BRIEF

Our brief is to prepare a design concept for the development of a mixed-use building on a proposed erf in Knysna Road, George.

The primary goal is to design a building that capitalizes on its positioning in the commercial corridor of George. Our goal then is to curate the right design solutions, given the informants and constraints on the plot.

The following design requirements form part of the brief:
Retail space with parking on the ground floor.
Office space with basement parking for the first to third floor.

JODAN GROUP

"At Jodan Group, we are driven by a relentless pursuit of excellence, building a legacy that extends beyond industries into the lives we touch. With honesty, integrity, and humility at our core, we create opportunities, shape communities, and inspire progress in Property, Construction, and Agriculture.

"We strive to develop properties that inspire, uplift, and leave a lasting impact on communities.** Every home we build is more than just a place to live – it's a foundation for families to grow, for memories to be made, and for dreams to take shape. Our workspaces are designed to foster innovation, collaboration, and success, helping businesses and individuals reach new heights. **By creating exceptional spaces, we aim to strengthen local economies, generate opportunities, and contribute to a future where people and communities thrive."

CLIENT PORTFOLIO

ROCKFIELDS

INSIDE OUT

CASTLE GATE

The Name
This development is an opportunity to set a new benchmark for commercial space in George. The name 'The Highline' positions the building as elevated — in quality, in presence, and in experience.

The building itself is expressed as a strong horizontal element along the road — a continuous line. 'The Highline' captures that idea in a simple, memorable way

Situated along a primary route, the building naturally becomes a frontage development — 'The Highline' reinforces that idea of a continuous, prominent edge in the urban fabric. It stands apart as something more contemporary and intentional.

The Highline Office Suites' gives this development an identity that matches its intent — modern, visible, and elevated.

The Design
The architecture responds directly to its context — a long, linear building that maximises frontage and visibility while maintaining a clean, modern identity.

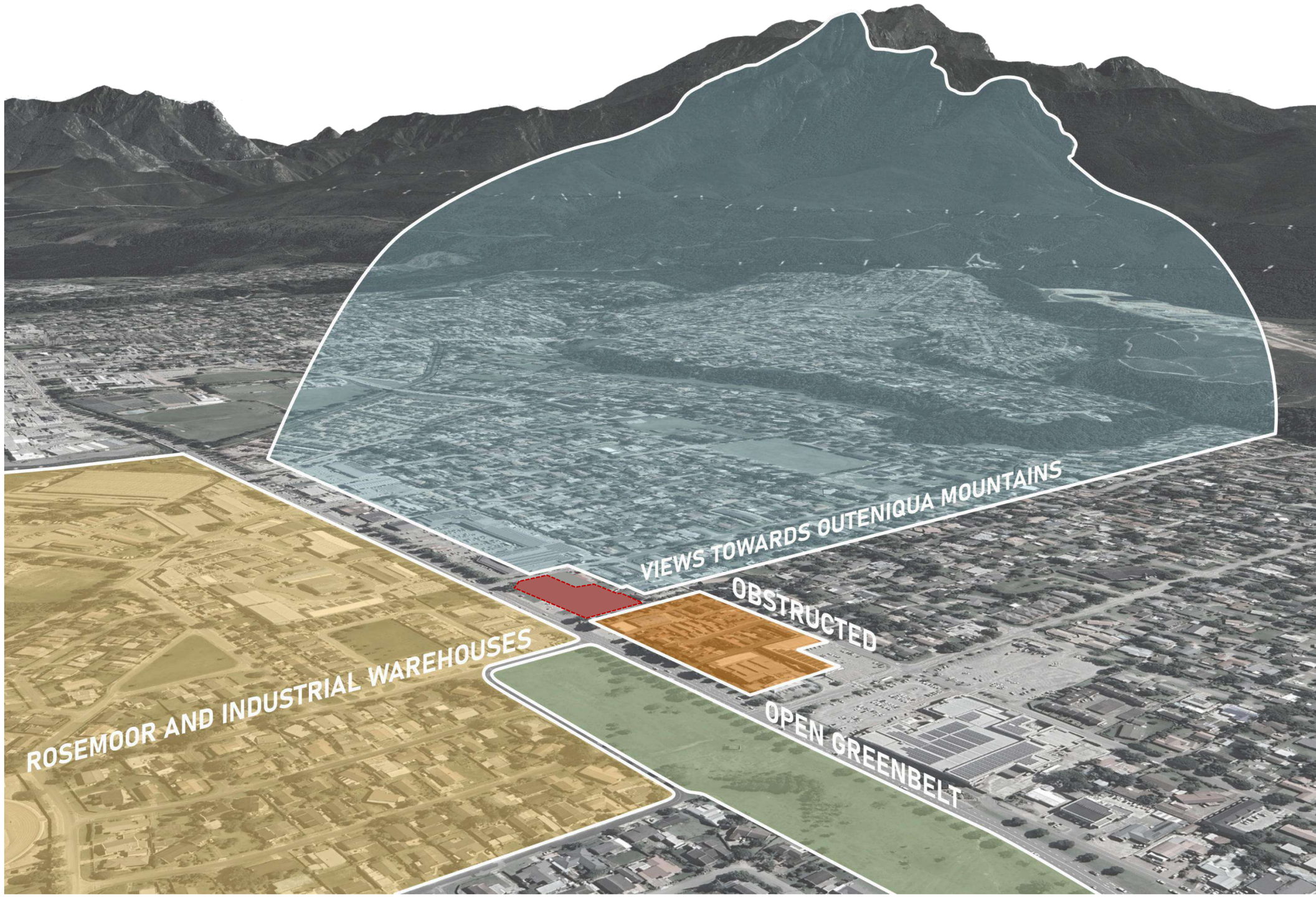
Careful attention has been given to:
- Natural light and internal comfort
- Clear and efficient circulation
- Durable, low-maintenance materials
- A professional and timeless aesthetic

The Opportunity
The Highline Office Suites offers a range of flexible office spaces suited to professionals, growing businesses, and established companies looking for a strategic base in the Garden Route.
- Prime exposure along a main arterial route.
- Easy access and efficient circulation.
- Flexible suite configurations.
- Secure and well-managed environment

02

SITE ANALYSIS

VIEWS



MACRO

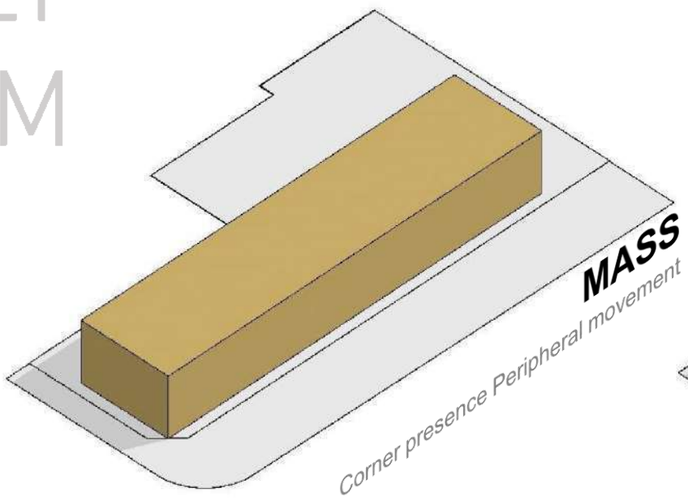
- Site
- CBD
- Commercial Precinct
- Commercial Corridor
- Industrial Precinct
- Residential Densification
- Intensive Agriculture
- Agri-Tourism
- Tourism
- Airport Support Precinct
- Neighborhood Centre
- Proposed Commercial Precinct
- Future Industrial and Mixed Use
- Future Mixed Use

FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS

03

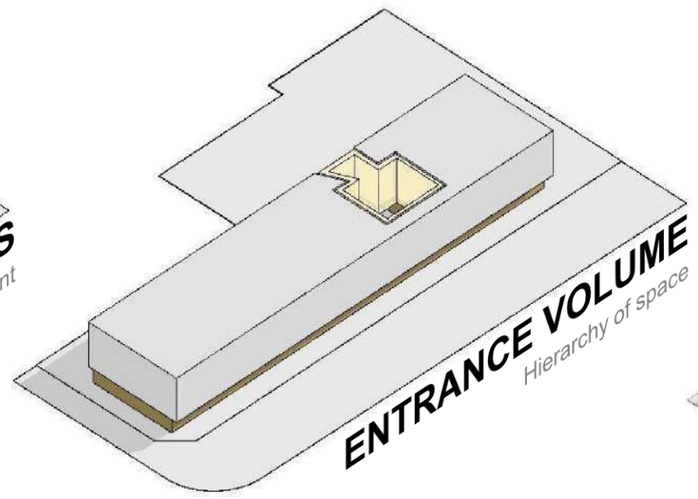
CONCEPTUAL THINKING

BUILT FORM



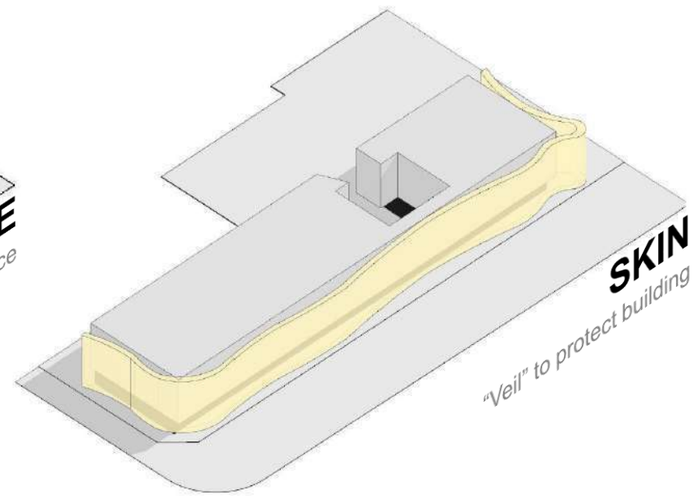
MASS

Corner presence Peripheral movement



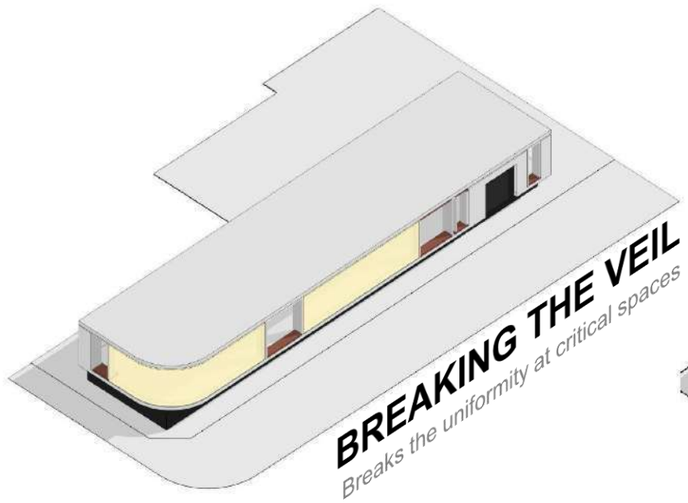
ENTRANCE VOLUME

Hierarchy of space



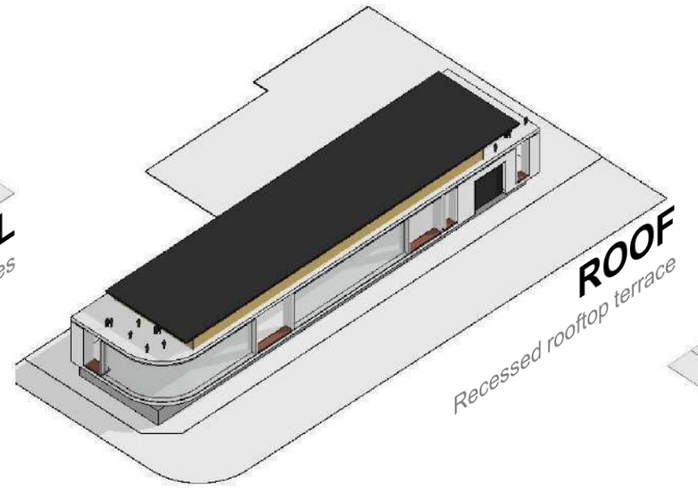
SKIN

"Veil" to protect building



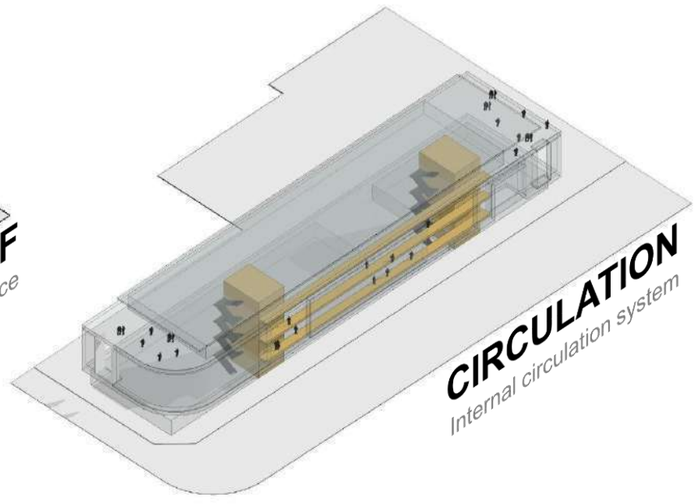
BREAKING THE VEIL

Breaks the uniformity at critical spaces



ROOF

Recessed rooftop terrace



CIRCULATION

Internal circulation system

04

GENERAL LAYOUTS

TOTAL GROSS LEASABLE AREA

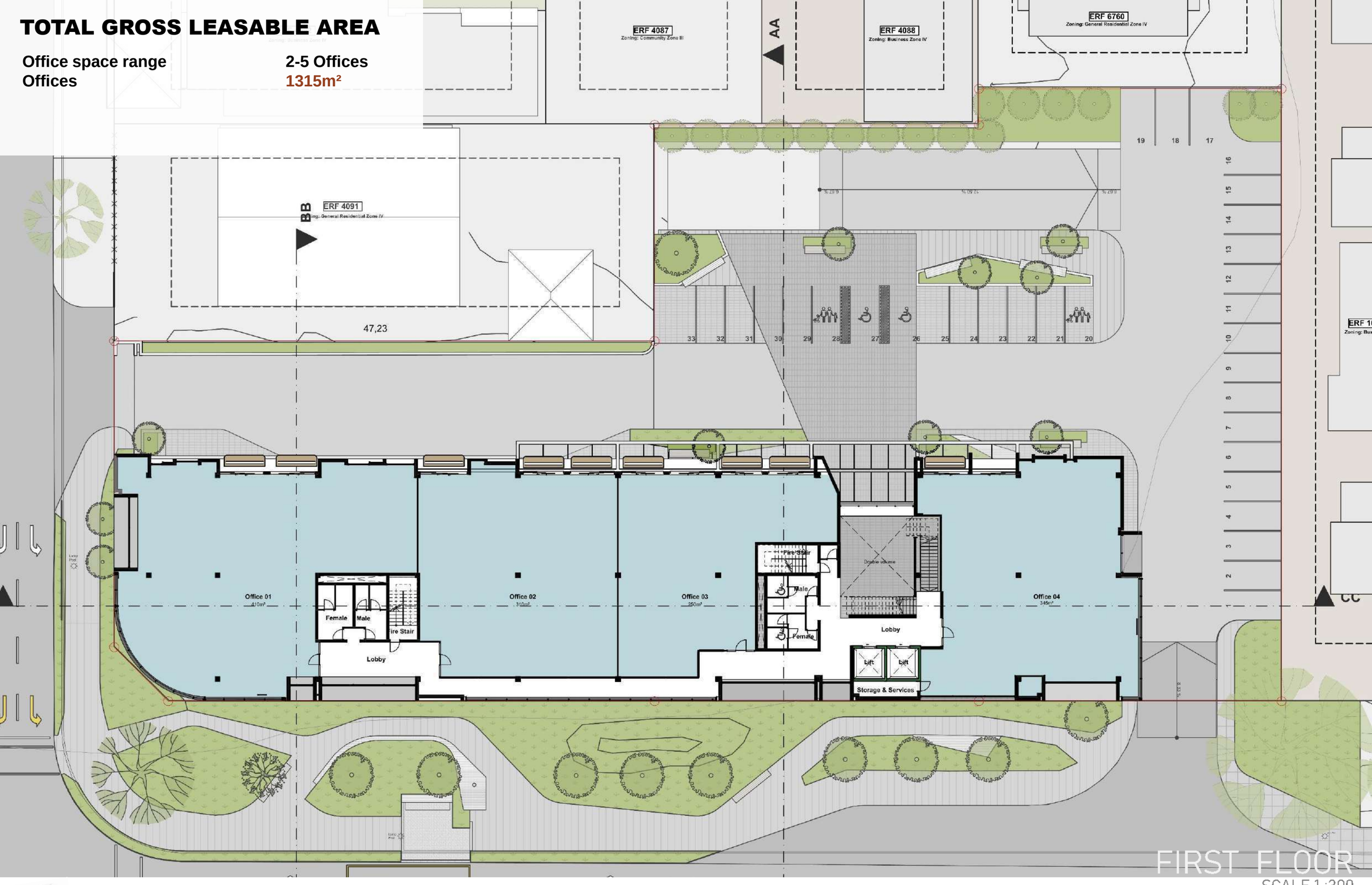
Shops GLA	535m²
Cafe GLA	240m²
Showroom GLA	315m²
Total GLA	1090m²
Parking Bays	33 Bays

GROUND FLOOR

SCALE 1 :300

TOTAL GROSS LEASABLE AREA

Office space range	**2-5 Offices**
Offices	**1315m²**



FIRST FLOOR

SCALE 1:300

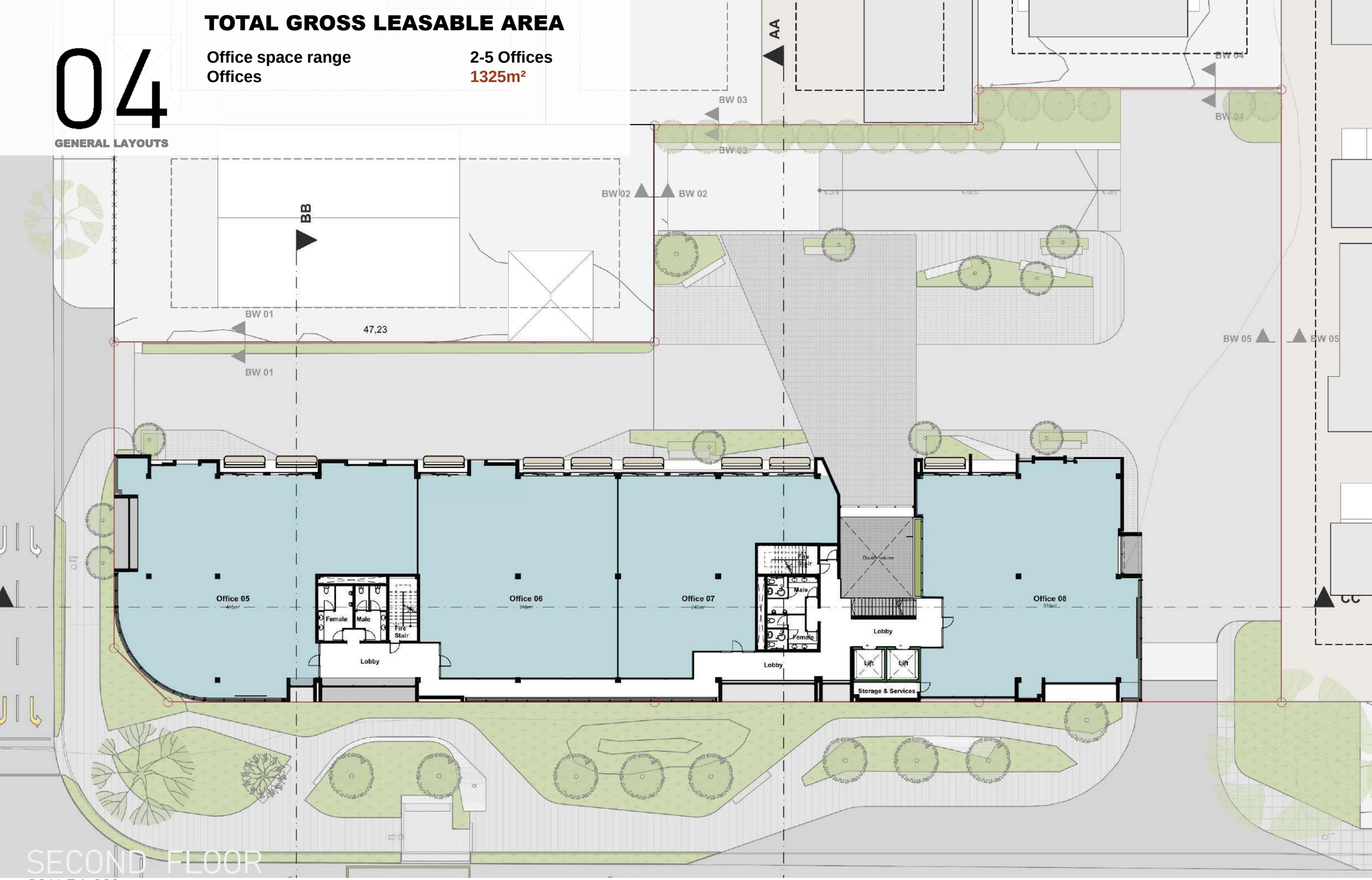
FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS

04

GENERAL LAYOUTS

TOTAL GROSS LEASABLE AREA

Office space range	2-5 Offices
Offices	1325m²

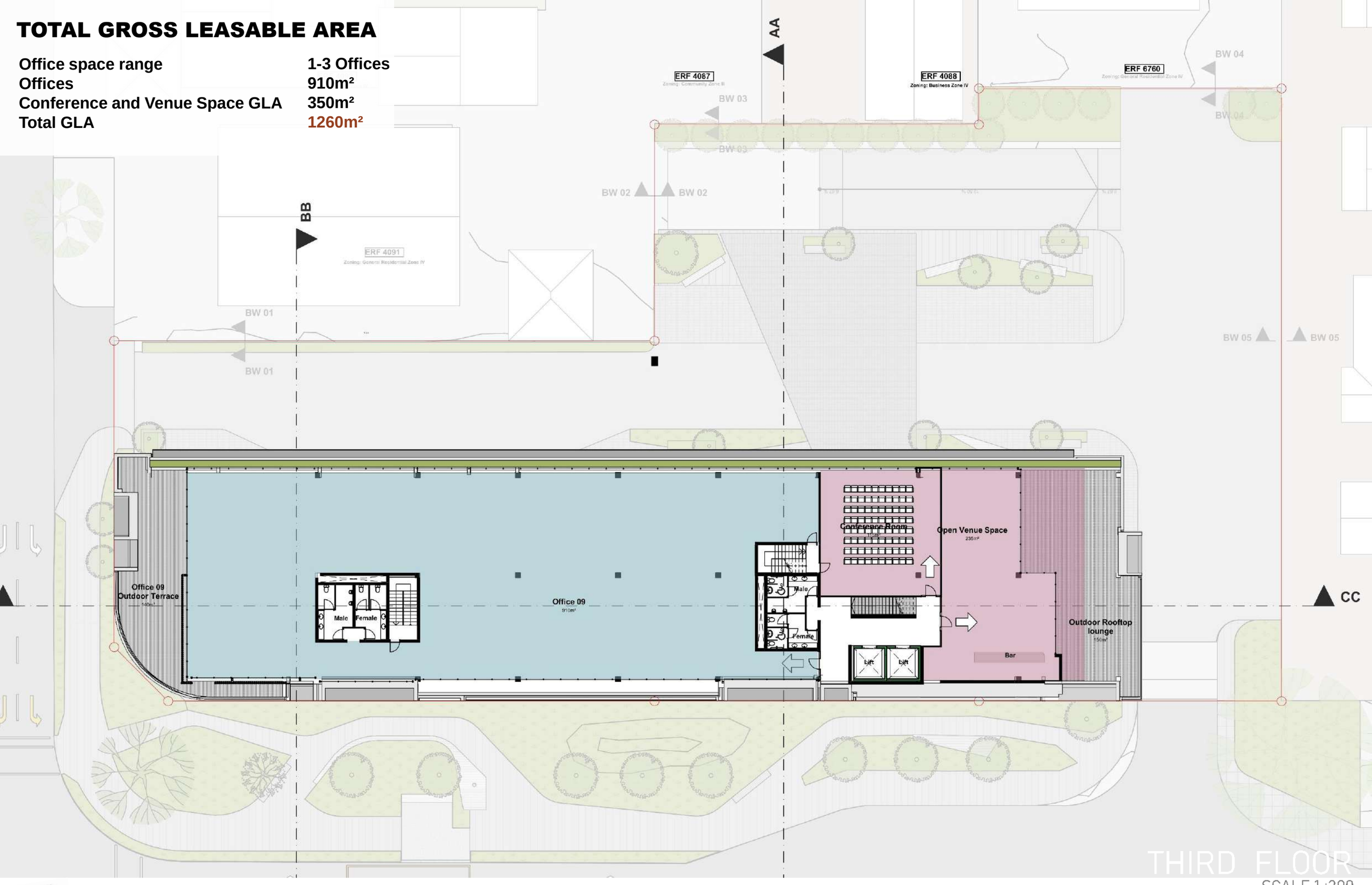


SECOND FLOOR

SCALE 1 :300

TOTAL GROSS LEASABLE AREA

Office space range	**1-3 Offices**
Offices	**910m²**
Conference and Venue Space GLA	**350m²**
Total GLA	**1260m²**



