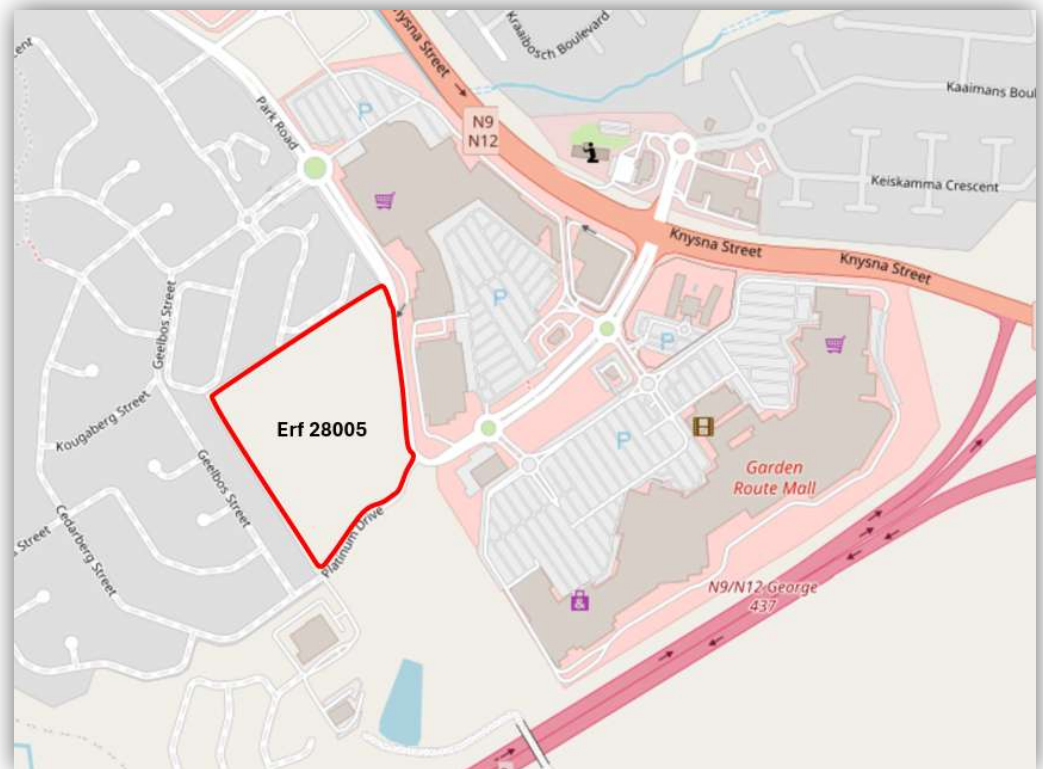


Appendix O: Traffic Impact Assessment

Erf 28005

***Transport Impact Assessment
Eden Meander Precinct, George, Western Cape***

April 2026



5th Floor

Imperial Terraces

Carl Cronje Drive

Tyger Waterfront

Bellville, 7530

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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
Reference Number	ITS 4976
Project Team	Christoff Krogscheepers Inge van Tonder Marie-Louse Schreve
Contact Details	Tel: 021 914 6211
Date	April 2026
Report Status	First Draft
File Name	G:\4976 TIA Erf 28005 Eden Meander George\12 Reports\Issued\4976 TIA Erf 28005 Eden Meander George Draft Report_IvT_2026-04-24.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

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 $\pm 240\,000\text{m}^2$ 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 $145\,000\text{m}^2$ 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 $12\,500\text{m}^2$ 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.

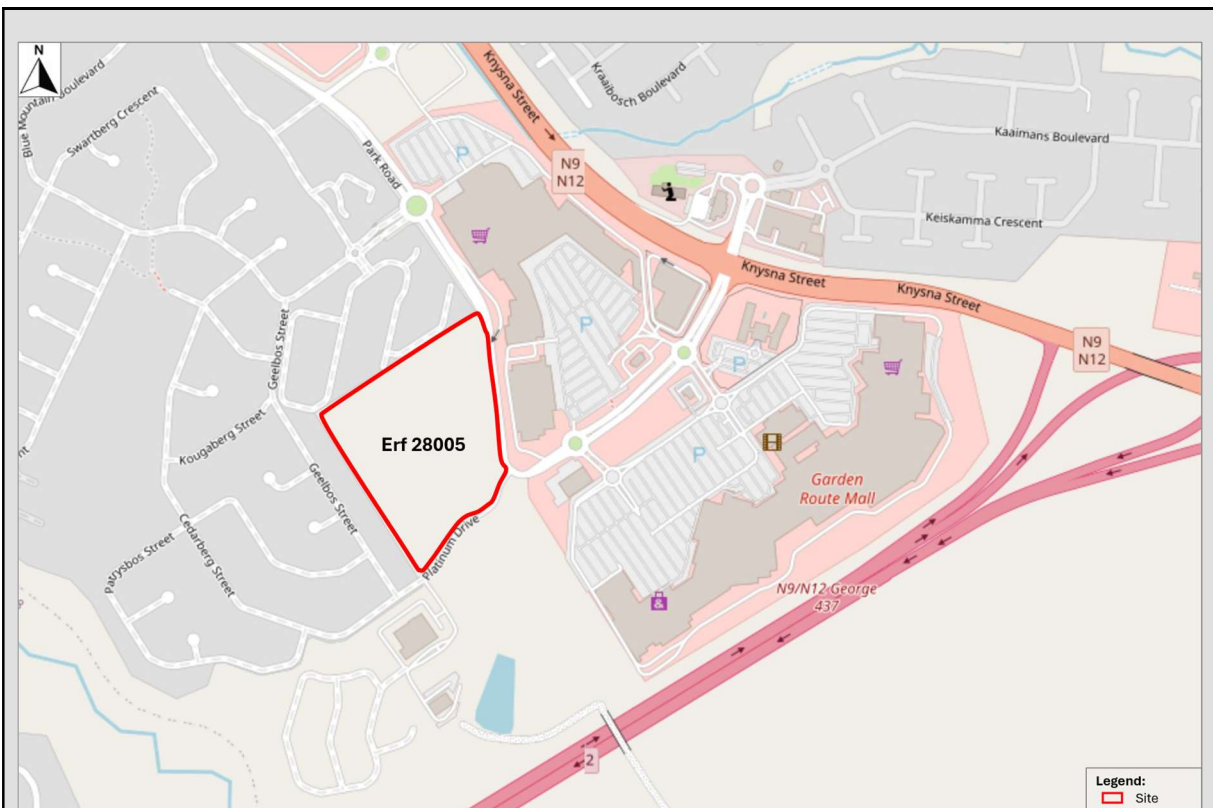


Figure 1: Locality Plan

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.

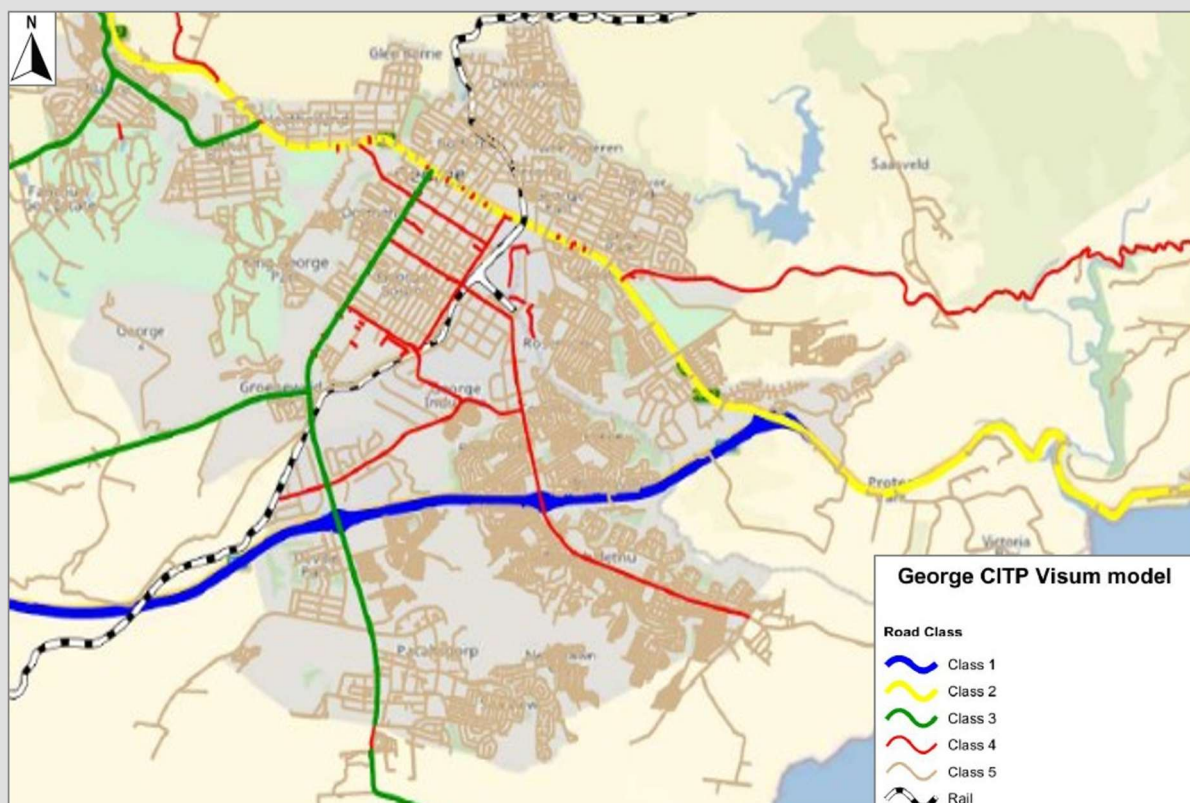


Figure 2: Road Hierarchy for George, as used in the Base Year of the Transportation Model (George CITP, 2024)

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 – <i>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.</i> • Scenario 3: 2031 Total Traffic Conditions – <i>Based on Scenario 2 traffic volumes PLUS the expected trips from the residential development on Erf 28005.</i>
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.

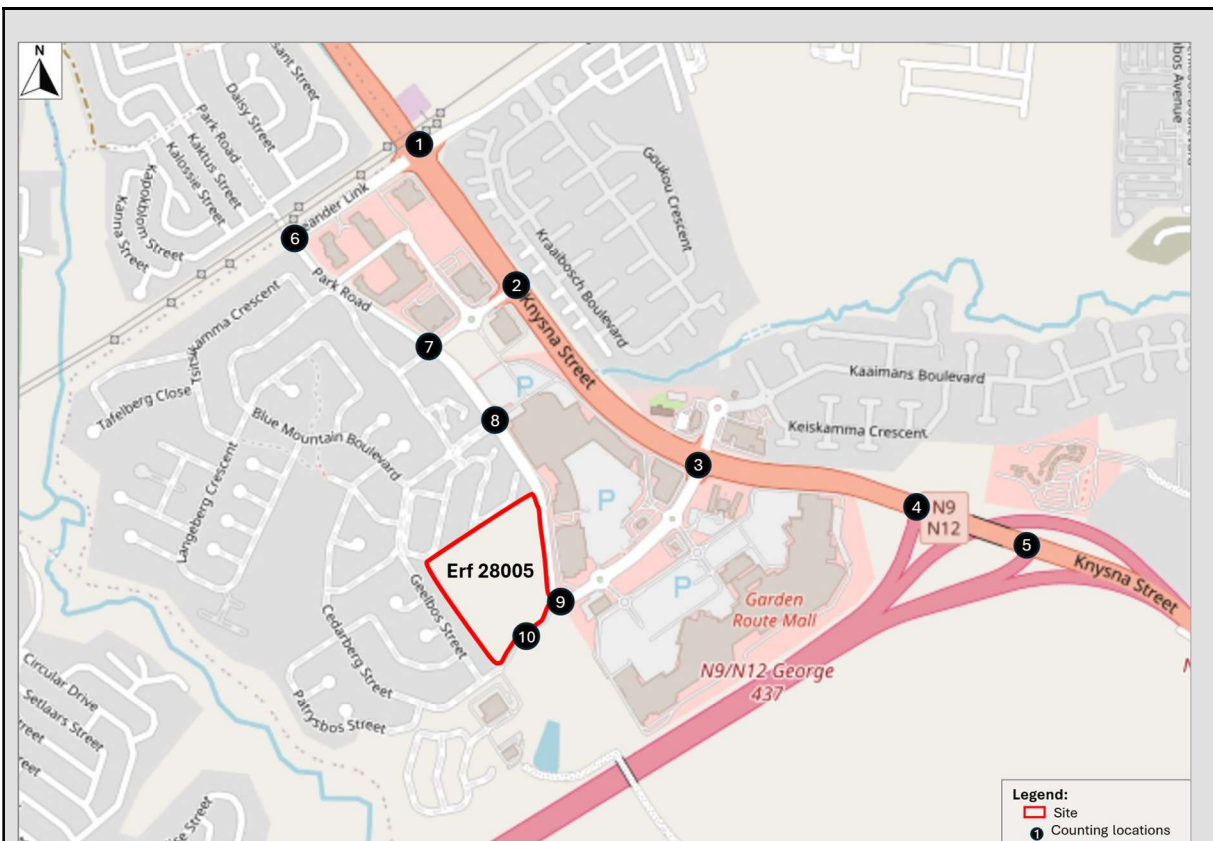


Figure 3: Intersection Count Locations

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 Kraaihoek 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: <i>Table 1: Background Development Trips</i> <table><tr><th rowspan="2">Development</th><th colspan="2">AM Peak Hour Trips</th><th colspan="2">PM Peak Hour Trips</th></tr><tr><th>In</th><th>Out</th><th>In</th><th>Out</th></tr><tr><td>Meulenzicht</td><td>57</td><td>170</td><td>159</td><td>68</td></tr><tr><td>Oude Meulen</td><td>120</td><td>348</td><td>324</td><td>140</td></tr><tr><td>Sweetpea</td><td>18</td><td>51</td><td>48</td><td>21</td></tr><tr><td>Kraaibosch</td><td>1 087</td><td>2 307</td><td>2 307</td><td>1 087</td></tr><tr><td>George Campus</td><td>1 119</td><td>361</td><td>1 117</td><td>1 593</td></tr><tr><td>Open Erven Eden Meander including Proposed Hospital</td><td>396</td><td>231</td><td>521</td><td>549</td></tr><tr><td>Residential</td><td>23</td><td>54</td><td>54</td><td>23</td></tr><tr><td>Offices</td><td>49</td><td>12</td><td>49</td><td>12</td></tr><tr><td>TOTAL</td><td>2 869</td><td>3 534</td><td>4 579</td><td>3 683</td></tr></table>	Development	AM Peak Hour Trips		PM Peak Hour Trips		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
Development	AM Peak Hour Trips		PM Peak Hour Trips																																																				
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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.																																																						

