

# **ANNEXURE D**

## **Traffic and Access**

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*Traffic and Access*

JANUARY 2006





NEGOTIATING INFRASTRUCTURE FOR LIFE

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ENQUIRIES: S D NAUDÉ  
OUR REF: 6655  
YOUR REF:

15 November 2005

Mr Morné du Plessis  
Sports Science Institute of SA  
Boundary Road  
Newlands

FOR ATTENTION : MR M DU PLESSIS

Dear Sir,

**ALTERNATIVE CONCEPTUAL URBAN DEVELOPMENT FRAMEWORK FOR HAWSTON - FISHERHAVEN AREA : TRAFFIC IMPACT STATEMENT**

Our appointment to the above project refers, in particular our investigation into the provision of access onto the R43 (Trunk Road 28/1).

At present, the section of the R43 under consideration provides access to Fisherhaven via Cottonwood Drive, and to Hawston via the Hawston/ Sonesta intersection. Given that these intersections are 2 240m apart, opportunities exist to provide additional access points to adjacent sites along this section.

The R43 is classified as a Primary Distributor in a "semi-rural" environment, which places emphasis on the mobility of the facility but facilitates regulated access to adjacent developments. According to the Road Access Guidelines, unsignalised intersections can be accommodated at 400m, and signalised intersections at 1 200m spacings.

The section of the R43 under consideration is a completely straight section of road. Any access points on this section will, from a sight distance perspective, not be hazardous.

Based on the above, the provision of a signalised intersection between the existing Hawston and Fisherhaven Intersections at 1 120m spacing, and two further unsignalised intersections at 560m to its north and south respectively, could therefore be motivated. The marginally less than recommended spacing for the signalised intersection should be acceptable to the authorities given the appropriate motivation.

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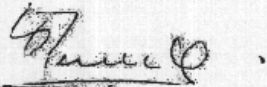
~~MEMBER ASSOCIATION OF CONSULTING ENGINEERS~~

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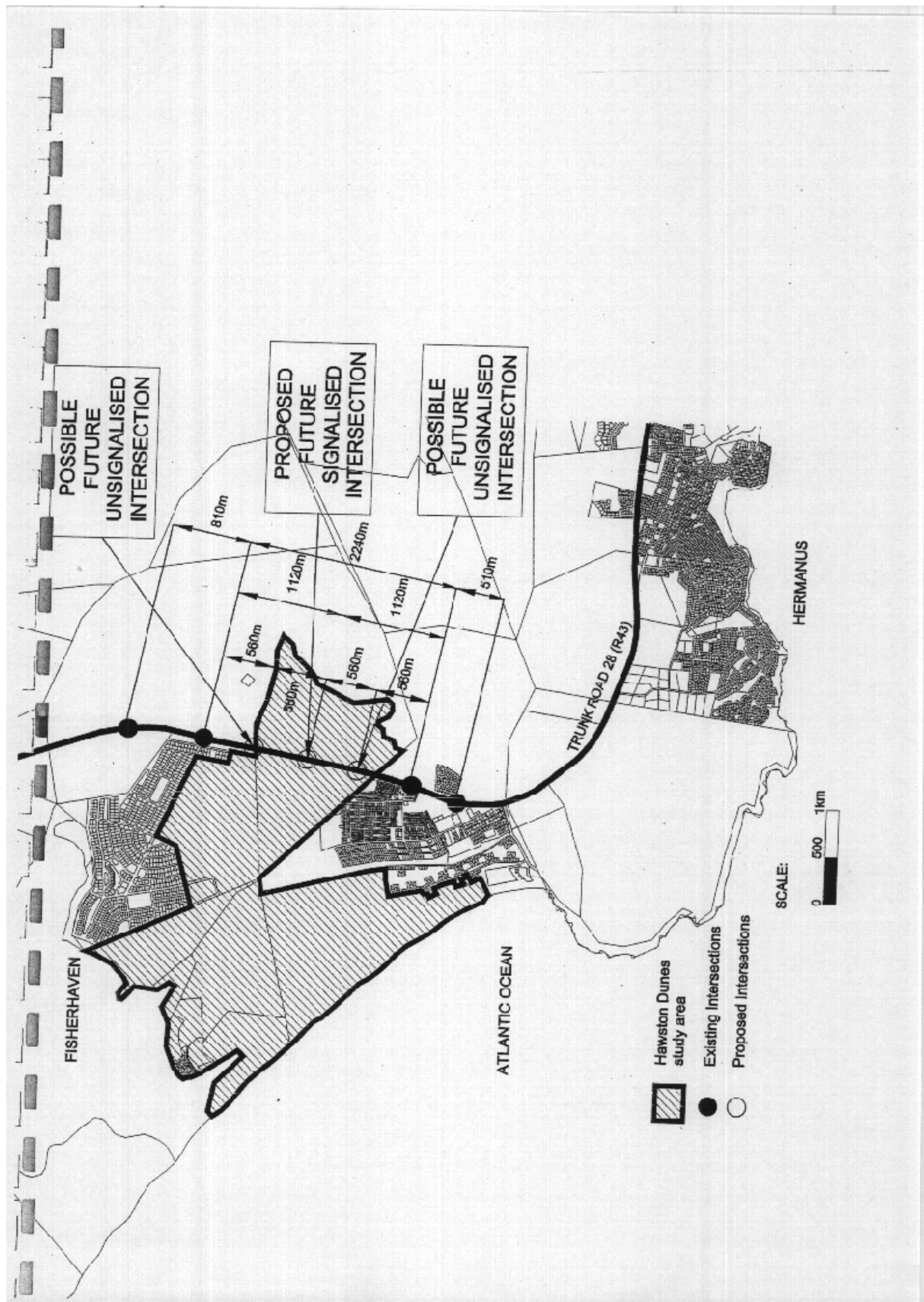
It is proposed that the above statement regarding future access onto the R43 should be incorporated into the proposed Urban Development Framework submission.

