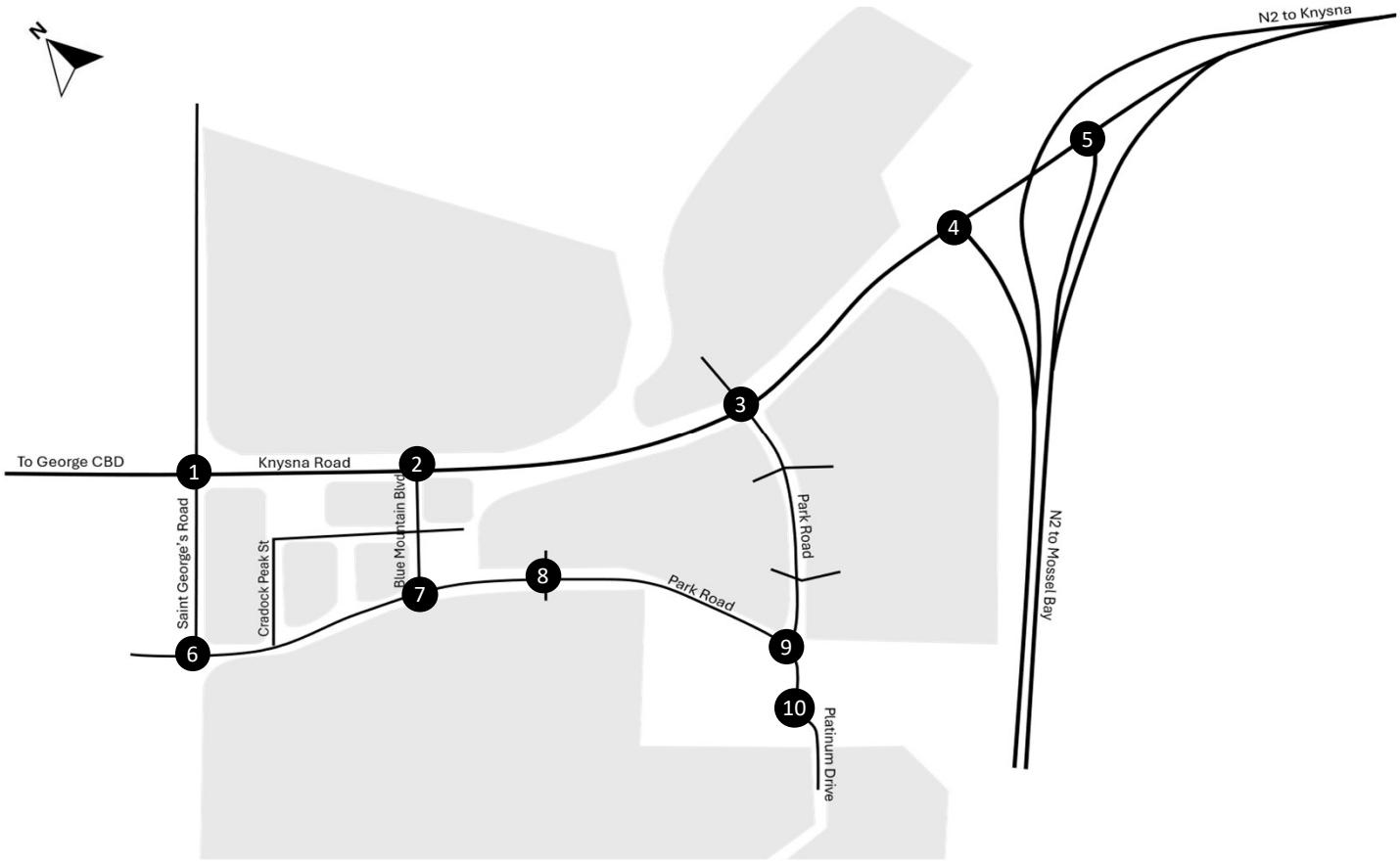
- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Background Traffic Conditions** **PM Peak Hour**	**Figure:** **A6**

Scenario: *BG PM, Run:Sun Mar 29 16:46:10 2026*



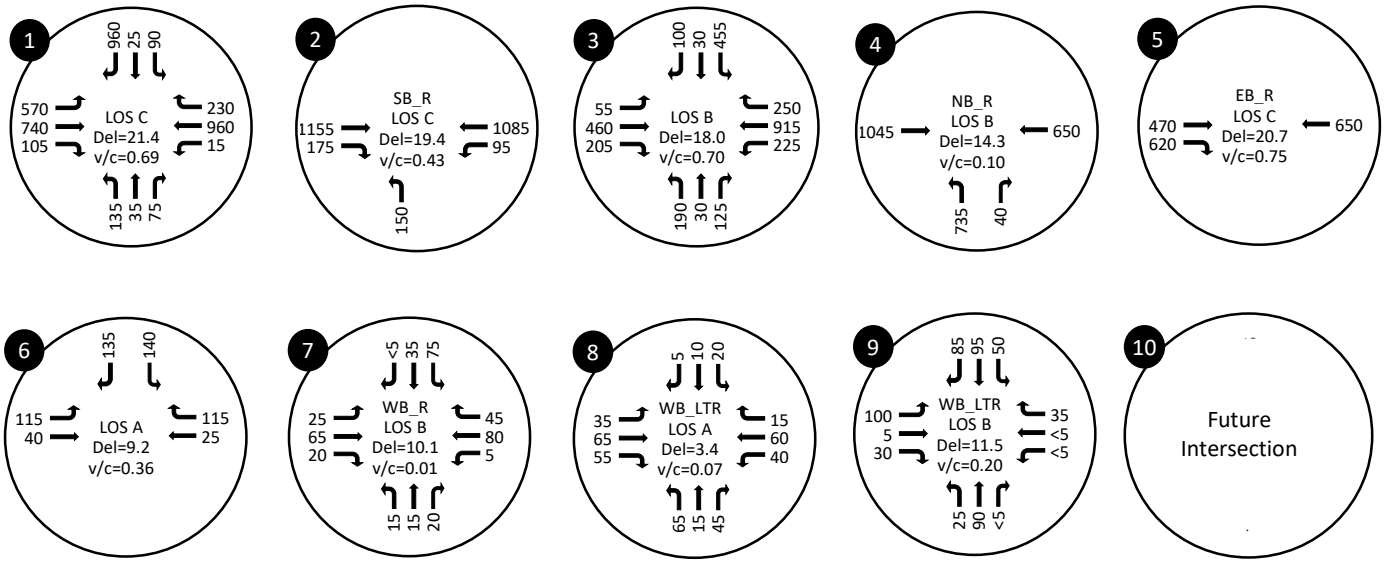


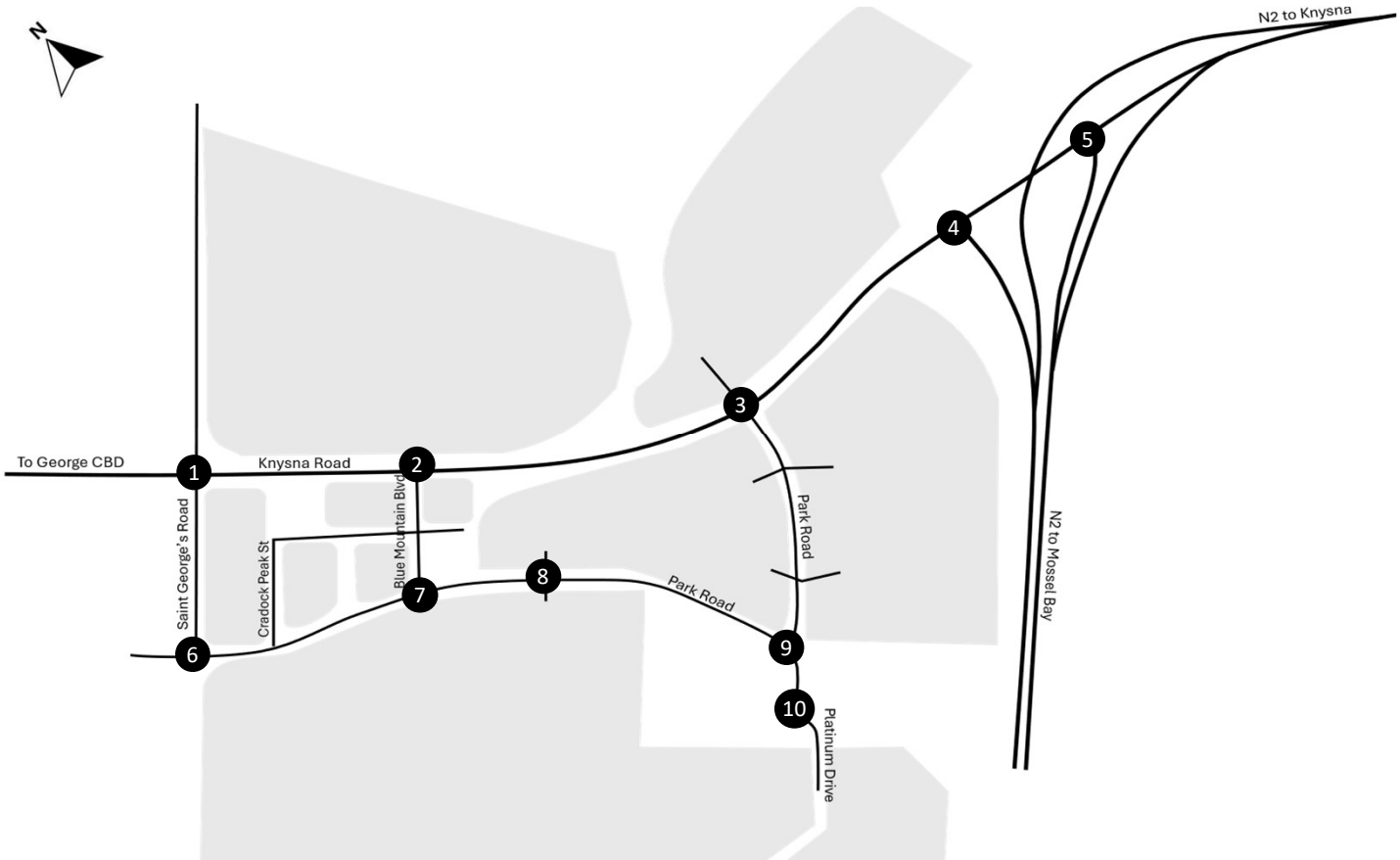
- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Background Conditions Proposed Upgrades** **Lane Configurations and Control**	**Figure:** **A7**