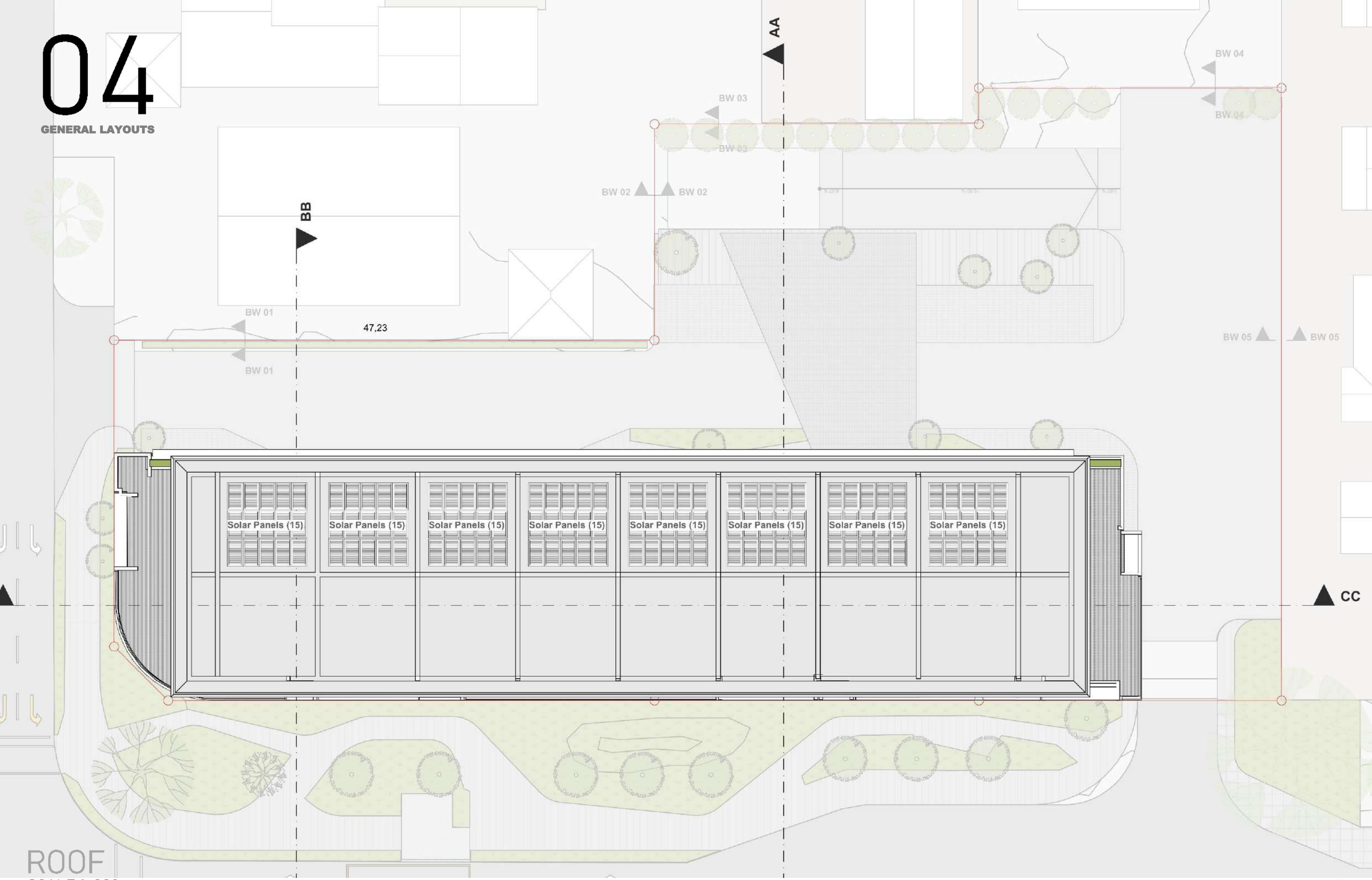
THIRD FLOOR

SCALE 1:300

FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS

04

GENERAL LAYOUTS

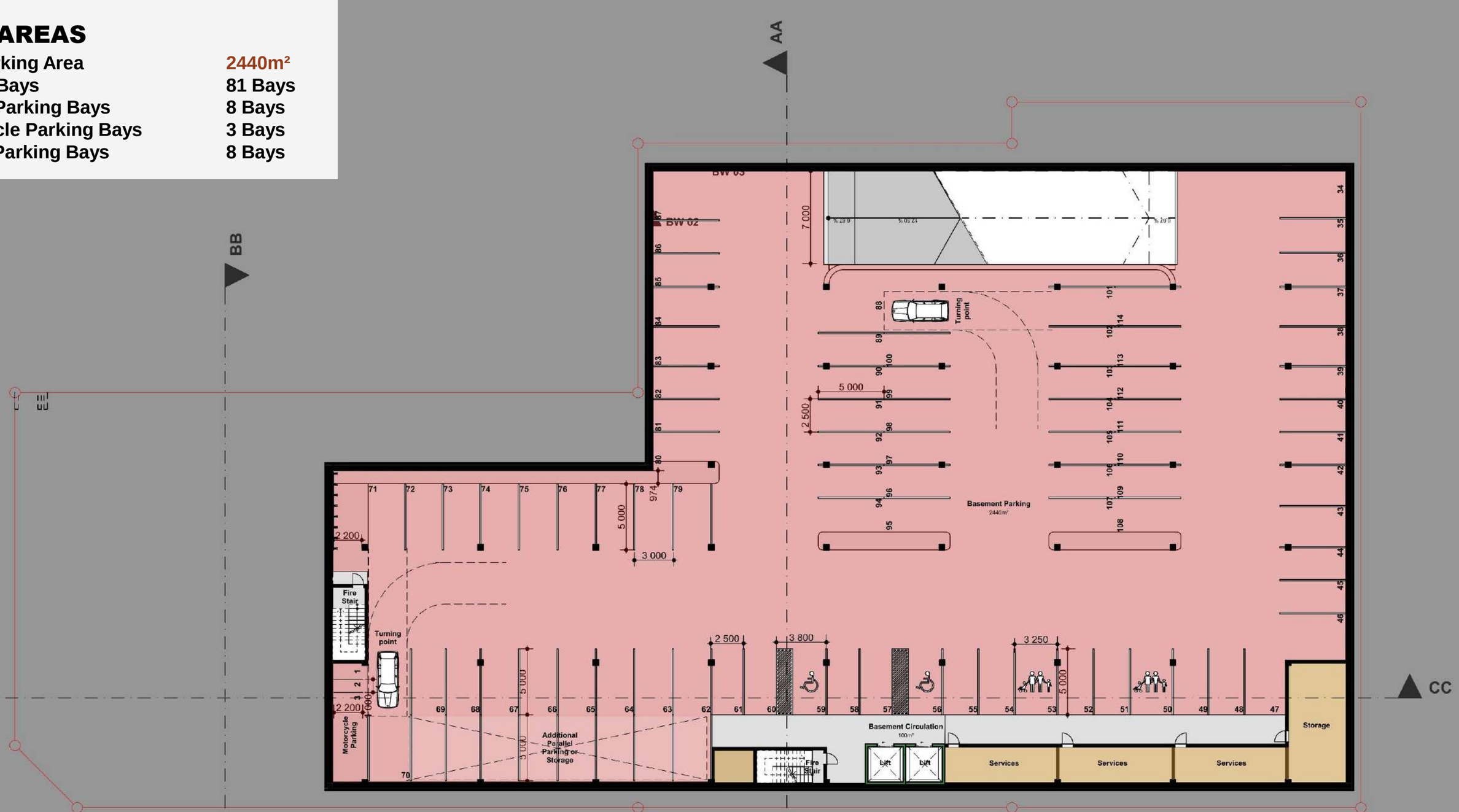


ROOF

SCALE 1 :300

TOTAL AREAS

Total Parking Area	2440m²
Parking Bays	81 Bays
Parallel Parking Bays	8 Bays
Motorcycle Parking Bays	3 Bays
Bicycle Parking Bays	8 Bays



BASEMENT FLOOR

SCALE 1 :300

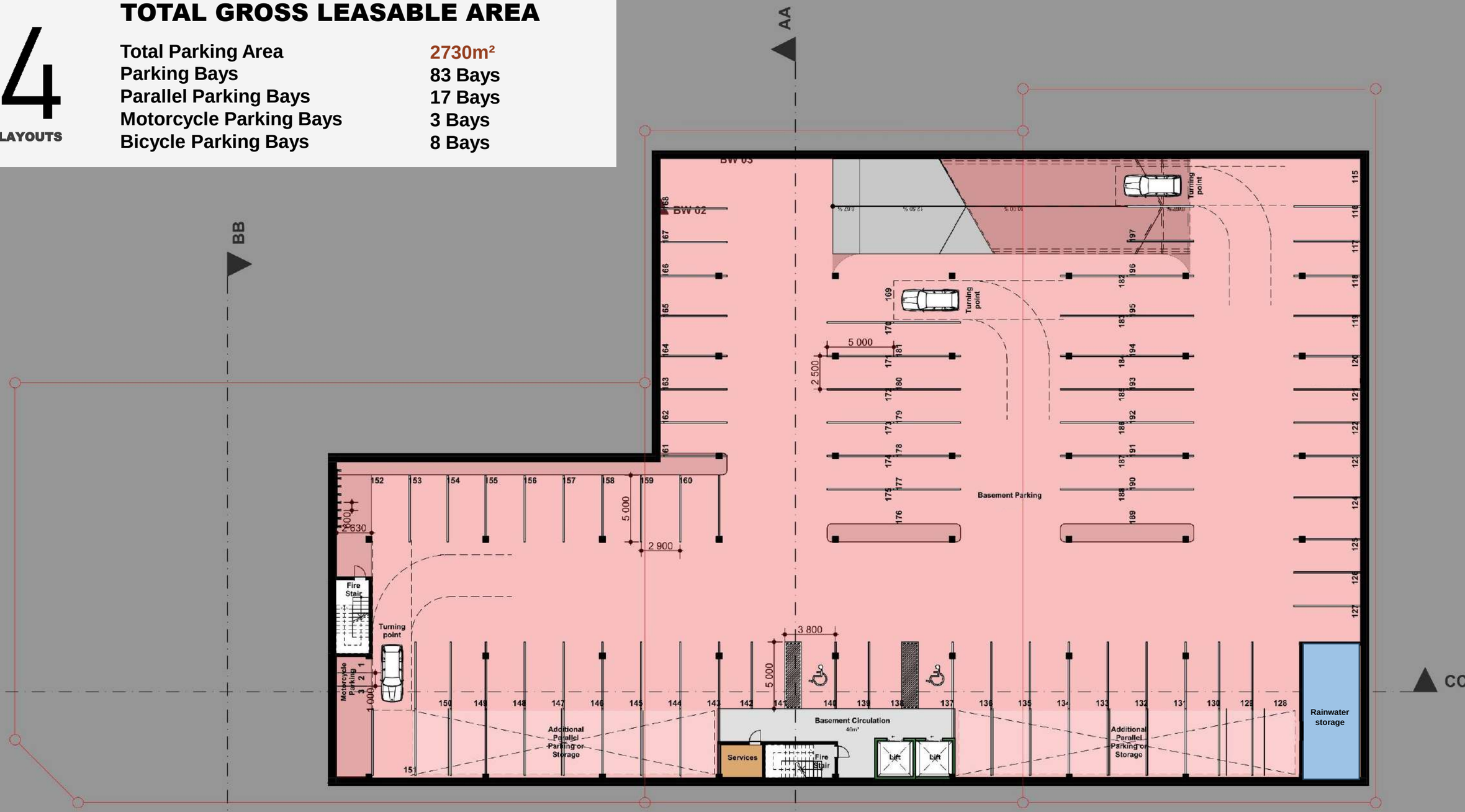
FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS

04

GENERAL LAYOUTS

TOTAL GROSS LEASABLE AREA

Total Parking Area	2730m²
Parking Bays	83 Bays
Parallel Parking Bays	17 Bays
Motorcycle Parking Bays	3 Bays
Bicycle Parking Bays	8 Bays



LOWER BASEMENT FLOOR

SCALE 1 :300

AREA SCHEDULE

Gross Bulk Area

Storey	Area Name	Area	GLA
Lower Basement			
	Basement Circulation	50,00	Non GLA
	Basement Parking	2 730,00	Non GLA
	Storage/Parking	45,00	Non GLA
	Storage/Parking	130,00	Non GLA
Basement			
	Basement Circulation	100,00	Non GLA
	Basement Parking	2 440,00	Non GLA
	Services	115,00	Non GLA
	Storage/Parking	60,00	Non GLA
Ground Floor Commercial			
	Ablution	30,00	Non GLA
	Basement Fire Escape Stair	13,00	Non GLA
	Basement Fire Escape Stair	13,00	Non GLA
	Commercial	240,00	GLA
	Commercial	835,00	GLA
	Fire Escape Stair	13,00	Non GLA
	Fire Escape Stair	13,00	Non GLA
	Lift	18,00	Non GLA
	Main Entrance Lobby	115,00	Non GLA
	Refuse	9,00	Non GLA
	Services/Refuse	3,00	Non GLA
	Services/Refuse	5,00	Non GLA
	Services/Refuse	26,00	Non GLA
First Floor Office			
	Ablution	28,00	Non GLA
	Ablution	30,00	Non GLA
	Circulation	115,00	Non GLA
	Lobby & Circulation	38,00	Non GLA
	Offices	1 315,00	GLA
	Services	8,00	Non GLA
Second Floor Office			
	Ablution	28,00	Non GLA
	Ablution	30,00	Non GLA
	Circulation	140,00	Non GLA
	Lobby & Circulation	25,00	Non GLA
	Offices	1 325,00	GLA
Third floor Office			
	Ablution	28,00	Non GLA
	Ablution	30,00	Non GLA
	Circulation	42,00	Non GLA
	Conference Room and Hall	350,00	GLA
	Offices	910,00	GLA
		11 445,00 m²	

0903 Services & Circulation

Storey	Area Name	Area
Lower Basement		
	Storage/Parking	45,00
	Storage/Parking	130,00
Basement		
	Services	115,00
	Storage/Parking	60,00
Ground Floor Commercial		
	Refuse	9,00
	Services/Refuse	3,00
	Services/Refuse	5,00
	Services/Refuse	26,00
First Floor Office		
	Services	8,00
		401,00 m²

Facilities

Storey	Area Name	Area
Ground Floor Commercial		
	Ablution	30,00
First Floor Office		
	Ablution	28,00
	Ablution	30,00
Second Floor Office		
	Ablution	28,00
	Ablution	30,00
Third floor Office		
	Ablution	28,00
	Ablution	30,00
		204,00 m²

GLA AREA

Storey	Area Name	Area
Ground Floor Commercial		
	Commercial	240,00
	Commercial	835,00
First Floor Office		
	Offices	1 315,00
Second Floor Office		
	Offices	1 325,00
Third floor Office		
	Conference Room and Hall	350,00
	Offices	910,00
		4 975,00 m²

Parking Area

Storey	Area Name	Area
Lower Basement		
	Basement Parking	2 730,00
Basement		
	Basement Parking	2 440,00
		5 170,00 m²

