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Your Ref:
Our Ref: 178/01/08-00/10
Letter ID:

DEALS WITH THIS MATTER: MR L. NTSHEBE/AB
Tel: (041) 506-2182; Fax: (041) 508-2180
Date: 3 March 2010

Attention: Mr R. Bowman

SSI Engineers an Environmental Consultants Pty Ltd
PO Box 925
PORT ELIZABETH
6000

Dear Sir

**PROPOSED BAY WEST CITY DEVELOPMENT ON PTN 131 OF FARM 10, LITTLE CHELSEA
AND ERF 426, HUNTERS RETREAT - TRAFFIC IMPACT ASSESSMENT APPROVAL**

I refer to your Traffic Impact Assessment (TIA) dated 15 October 2009.

Attached please find a copy of my letter to the South African National Roads Agency and the Provincial Department of Roads and Transport dated 16 November 2009, and their letters of approval dated 25 January 2010 and 02 February 2010 respectively.

Yours faithfully



**A.A.SAID Pr. Eng
EXECUTIVE DIRECTOR
INFRASTRUCTURE & ENGINEERING**

Enclosures: As Stated

Your Ref:
Our Ref: 178/01/05-90/10
Letter ID: 041955

DEALS WITH THIS MATTER: MR L. NT&HEBE/MP
Tel: (041) 508-2182; Fax: (041) 508-2180
Date: 16 November 2009

Attention; Mr R Offord

The Superintendent General
Department of Roads and Transport
Eastern Cape Provincial Government
P/Bag X0023
BHISHO
5605

Dear Sir

PROPOSED BAY WEST CITY DEVELOPMENT ON PTN 131 OF FARM 10, LITTLE CHELSEA AND ERF 426, HUNTERS RETREAT – FINAL TRAFFIC IMPACT ASSESSMENT REVIEW

I refer to the attached Traffic Impact Assessment (TIA) dated 15 October 2009.

This TIA addresses the impact of the proposed Bay West City Development on Ptn 131 of Farm 10, Little Chelsea and Erf 426, Hunters Retreat, on the surrounding road network. In particular, the TIA determines the configuration of the road network required to accommodate Phase 1 of the development as well as the full extent of the development. When considering the full extent of the development the TIA makes use of the Transport Demand Model analysed as input to the Western Suburbs Local Spatial Development Framework currently being prepared by the NMBM.

The road network in and adjacent to the proposed development includes the provision of two interchanges on the N2 as well as elements of the NMBM Long Term Road Network. It is noted in the Western Suburbs Transportation Study (a copy of which is attached for your information), that should the LSDF area develop to the full extent envisaged, intervention in the form of public transport services will be required to accommodate anticipated trip generation in the area. It is further noted that the location and design of the proposed interchanges shall be subject to the approval of the South African National Roads Agency as well as require the preparation of an Environmental Impact Assessment. In this regard it is further noted that although the spacing of the interchanges is below SANRAL geometric requirements, dictated by environmental considerations, the interchanges have been configured as parclo interchanges with the spiral ramps facing away from each other in order to maximize spacing between spiral ramps.

The conclusions and recommendations of the TIA are acceptable subject to the following conditions:

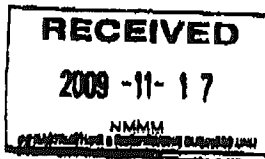
1. The road network indicated in the TIA and proposed by the developer be accepted subject to all environmental requirements being addressed in line with the specialist environmental studies referred to in the Infrastructure and Engineering Directorate (I & E D) letter dated 21 July 2009;



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Original Hand delivered



Your Ref:
Our Ref: 178/01/08-00/10; B1298/001; B1296/002
Letter ID: 041505

DEALS WITH THIS MATTER: MR L. NTSHEBE/AG
Tel: (041) 506-2182; Fax: (041) 506-2180
Date: 16 November 2009

Attention: Mr T. Kelly

The Acting Regional Manager: Southern Region
SANRAL
P O Box 27230
GREENACRES
6057

Dear Sir

PROPOSED BAY WEST CITY DEVELOPMENT ON PTN 131 OF FARM 10, LITTLE CHELSEA AND ERF 426, HUNTERS RETREAT - FINAL TRAFFIC IMPACT ASSESSMENT REVIEW

I refer to the attached Traffic Impact Assessment (TIA) dated 15 October 2009.