Scenario: *BG AM, Run:Sun Mar 29 15:13:21 2026*



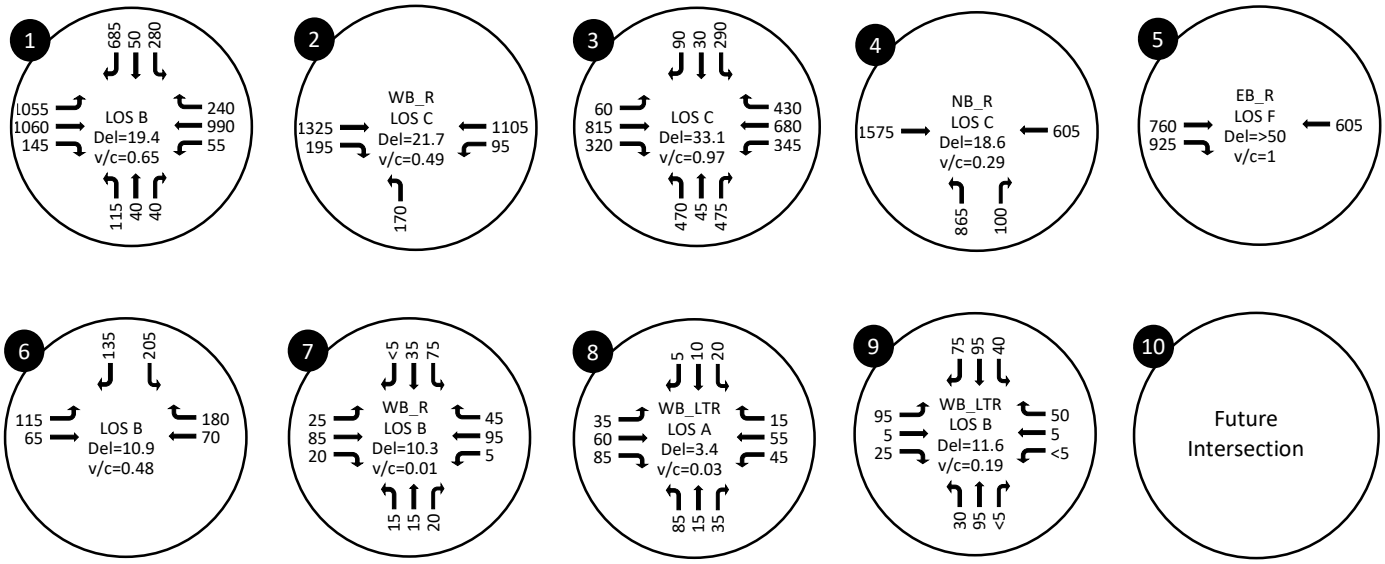


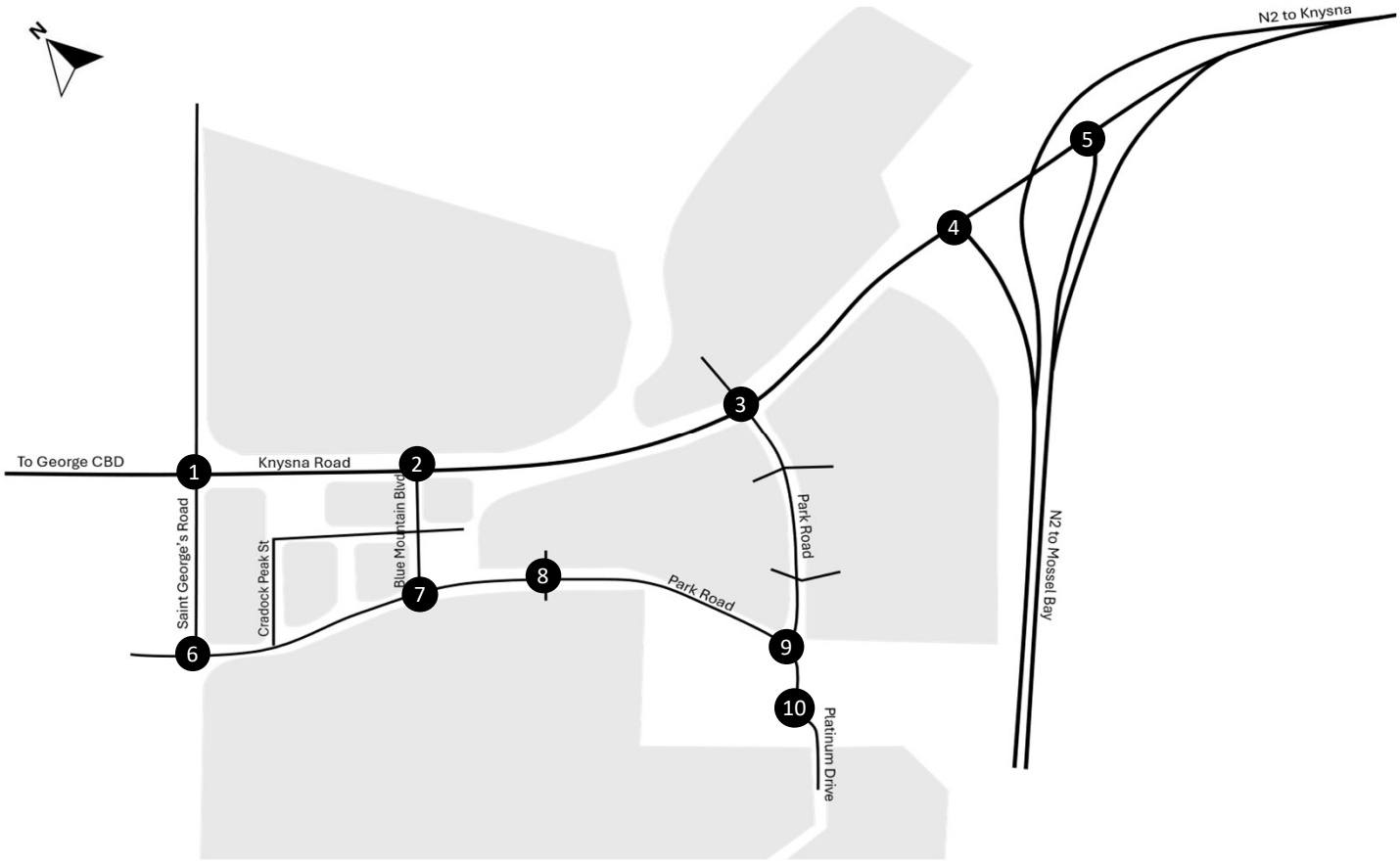
- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Background Traffic Conditions with Upgrades** **AM Peak Hour**	**Figure:** **A8**