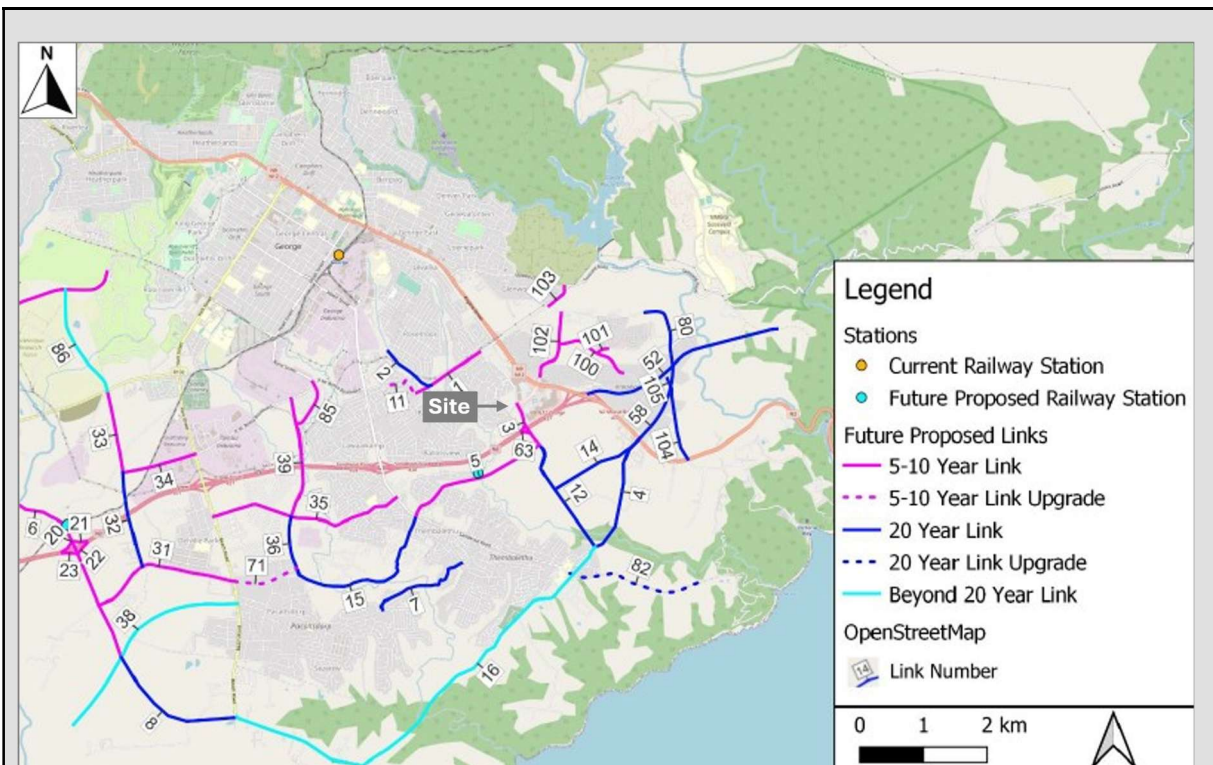


Figure 4: George Municipality Roads Master Plan 2023 - Time Horizons (CITP, George, 2024)

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 <i>South African Traffic Trip Data Manual</i> 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. <i>Table 2: Trip Generation Rates</i> <table><tr><th>Land Use</th><th>Code</th><th>AM peak</th><th>PM peak</th></tr><tr><td>Apartments and Flats</td><td>CoTO 220</td><td>0.65</td><td>0.65</td></tr></table> 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. <i>Table 3: Expected Development Trips</i> <table><tr><th>Peak Hour</th><th>In</th><th>Out</th><th>Total</th></tr><tr><td>AM Peak Hour</td><td>111</td><td>332</td><td>442</td></tr><tr><td>PM Peak Hour</td><td>287</td><td>155</td><td>442</td></tr></table> See Figures A10 and A11 for the expected trip generation for the AM and PM peak hours distributed on the network.	Land Use	Code	AM peak	PM peak	Apartments and Flats	CoTO 220	0.65	0.65	Peak Hour	In	Out	Total	AM Peak Hour	111	332	442	PM Peak Hour	287	155	442
Land Use	Code	AM peak	PM peak																		
Apartments and Flats	CoTO 220	0.65	0.65																		
Peak Hour	In	Out	Total																		
AM Peak Hour	111	332	442																		
PM Peak Hour	287	155	442																		
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.

The site falls in a PT1 zone and is only 400m away from the major bus mall next to the Garden Route mall. 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 bed or less	516	516 bays (1 bay/du)	129 bays (0.25 bay/du)	645 bays
3 bed or more	136	170 (1.25 bays/du)	34 (0.25 bays/du)	204 bays
TOTAL				849 bays

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	870 bays
Parking Rate	1.28 bays/unit

Based on the calculations in **Table 5** and the parking provision summarised in **Table 6**, more than sufficient parking is provided on site.

To confirm the sufficiency of the parking provision, 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:

Table 7: Parking Survey Summary

Development	No. of units occupied	Maximum	Rate	
			Average	85 th 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 following can be concluded for the proposed parking rate of 1.28 bays/unit for Erf 28005:

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

It is concluded that the number of parking bays as indicated on the SDP meets and exceeds the parking requirements based on the relevant bylaw. The parking provision is also in line with comparable completed developments and is also consistent with the reduced parking requirements applicable to PT1 areas (refer to **Table 4**).

21 Conclusion & Recommendations	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 10m 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 400 m walking distance of the site. No additional facilities are required. • Parking: It is recommended that the proposed parking provision of 1.28 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 aligns with the reduced parking standards applicable to PT1
---	---

	areas, ○ 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.
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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

APPROXIMATE 60' SIDE		0.6k	UNITS	120	47'	120
			Residential - covered	30	47'	30
			Walkways - covered	50	47'	50
			Staircases	10	47'	10
			Sub-Total	420	47'	420
		1.6k	UNITS	120	47'	120
			Residential - covered	30	47'	30
			Walkways - covered	50	47'	50
			Sub-Total	420	47'	420
		2.6k	UNITS	120	47'	120
			Residential - covered	30	47'	30
			Walkways - covered	50	47'	50
			Sub-Total	420	47'	420
		3.6k	UNITS	120	47'	120
			Residential - covered	30	47'	30
			Walkways - covered	50	47'	50
			Sub-Total	420	47'	420
Total area per Block				5640	47'	5640
Total area for Development			Amount of Blocks	5640	47'	5640
Number of units				2160		2160
BUILDINGS		USE 1	AREA DESCRIPTION	AREA(SQ. FT.)	COVERED	COVERED
APPROXIMATE 60' SIDE		0.6k	UNITS	120	47'	120
			Residential - covered	30	47'	30
			Walkways - covered	70	47'	70
			Staircases	20	47'	20
			Sub-Total	120	47'	120
		1.6k	UNITS	120	47'	120
			Residential - covered	30	47'	30
			Walkways - covered	50	47'	50
			Sub-Total	80	47'	80
		2.6k	UNITS	120	47'	120
			Residential - covered	30	47'	30
			Walkways - covered	50	47'	50
			Sub-Total	80	47'	80
		3.6k	UNITS	120	47'	120
			Residential - covered	30	47'	30
			Walkways - covered	50	47'	50
			Sub-Total	80	47'	80
Total area per Block				5640	47'	5640
Total area for Development			Amount of Blocks	5640	47'	5640
Number of units				2160		2160
BUILDINGS		USE 1	AREA DESCRIPTION	AREA(SQ. FT.)	COVERED	COVERED
Block		0.6k	Staircase Spacing	30	47'	30
			Sub-Total	30	47'	30
Total area per Block				30	47'	30
Total area for Development			Amount of Blocks	30	47'	30
BUILDINGS		USE 1	AREA DESCRIPTION	AREA(SQ. FT.)	COVERED	COVERED
Core Packages		0.6k	Core parking (length)	10	47'	10
			Sub-Total	10	47'	10
Total area per parking				10	47'	10
Total area for Development			Amount of Packages	10	47'	10
BUILDINGS		USE 1	AREA DESCRIPTION	AREA(SQ. FT.)	COVERED	COVERED
Entrance		0.6k	Entrance Spacing	50	47'	50
			Sub-Total	50	47'	50
		1.6k	Entrance Spacing	50	47'	50
			Sub-Total	50	47'	50
Total area per gatehouse				100	47'	100
Total area for gatehouse			Amount of Units	100	47'	100
REF USE			1000'	47'		
TOTAL PROPOSED AREA				5640	47'	5640
TOTAL ALLOCATED UNITS			400	20		
TOTAL ALLOCATED AREA				10000	47'	10000
				5640		5640
OR						
FMS						
TOTAL PER REQ						
450						
450						
COVERED						
450						
450						

[illegible]

SCHEDULE OF RIGHTS ERF 2800S, GEORGE				
2003	576 Acre	16.87 of		
07/2005	Partial	5760 Acre	1	
of 47/280S, GEORGE				
LANDING SCHEME GEORGE 07/2005 ANNOUNCEMENT SCHEME NO				
ANNOUNCE NO				
PROPOSED	CURRENT	PROPOSED		
1/17/2007	NEIGHT	1/17/2007		
05/16/70	RIGHT OF READING	05/16/70		
681		681A		
6420	CONVEYOR	22/09		
7		08		
12/19/70	FILE	08/03		
400	NO/01/00/01	400		
100	2/20/00	100		



Locality plan
N.t.s

SITE PLAN
Scale 1:750 @ A0

NOTES PAGE SIZE - A4

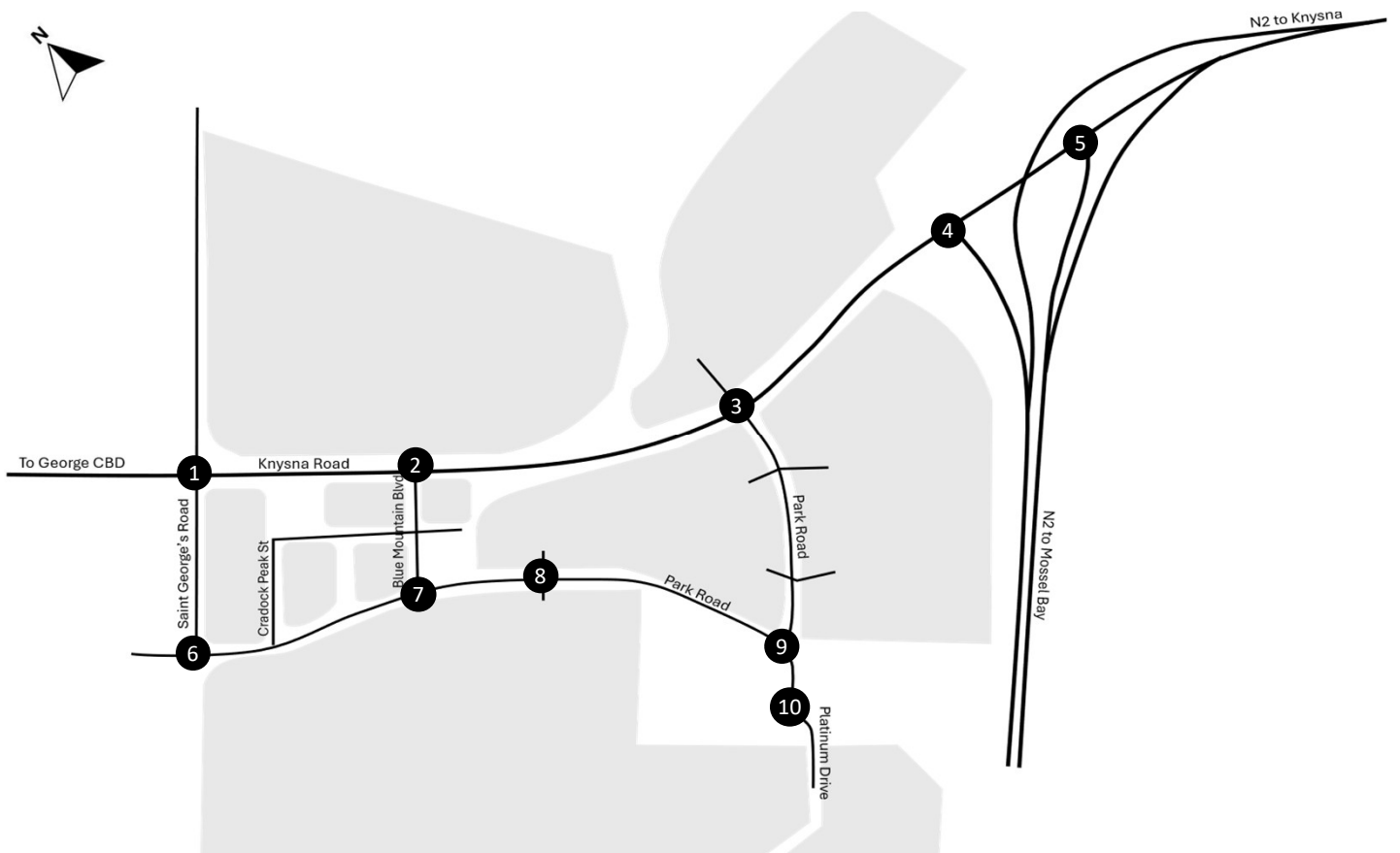
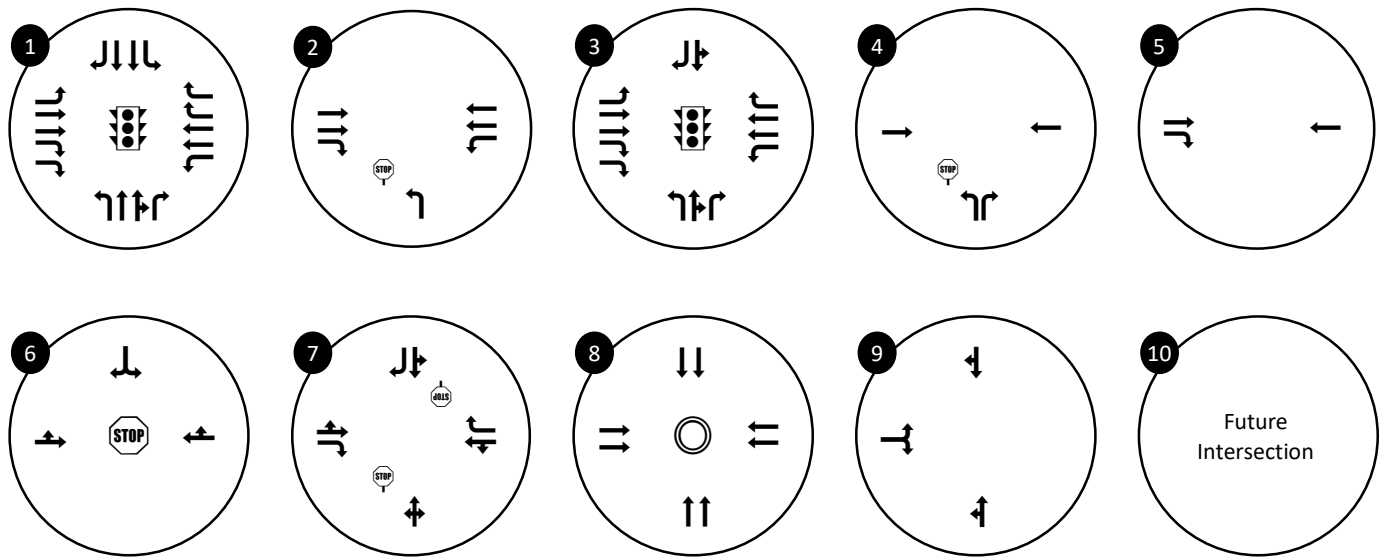
[illegible][illegible][illegible]**FOR INFORMATION**