This TIA addresses the impact of the proposed Bay West City Development on Ptn 131 of Farm 10, Little Chelsea and Erf 426, Hunters Retreat, on the surrounding road network. In particular, the TIA determines the configuration of the road network required to accommodate Phase 1 of the development as well as the full extent of the development. When considering the full extent of the development the TIA makes use of the Transport Demand Model analysed as input to the Western Suburbs Local Spatial Development Framework currently being prepared by the NMBM.

The road network in and adjacent to the proposed development includes the provision of two interchanges on the N2 as well as elements of the NMBM Long Term Road Network. It is noted in the Western Suburbs Transportation Study (a copy of which is attached for your information), that should the LSDF area develop to the full extent envisaged, intervention in the form of public transport services will be required to accommodate anticipated trip generation in the area. It is further noted that the location and design of the proposed interchanges shall be subject to the approval of the South African National Roads Agency as well as require the preparation of an Environmental Impact Assessment. In this regard it is further noted that although the spacing of the interchanges is below SANRAL geometric requirements, dictated by environmental considerations, the interchanges have been configured as parclo interchanges with the spiral ramps facing away from each other in order to maximize spacing between spiral ramps.

The conclusions and recommendations of the TIA are acceptable subject to the following conditions:

1. The road network indicated in the TIA and proposed by the developer be accepted subject to all environmental requirements being addressed in line with the specialist environmental studies referred to in the Infrastructure and Engineering Directorate (I & E D) letter dated 21 July 2009;
2. The amended road network being incorporated into the Western Suburbs LSDF;

3. Road reserves of 40m width be provided on all roads within the LSDF area, with the exception of 35m where two lanes are required (eg. on Bay West Boulevard) and 25m where one lane is required as per the table below:

Road	Description	Number of Lanes	Reserve Width
Western Arterial	Cape Road to Bay West Boulevard	3 lanes per direction	40m
	South of South CD Road	2 lanes per direction	40m
Redhouse-Chelsea Arterial	Cape Road to Kragga Kamma Road	3 lanes per direction	40m
Walker Drive Extension	Caledon Road to Collector Link Road	3 lanes per direction	40m
Van Der Stel Street	Redhouse Chelsea to Collector Link Road	2 lanes per direction	35m
	Collector Link Road to Western Arterial	3 lanes per direction	40m
	Western Arterial to Cape Road (westwards)	2 lanes per direction	35m
Collector link across N2	Van der Stel Street to Walker Drive	3 lanes per direction	40m
North CD Road	Between the 2 new interchanges	1 lane per direction	25m
South CD Road	Between the 2 new interchanges	3 lanes per direction	40m
Bay West Boulevard	West of Western Arterial	2 lanes per direction	40m*
	Western Arterial to Walker Drive	2 lanes per direction	35m

4. The TIA be approved subject to the following conditions:

- 4.1 This TIA approval relates to Phase 1 of the proposed development only, notwithstanding the contents of clause 4.11 (which relates to the full development road network requirements). Once Phase 2 of the proposed development commences, an updated TIA will be required to address access and operational issues for Phase 2 in detail. Any additional road improvements resulting from such an updated TIA will be for the account of the developer;
- 4.2 Approval of the TIA by SANRAL and DORT;
- 4.3 A detailed Site Development Plan being submitted to the NMBM containing the following elements :
- All required roads configured as recommended in the TIA and addendum and approved as per this letter;
 - Intersection layouts of all affected intersections configured as recommended on Figure 12 of the TIA and on Annexure E of SSI's letter dated 31 July 2009, integrated with the road network;
 - Public Transport facilities including a possible terminal facility;
 - Loading and goods delivery facilities;
 - Parking in terms of DoT Standards;
 - Non-Motorised Transport facilities;

(Preliminary design of the road network shall not be permitted to commence until the SDP containing all of the above requirements has been accepted by the NMBM Transportation Planning Division);