Scenario: *BG AM, Run:Sun Mar 29 16:56:11 2026*



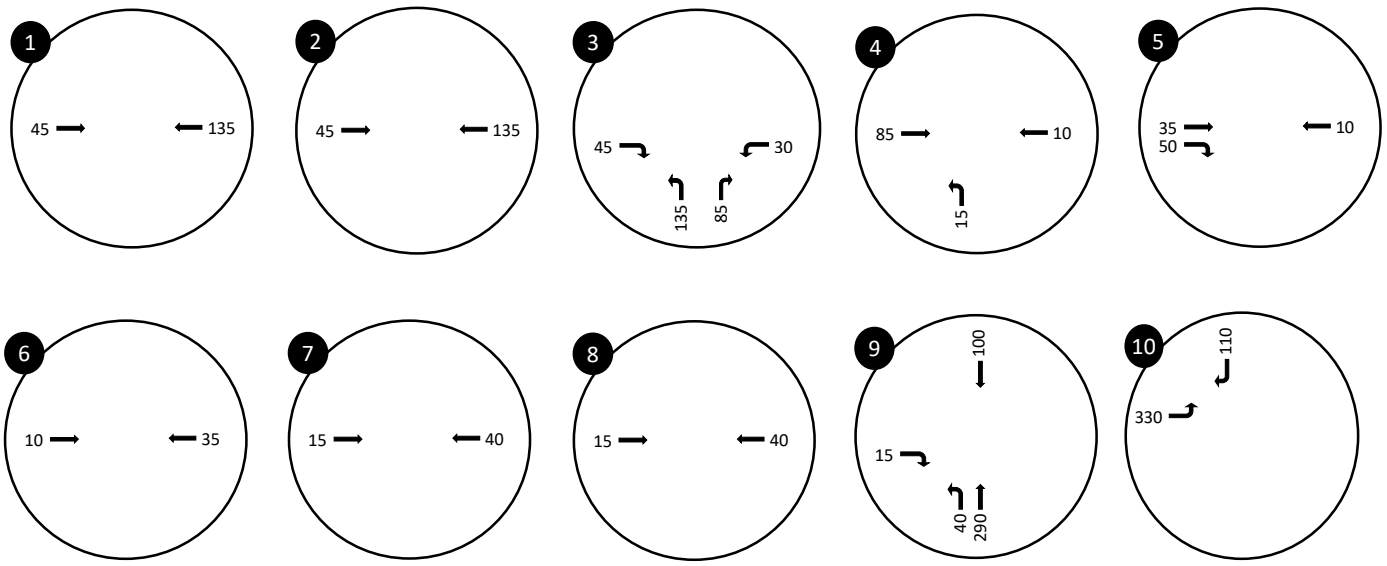


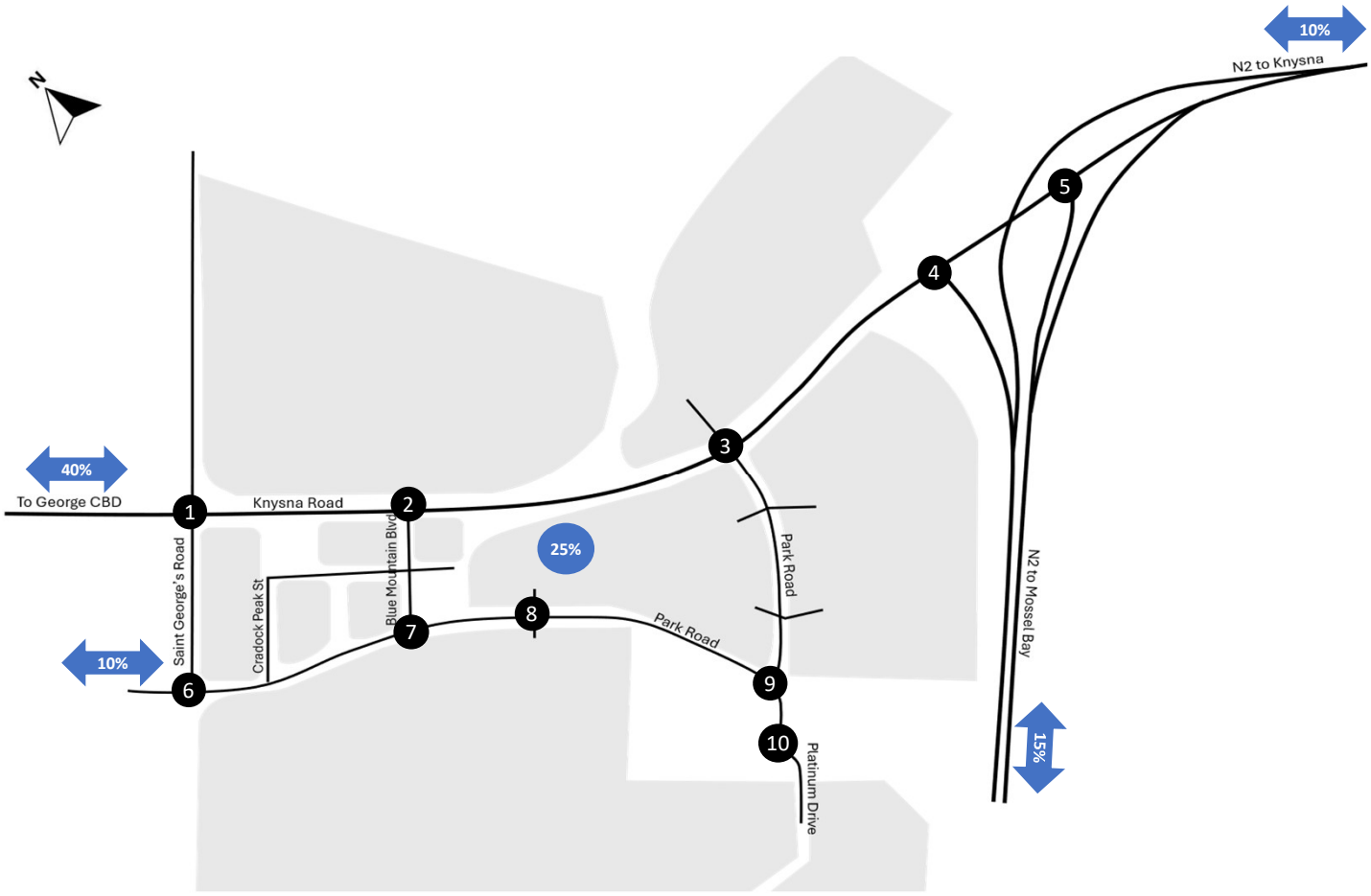
Turning lanes and turning movements
Stop Control
Traffic Signal Control
Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Background Traffic Conditions with Upgrades** **PM Peak Hour**	**Figure:** **A9**