REVISIONS	
REV	DESCRIPTION
A	2026-03-20 FOR INFO



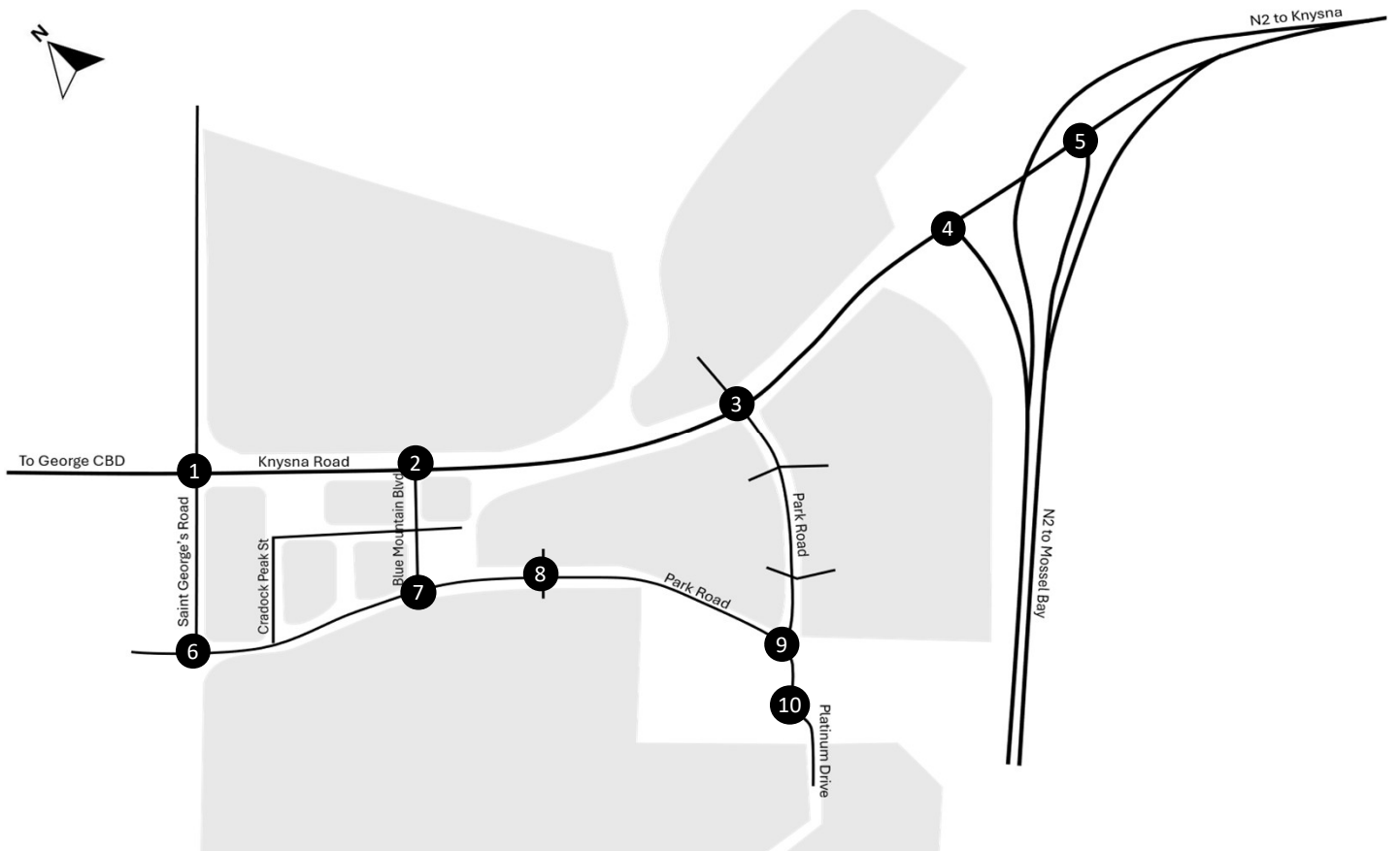
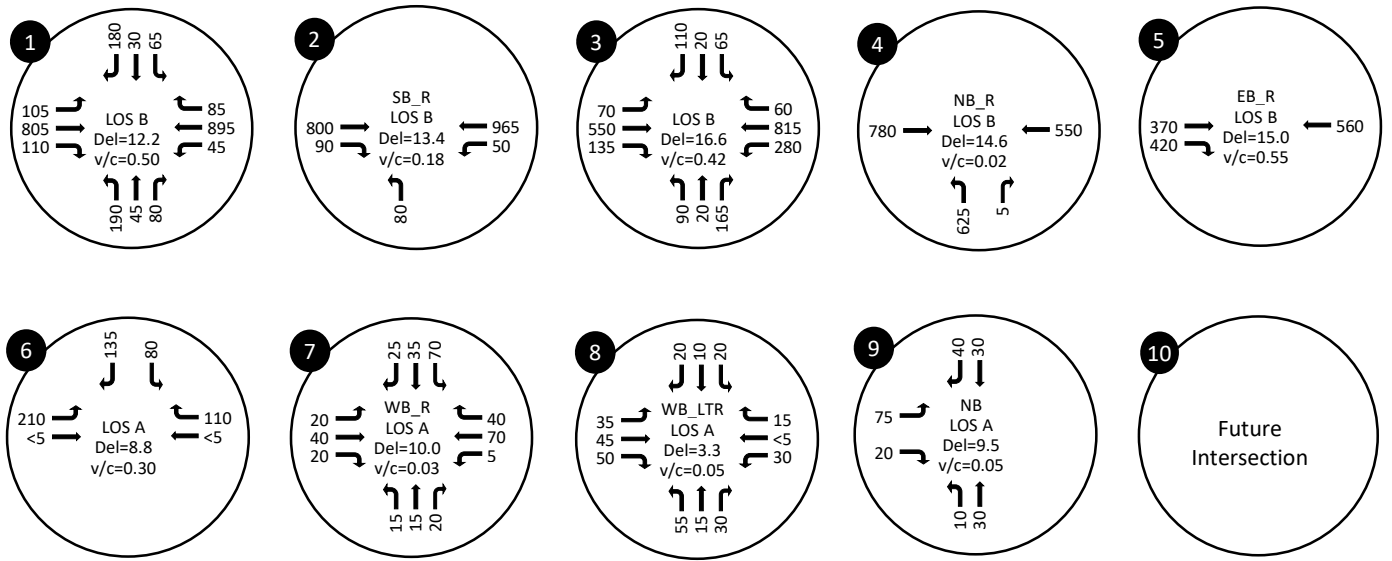
CENTURY PROPERTY DEVELOPMENTS
 5 LORRA ROAD, MIDLAND
 P.O. BOX 75526
 MIDLAND, NIGERIA
 TEL: +234 (0) 900 8096
 FAX: +234 (0) 900 8096
info@centurydev.com
www.centurydev.com

CENTURY PROPERTY DEVELOPMENTS		GEORGE 2800S	
10000 100TH AVE POLARIS TOWNSHIP MINNEAPOLIS, MINN		10000 100TH AVE POLARIS TOWNSHIP MINNEAPOLIS, MINN	
SITE DEVELOPMENT PLAN			
PROPERTY DESCRIPTION: ERF 2800S PORTION OF ERF 28004 GEORGE	AS SHOWN	DATE 2025-09-24	REVIEWER RVN JC
PREL NO 21000	REV NO 1000-SDP	REV A	CHECKED JC



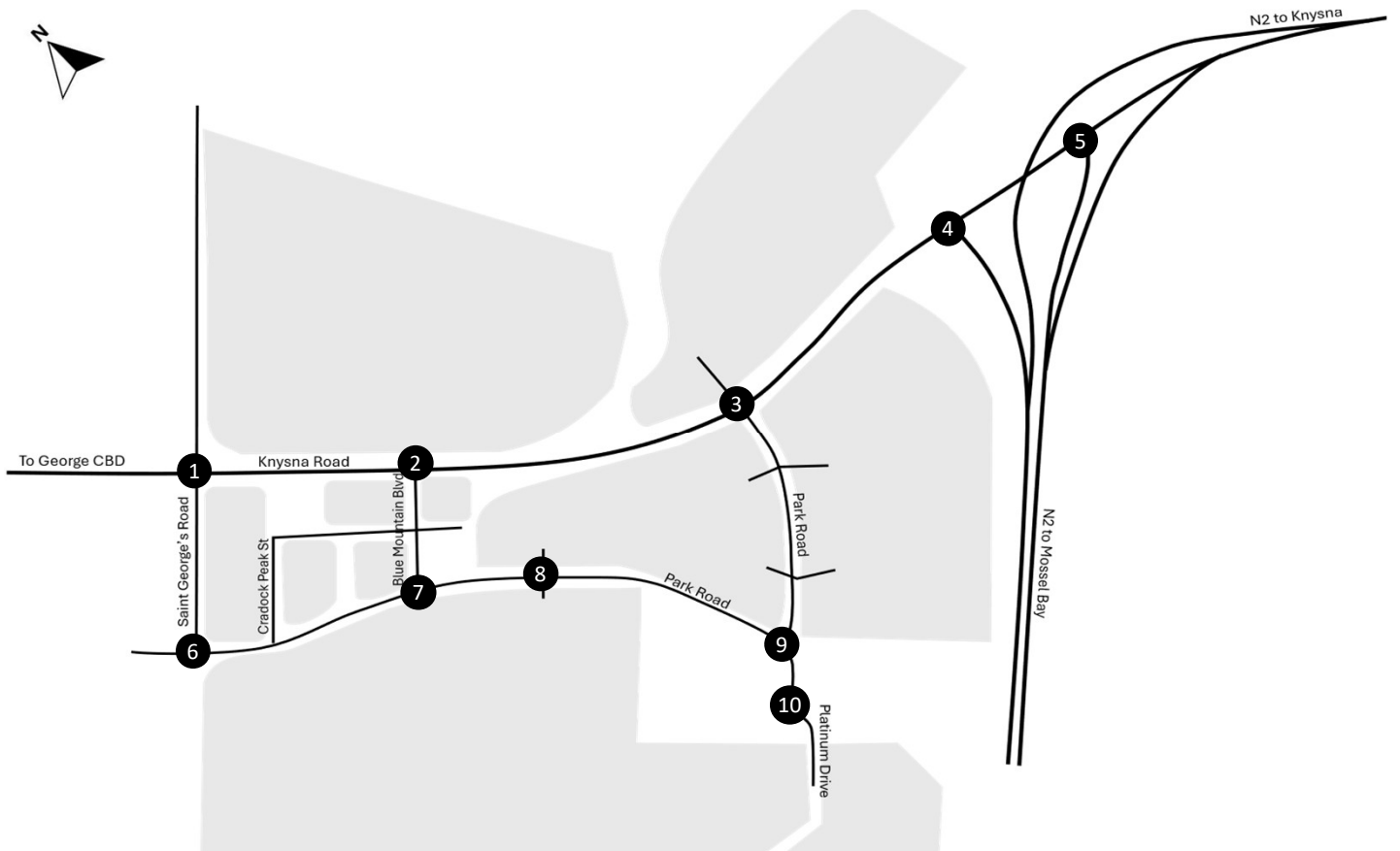
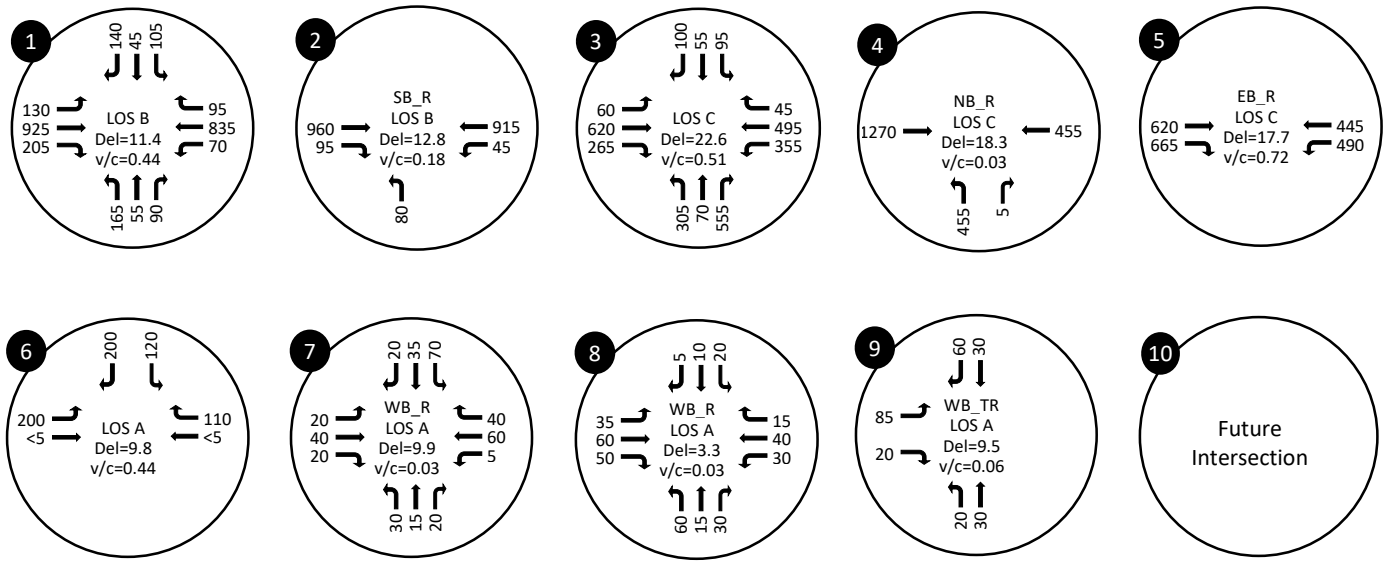
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- Stop Control
- Traffic Signal Control
- Roundabout (Yield Control)