- 4.4 The developer shall be responsible for the design and implementation of the following road improvements. These works must be designed and implemented to full Municipal standards subject to the approval of the Infrastructure and Engineering Directorate, and must be implemented in full prior to occupation of any portion/phase of the proposed development (unless otherwise indicated). Detailed engineering design drawings must be submitted to the Infrastructure and Engineering Directorate for final approval prior to commencement of any construction. Where road improvements impact upon the N2, the design and implementation of such improvements shall be submitted to the South African National Roads Agency for approval;
- The second carriageway (2 lanes) of the Redhouse-Chelsea Arterial from Cape Road to Walker Drive Extension;
 - Second lane per direction on Cape Road between Bishop's Way and Western Arterial;
 - Walker Drive Extension west of Redhouse-Chelsea Arterial to South CD Road (1 lane per direction / 1 carriageway);
 - South CD Road west of Redhouse-Chelsea Arterial to Shopping Centre access (2 lanes per direction);
 - South CD Road Shopping Centre access to Precinct 8 Access Road (1 lane per direction / 1 carriageway);
 - Bay West Boulevard west of Walker Drive Extension;
 - Precinct 3 (Shopping Centre) access roads;
 - Precinct 4 & 5 access roads;
 - Walker Drive Extension / Redhouse-Chelsea Arterial intersection;
 - N2 North interchange terminal / Redhouse-Chelsea Arterial intersection; and
 - N2 South interchange terminal / Redhouse-Chelsea Arterial intersection.
- 4.4.1 As indicated in the TIA, the eastern interchange is required to accommodate traffic generated by Phase 1 of the proposed development. Given that the NMBM only requires this interchange to be constructed by 2018, the eastern interchange shall be constructed as part of the roadworks required to accommodate Phase 1 of the development. The apportionment of the cost of the design and construction of the Interchange and associated roadworks shall be resolved between the NMBM and the developer prior to commencement of the development;
- 4.4.2 The Redhouse-Chelsea Arterial bridge across the N2 shall be constructed to accommodate three traffic lanes and a NMT lane per direction, with the apportionment of cost thereof to be resolved between the NMBM and the developer;
- 4.5 Traffic signals are to be provided at the following intersections, which are to be configured as per the conceptual layouts indicated on Figure 14 of the TIA, at the developer's cost:
- N2 North interchange terminal / Redhouse-Chelsea Arterial;
 - N2 South / Interchange terminal Redhouse-Chelsea Arterial;
 - Shopping Centre / Redhouse-Chelsea Arterial;
 - Walker Drive Extension / Redhouse-Chelsea Arterial;
 - Walker Drive Extension / Shopping Centre;
 - Shopping Centre / South CD Road; and
 - Office and Mixed Use Centre / South CD Road.
- The Walker Drive Extension / Bay West Boulevard intersection, although not requiring signals as part of Phase 1 will require traffic signals upon commencement of Phase 2 of the development.
- 4.6 The developer shall be responsible for the provision/upgrade of all roadmarkings and signs to full municipal standards. Such markings may not commence until set out and approved by this directorate on site. Where markings are to be changed, all existing roadmarkings must be removed (scarified) prior to the provision of new markings;

- 4.7 Should any of the above improvements identified in the TIA that are the responsibility of the developer, impact on existing services, the responsibility and costs associated with the relocation and/or repairs of such services shall be for the account of the developer. All such works shall be undertaken to full municipal standards subject to the approval of the Executive Director: Infrastructure and Engineering;
- 4.8 Parking to be provided on site in accordance with the requirements of the Nelson Mandela Bay Municipality Infrastructure and Engineering Directorate. The minimum requirements permitted shall be in terms of the National Department of Transport Guidelines;
- 4.9 A Transportation Development Levy in respect of related traffic accommodation costs, to be determined by the Executive Director: Infrastructure and Engineering is payable in terms of this rezoning in full, prior to approval of any building or site development plan and is subject to escalation. The TDL shall be in addition to the developer's road network upgrading requirements;
- 4.10 All road upgrading measures within and crossing the N2 reserve being submitted to SANRAL for approval;
- 4.11 The following network elements shall be provided by the developer to accommodate the full development of Ptn 131 of Farm 10, Little Chelsea and Erf 426, Hunters Retreat:

Road	Description	Number of Lanes
Western Arterial	Cape Road to Bay West Boulevard	1 lane per direction
	South of Bay West Boulevard	3 lanes per direction
Redhouse-Chelsea Arterial	Cape Road to Kragga Kamma Road	2 lanes per direction (1 lane by NMBM)
Walker Drive Extension	Redhouse Chelsea Arterial to Collector Road	3 lanes per direction
Walker Drive Extension	Walker Drive to Redhouse Chelsea Arterial	2 lanes per direction (1 lane by NMBM)
Van Der Stel Street	Redhouse Chelsea Arterial to Collector Road	1 lane per direction
Collector link across N2	North CD Road to van der Stel Street	1 lane per direction
	North CD Road to South CD Road	2 lanes per direction
	South CD Road to Walker Drive	3 lanes per direction
North CD Road	Between the 2 new interchanges	1 lane per direction
South CD Road	Between the 2 new interchanges	2 lanes per direction
Bay West Boulevard	West of Western Arterial	3 lanes per direction
	Western Arterial to Walker Drive	2 lanes per direction
Kragga Kamma Road	East of Redhouse-Chelsea Arterial	1 additional lane per direction
Western Interchange	Ramps to/from the N2	1 lane per direction

appreciated.