Scenario: *BG PM, Run:Sun Mar 29 16:59:36 2026*



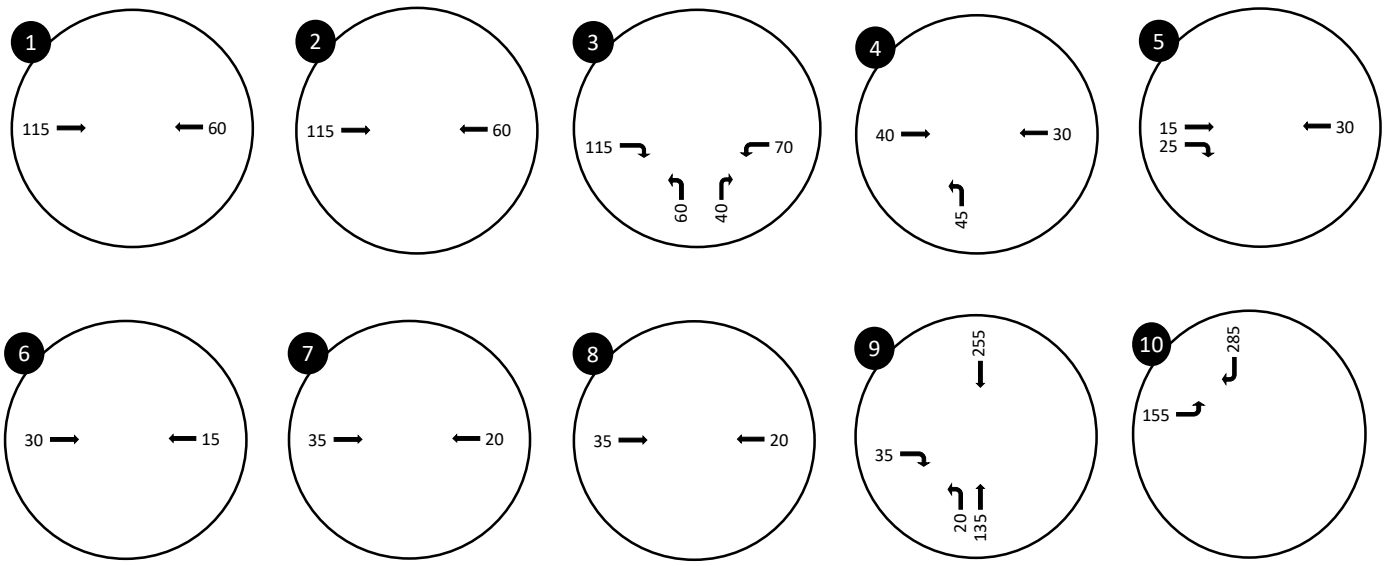


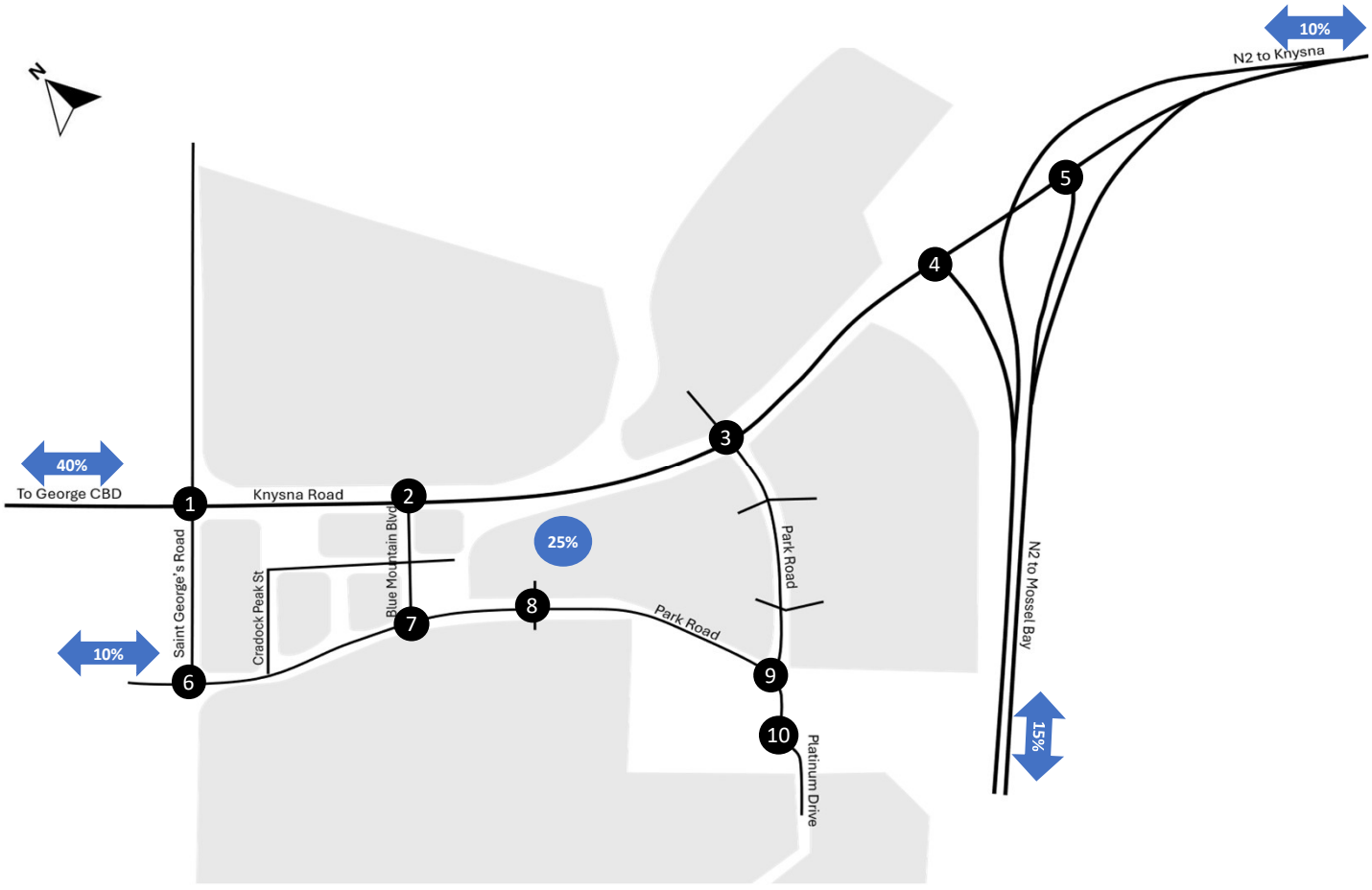
- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Expected Development Trips** **AM Peak Hour**	**Figure:** **A10**

Scenario: *TL AM, Run:Fri Apr 10 09:45:19 2026*



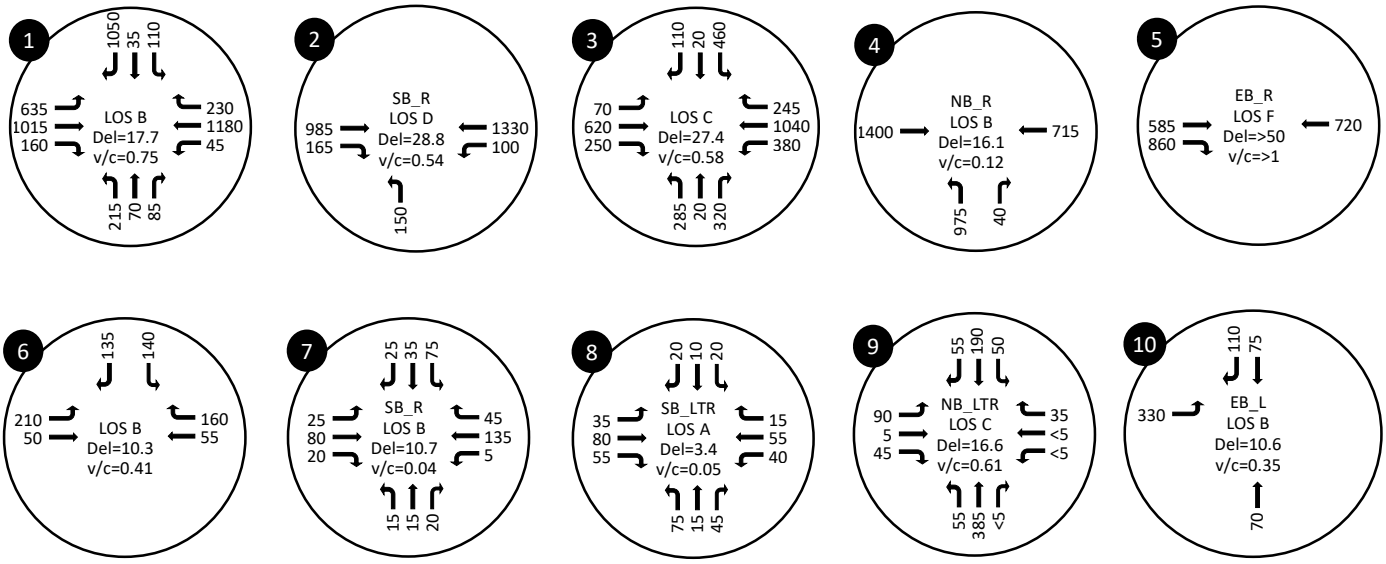


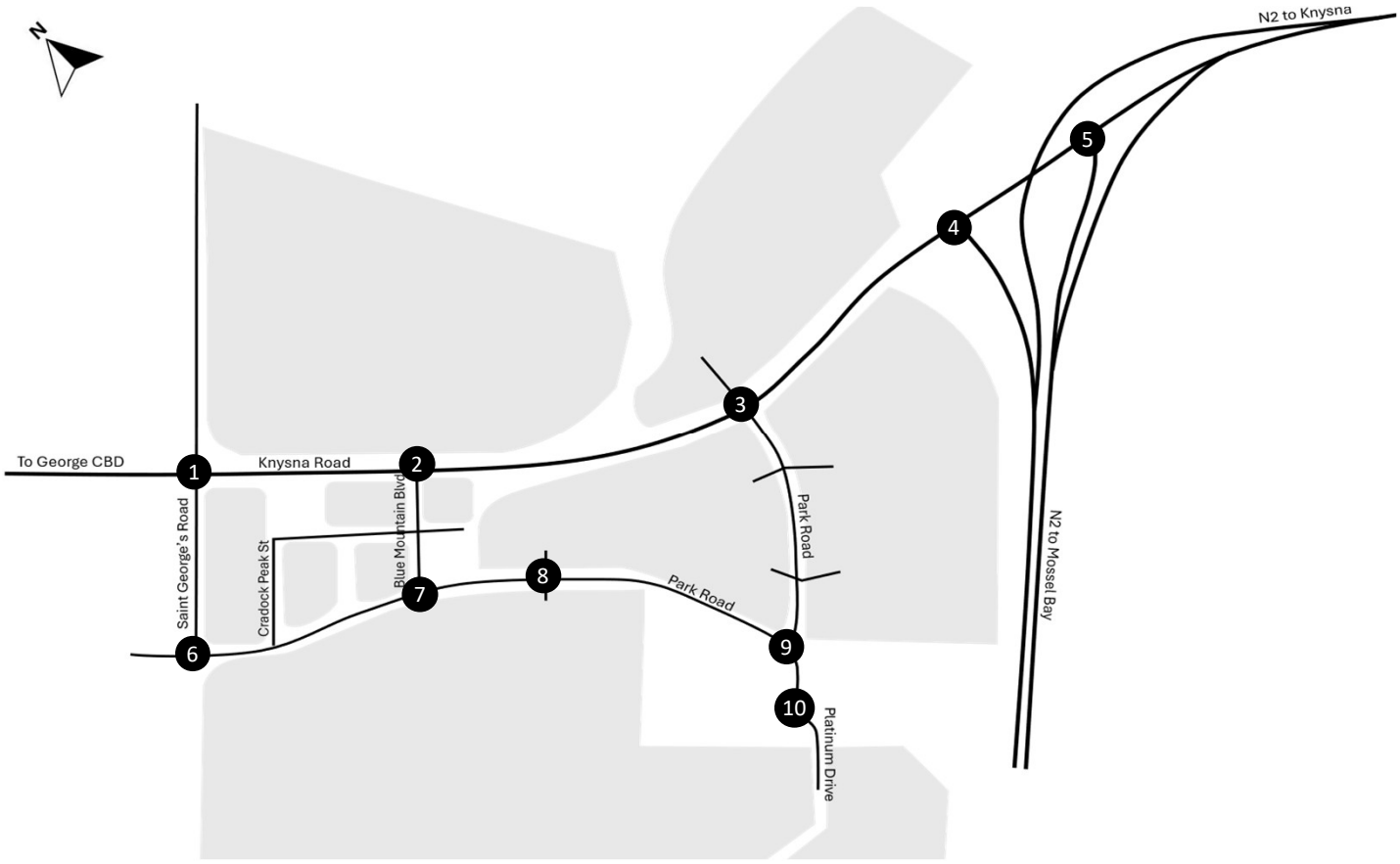
- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Expected Development Trips** **PM Peak Hour**	**Figure:** **A11**