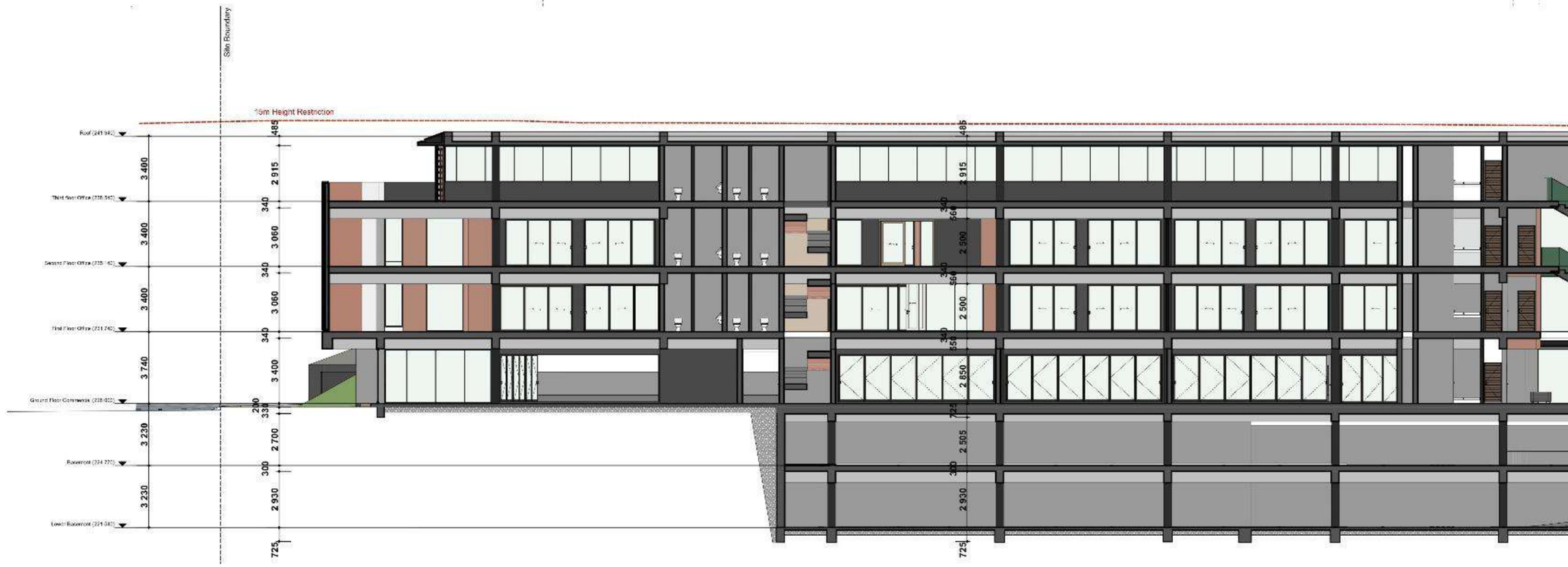
Circulation

Storey	Area Name	Area
Lower Basement		
	Basement Circulation	50,00
Basement		
	Basement Circulation	100,00
Ground Floor Commercial		
	Basement Fire Escape Stair	13,00
	Basement Fire Escape Stair	13,00
	Fire Escape Stair	13,00
	Fire Escape Stair	13,00
	Lift	18,00
	Main Entrance Lobby	115,00
First Floor Office		
	Circulation	115,00
	Lobby & Circulation	38,00
Second Floor Office		
	Circulation	140,00
	Lobby & Circulation	25,00
Third floor Office		
	Circulation	42,00
		695,00 m²

04

SECTIONS

SECTION AA

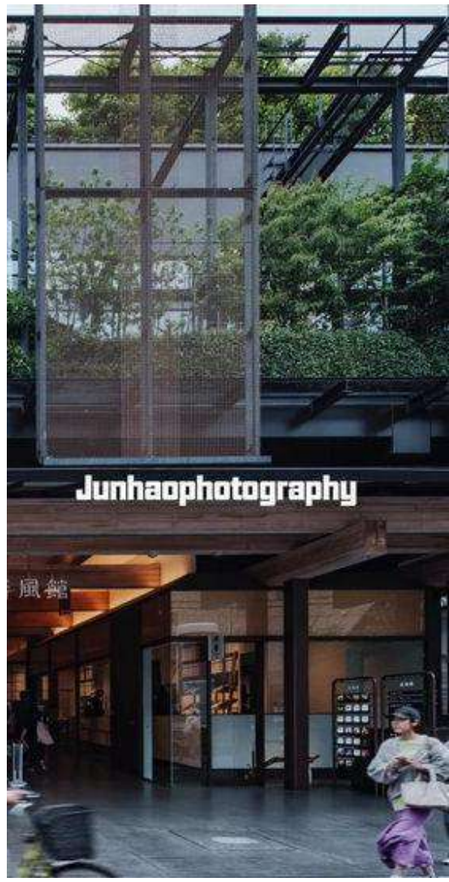


SECTION CC

SECTION BB

05

REFERENCES



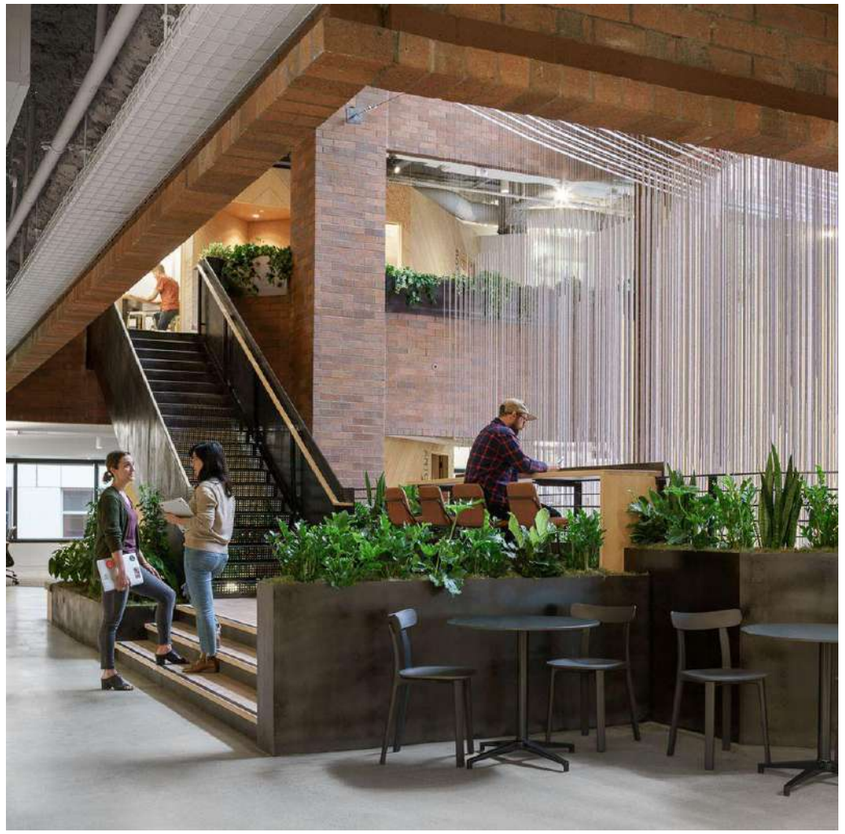
FACADE REFERENCES

COMMERCIAL AND LANDSCAPING

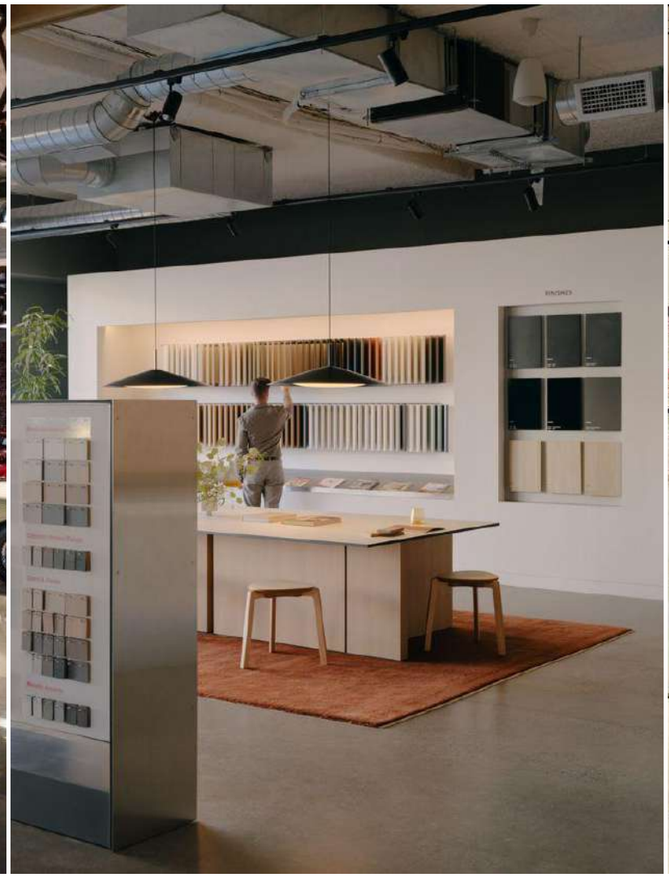
FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS

05

REFERENCES



ATRIUM REFERENCES

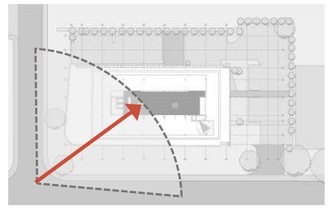


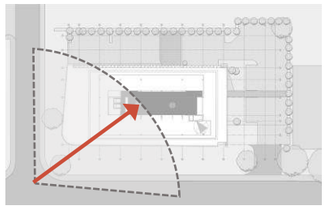
SHOWROOM REFERENCES

06

VISUALIZATION

CORNER VIEW OF KNYSNA RD AND 3rd STREET



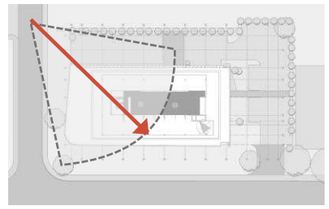


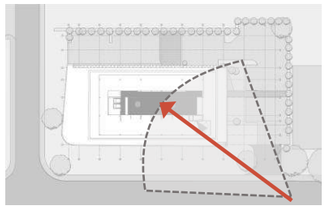
CORNER VIEW OF KNYSNA RD AND 3rd STREET

06

VISUALIZATION

3RD STREET ENTRANCE VIEW



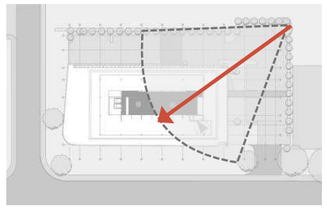


CORNER VIEW OF KNYSNA ROAD HIGHWAY

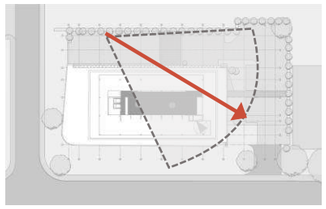
06

VISUALIZATION

VIEW FROM PARKING AREA



FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS

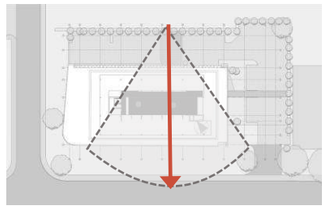


ENTRANCE PORTAL VIEW FROM ACCESS ROAD

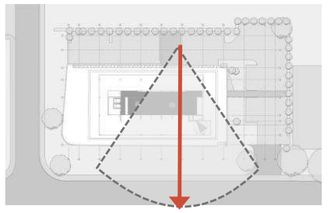
FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS

06

VISUALIZATION



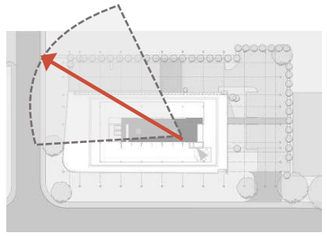
ENTRANCE PORTAL VIEW FROM ACCESS ROAD



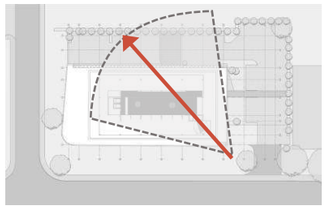
ENTRANCE LOBBY VIEW

06

VISUALIZATION



OFFICE SPACE INTERNAL VIEW



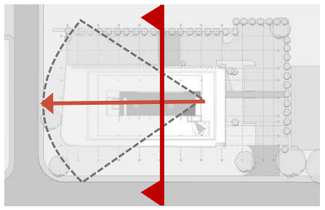
ROOFTOP LOUNGE VIEW TOWARDS MOUNTAINS

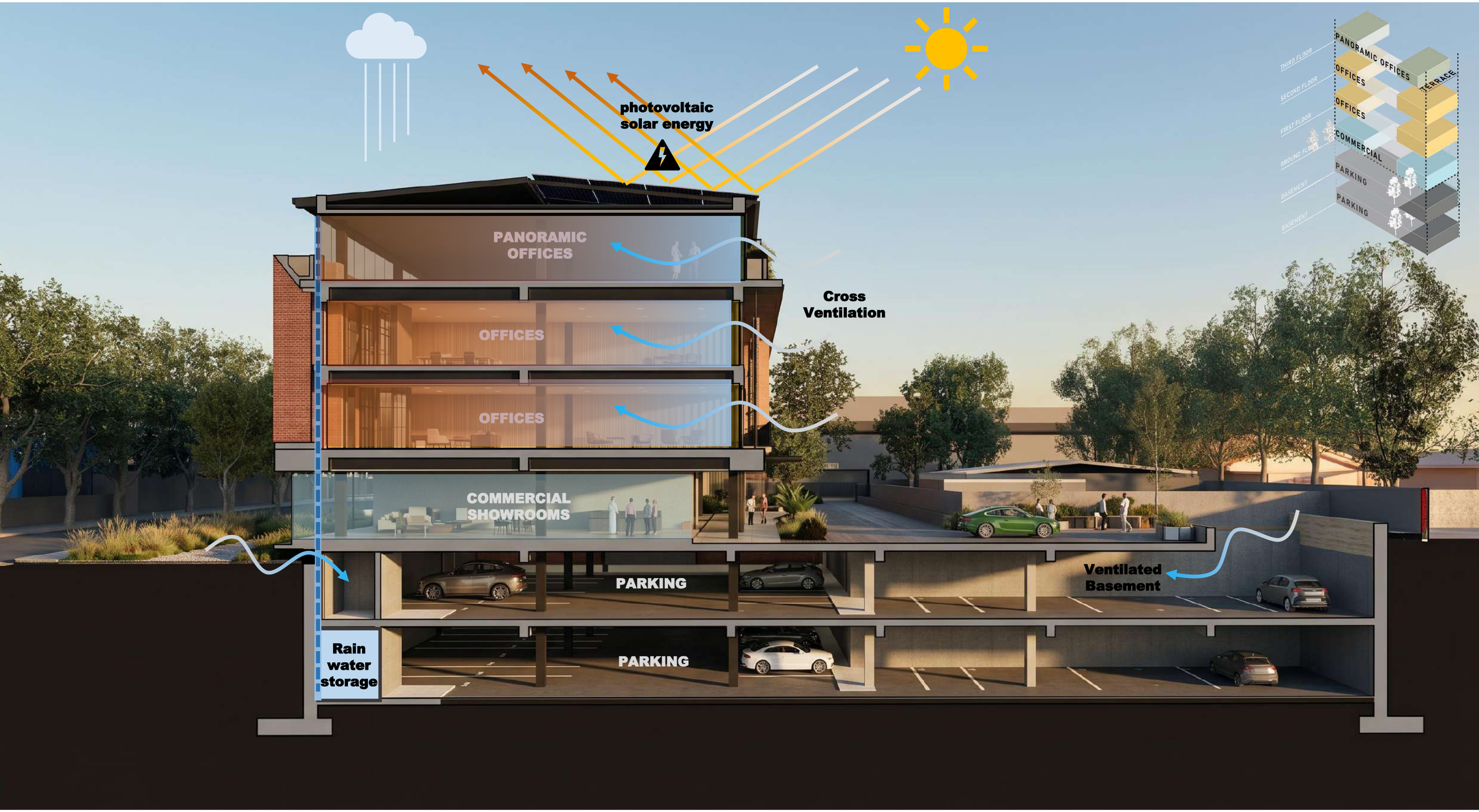
ROOFTOP LOUNGE

06

VISUALIZATION

SECTIONAL PERSPECTIVE





FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS

MATERIALS AND FINISHES

Our design approach embraces a refined palette of clay brick, exposed concrete, and Danpal polycarbonate sheeting to create a building that is both robust and environmentally responsive. These materials were intentionally selected for their durability, low maintenance requirements, and long-term sustainability benefits, while also contributing to a contemporary industrial architectural language suited to the context of the development.