Yours faithfully



**A.A. SAID Pr. Eng.
EXECUTIVE DIRECTOR
INFRASTRUCTURE & ENGINEERING**

cc District Roads Engineer
Department of Public works
Eastern Cape Provincial Government
✓ P O Box 11100
ALGOA PARK
6005 - Attention: Mr M. Keyser

cc Transportation Planning (2)

NTSHEBE SANRAL - PTN 131 OF FARM 10, LITTLE CHELSEA & ERF 426 HUNTERS (201) 16-11-00

Southern Region

SANRAL House, Southern Life Gardens, 70 Second Avenue, Newton Park, Port Elizabeth
P O Box 27230, Greenacres, South Africa, 6057
Tel +27 (0) 41 398 3200 Fax +27 (0) 41 398 3211 / 3222

Our Ref:	11/2/3-2/11-25(#408686v1)	Your Ref:	
Date:	25 January 2010	Fax Number:	+27 (0) 41 398 3211
Enquiries:	Mr R Thompson	Direct Line:	+27 (0) 41 398 3208
Email:	gouwsj@nra.co.za	Website:	www.nra.co.za

The Executive Director
Infrastructure & Engineering
Nelson Mandela Bay Municipality
P O Box 7
PORT ELIZABETH
6000

Attention : Mr A A Said

Dear Sir

NATIONAL ROUTE 2 SECTION 11: PROPOSED BAY WEST CITY DEVELOPMENT ON PORTION 131 OF FARM 10, LITTLE CHELSEA AND ERF 426, HUNTERS RETREAT – FINAL TRAFFIC IMPACT ASSESSMENT REVIEW

We acknowledge receipt of your letter 78/01/08-00/10;B1236/002 dated 16 November 2009 as well as the final Traffic Impact Assessment (TIA) Review attached thereto.

This office of the South African National Roads Agency Limited (SANRAL) takes note of the contents of your letter and TIA report. We do however, not accept the "NMBM/SANRAL 50/50" funding split as indicated on your drawings and also as mentioned in paragraph 10.5 of the TIA dated 15 October 2009.

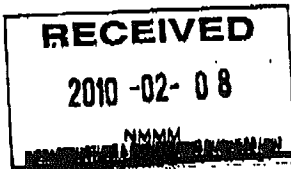
Our in principle approval for the position and configuration of the interchange and ramps will carry no financial or other liability by SANRAL.

SANRAL is also desirous to see commitment by Nelson Mandela Bay Municipality (NMBM) in developing the supportive Metropolitan Network for this proposed development.

Yours faithfully



M S Peterson
Regional Manager: Southern Region





Province of the
EASTERN CAPE
DEPARTMENT OF ROADS & TRANSPORT

Private Bag X0023, BHISHO 6005, REPUBLIC OF SOUTH AFRICA

Website www.ectransport.gov.za

Enquiries: R J T Offord

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email: Rodney.offord@dot.ecprov.gov.za

Our Ref: 30/5/50/2/3/06

Your Ref: 178/01/08-00/10

Date: 02 February 2010

The Business Unit Manager: Infrastructure and Engineering
P O Box 7
PORT ELIZABETH
6000

Att: Mr. L Ntshhebe

Dear Sir

PROPOSED BAY WEST CITY DEVELOPMENT ON PTN 131 OF FARM 10, LITTLE CHELSEA AND ERF 426, HUNTERS RETREAT: TRAFFIC IMPACT ASSESSMENT.

1. We refer to your letter 178/01/08-00/10 dated 16 November 2009. Please accept our apologies for not responding sooner, but the documentation only reached our office in this week.
2. The Department has considered:
 - 2.1 the Network Demand Modelling in support of the Western Suburbs LSDF by Messrs Aurecon;
 - 2.2 the Revised Traffic Impact Assessment dated 15 October 2009; and
3. The Department agrees with your conditions for accepting the conclusions and recommendations of the Traffic Impact Assessment.

Yours in Transportation Excellence

for HEAD OF DEPARTMENT
DEPARTMENT OF ROADS AND TRANSPORT

QUALITY SERVICE DELIVERY THROUGH TRANSPORTATION EXCELLENCE

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