Scenario: *TL PM, Run:Fri Apr 10 09:46:39 2026*



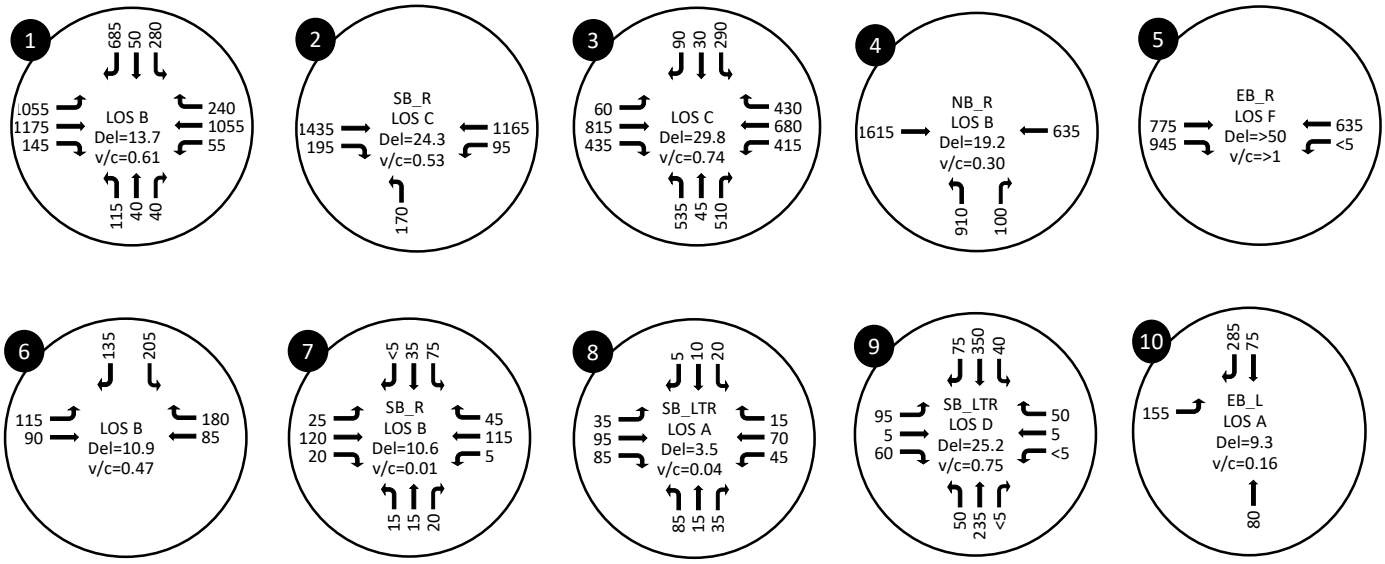


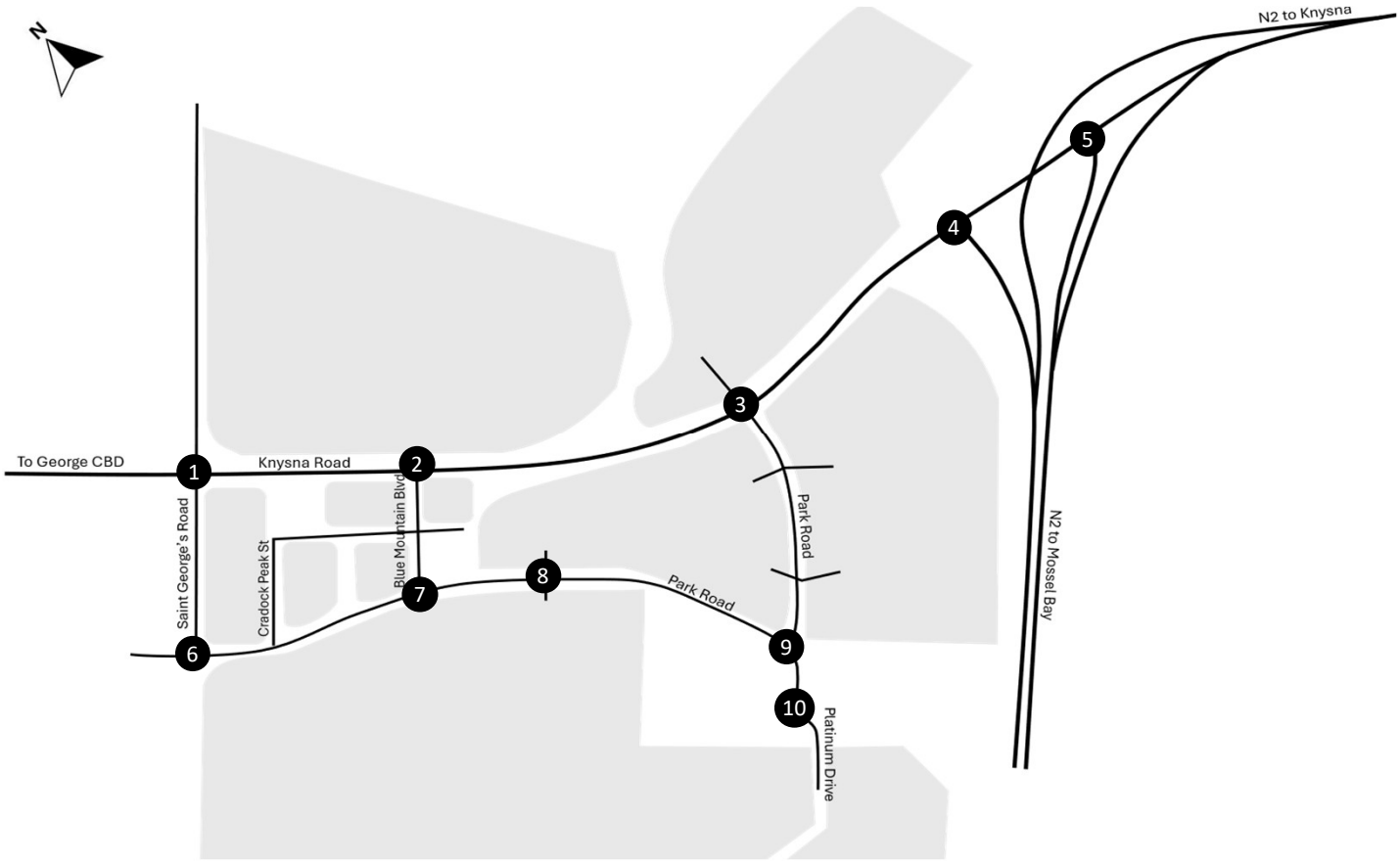
- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Future Traffic Conditions** **AM Peak Hour**	**Figure:** **A12**