The use of clay brick and concrete provides excellent thermal mass, assisting in regulating internal temperatures and reducing reliance on mechanical heating and cooling systems. The DanPal polycarbonate sheeting introduces controlled natural daylight deep into the building, reducing artificial lighting demand while creating a softer and more energy-efficient internal environment. In addition, the selected materials are highly durable, locally accessible, and contribute towards lifecycle efficiency and reduced operational costs over time.

FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS

THE

HIGHLINE

OFFICE SUITES

THANK YOU

ANNEXURE 12

GROUND COVER MIX 01

GROUND COVER MIX 02

GROUND COVER MIX 03 ***(STREET PARAMATER)***

GROUND COVER MIX 04 ***(LOW GROUND PLANTER)***

GROUND COVER MIX 05 ***(RAISED PLANTERS)***

GROUND COVER MIX 06 ***(BOUNDARY WALL PLANTERS)***

PLANTING LEGEND

GROUND COVER MIX 01
Barleria repens
Agapanthus africanus
Coleonema album
Crassula multicava
Dietes grandiflora
Euryops pectinatus
Plectranthus neochilus
Tulbaghia violacea

GROUND COVER MIX 02
Barleria repens
Agapanthus africanus
Coleonema album
Dietes grandiflora
Euryops pectinatus
Tulbaghia violacea

GROUND COVER MIX 03 *(STREET PARAMATER)*
Coleus neochilus
Portulacaria afra
Arctotis stoechadifolia

GROUND COVER MIX 04 *(LOW GROUND PLANTER)*
Agapanthus africanus
Aristida junciformis
Plectranthus chimanimaniensis

GROUND COVER MIX 05 *(RAISED PLANTERS)*
Aloe arborescens
Arctotis stoechadifolia
Aristida junciformis
Cotyledon orbiculata
Crassula capitella Campfire
Portulacaria afra

GROUND COVER MIX 06 *(BOUNDARY WALL PLANTERS)*
Plectranthus chimanimaniensis
Aristida junciformis

LANDSCAPING PLAN
SCALE 1:200

NEW PROPOSED TREES

Syzigium guineense tree

Apodytes dimidiata tree

Syzigium guineense tree

GENERAL NOTES

This document is the property of the FC Holm CC and may not be reproduced, issued or used for any other than the specific purpose for which it was originally intended.

All materials and construction methods must comply with the National Building Regulations (act no. 103 of 1977) including all amendments, as well as all by-laws of the relevant local authority.

All materials and equipment must be fixed and finished off in accordance with the specifications of the manufacturer of such materials and equipment.

All dimensions must be checked on site. Any indistinctness or discrepancies must be pointed out to the principal agent for rectification or clarification before work is taken into hand.

Statutory information is obtained from the George-Intergarated-Zoning-Scheme-By-Law-2023.

Never scale from this drawing.

REV	DATE	DESCRIPTION
-	-	-

DEVELOPMENT RIGHTS

SG 6582/1967, SG 6526/1967, SG 6526/1974:
MEASURED IN MARCH 2026
LAND DEVELOPMENT AREA : 4 320 m2
- ERF 4089 (PORTION A) :
1428 m² - BUSINESS ZONE I
- ERF 4090 GEORGE (PORTION B) :
1476 m² - GENERAL RESIDENTIAL ZONE IV
-ERF 6761 GEORGE (PORTION C)
1416 m² - BUSINESS ZONE I

LAND USE RIGHTS

BUSINESS ZONE I PT1
WITH SPECIAL CONSENT USE IN TERMS OF GEORGE LAND USE PLANNING BY-LAW (2023) FOR SHOPS, RESTAURANT, OFFICES AND CONFERENCE FACILITIES.
FAR: 3 - 12 960m²
HEIGHT RESTRICTION: 15m
COVERAGE: 100% (4320m²)
BUILDING RESTRICTION LINES:
-0m STREET BOUNDARY.
-SIDE AND REAR BUILDING LINES ARE 0m UP TO A HEIGHT OF 8.5m AND 4.5m FOR THE REMAINDER OF THE BUILDING.

DEVELOPMENT EXTENT

SHOPS **GLA** :	**835m²**
RESTAURANT **GLA** :	**240m²**
OFFICES **GLA** :	**3550m²**
CONFERENCE FACILITY **GLA** :	**350m² /80 seats**
BUILDING COMMON CIRCULATION : 695 m²	
BUILDING COMMON FACILITIES : 204 m²	
BUILDING COMMON SERVICES AND SUPPORT : 356 m²	
TOTAL FLOOR SPACE : 11400 m²	
TOTAL BUILDING AREA : 12180m²	
COVERED WALKWAYS : 305 m²	
COVERAGE (INCL WALKWAYS) : 1905 m2 = 44,1%	

VEHICLE PARKING

CALCULATED IN TERMS OF THE TIA FROM GLA @
PARKING RATIO FOR SHOPS & RESTAURANT: 4/100m²
PARKING RATIO FOR OFFICES: 3/100m²
PARKING RATIO FOR CONFERENCE ROOM: 6 bays per 10 seats

- VEHICLE PARKING REQUIRED:

CALCULATED FROM SHOPS & RESTAURANT GLA:	**44**
CALCULATED FROM OFFICE GLA:	**110**
CALCULATED FROM CONFERENCE ROOM GLA:	**48**
TOTAL VEHICLE PARKING REQUIRED:	**202**

PARKING PROVIDED

- MOTOR CYCLE PARKING PROVIDED :	**6**
- BICYCLE PARKING PROVIDED :	**24**

(for every 2 motorcycle bays + 3 cycle bays to credit 1 vehicle parking up to 5% of total = 3+8; 5% of 197 GM SCHEME ALLOWS CREDIT OF 9 bays)
INCLUDED IN TOTAL :

- ACCESSIBLE PARKING :	6
- FAMILY SPACES :	4
- RIDE-SHARE & TAXI	2
TOTAL VEHICLE PARKING PROVIDED :	**206**

LOADING BAYS:

- 2 BAYS FOR LINE SHOPS AND RESTAURANT - 1075m²

FC HOLM
+27 (44) 874-1606
info@fcholm.co.za
Windsor Park, 3 Varing Lane, George

PROJECT NUMBER
26008

Address
Erf 4090,4089 & 6761
Location
Knysna Road
George

Project type
Mixed Use Commercial

Client
Jodan Properties Pty (Ltd) Client Signature

Landscape SDP

Drawing no. **26008/S3/3701** Revision **000**
Date **2026/05/19** Scale **1:200**
Drawn by **JACQUES STEYN** SACAP **PrArch53337559**
Checked by **FERDINAND HOLM** SACAP **5792**

ARCHITECTS | LANDSCAPE ARCHITECTS
FC HOLM
PO Box 9457
GEORGE
6530
044 874 1606
Suite 2C Windsor Park
3 Varing Lane
GEORGE
info@fcholm.co.za

11 May 2026

Project Number: 26/008
Dokument ID: 61962

Attention: Delarey Viljoen

email: delarey@delplan.co.za

ERVEN 4090, 4089 & 6761, GEORGE, REZONING AND CONSOLIDATION

LANDSCAPE DESIGN STATEMENT

1. SUMMARY

The landscape design statement is prepared in suppport of the application for rezoning and consolidation of erven 4090, 4089 and 6761, George, and describes in broad terms the intent of the landscape development of the proposed new development situated on the corner of Knysna Road and Third Street in George.

1.1. All three sites are currently developed and no areas of undisturbed landscape are to be found. Soft landscaping is very limited in scope and consists of a few ornamental trees and lawn areas planted on erf 4089. Erven 4090 and 6761 are mostly paved and no vegetation, apart from a narrow strip of creepers and ground covers growing along the perimeter wall on erf 4090, currently exists on site.

1.2. Planting on the road verge along Knysna Road consists of one large Oak tree on the corner of Third Street and Knysna Road, and a smaller Yellowwood tree (*Afrocarpus falcatus*, Outeniqua yellowwood) underplanted with turf grasses. A narrow strip of ornamental planting is to be found along the perimeter wall.

1.3. Along Third Street a single Oak tree is growing on the road verge with a small strip of ornamental ground cover planting along the perimeter wall. This Oak tree is currently in a poor condition and is not growing with vigour.

Please see Drawing No 26008/S3/3701, Landscape SDP, for the proposed landscape development for the project for reference.

2. LANDSCAPE VISION

Landscape development for the consolidated erven must support the proposed new built environment in an aesthetically pleasing and functional manner, to enhance the proposed new developments and visually integrate new developments with the existing urban fabric and landscape character. Landscape development must contribute to placemaking, not only in aesthetic terms but also strive to create strong ordering mechanisms, identity and legibility in the landscape.

Landscape elements can be utilised to improve microclimate around buildings, reduce the perceived scale of the proposed new multistory development, and so doing improve conditions for pedestrians on and surrounding the site. This is also of importance for integration with the public transport network along this section of George.

Existing landscape patterns, such as tree avenues lining vehicular routes, must be utilised to integrate the proposed new developments with the existing landscape character. Legibility in the landscape development is of importance to enhance placemaking and improve public safety in the urban environment along this busy road section.

All new landscaping must be waterwise so as not to cause an additional burden on potable water supplies in a water scarce area. Preference should be given to locally indigenous species that are well known to thrive in the Southern Cape region, and that will contribute to enhance landscape character and visual integration of the new developments with the existing urban fabric.

3. TOPOGRAPHY AND SOILS

The topography of the site is typically flat, no slopes greater than 1:4 are found on site. Soil conditions will be assessed for planting during construction phases, but it is anticipated that soil conditions are generally of moderate quality for planting judged by the condition of existing trees and groundcovers on site. Good quality topsoil and soil additives will need to be added to enhance plant growth.

4. LANDSCAPE DESIGN CONCEPT

Various areas around the building will have varying microclimate and design criteria that will influence landscape design for each section of the site. The areas that will be created can be described as follows:

4.1 Knysna Road and Third Street

Existing trees growing along Knysna Road and Third Street will remain on site to maintain the existing landscape character of the area. New plant beds and tree and ground cover planting will be planned around the existing trees so as to improve growing conditions for these trees.

New trees will be planted along Knysna Road and Third Street to enhance the existing character of tree avenues lining the roads along this section of George. New trees will provide shade for pedestrians, establishing a favourable microclimate, and provide additional screening for the proposed new developments from surrounding areas.

Tree species selected for new planting must be of a robust nature and be able to withstand windy conditions and high traffic volumes experienced along this section of road. Preference should be given to indigenous tree species that are known to thrive in the Southern Cape area, as this will enhance the landscape character of the area and contribute to local identity and sense of place in a positive manner.

Paved pedestrian walkways will be provided to facilitate pedestrian movement along Knysna road and Third Street and to connect with the public transport network and bus stop located adjacent to the site.

Wayfinding and public safety are important considerations along this section of the proposed development, and in addition to the trees low growing ground covers < 1m in height will be planted so as to provide clear sight lines to surrounding roads for pedestrians and motorists.

Ground covers and small shrubs will be chosen that are waterwise and suitable for conditions on site so as to minimise water demand and maintenance requirements and ensure the longterm viability of new planting.

The following plant species will be used for this area:

Trees

Apodytes dimidiata	White pear
Syzigium guineense	Water pear

Ground cover planting

Barleria repens
Agapanthus africanus
Coleonema album
Crassula multicava
Dietes grandiflora
Euryops pectinatus
Plectranthus neochilus
Tulbaghia violacea

4.2 Perimeter planting and parking deck landscaping

Limited soil volumes will be available for planting above the underground parking levels. Provision must be made during the planning stages to provide adequate planters and planting medium to plant appropriate shade trees in key positions on site. Planting of trees will provide a favourable microclimate for pedestrian movement on site and will provide screening for new developments from surrounding areas.

Consideration must be given to select trees with a non-agressive root system that are well suited to growing in limited soil volumes. Preference should be given to indigenous species, as this will contribute to landscape character and sense of place in a positive manner and help to establish a local identity in the landscape.

In addition to the planting of trees on site, appropriate shrubs and ground covers will be planted along the perimeter of the site and in planters to improve microclimate and visually integrate the proposed new development with the surrounding landscape. Robust water wise species must be selected to reduce water demand and ensure long term viability of new planting. Preference should be given to indigenous species that occur naturally in the Southern Cape region as this will contribute to establish a local identity and enhance sense of place in a positive manner.