Diagrammatic / Not to Scale



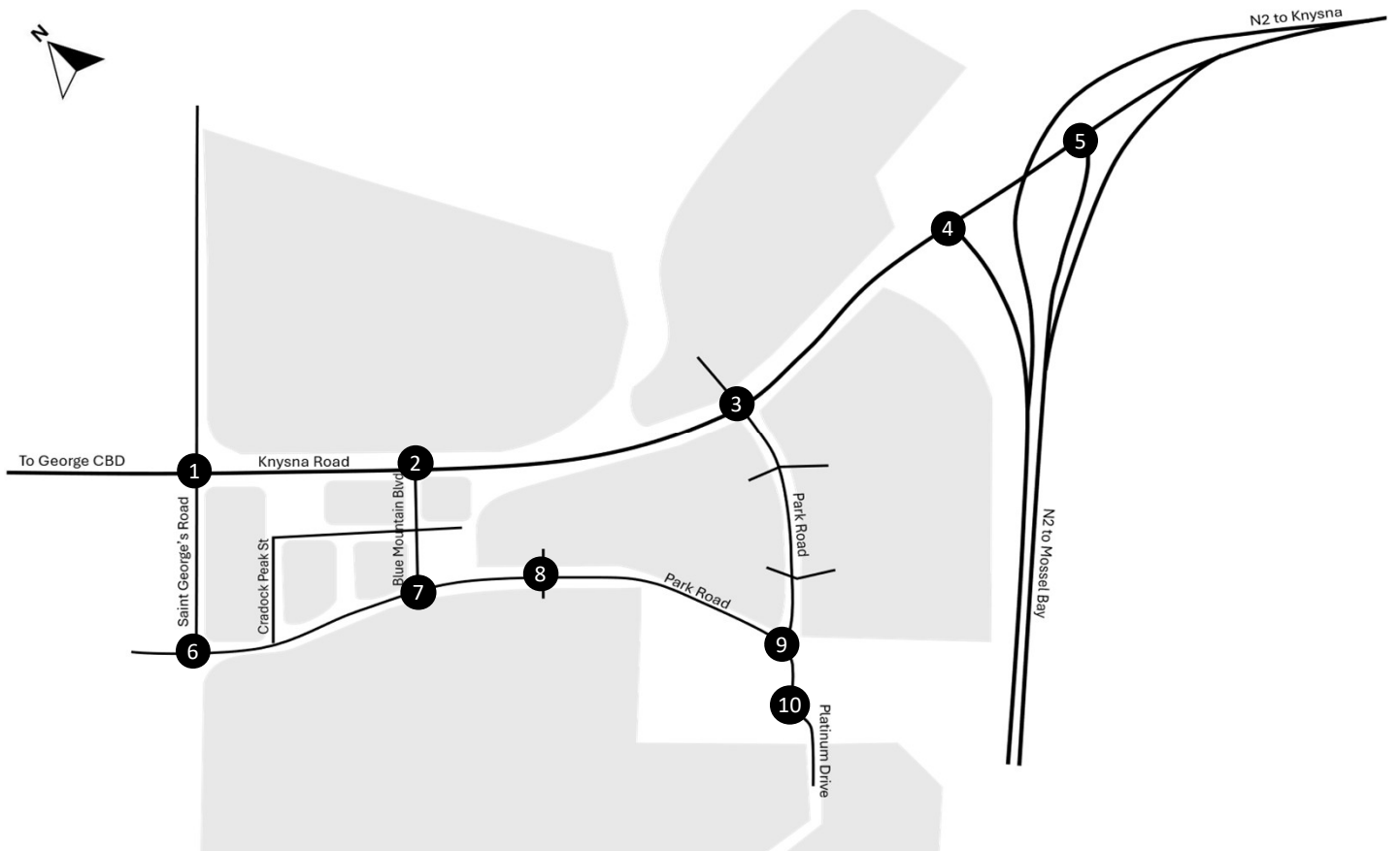
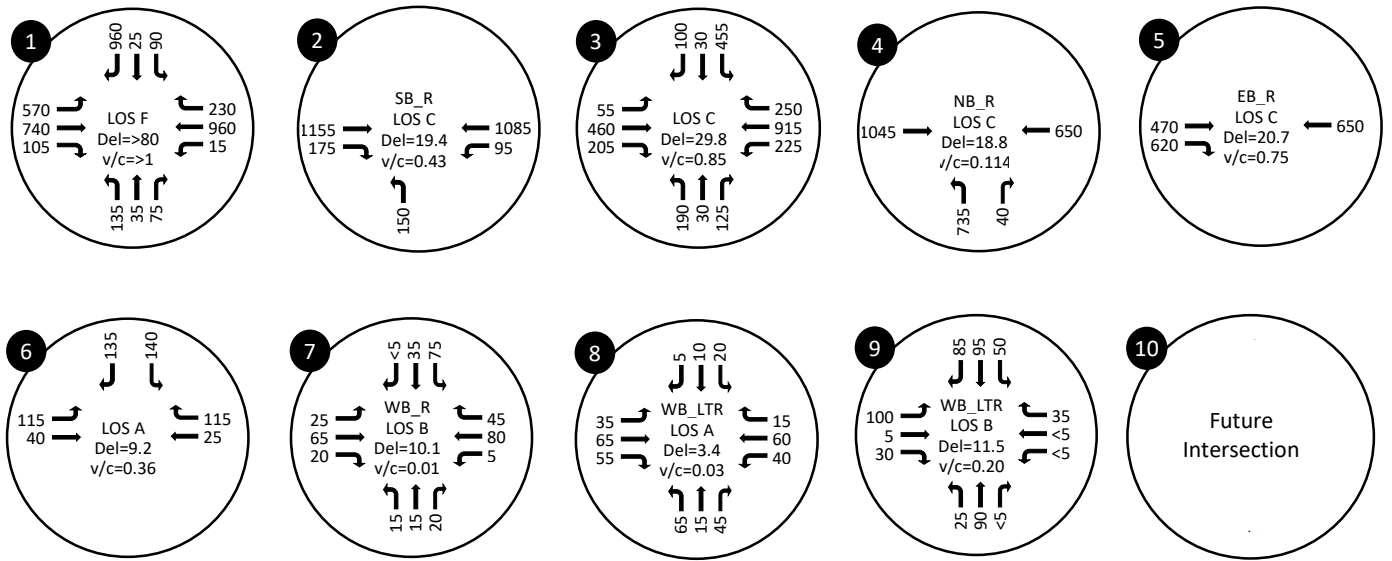
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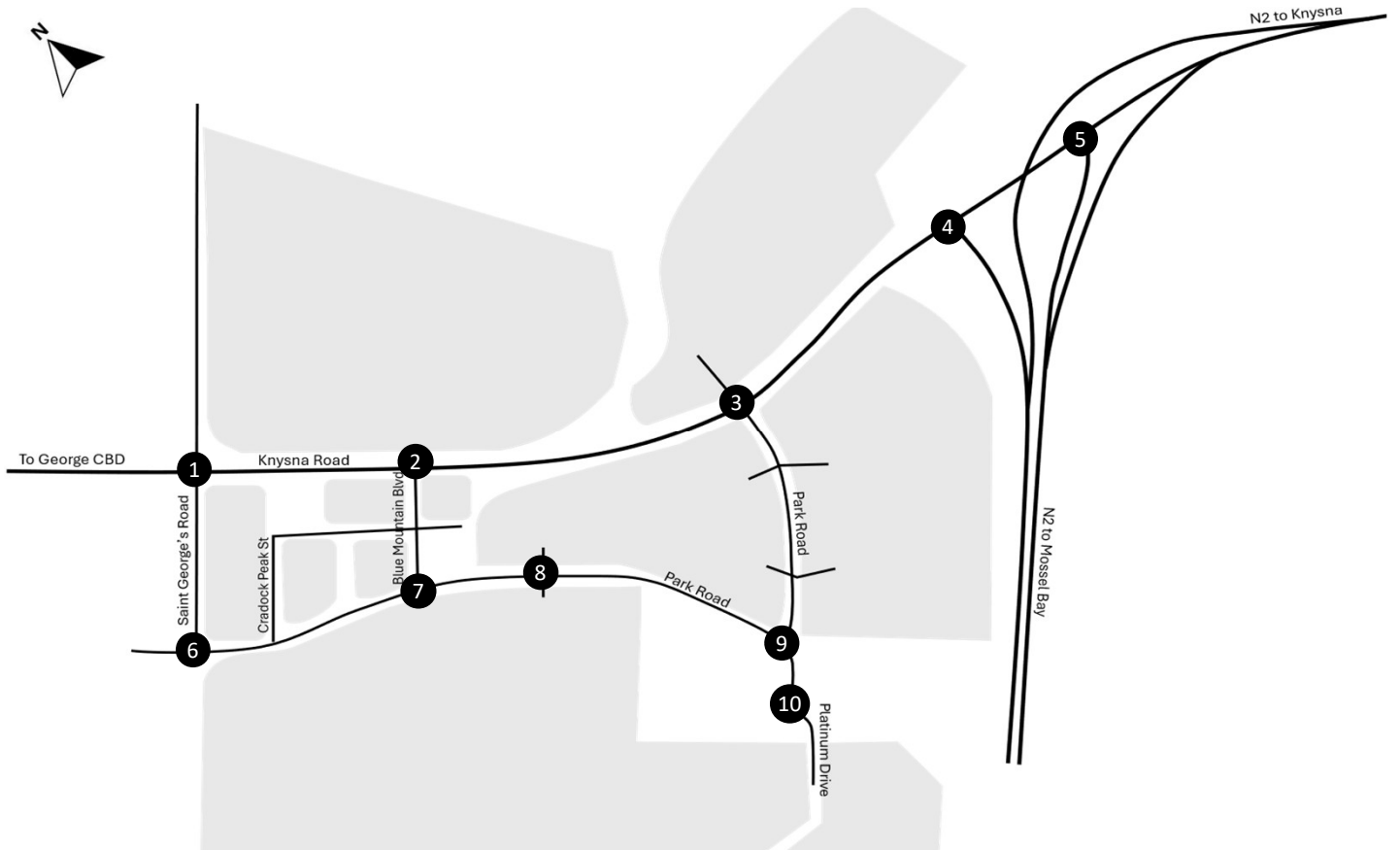
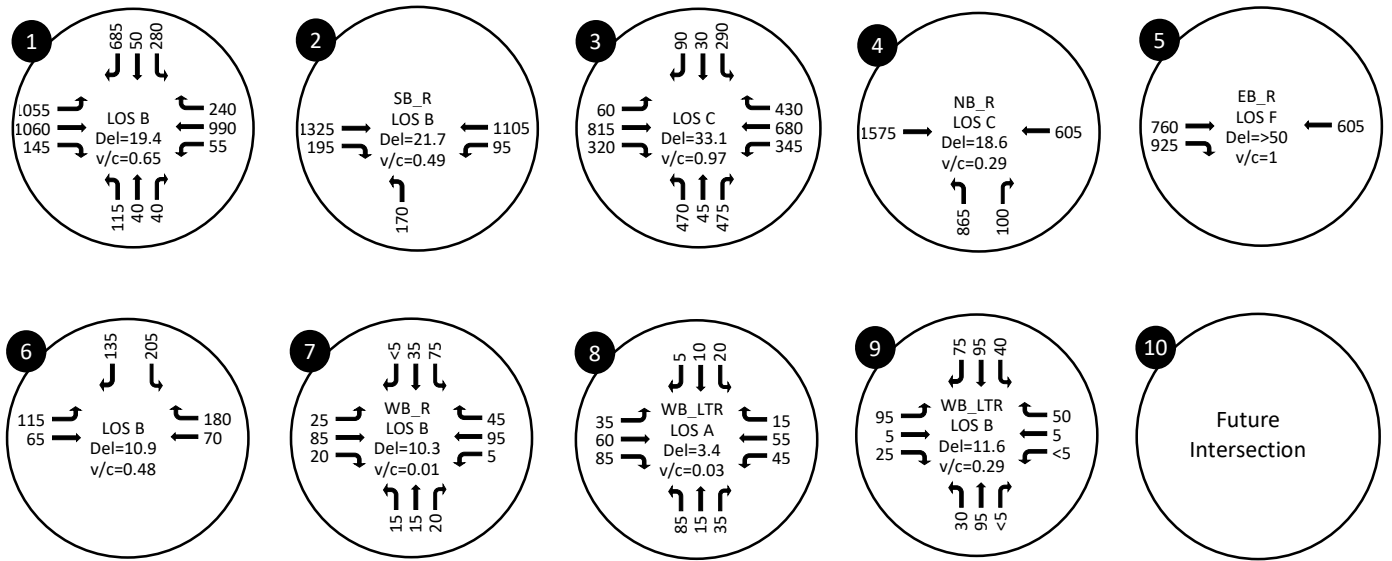
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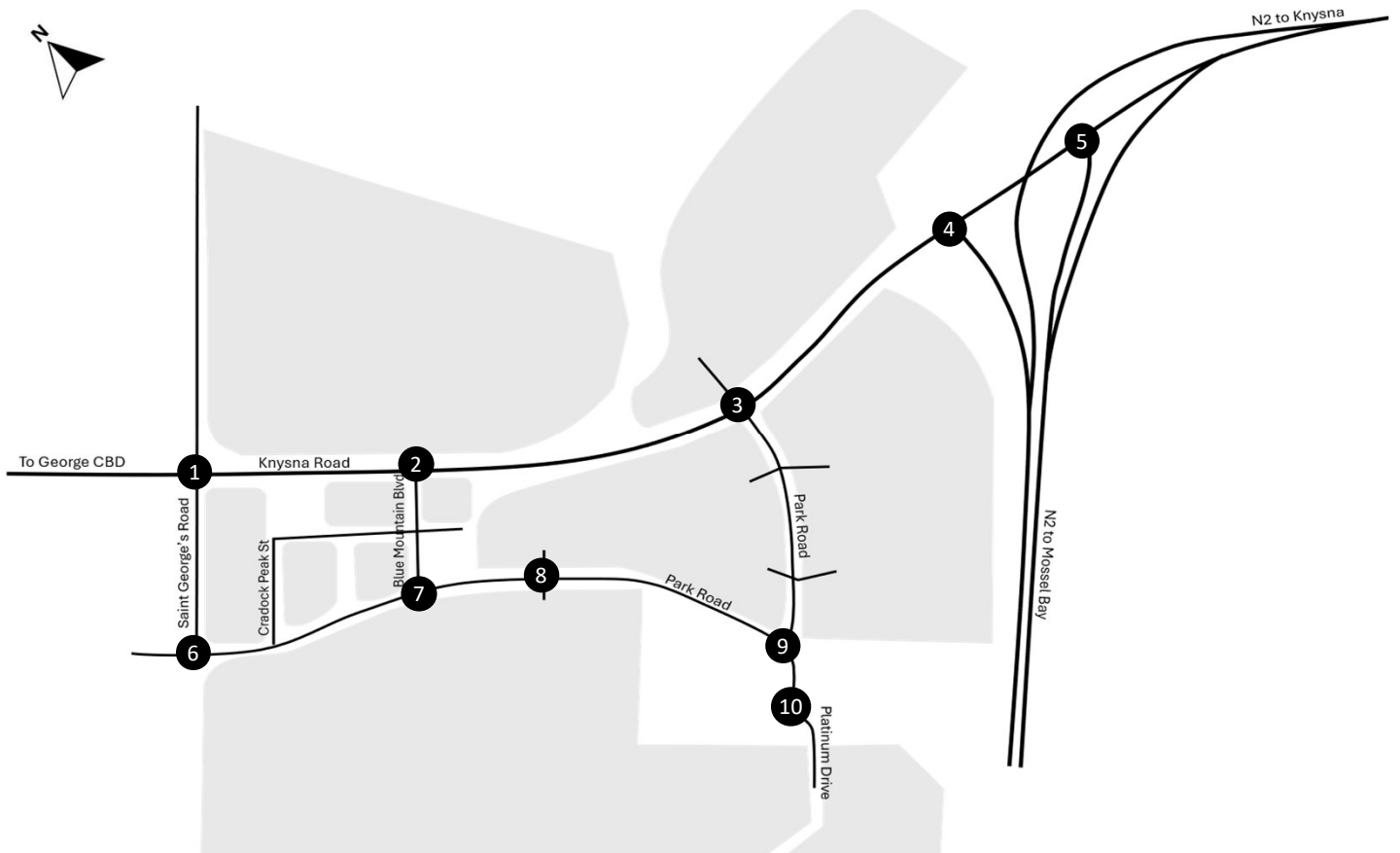
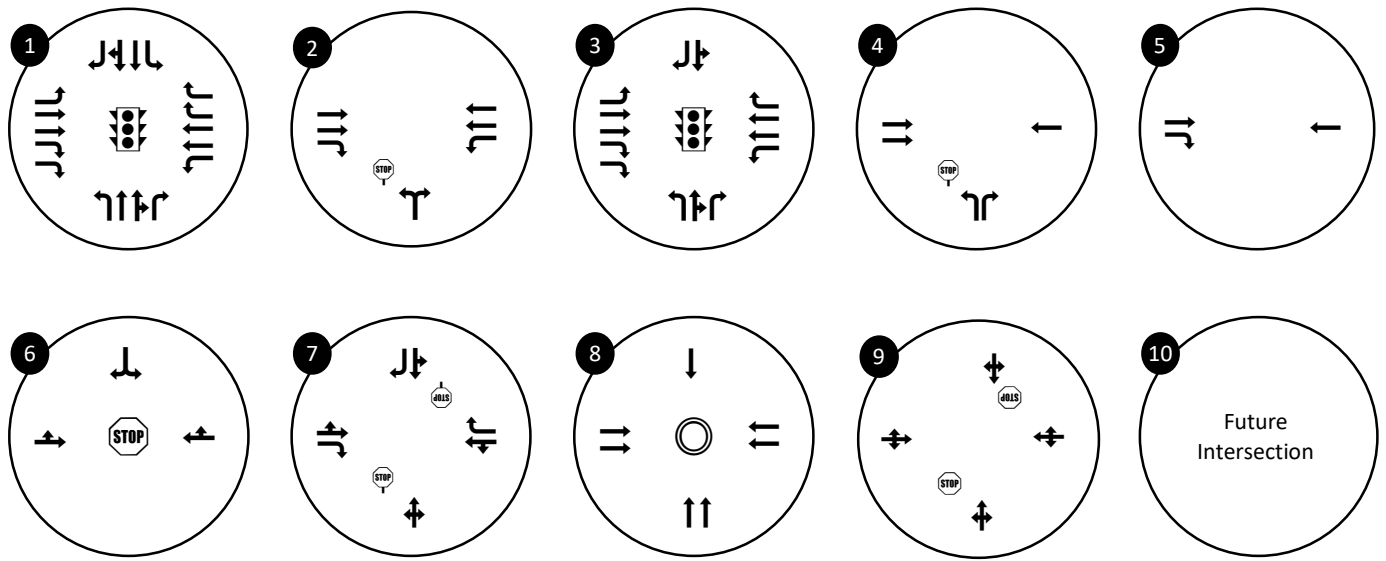