Scenario: TL AM, Run:Fri Apr 10 09:27:50 2026



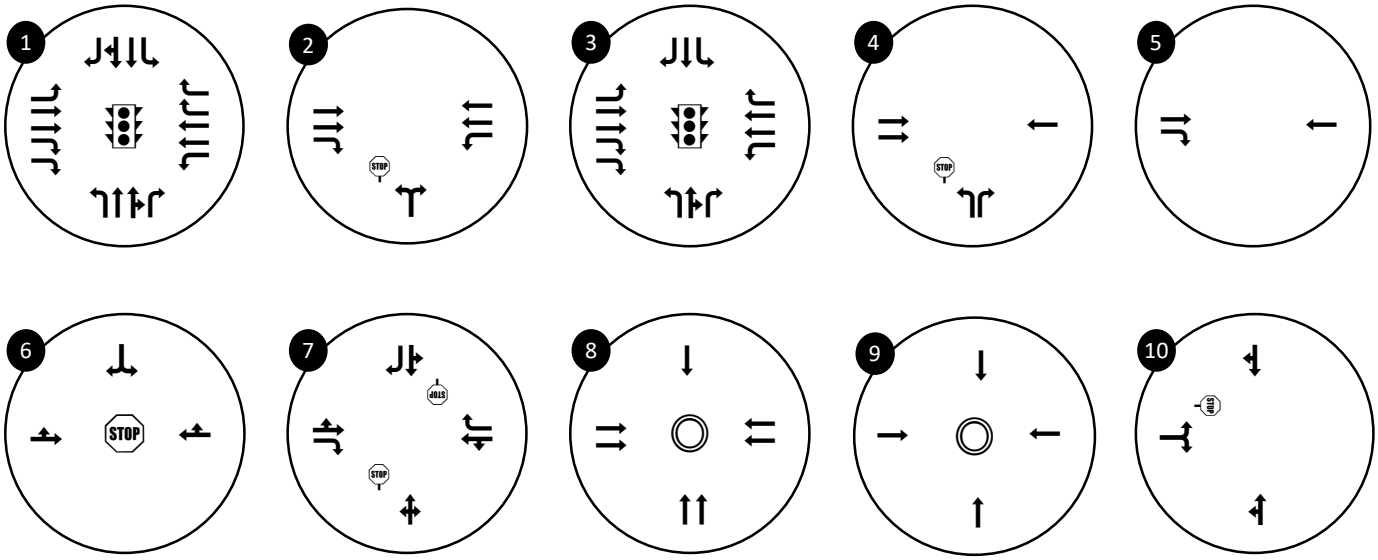


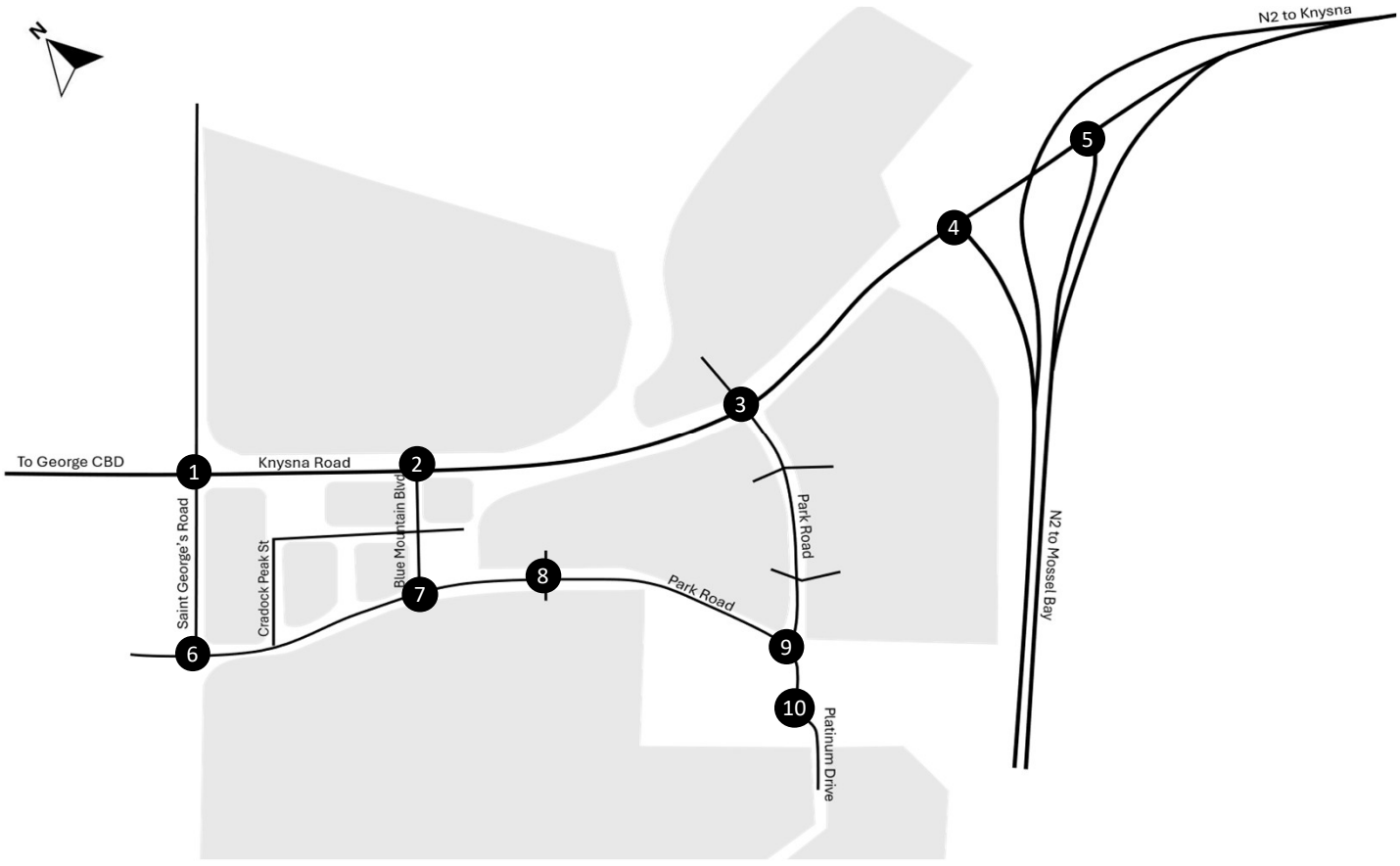
- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Future Traffic Conditions** **PM Peak Hour**	**Figure:** **A13**