The following plant species will be used for this area:

Trees

Apodytes dimidiata	White pear
Diospyros whyteana	Bladdernut
Trichilea dregeana	Forest mahogony

Hedge trees for perimeter planting

Anastrabe interrigma	Pambati tree

Ground cover planting in planters

Agapanthus africanus
Aloe arborescens
Arctotis stoechadifolia
Aristida junciformis
Cotyledon orbiculata
Crassula capitella Campfire
Plectranthus chimanimaniensis
Portulacaria afra
Strelizia juncea

GROUND COVER MIX 01

GROUND COVER MIX 02

GROUND COVER MIX 03 ***(STREET PARAMATER)***

GROUND COVER MIX 04 ***(LOW GROUND PLANTER)***

GROUND COVER MIX 05 ***(RAISED PLANTERS)***

GROUND COVER MIX 06 ***(BOUNDARY WALL PLANTERS)***

PLANTING LEGEND

GROUND COVER MIX 01
Barleria repens
Agapanthus africanus
Coleonema album
Crassula multicava
Dietes grandiflora
Euryops pectinatus
Plectranthus neochilus
Tulbaghia violacea

GROUND COVER MIX 02
Barleria repens
Agapanthus africanus
Coleonema album
Dietes grandiflora
Euryops pectinatus
Tulbaghia violacea

GROUND COVER MIX 03 *(STREET PARAMATER)*
Coleus neochilus
Portulacaria afra
Arctotis stoechadifolia

GROUND COVER MIX 04 *(LOW GROUND PLANTER)*
Agapanthus africanus
Aristida junciformis
Plectranthus chimanimaniensis

GROUND COVER MIX 05 *(RAISED PLANTERS)*
Aloe arborescens
Arctotis stoechadifolia
Aristida junciformis
Cotyledon orbiculata
Crassula capitella Campfire
Portulacaria afra

GROUND COVER MIX 06 *(BOUNDARY WALL PLANTERS)*
Plectranthus chimanimaniensis
Aristida junciformis

LANDSCAPING PLAN
SCALE 1:200

NEW PROPOSED TREES

Syzigium guineense tree

Apodytes dimidiata tree

Syzigium guineense tree

GENERAL NOTES

This document is the property of the FC Holm CC and may not be reproduced, issued or used for any other than the specific purpose for which it was originally intended.

All materials and construction methods must comply with the National Building Regulations (act no. 103 of 1977) including all amendments, as well as all by-laws of the relevant local authority.

All materials and equipment must be fixed and finished off in accordance with the specifications of the manufacturer of such materials and equipment.

All dimensions must be checked on site. Any indistinctness or discrepancies must be pointed out to the principal agent for rectification or clarification before work is taken into hand.

Statutory information is obtained from the George-Intergarated-Zoning-Scheme-By-Law-2023.

Never scale from this drawing.

REV	DATE	DESCRIPTION
-	-	-

DEVELOPMENT RIGHTS

SG 6582/1967, SG 6526/1967, SG 6526/1974:
MEASURED IN MARCH 2026
LAND DEVELOPMENT AREA : 4 320 m2
- ERF 4089 (PORTION A) :
1428 m² - BUSINESS ZONE I
- ERF 4090 GEORGE (PORTION B) :
1476 m² - GENERAL RESIDENTIAL ZONE IV
-ERF 6761 GEORGE (PORTION C)
1416 m² - BUSINESS ZONE I

LAND USE RIGHTS

BUSINESS ZONE I PT1
WITH SPECIAL CONSENT USE IN TERMS OF GEORGE LAND USE PLANNING BY-LAW (2023) FOR SHOPS, RESTAURANT, OFFICES AND CONFERENCE FACILITIES.
FAR: 3 - 12 960m²
HEIGHT RESTRICTION: 15m
COVERAGE: 100% (4320m²)
BUILDING RESTRICTION LINES:
-0m STREET BOUNDARY.
-SIDE AND REAR BUILDING LINES ARE 0m UP TO A HEIGHT OF 8.5m AND 4.5m FOR THE REMAINDER OF THE BUILDING.

DEVELOPMENT EXTENT

SHOPS **GLA** :	**835m²**
RESTAURANT **GLA** :	**240m²**
OFFICES **GLA** :	**3550m²**
CONFERENCE FACILITY **GLA** :	**350m² /80 seats**
BUILDING COMMON CIRCULATION : 695 m²	
BUILDING COMMON FACILITIES : 204 m²	
BUILDING COMMON SERVICES AND SUPPORT : 356 m²	
TOTAL FLOOR SPACE : 11400 m²	
TOTAL BUILDING AREA : 12180m²	
COVERED WALKWAYS : 305 m²	
COVERAGE (INCL WALKWAYS) : 1905 m2 = 44,1%	

VEHICLE PARKING

CALCULATED IN TERMS OF THE TIA FROM GLA @
PARKING RATIO FOR SHOPS & RESTAURANT: 4/100m²
PARKING RATIO FOR OFFICES: 3/100m²
PARKING RATIO FOR CONFERENCE ROOM: 6 bays per 10 seats

- VEHICLE PARKING REQUIRED:

CALCULATED FROM SHOPS & RESTAURANT GLA:	**44**
CALCULATED FROM OFFICE GLA:	**110**
CALCULATED FROM CONFERENCE ROOM GLA:	**48**
TOTAL VEHICLE PARKING REQUIRED:	**202**

PARKING PROVIDED

- MOTOR CYCLE PARKING PROVIDED :	**6**
- BICYCLE PARKING PROVIDED :	**24**

(for every 2 motorcycle bays + 3 cycle bays to credit 1 vehicle parking up to 5% of total = 3+8; 5% of 197 GM SCHEME ALLOWS CREDIT OF 9 bays)
INCLUDED IN TOTAL :

- ACCESSIBLE PARKING :	6
- FAMILY SPACES :	4
- RIDE-SHARE & TAXI	2
TOTAL VEHICLE PARKING PROVIDED :	**206**

LOADING BAYS:

- 2 BAYS FOR LINE SHOPS AND RESTAURANT - 1075m²

FC HOLM
+27 (44) 874-1606
info@fcholm.co.za
Windsor Park, 3 Varing Lane, George

PROJECT NUMBER
26008

Address
Erf 4090,4089 & 6761
Location
Knysna Road
George

Project type
Mixed Use Commercial

Client
Jodan Properties Pty (Ltd) Client Signature

Landscape SDP

Drawing no. **26008/S3/3701** Revision **000**
Date **2026/05/19** Scale **1:200**
Drawn by **JACQUES STEYN** SACAP **PrArch53337559**
Checked by **FERDINAND HOLM** SACAP **5792**

ANNEXURE 13

C3455-1-2-3

17 April 2026

George Municipality
PO Box 19
GEORGE
6530

Dear Mr Ricus Fivaz,

RE: REQUEST FOR CONSIDERATION: RELAXATION OF 5 M BUILDING RESTRICTION LINE: PROPOSED STUDIO 42 DEVELOPMENT, KNYSNA ROAD, GEORGE

We refer to the proposed consolidation and redevelopment of Erven 4090, 4089 and 6761, collectively referred to as the Studio 42 development, situated along Knysna Road (TR00210), George, as well as the recent pre-application meeting and subsequent correspondence regarding the applicable building restriction lines.

We hereby submit a formal request to George Municipality, in its capacity as the road authority of Knysna Road (TR00210), to consider the relaxation of the 5m building restriction line applicable to the site.

The 5m building restriction line originates from the provisions of the Roads Ordinance, 1976, and is generally intended to accommodate future road widening, municipal services and road safety requirements. However, it is our understanding that no municipal services are currently located within the relevant 5 m setback area, and that a relaxation may therefore be considered on merit, as has previously been allowed for other properties along Knysna Road and elsewhere in George.

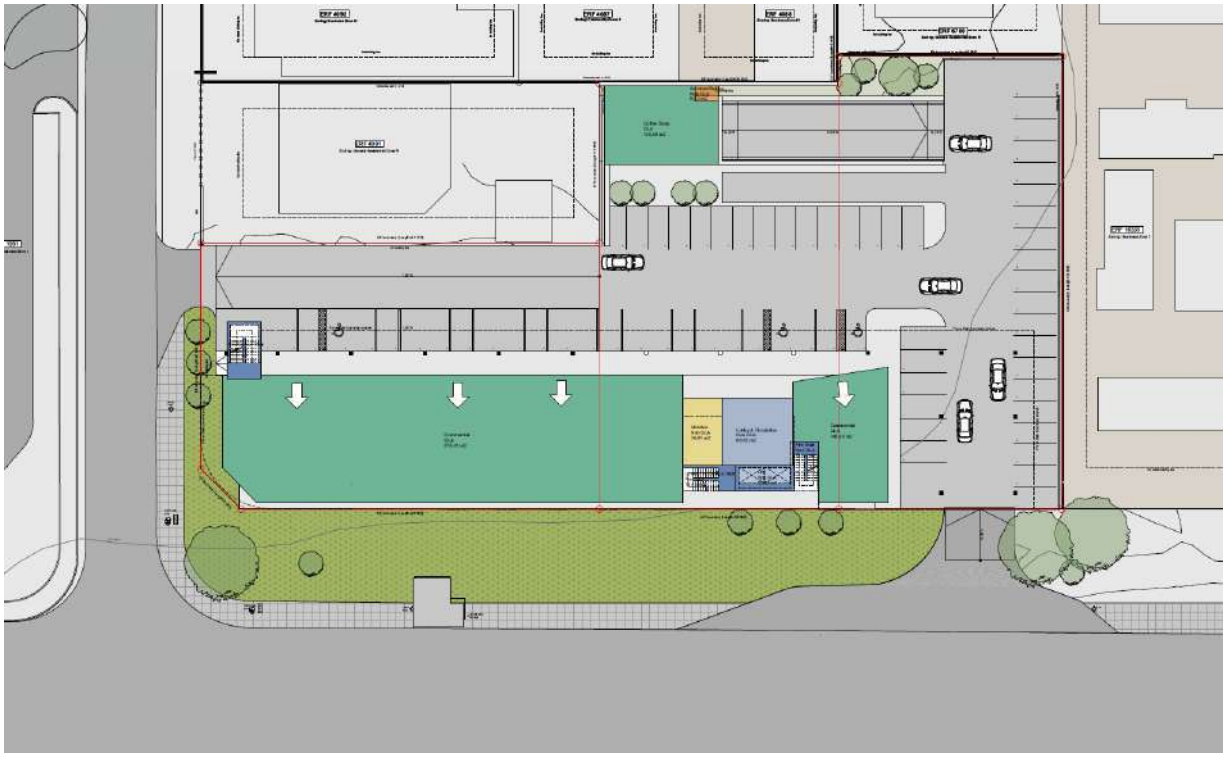
The proposed development includes two basement parking levels, which will be significantly impacted by the enforcement of the 5m restriction line, as well as the ground floor parking layout. Allowing for a relaxation of this requirement would enable an improved and more functional design solution, without compromising road safety, visibility, or any foreseeable future road infrastructure requirements.

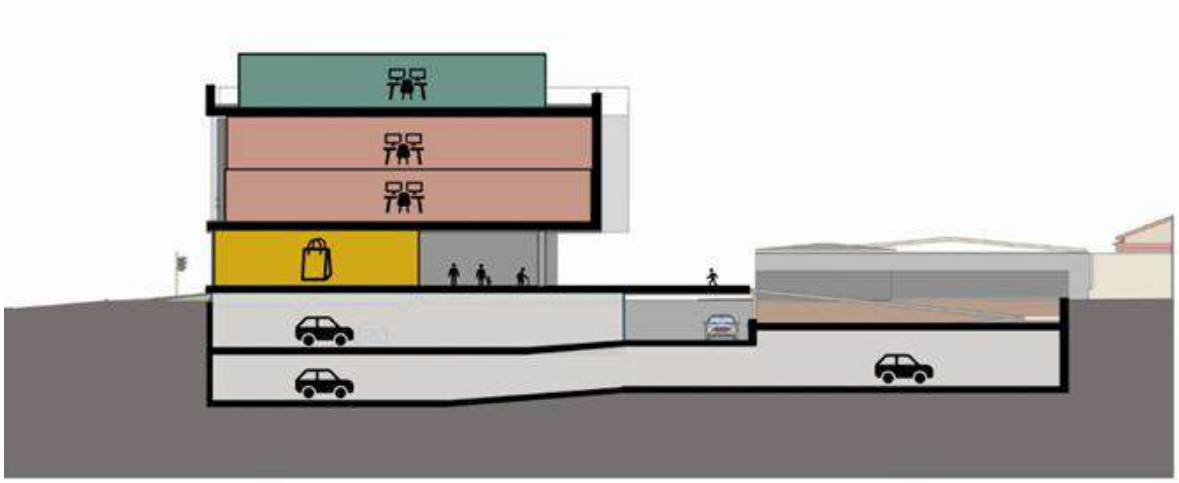
We further acknowledge that George Municipality, as the road authority, is required to consider such a request and, should it be supported, motivate the relaxation to the Western Cape Government for final approval where applicable.

In support of this request, the proposed site layout plan is included below for reference, indicating the erf boundaries and the extent of the proposed encroachment. Also provided below is a section through the proposed site, demonstrating the position relevant to the erf boundary. However, please note that these layouts are still draft versions with various aspects which still need to be refined further, and are only intended to illustrate the position of the proposed buildings relevant to the erf boundary.

SMEC South Africa
13 Progress Street
Dormehlsdrift, George 6529, South Africa
(PO Box 10633 George 6530 South Africa)
T +27 44 873 5029 **F** +27 44 873 5086 **E** george@smec.com

www.smec.com





Kindly advise whether the George Municipality would be prepared to support the proposed relaxation in principle, or whether any additional information or motivation is required.

