

Infrastructure & Engineering

Your ref:

Our ref: 19/6/1/9/1/2377

Date: 30 May 2025

Who deals with this: Z. KELE

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Attention: Mr C. Hastie

Engineering Advice and Services
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Dear Sir

Traffic Impact Assessment (TIA): Proposed Function Venue – Erf 2377, Theescombe, Port Elizabeth.

Reference is made to the above-mentioned TIA dated November 202.

Development details as per the original:

- Allotment Area : Theescombe
- Erf size: Approx. 2.8828 Ha (As per the TIA).
- Zoning: Agricultural Zone 1. Special consent (SC 48/2024) to operate as a function venue (As per the TIA)
- Affected road authorities District Roads Engineer (DRE) and the Nelson Mandela Bay Municipality (NMBM)

The conclusions and recommendations of the TIA are noted; however, the following conditions shall apply:

1. **Main access to the development:** The proposed access arrangements outlined in Figure 11 are acknowledged. It is recommended that the access point opposite Pickwick Road be designated as the primary ingress and egress to the erf. The "existing exit" point, as indicated, is not supported. The applicant is required to reconfigure the endorsed main access to effectively accommodate both inbound and outbound traffic.
2. **Parking:** The development must ensure compliance with the NDoT parking requirements regarding the number of parking bays. Should there be any intent to deviate from these requirements, such deviations must be processed through the Nelson Mandela Bay

Municipality's (NMBM) Town Planning departure procedure. All parking bays must be clearly identified and marked on the Site Development Plan (SDP) to be submitted. Additionally, the developer is required to allocate and demarcate parking bays specifically for e-hailing services within the development.

3. **Land-use:** All land-use right conditions applicable to the subject erf must be adhered to without exception. Any modifications to these conditions that lead to an increase in generated trips will require the submission of a revised Traffic Impact Assessment (TIA) to evaluate and address the anticipated rise in trip projections.
4. **Public Transport :** The developer is required to construct a bus embayment along Kragga Kamma Road, adjacent to the erf, in accordance with the specifications outlined by the Nelson Mandela Bay Municipality (NMBM).
5. The developer is required to submit a Site Development Plan to the Executive Director: Infrastructure and Engineering for review and approval. This plan must clearly indicate the demarcation of the required parking bays as well as the designated access points.
6. The developer will be obligated to ensure that all road markings and signage are provided in full compliance with Municipal standards. The commencement of these markings is subject to site approval and setting out by the Infrastructure & Engineering Directorate. Additionally, the scope of work must include the removal (scarifying) of any redundant existing road markings to accommodate the new markings required.
7. The developer will be responsible for the design and implementation of the specified works. These works must be designed by a Professionally Registered Engineer, Technologist, or Technician and implemented to full municipal standards, subject to the approval of the Executive Director of the Infrastructure & Engineering Directorate, prior to the occupation of any portion or phase of the proposed development. Detailed engineering drawings must be submitted to the Infrastructure & Engineering Directorate for final approval prior to the commencement of any construction. :
 - The construction of the access point.
 - Provision of a bus embayment as mentioned above.
7. Due to the additional traffic generated by the proposed development, a transportation development levy is payable for the related traffic accommodation costs. This levy must be paid in full prior to the approval of any building or site development plan.
8. Should any of the above works and/or access points identified in the TIA, which are the responsibility of the Developer, impact existing services, the responsibility and costs associated with the relocation and/or repairs of these services will be borne by the



Developer. All such works must be undertaken to full municipal standards and subject to the approval of the Executive Director: Infrastructure & Engineering.

9. Should the proposed development at any stage exceed that analysed in the TIA, an updated TIA will be required. Any additional road improvements resulting from such an updated TIA will be the responsibility of the Developer. The Nelson Mandela Bay Municipality (NMBM) reserves the right to impose additional conditions for the attention and full compliance of the developer should any traffic impact occur during the operational stage of the development.

Yours faithfully



MR GIVON VAN EYCK
SENIOR DIRECTOR
ROADS, STORMWATER AND TRANSPORTATION

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