Scenario: *TL PM, Run:Fri Apr 10 09:16:53 2026*

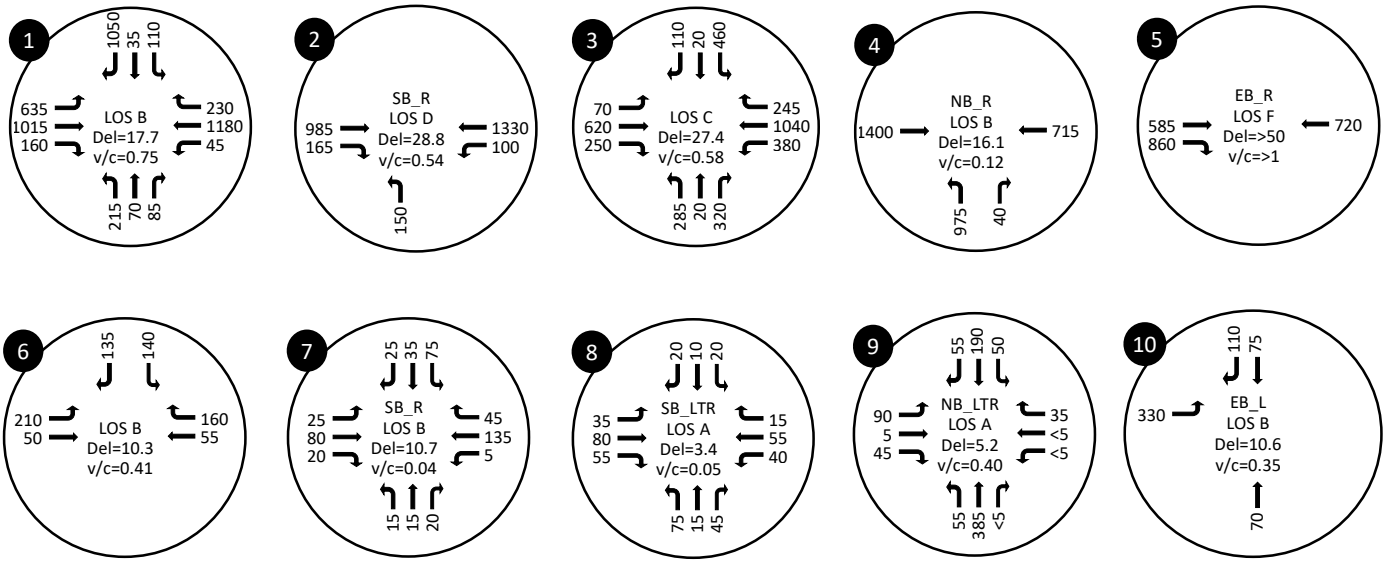


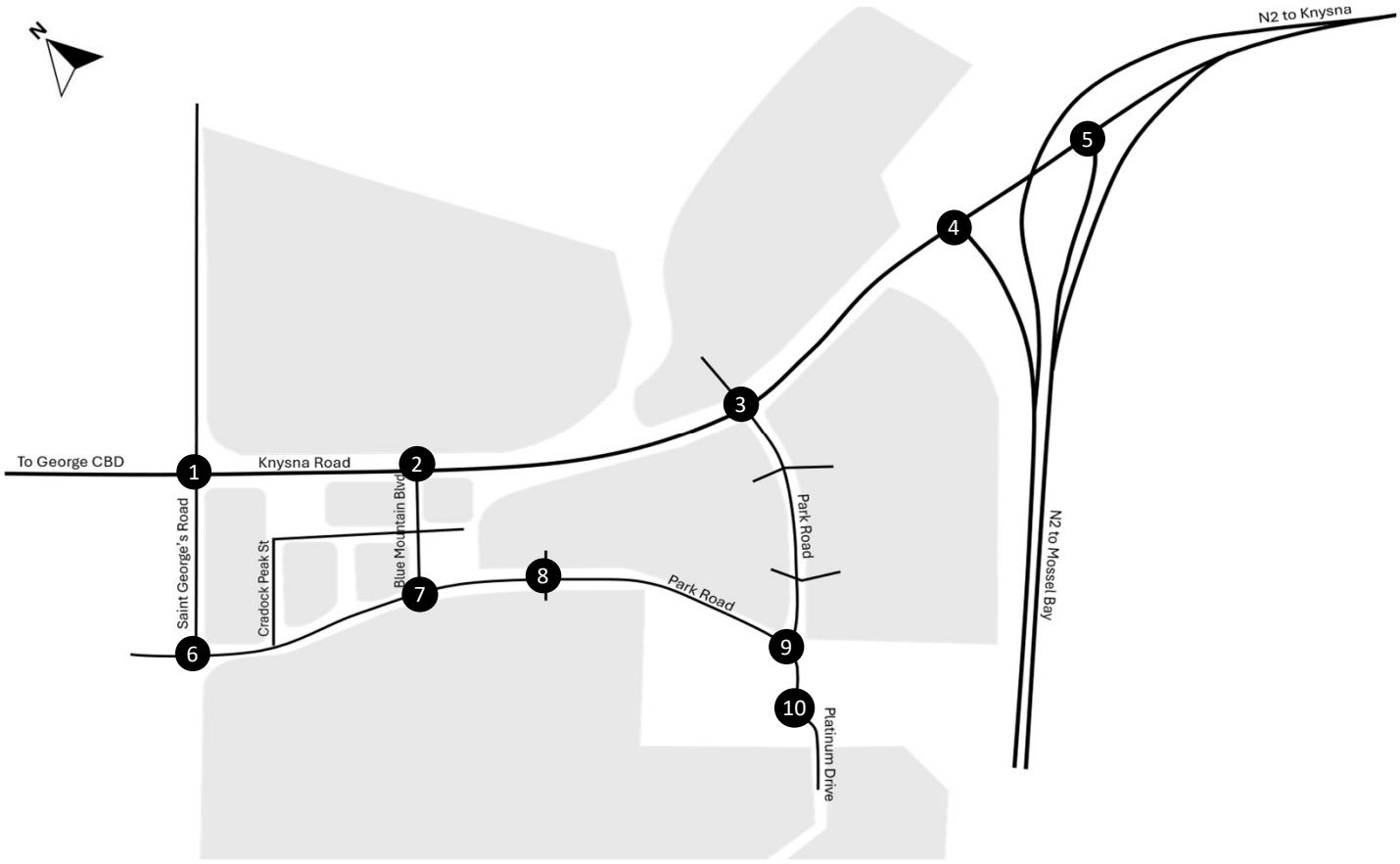


- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Total Conditions Proposed Upgrades** **Lane Configurations and Control**	**Figure:** **A14**



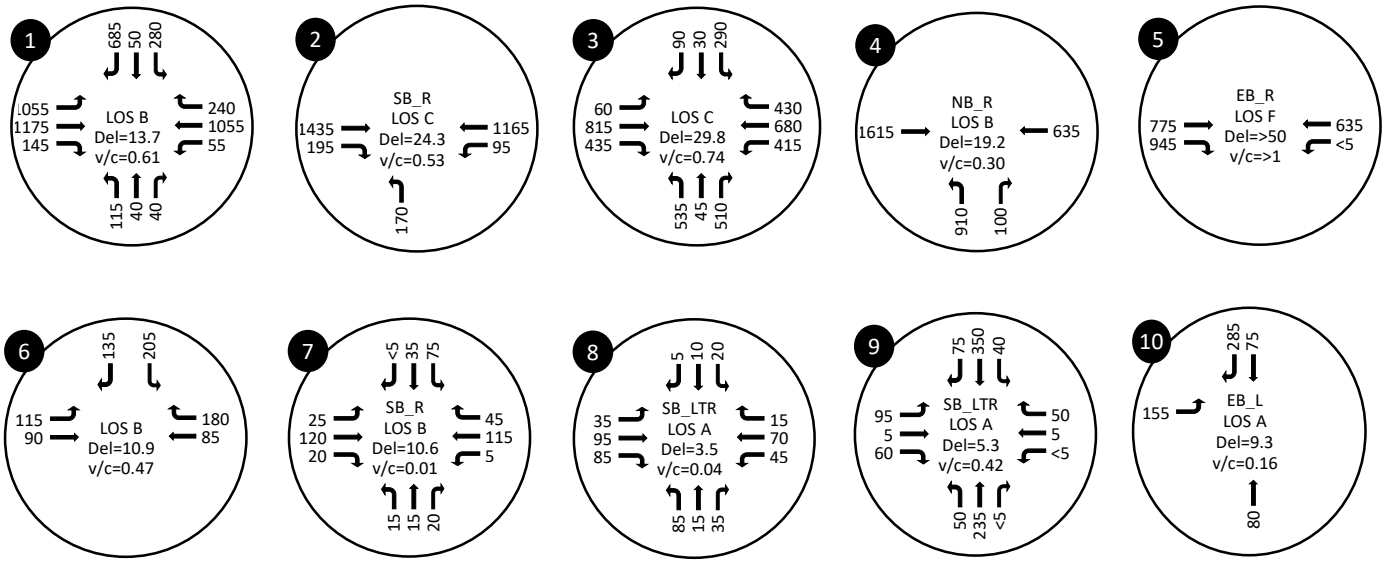


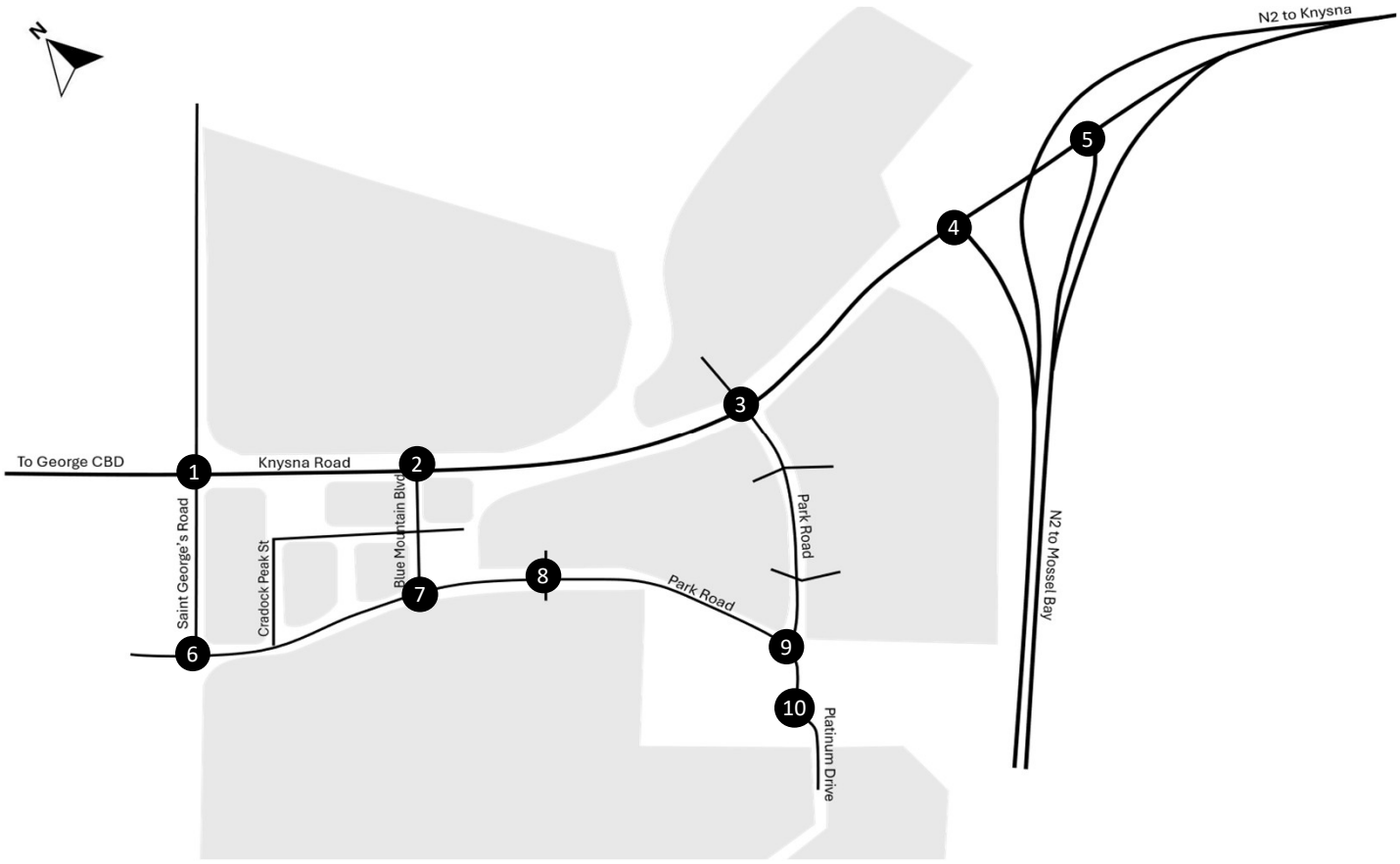
- Turning lanes and turning movements
- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Future Traffic Conditions with Upgrades** **AM Peak Hour**	**Figure:** **A15**

