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Attn: Ms Humayrah Bassa

REVISED DEVELOPMENT SCHEME FOR THE TRAFFIC IMPACT ASSESSMENT REPORT (TIA) FOR PROPOSED TINLEY MANOR SOUTHBANKS DEVELOPMENT LOCATED IN THE KWADUKUZA LOCAL MUNICIPALITY, KWAZULU-NATAL

ORIGINAL TRIP GENERATION FOR THE STUDY AREA

The original TIA for the above mentioned development Titled "Tinley Manor Southbanks – Traffic Impact Assessment" Revision 3 dated 30 August 2016 was a based on the development scheme shown in Table 1 below:

LANDUSE TABLE FOR TINLEY MANOR					
Landuse	Residential	Offices	Retail	Rooms	Students
Single Residential -	156	-	-	-	-
Single Residential -	264	-	-	-	-
Single Residential -	247	-	-	-	-
Planned Unit	1077	-	-	-	-
High Density Residential	1357	-	6785	-	-
Mixed Use	1208	2416	21743	-	-
Low Impact Mixed Use	-	-	9255	-	-
Resort	-	-	-	200	-
Education	-	-	-	-	1000
Total	4309	2416	37783	200	1000

Table 1: Original Development Scheme for the Proposed Tinley Manor Development

According to the development scheme shown in Table 1 above, the Tinley Manor Southbanks Development (TMSB) will generate 4139 two-way trips in the AM peak hour and 6060 two-way trips in the PM peak hour.

In addition, the developments shown below are located within the study area. Hence, the traffic will be generated by these developments were also considered in the traffic analyses undertaken in the original TIA for TMSB development.

- Seaton Delaval
- Palm Lakes
- Nkwazi (Now known as Springvale)

Table 2 below shows the two-way trips that will be generated by other developments within the study area:

Development	**Two Way Trips**	
	AM	PM
Seaton Delaval	1664	1720
Palm Lakes	1866	1867
Nkwazi (Now Springvale)	1610	1640
Total	**5140**	**5227**

Table 2: Traffic generated by surrounding major proposed developments

Therefore, the total accumulative trips that were considered in the original TIA are shown in Table 3 below. .

Development	**Two Way Trips**	
	AM	PM
Tinley Manor Southbanks	4139	6060
Seaton Delaval	1664	1720
Palm Lakes	1866	1867
Nkwazi (Now Springvale)	1610	1640
Total	**9279**	**11287**

Table 3: Total traffic generated by all developments within the Study Area

REVISED TRIP GENERATION FOR THE STUDY AREA

The development scheme for the TMSB development has been subsequently revised since the completion of the original TIA as the project team delved deeper into more detailed planning which has resulted in a minor change in the development bulks, as shown in Table 4 hereafter.

LANDUSE TABLE FOR TINLEY MANOR					
Landuse	Residential Units	Offices (m2)	Retail (m2)	Rooms	Students
Single Residential - 1500m2	148	-	-	-	-
Single Residential - 1000m2	237	-	-	-	-
Single Residential - 600/800m2	260	-	-	-	-
Planned Unit Development	1120	-	-	-	-
High Density Residential	1489	-	1335	-	-
Mixed Use	1279	3069	22505	-	-
Low Impact Mixed Use	-	-	8035	-	-
Resort	-	-	-	200	-
Education	-	-	-	-	1000
Total	4533	3069	31875	200	1000

Table 4: Revised Development Scheme for the Tinley Manor Southbanks Development

In accordance with the latest development scheme, the TMSB development will generate 4317 two way trips in the AM peak hour and 6335 two way trips in the PM peak hour. As revealed in Table 4, the revised development scheme for TMSB yields a minor increase in the volume of peak hour trips that will be generated by the proposed development.

In addition, the KZN DOT has suggested that the traffic volumes that will be generated by the proposed Blue Gum Estate development should be included in the traffic analysis as this development has an approved TIA. The TIA for the Blue Gum Estate development indicated that this development will generate 204 two way trips in the AM peak hour and 204 two way trips PM peak hour. Furthermore, KZN DOT has advised Aurecon that the development scheme for the Nkwazi development (now known as Springvale Estate) has been considerably reduced, and now generates a total 110 two way trips in the AM peak hour and 110 two way trips in the PM peak hour as compared to a total of 1786 two way trips in the AM peak hour and 1821 two way trips in the PM peak hour previously used in the original TIA for TMSB.

Given the revised development scheme for TMSB and Nkwazi developments coupled with the inclusion of the BlueGum Estate, the revised volume of trips that will be generated within the study area is Table 5 hereafter.

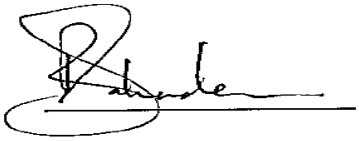
Development	**Two Way Trips**	
	AM	PM
Tinley Manor Southbanks	4317	6335
Seaton Delaval	1664	1720
Palm Lakes	1866	1867
Nkwazi (Now Springvale)	110	110
BlueGum Estate	204	204
Total	**8161**	**10236**

Table 5: Revised traffic volumes generated by all developments with the revised development schemes

As revealed in Table 5, the traffic volumes that will be generated by all developments within the study area is substantially lower than the total trips that were analysed in the original TIA for the TMSB development. Since Aurecon has analysed much larger traffic volumes in the TIA as opposed to the actual trips that will be generated by the revised development schemes for this area, we are confident that we have analysed the worst scenario in the original TIA. As such, the recommendations made in the original TIA for the upgrading of the external road network will provide the capacity required as per the revised development schemes as the operating LOS of the road network will in essence improve. In light of the above the discussion there is no need to revise the TIA for TMSB developments as the revised volume of trips is substantially lower than the original TIA.

Should you have any queries, please feel free to contact us.

Yours faithfully,



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