Yours Sincerely

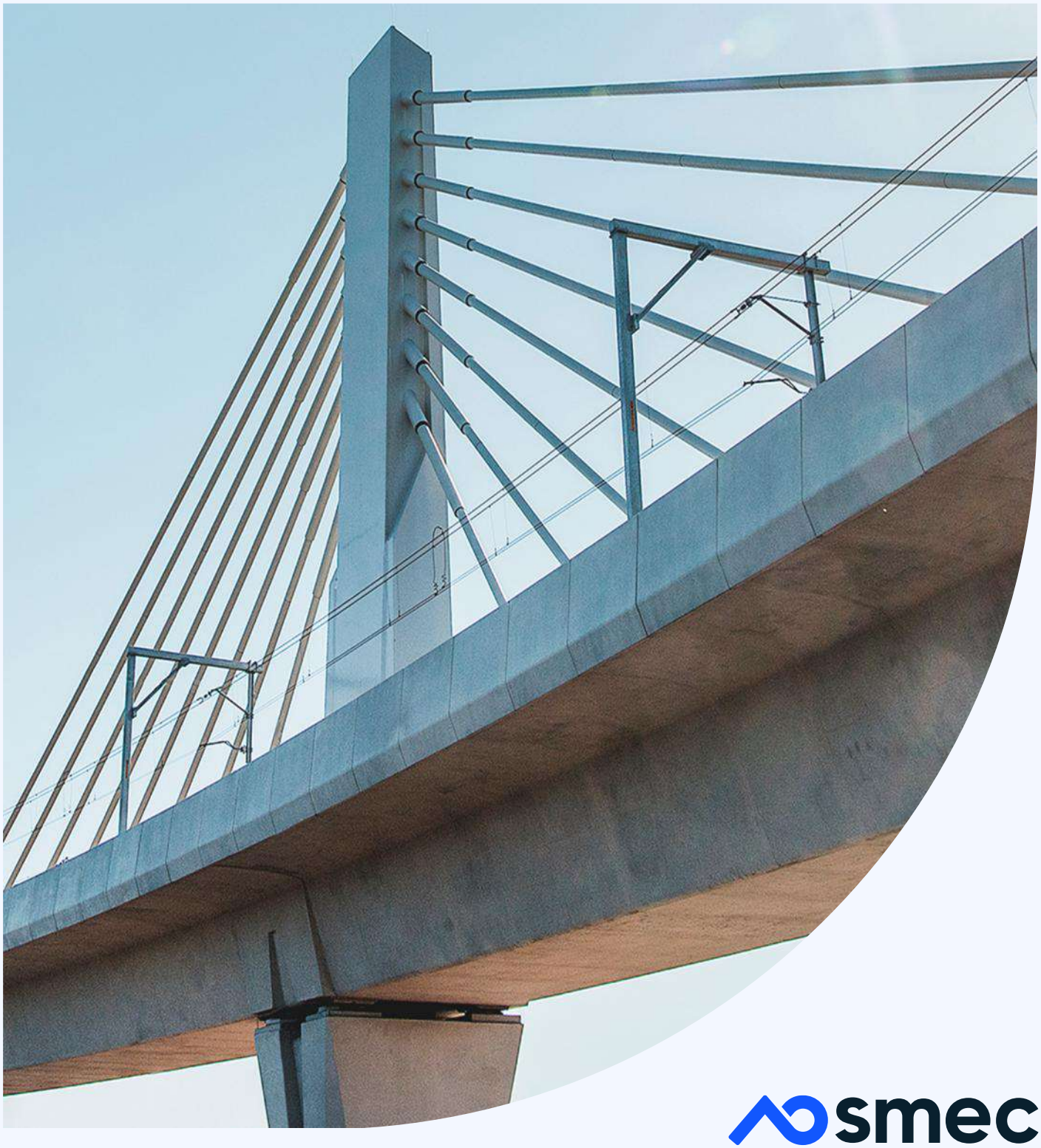
Willem Annandale (Pr. Eng.)
Function Manager

Phone: +27 44 873 5029
Mobile: +27 76 699 5911
Email: willem.annandale@smec.com

Traffic Impact Assessment Report

Studio 42 Commercial Development on Erven 4089, 4090 and 6761 George

Prepared for FC Holm Architects
20 May 2026



SMEC INTERNAL REF. C3455

smec
an SJ company

SMEC simplifies the complex. We unlock the potential of our people to look at infrastructure differently, creating better outcomes for the future.

engineering positive change

Document Control

Document Type	Traffic Impact Assessment Report
Project Title	Studio 42 Commercial Development on Erven 4089, 4090 and 6761 George
Project Number	C3455
File Location	P:\C3455_TIA Studio 42 George\3_Working\3-4_DivT\12 Traffic\Reports
Revision Number	1

Revision History

Revision No.	Date	Prepared By	Reviewed By	Approved for Issue By
1	20/05/2026	K Mosikare	JP Snyman	EB Jordaan, IntPE
0	12/05/2026	K Mosikare	JP Snyman	EB Jordaan, IntPE

Issue Register

Distribution List	Date Issued	Number of Copies
FC Holm Architects	20/05/2026	1

SMEC Company Details

Approved by	Emile Jordaan, IntPE
Address	65 Riebeek Street, Cape Town, 8001
Phone	+27 21 417 2900
Email	Emile.Jordaan@smec.com
Website	www.smec.com
Signature	

Important Notice

This report is confidential and is provided solely for the purposes of a **Traffic Impact Assessment for the Planned Studio 42 commercial development on Erven 4089, 4090 and 6761, George, Western Cape**. This report is provided pursuant to a Consultancy Agreement between SMEC South Africa Pty Limited ("SMEC") and FC Holm Architects, under which SMEC undertook to perform a specific and limited task for FC Holm Architects. This report is strictly limited to the matters stated in it and subject to the various assumptions, qualifications and limitations in it and does not apply by implication to other matters. SMEC makes no representation that the scope, assumptions, qualifications and exclusions set out in this report will be suitable or sufficient for other purposes nor that the content of the report covers all matters which you may regard as material for your purposes.

This report must be read as a whole. Any subsequent report must be read in conjunction with this report.

The report supersedes all previous draft or interim reports, whether written or presented orally, before the date of this report. This report has not and will not be updated for events or transactions occurring after the date of the report or any other matters which might have a material effect on its contents, or which come to light after the date of the report. SMEC is not obliged to inform you of any such event, transaction or matter nor to update the report for anything that occurs, or of which SMEC becomes aware, after the date of this report.

Unless expressly agreed otherwise in writing, SMEC does not accept a duty of care or any other legal responsibility whatsoever in relation to this report, or any related enquiries, advice or other work, nor does SMEC make any representation in connection with this report, to any person other than FC Holm Architects. Any other person who receives a draft or a copy of this report (or any part of it) or discusses it (or any part of it) or any related matter with SMEC, does so on the basis that he or she acknowledges and accepts that he or she may not rely on this report nor on any related information or advice given by SMEC for any purpose whatsoever.

Contents

Appendices

Figures

Tables

1. Introduction

SMEC South Africa (Pty) Ltd was appointed by FC Holm Architects to conduct a Traffic Impact Assessment for the proposed commercial development on Erven 4089, 4090 and 6761 in George, Western Cape. The site is bounded by Knysna Road to the south and 3rd Street to the west. A Locality Plan is shown in Figure 1-1.

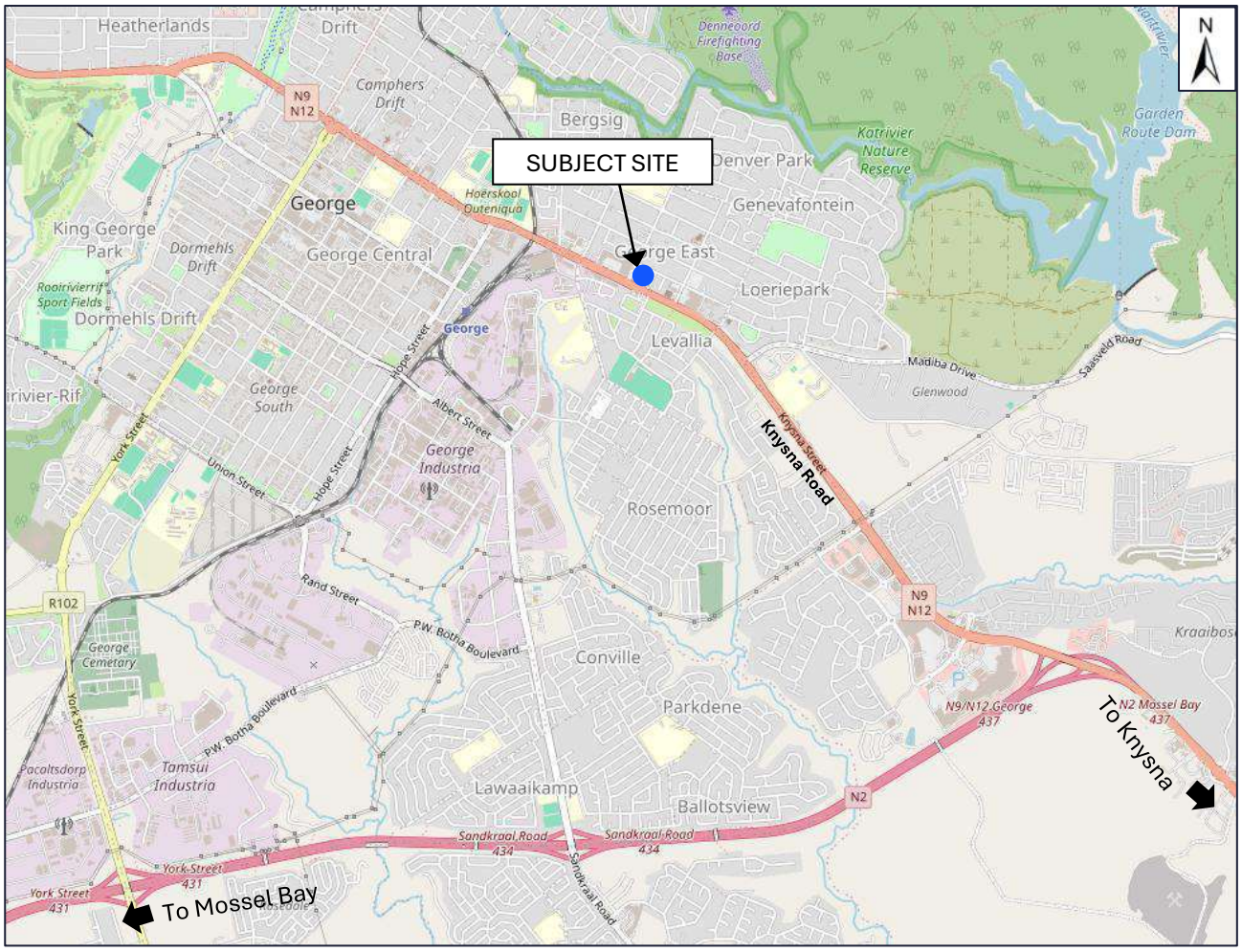


Figure 1-1: Locality Plan (Source: OpenStreetMap)

The subject site measures approximately 4 300 m^2 in extent. It is planned that the site will be developed into a mixed-use development comprising of retail shops (835 m^2 GLA), a café (240 m^2 GLA), offices (3 550 m^2 GLA) and a conference hall (350 m^2 GLA). The site development plan for the proposed development is shown in Figure 1-2 and Figure 1-3.

The purpose of the Traffic Impact Assessment is to quantify the anticipated impact of the development traffic on the surrounding road network, and recommend remedial measures as required. The study was conducted in accordance with the Committee of Transport Officials South African Traffic Impact and Site Traffic Assessment Manual (COTO, TMH 16 Volume 1).

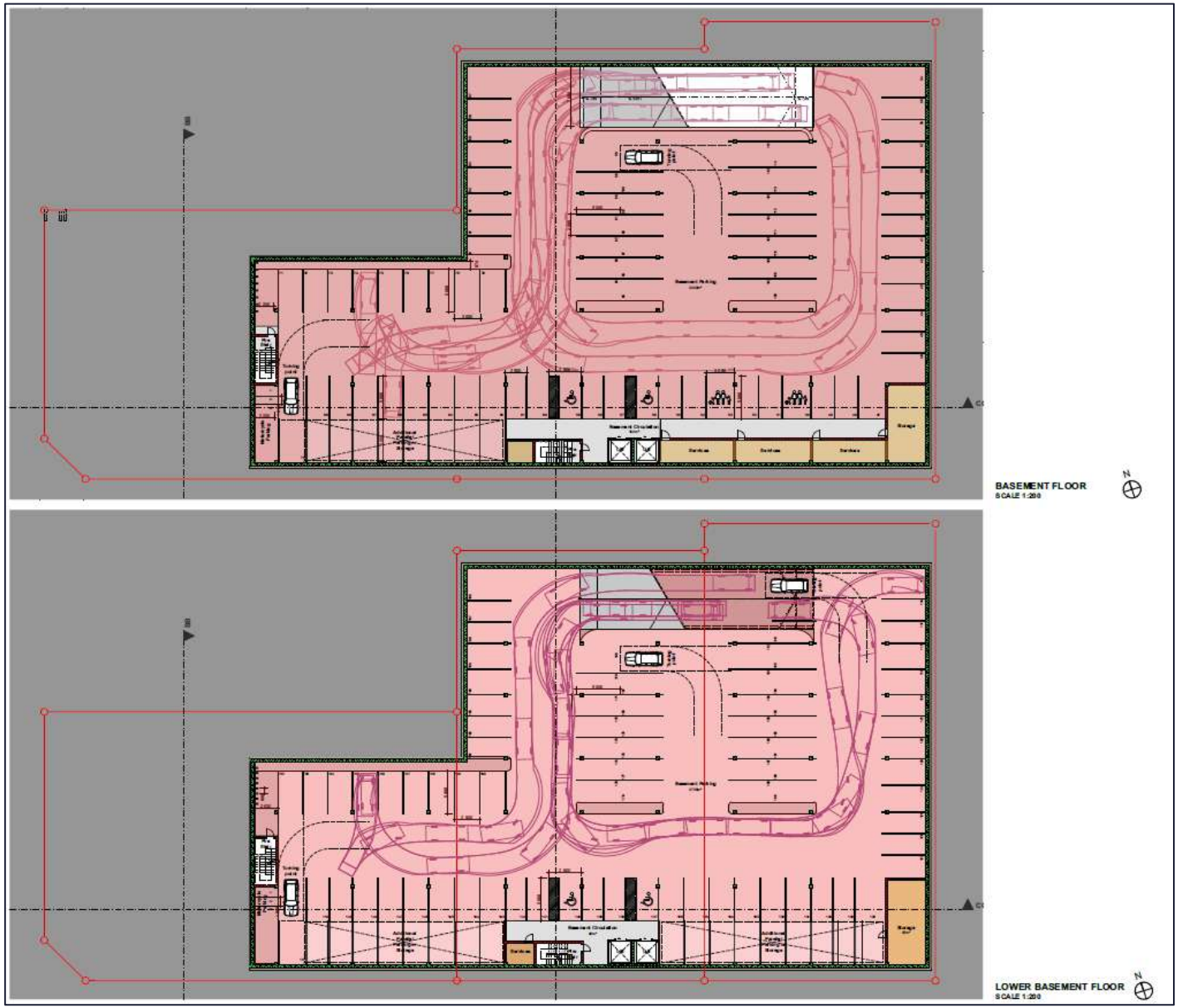


Figure 1-2: Site Development Plan – Basement and Lower Basement Parking (Source: FC Holm Architects)

Figure 1-3: Site Development Plan – Ground Floor (Source: FC Holm Architects)

2. Background Information

2.1 Existing Roads

Knysna Road is classified as a Class 3 Minor Arterial providing connectivity between George and the N2 Freeway. It comprises of two lanes per direction in the vicinity of the site and experiences moderate traffic flows during peak hours.