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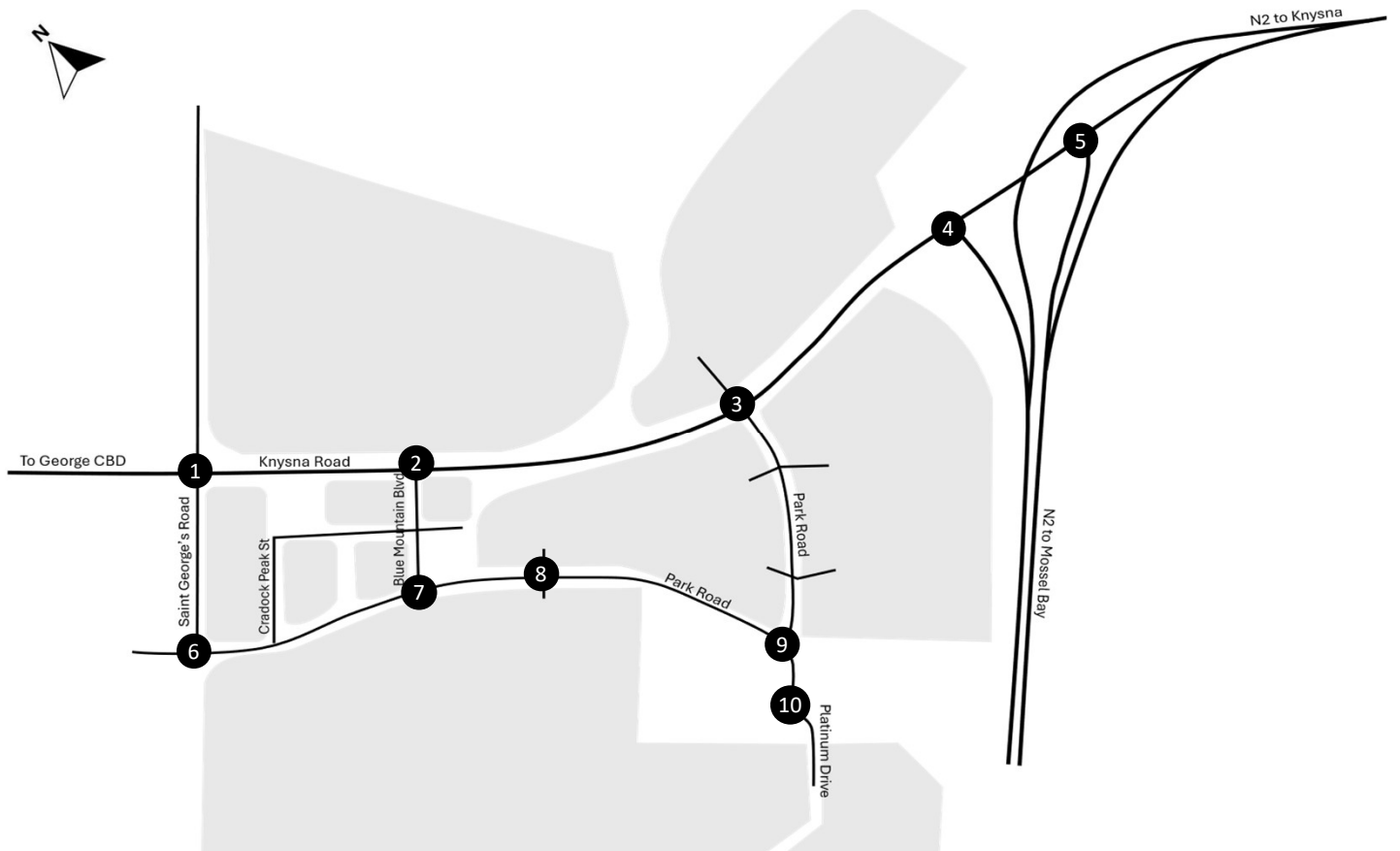
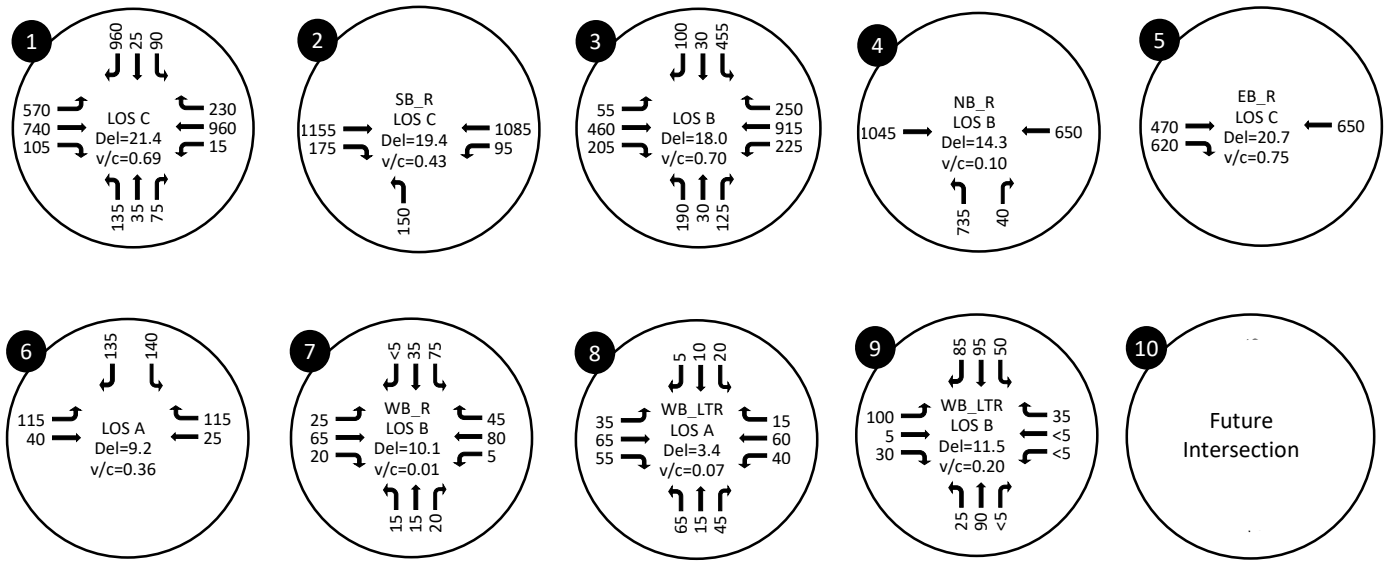
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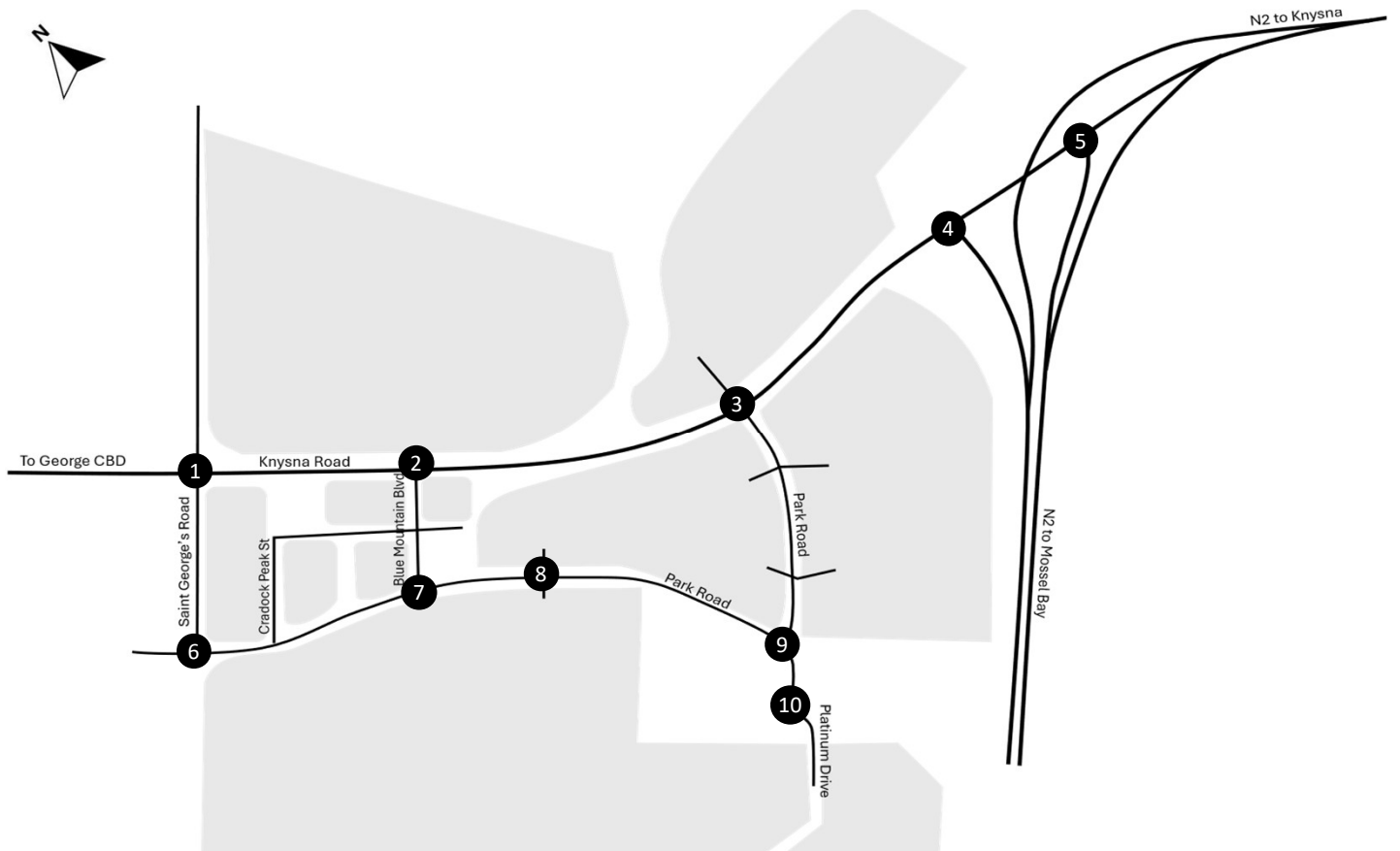
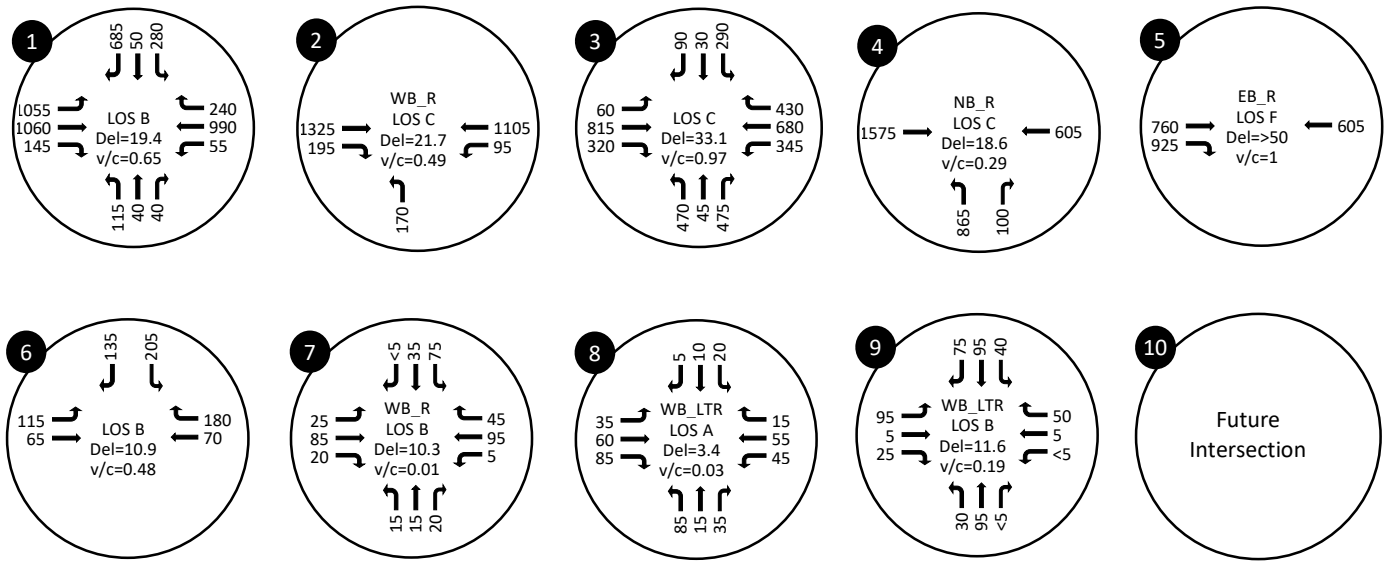
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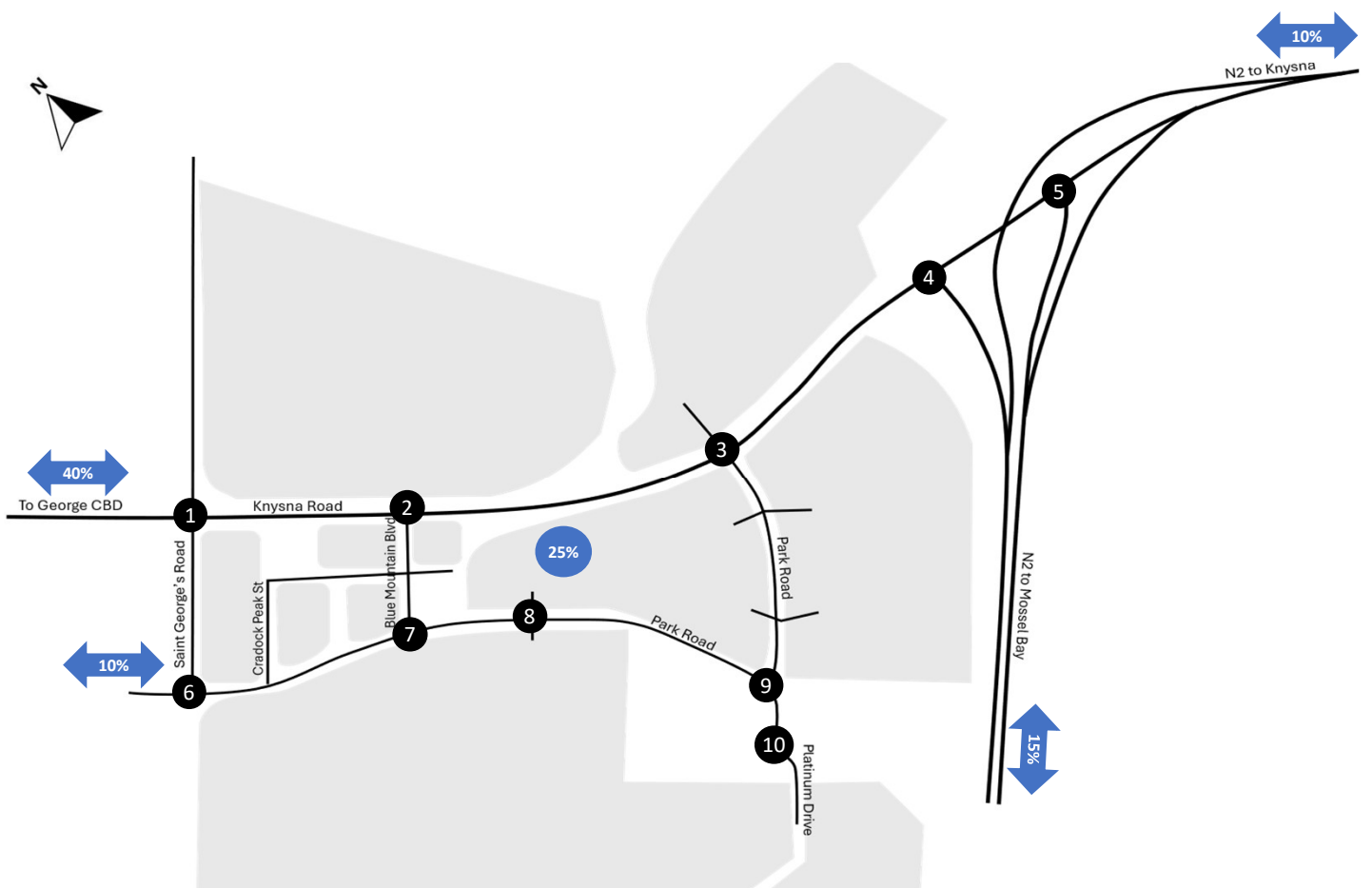
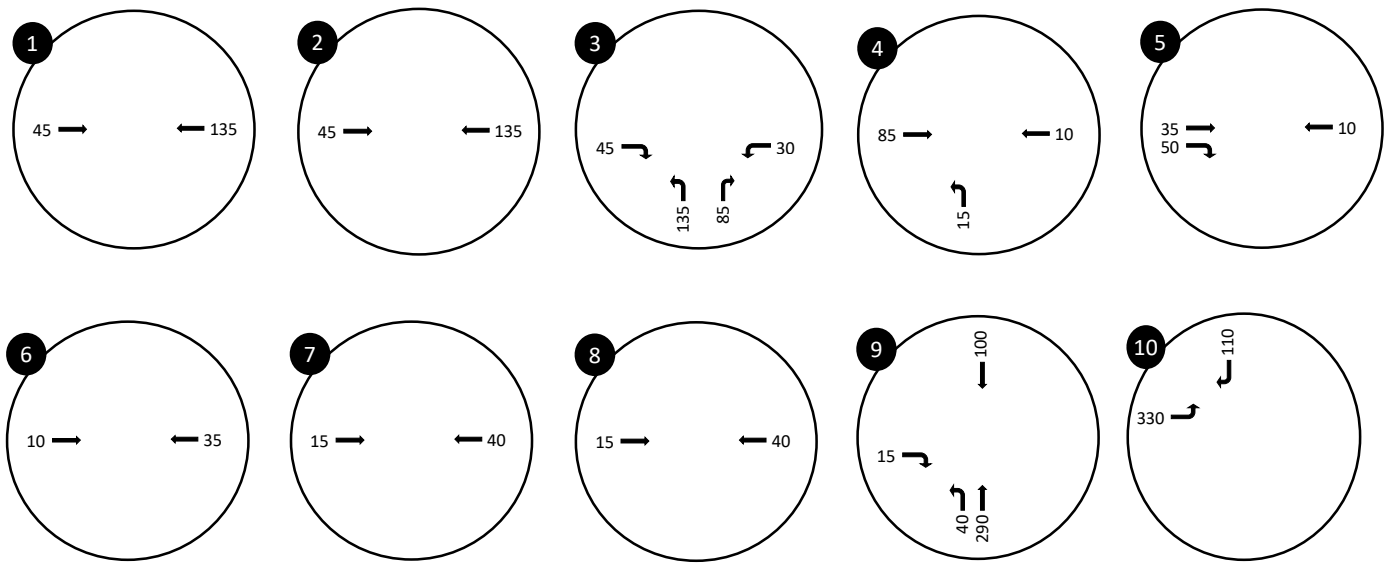