Scenario: *TL AM, Run:Fri Apr 10 09:27:50 2026*





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

Diagramatic / Not to Scale

its INNOVATIVE TRANSPORT SOLUTIONS	**Erf 28005, Eden Meander, George**	**Future Traffic Conditions with Upgrades** **PM Peak Hour**	**Figure:** **A16**

Scenario: *TL PM, Run:Fri Apr 10 09:16:53 2026*

ANNEXURE B

Tables

Table B1: Trip Generation

Erf 28005						Weekday AM Peak Hour			Weekday PM Peak Hour	
Land Use	**Extent**	**Units**	**Source**	**Unit**	**Rate**	**In**	**Out**	**Rate**	**In**	**Out**
Apartment and Flats	680	dwelling units	CoTO 220	du	0.65	25%	75%	0.65	65%	35%
TOTAL	**680**									

Table B2: Expected New Trips

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Apartment and Flats	111	332	442	287	155	442
TOTAL	**111**	**332**	**442**	**287**	**155**	**442**

ANNEXURE C

Queuing Analysis

Erf 28005, George

Project #: 4976

Access Control Queuing Analysis - FINAL

01-Oct-26

Base Information

Boom Control (Service Flow Rates)			
Manual Recording (visitors)	80	veh/hr	(visitor completes form. Assumed 45 seconds per vehicle)
Automatic tag detection system	450	veh/hr	(ultimate measure - automatic detection within 5m/remote gates. Assumed 8 seconds per vehicle)
Vehicle length (in queue)	7	m	(stacking length of a single vehicle in a queue - this is typically between 6 and 7.5m depending on the environment, grades, and vehicle servicing type)

Concept



Concept Source: Century Property Developmets

Lane	Description
1	Inbound - Tags only lane
2	Inbound - Shared lane for tags and visitors

Lane	Proportion Traffic (assumed)
1	50%
2 tags	45%
2 visitors	5%
	N/A

Development Trips

Weekday PM Trip Generation

Type	Source	Units	Rate (trips/hr)	Split (inbound)	Trips (veh/hour)
Apartments and Flats	CoTO 220	680	0.65	50%	221
Total					221

Queuing Analysis

Scenario A - even split					
Total volume (per direction - veh/hr)	177				
Lane Number	1	2			
Vehicle Type	Tags	Tags	Visitors	Total	
Proportion per lane	50%	45%	5%	50%	
Total volume per lane (veh/hr)	88	80	9	88	
Peak Hour Factor	0.80	0.80	0.80		
Service Flow Rate (veh/hr)	**450**	**450**	**80**		
Traffic Ratio	**25**	**22**	**14**	**36**	
Channels (10 veh limit)	1	1	1	1	
90th% queue length (veh)	2	1	1	2	
90th% queue length (m)	**14**	7	7	**14**	

Findings and Recommendations

n/a

Notes:

Trip generation source: Committee of Transport Officials (COTO). TMH 17 South African Trip Data Manual. Version 1.01. September 2013.

Methodology source: Committee of Transport Officials (COTO). TMH 16 South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual - Volume 2. Version 1.01. February 2014.

ANNEXURE D

Letter Correspondence

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George Municipality

George Central

George

6530

Email: zvanqa@george.gov.za

29 October 2026

Our Reference: 4976

Attention: Mr Zuko

RESPONSE TO GEORGE MUNICIPALITY ON TRAFFIC IMPACT ASSESSMENT FOR RESIDENTIAL DEVELOPMENT ON ERF 28005, EDEN MEANDER, GEORGE

This letter serves as an addendum to the Traffic Impact Assessment (TIA) dated 2 October 2026 and responds to George Municipality's comments on the proposed parking provision. The revised Site Development Plan (SDP), attached as Annexure A, provides an additional 20 parking bays, bringing the total to 890 bays for 680 residential units, equivalent to 1.31 bays per unit. The George Municipal By-Law requires 959 bays (1.41 bays per unit), resulting in a difference of 69 bays.

In our professional opinion, the proposed parking provision is sufficient. This position is supported by three main arguments

- Observed rates at similar developments
- City of Cape Town's Parking Rates for PT1 Zones
- Proximity and provision of Public Transport

These are argued in more detail below.

1. **Observed Parking Rates at similar developments**

In the TIA, we provided observed parking rates at two similar developments with an average 85th percentile rate of 1.24 occupied bays per unit. These developments are similar to what is proposed on this site. They are also not in PT1 zones, which would indicate a higher car and parking use than if they

were located in a PT1 zone. The municipality argues that these rates are not relevant since they are not in the Western Cape. There is no logical reason why the parking rates in the Western Cape would be different to that in Gauteng and for that matter in any other municipality in the country. The primary difference would be in the type of development and the proximity of public transport services. We maintain that the observed actual parking rates at similar developments are much more relevant than any other rate provided in the local and national parking and/or zoning requirements.

2. **City of Cape Town parking rates**

The City of Cape Town probably has one of the most progressive parking requirements in the country, with a specific aim to encourage the use of public transport and allowing developments close to public transport services to provide as little as possible parking. In doing so, it supports densification and the use of public transport. Their approach recognises that residential developments in areas well served by public transport can accommodate lower parking provision. Its PT1 requirements provide for 1 bay per apartment, together with 0.25 visitor bays per unit, resulting in a total of 1.25 bays per unit.

Applying this rate to the proposed 680 units would require 850 parking bays. The proposed provision of 890 bays therefore exceeds this benchmark by 40 bays.

It is argued that Cape Town's requirements are directly applicable to George, since both approaches recognise designated PT1 areas where access to public transport can reduce reliance on private vehicles. The Cape Town benchmark demonstrates an established municipal approach to allowing lower residential parking rates where suitable transport alternatives exist.

The current proposed rate of 1.31 bays per unit exceeds Cape Town's combined resident and visitor parking requirement.

3. **Proximity and Provision of Public Transport**

The required parking provision must be considered in the light of the proximity and provision of public transport and the goal of increasing the use of public transport. According to the George CITP (2024) parking areas map, the development is located within a PT1 area and is particularly well positioned to make use of existing transport services:

- **Nearby public transport facilities:** The Go George bus terminal on Mall Access Road and the minibus taxi public transport interchange (PTI) are within convenient walking distance.
- **Direct pedestrian access:** The proposed dedicated pedestrian gate will be approximately 100 m from the PTI. The main vehicular access gate is approximately 220 m walking distance from the PTI.
- **Established bus connections:** Six Go George routes operate along Park Road and Knysna Road, connecting the area to surrounding residential, commercial and employment destinations.
- **Comparable residential demand:** Observed parking demand at comparable residential developments provides further support for the proposed parking rate. This was discussed in the TIA in more detail.

There is little sense in having policy ambitions to increase public transport use, while the actions on the ground oppose that. This development is an ideal opportunity for George to provide housing in proximity to one of their major public transport hubs. The locality should encourage the highest possible densities with as little private car use as possible.

The current proposed rate directly supports the Municipality's objectives for PT1 areas by encouraging public transport use and avoiding the allocation of additional land to parking beyond the proven anticipated demand.

Conclusion and recommendation

It is recommended that George Municipality accept the proposed provision of 890 parking bays (1.31 bays per unit). The proposed rate is supported by the site's PT1 classification, convenient public transport access, observed demand at comparable developments and a provision exceeding Cape Town's PT1 benchmark by 40 bays.

The proposed changes in the attached SDP leave the number of residential units unchanged but provide more parking bays. The changes in the SDP do not affect the anticipated trip generation, traffic impact or previously assessed vehicle stacking requirements at the access control gate. The findings and recommendations of the original TIA remain applicable.

Yours sincerely,



Christoff Krogscheepers, Pr. Eng.

Director