Yours faithfully,



**S D NAUDE**  
HHO AFRICA - INFRASTRUCTURE ENGINEERS

cc : Urban Dynamics, P O Box 2445, BELLVILLE, 7535  
FOR ATTENTION : MESSRS PAUL OLDEN/ S MABOZA



# **ANNEXURE E**

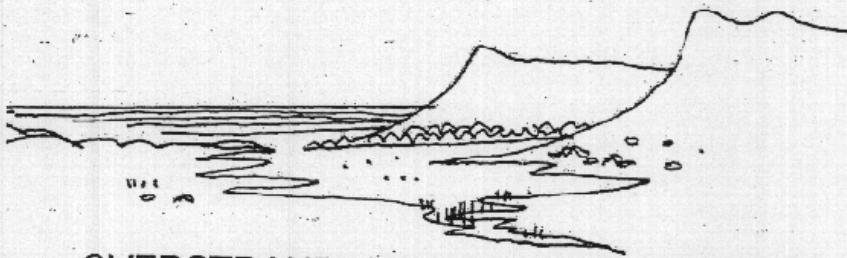
## Heritage Assessment



**ANNEXURE E**

*Heritage Assessment*

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## OVERSTRAND HERITAGE LANDSCAPE GROUP

HENRY AIKMAN. NICOLAS BAUMANN. SARAH WINTER

### HAWSTON-FISHERHAVEN LINKS

As requested we have outlined what we feel are the key heritage issues related to the development of a Framework Plan for this area.

- Rural quality

While it is acknowledged that massive urbanisation is intended for this area, its current character is expansive rural. Large tracts of open space providing extensive view corridors to the sea are vital. The Links are the optimum mechanism to achieve this. This will mean that new or at least new to SA urban forms and higher densities will have to be used to create the desired densities. The N2 Gateway models could be used. Design controls are essential.

- Traditional access to the sea and the Botrivier Vlei

The Hawston community has enjoyed access to the beach and most importantly the Vlei via the stream that flows from the Paddavlei. These links should be retained and improved.

- Protection of the scenic route: R43

This is an important entry into the coastal plain and careful planning is required to protect the quality of the visitor experience. At present the character is almost entirely rural apart from the brief interruption at Hawston, which detracts from the experience. This type of interface must be avoided.

- Cultural tourism

There are enormous opportunities to develop this in this area, with its rich cultural diversity.

- Archaeological sensitivity of the frontal dune zone

As set out in the report any interventions in this area will need careful planning.

Yours sincerely,

Henry Aikman