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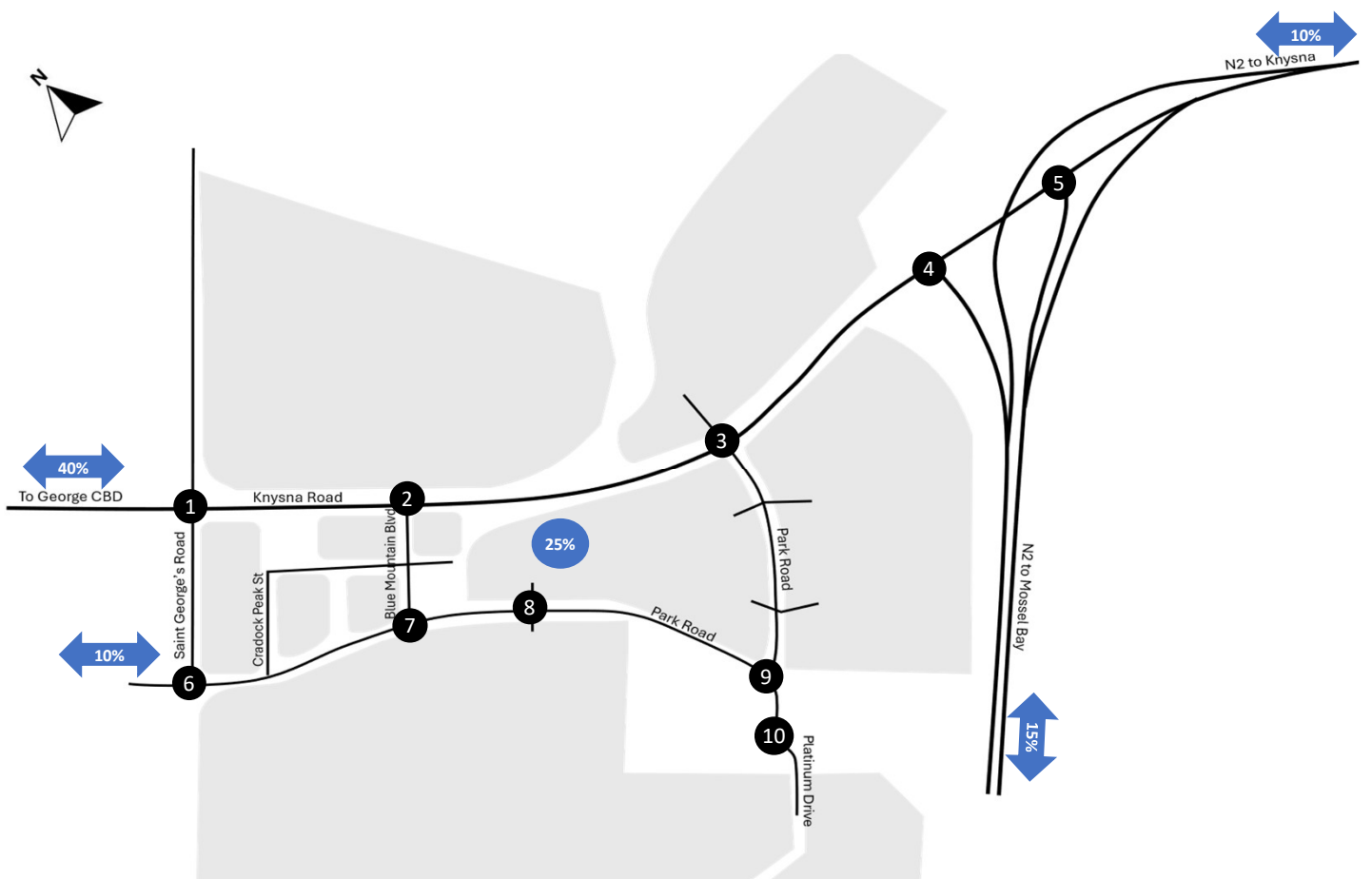
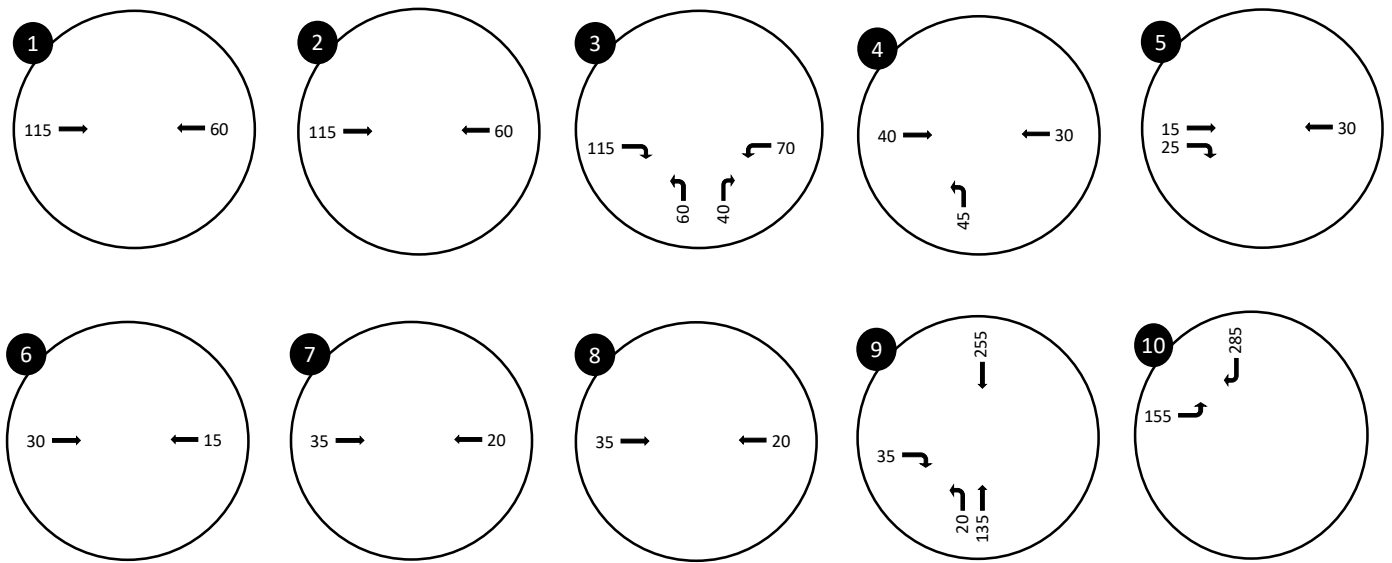
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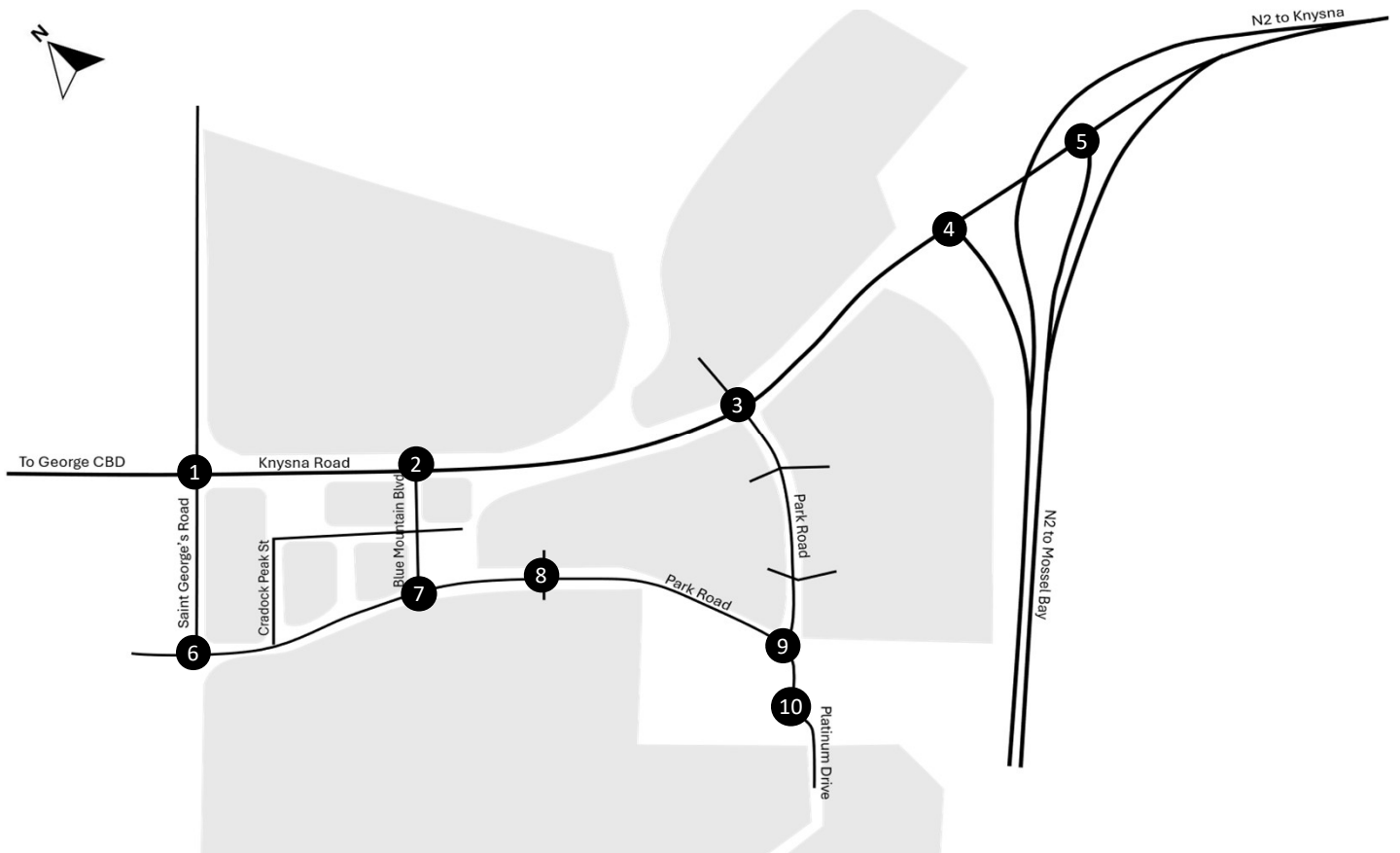
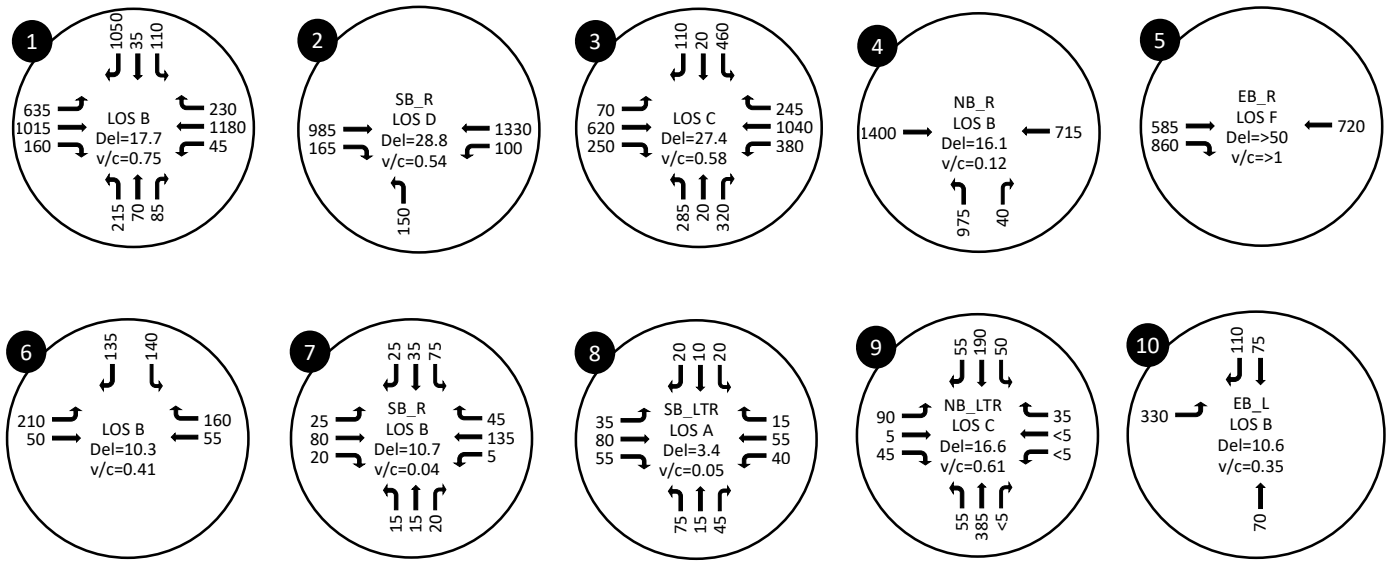
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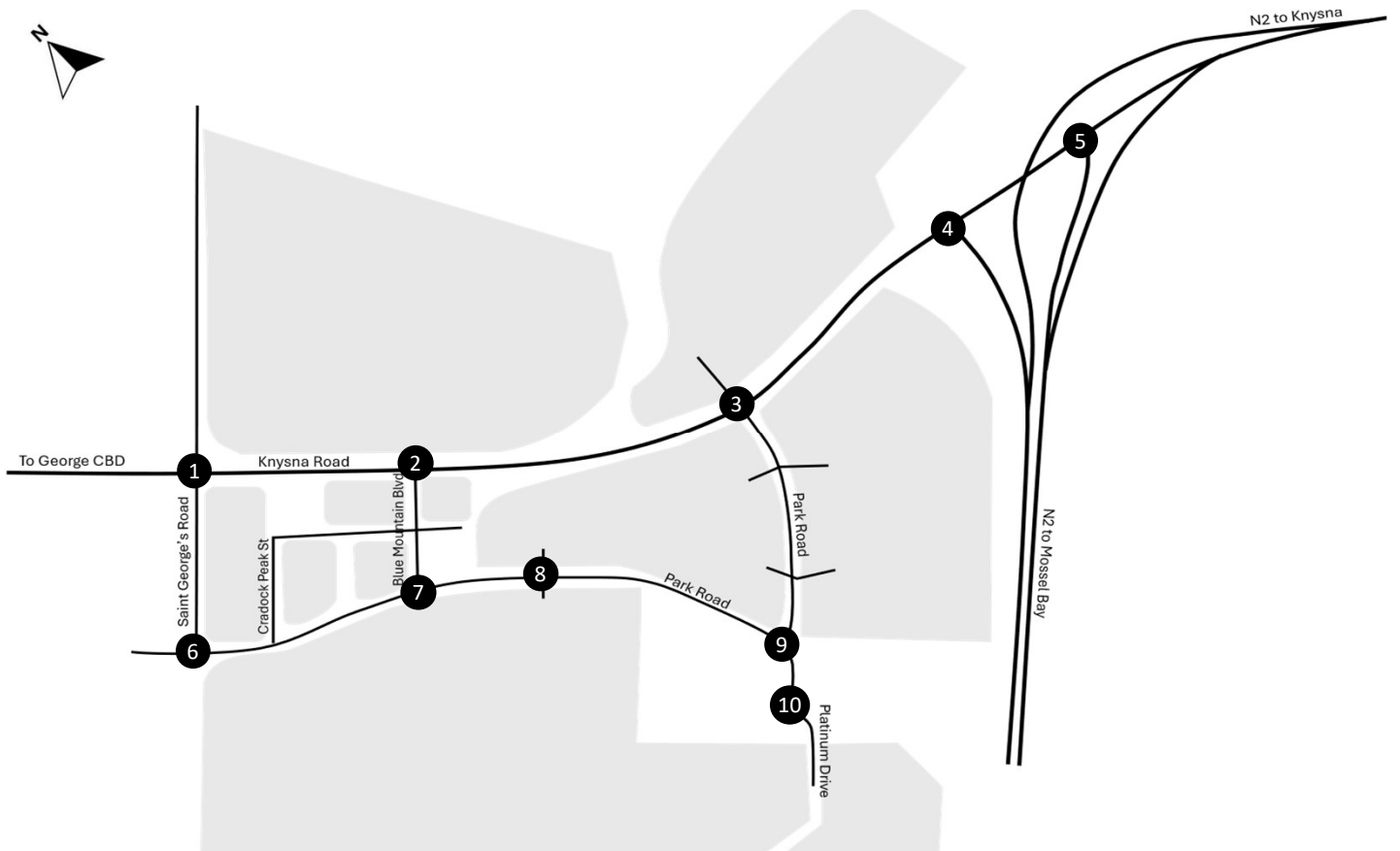
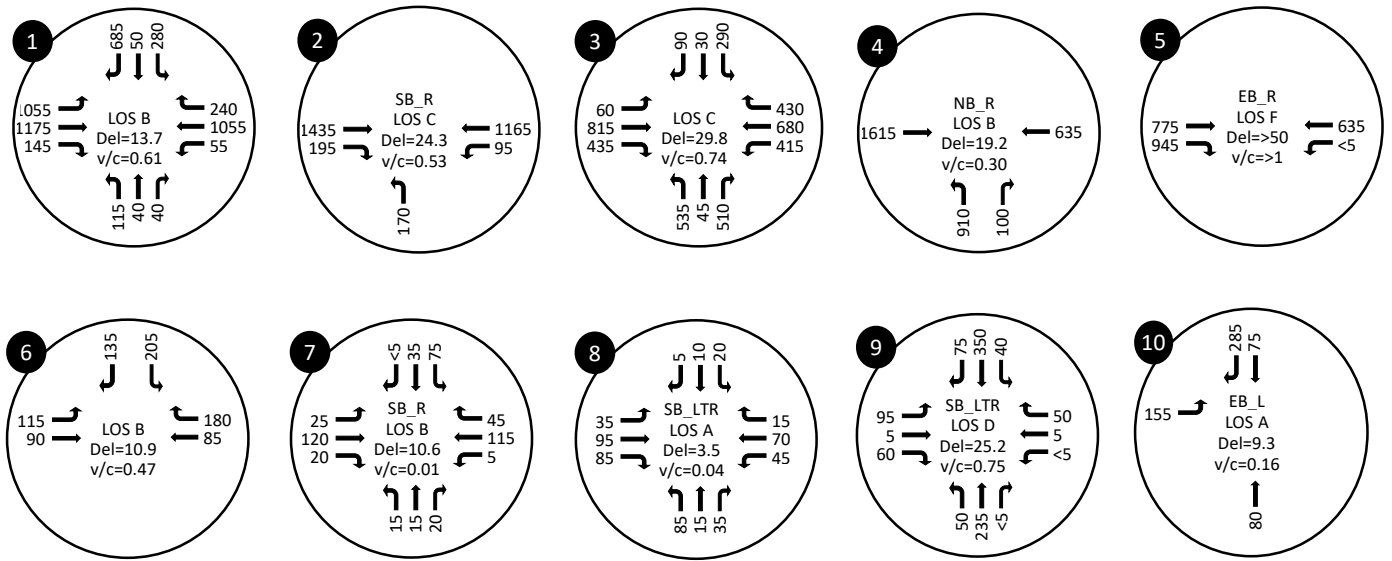
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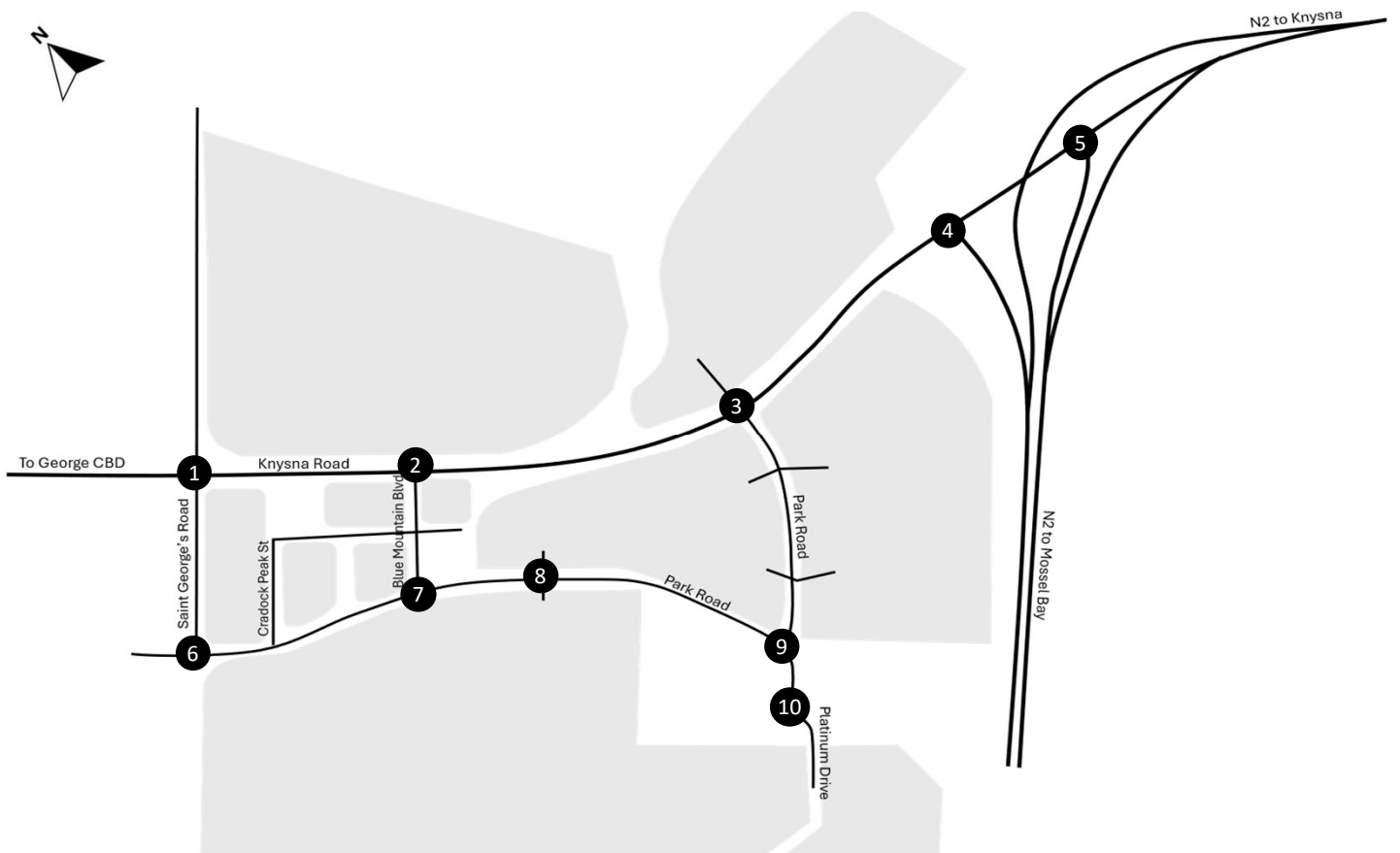
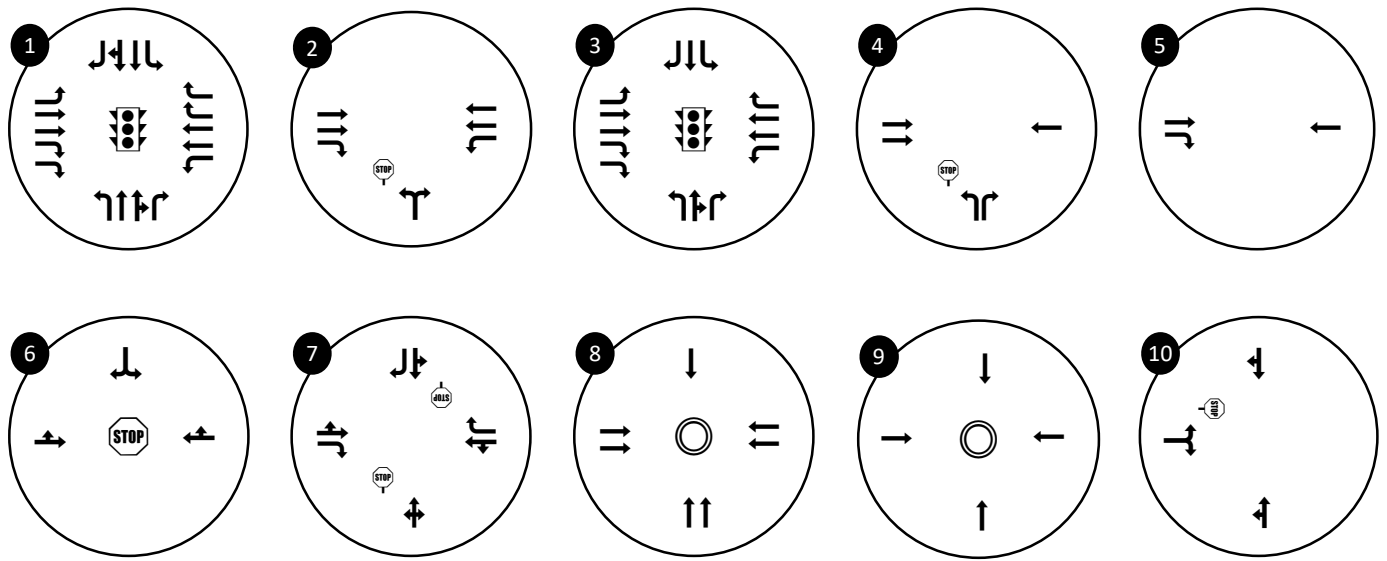
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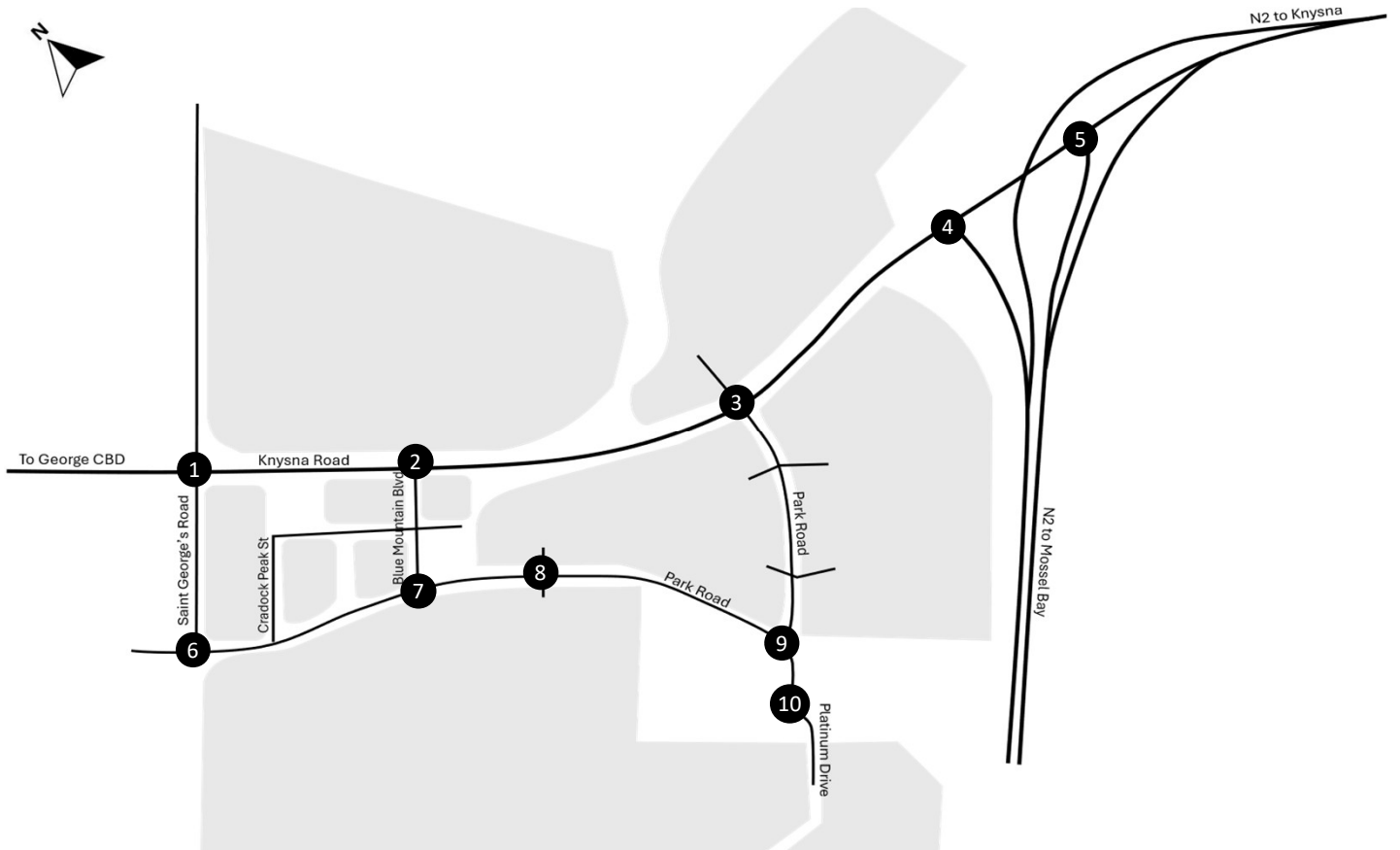
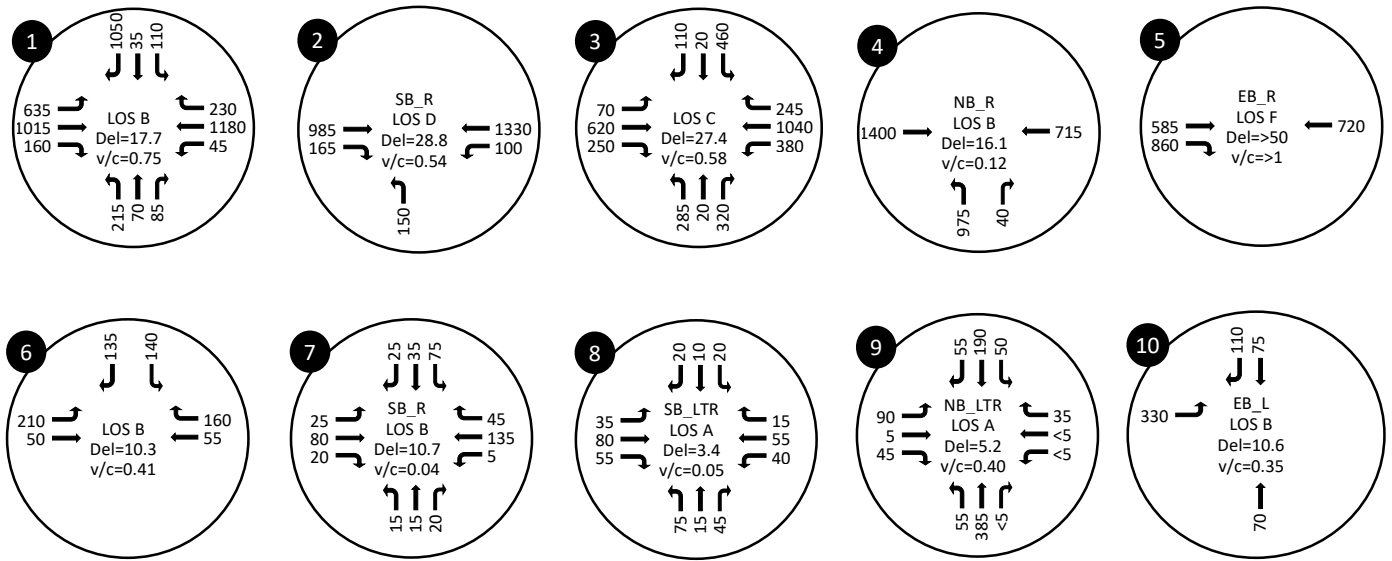
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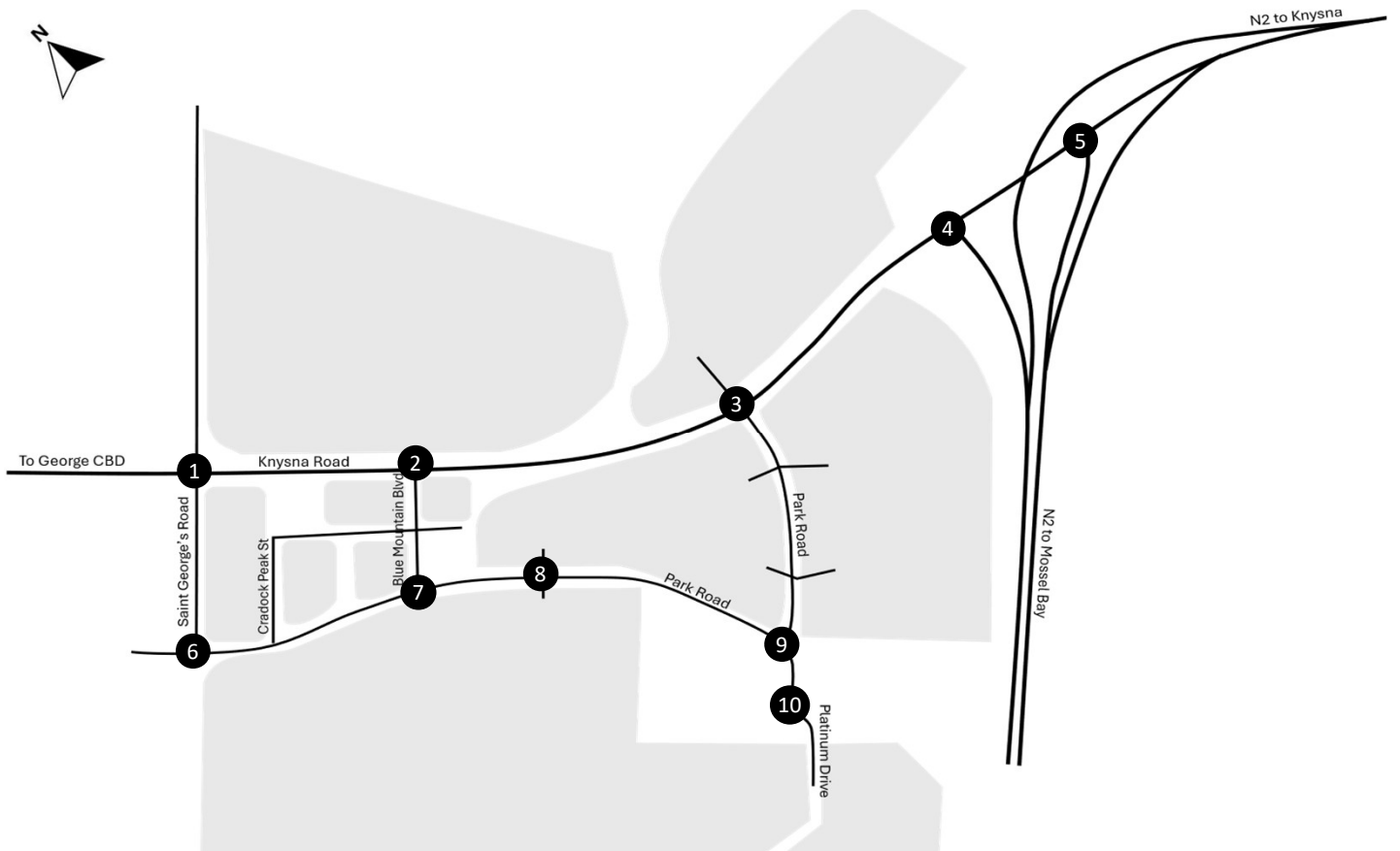
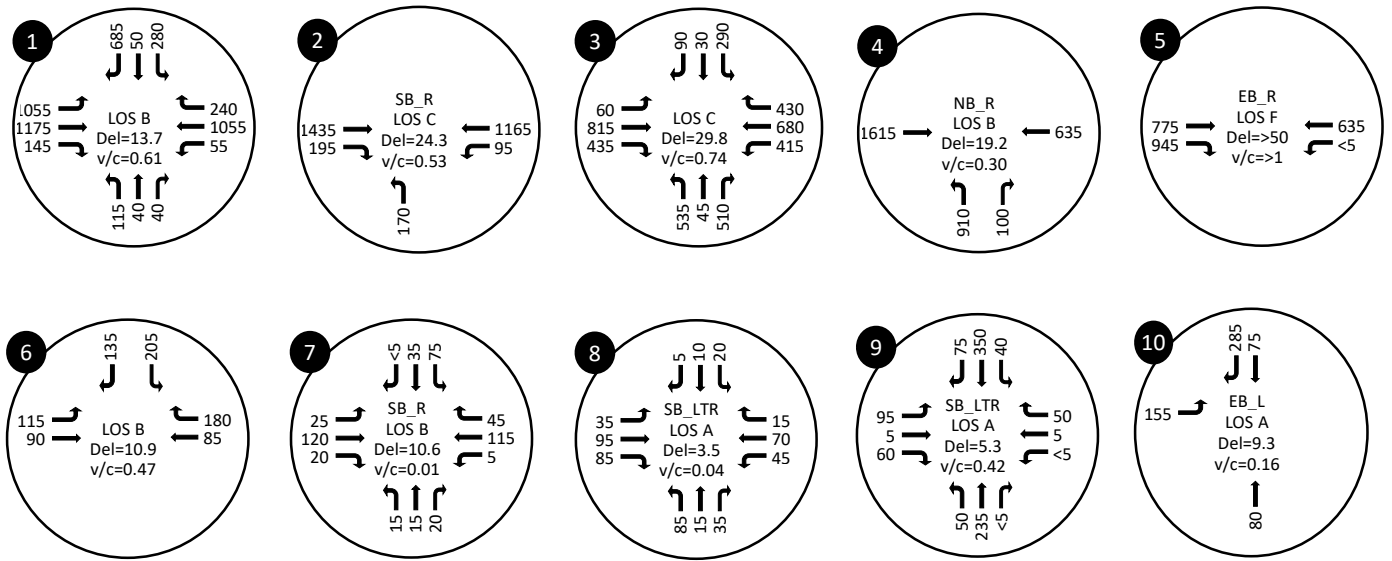
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Diagrammatic / Not to Scale

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

Access Control Queuing Analysis - DRAFT

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



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

Concept Source: Century Property Developments

Development Trips

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.