3rd Street is classified as a Class 4 Collector providing access to the surrounding residential area. It comprises of one lane per direction in the vicinity of the site and experiences moderate traffic flows during peak hours.

Akasia Street is classified as a Class 5 Local Street providing access to the surrounding residential area. It comprises of one lane per direction in the vicinity of the site and experiences low traffic flows during peak hours.

Refer to Figure 2-1.

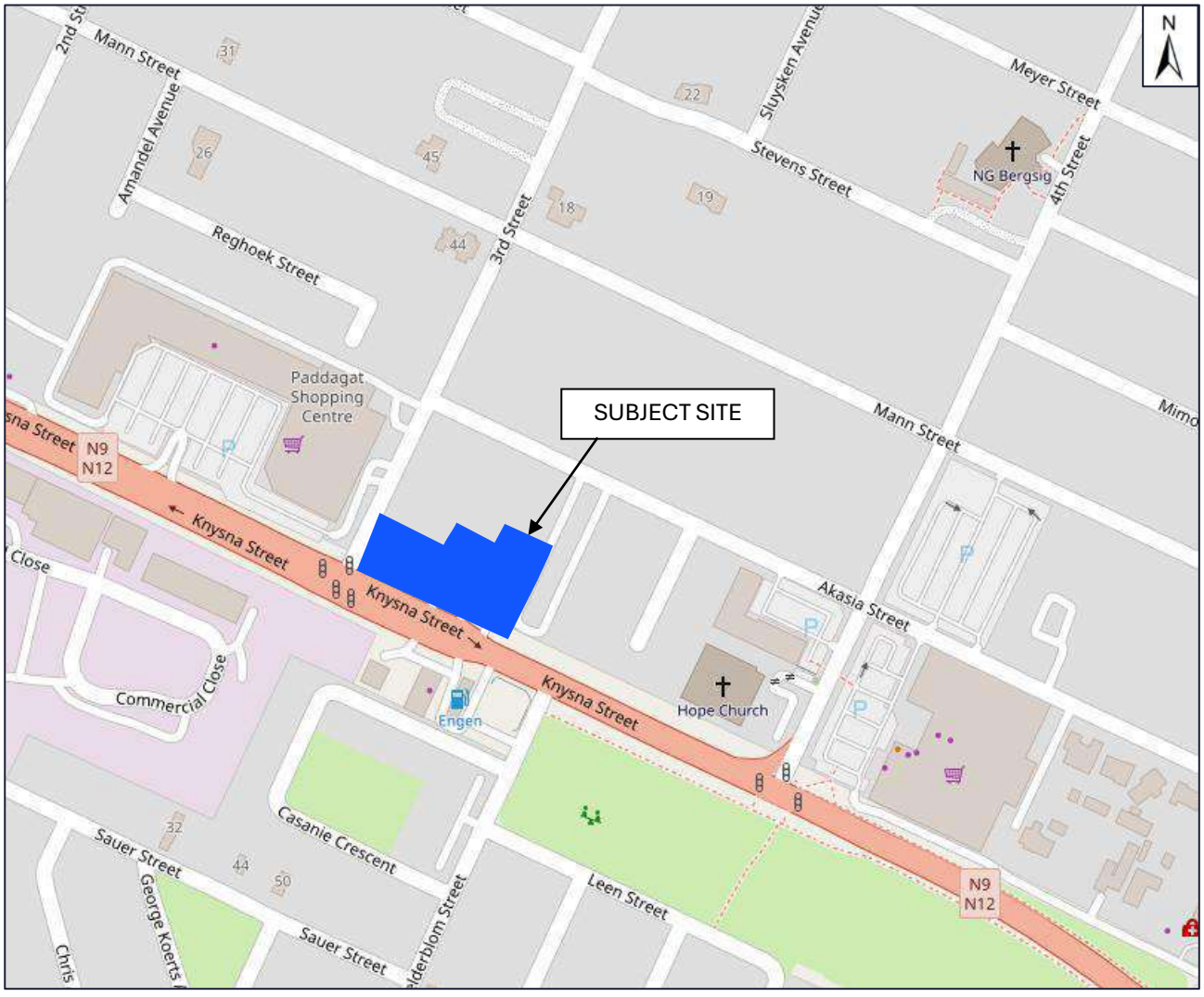


Figure 2-1: Existing Road Network (Source: OpenStreetMap)

2.2 Public Transport Facilities

According to the George Integrated Public Transport Network (GIPTN), the greater surrounding area of George East, within the vicinity of the subject site, is well served by the existing Go George Bus service, with routes running along Knysna road. Furthermore, there are bus and minibus-taxi lay-by facilities located along Knysna Road. The bus stops serving route: CBD-Garden Route Mall and the public transport lay-by are shown in Figure 2-2.

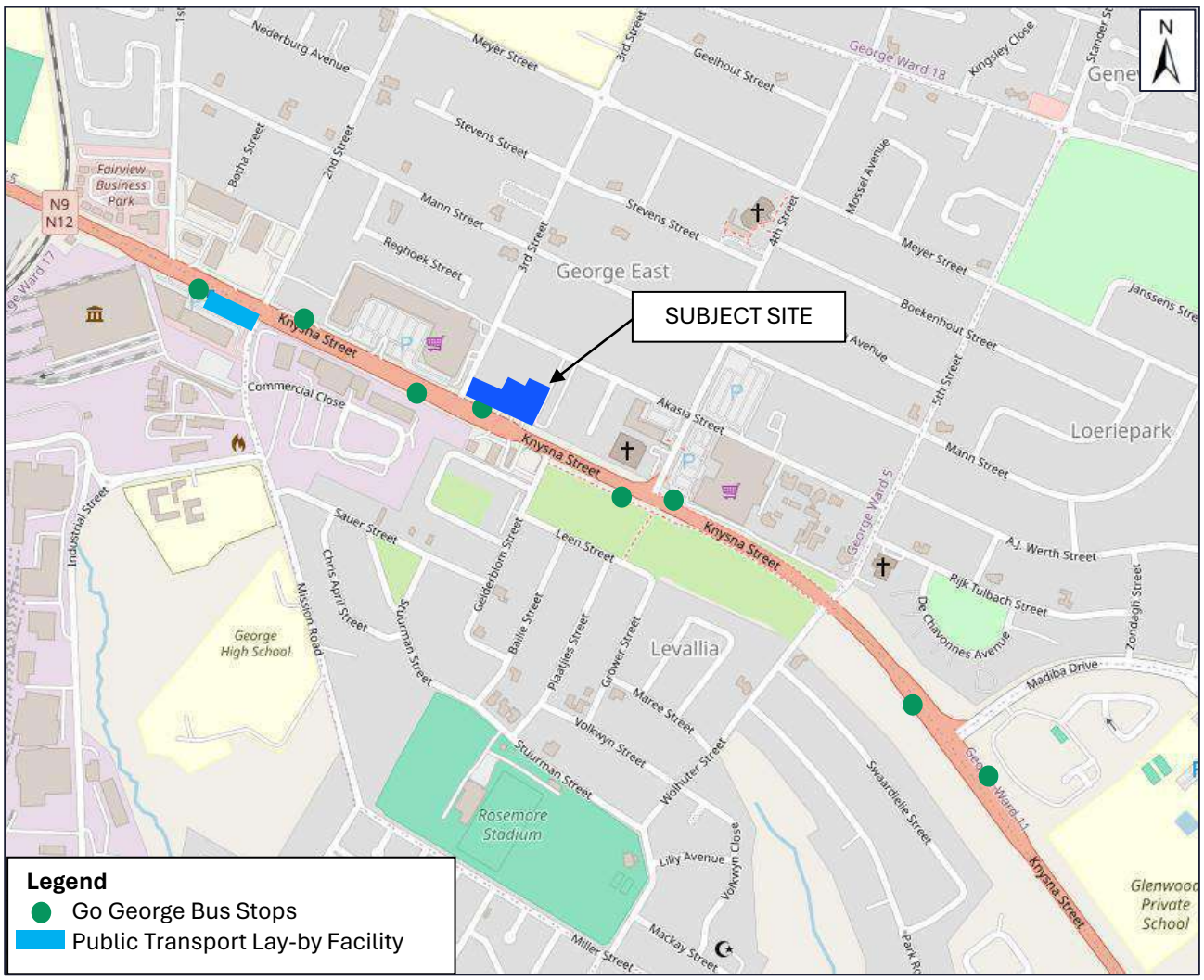


Figure 2-2: Public Transport Facilities (Source: OpenStreetMap)

2.3 Non-Motorised Transport Facilities

There are paved pedestrian sidewalks along Knysna Road and 3rd Street in the vicinity of the subject site. Refer to Figure 2-3.

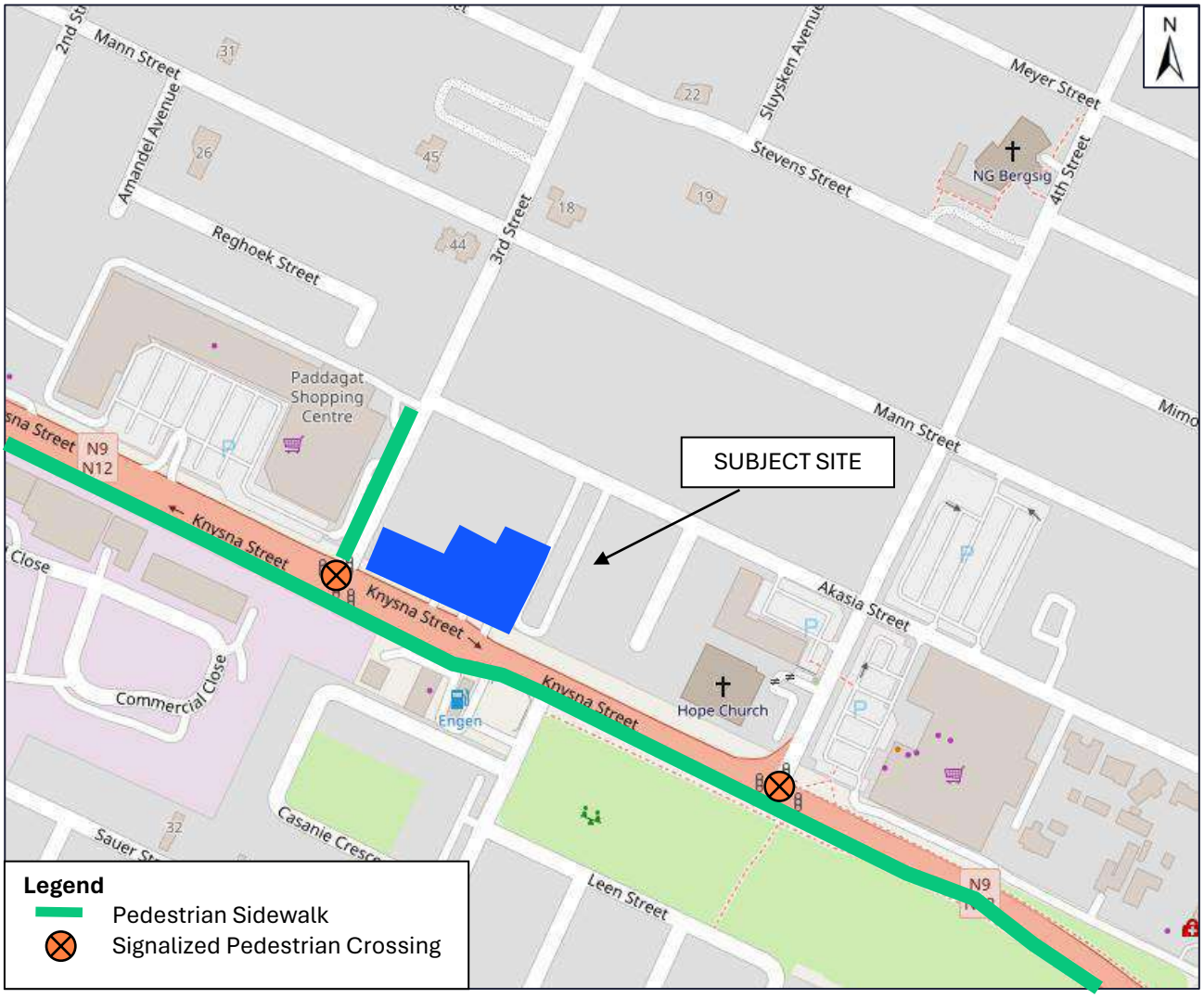


Figure 2-3: Non-Motorised Transport Facilities (Source: OpenStreetMap)

2.4 Site Access

It is planned for the development to be served by two accesses, one along Knysna Road and one along 3rd Street. Refer to Figure 2-4.

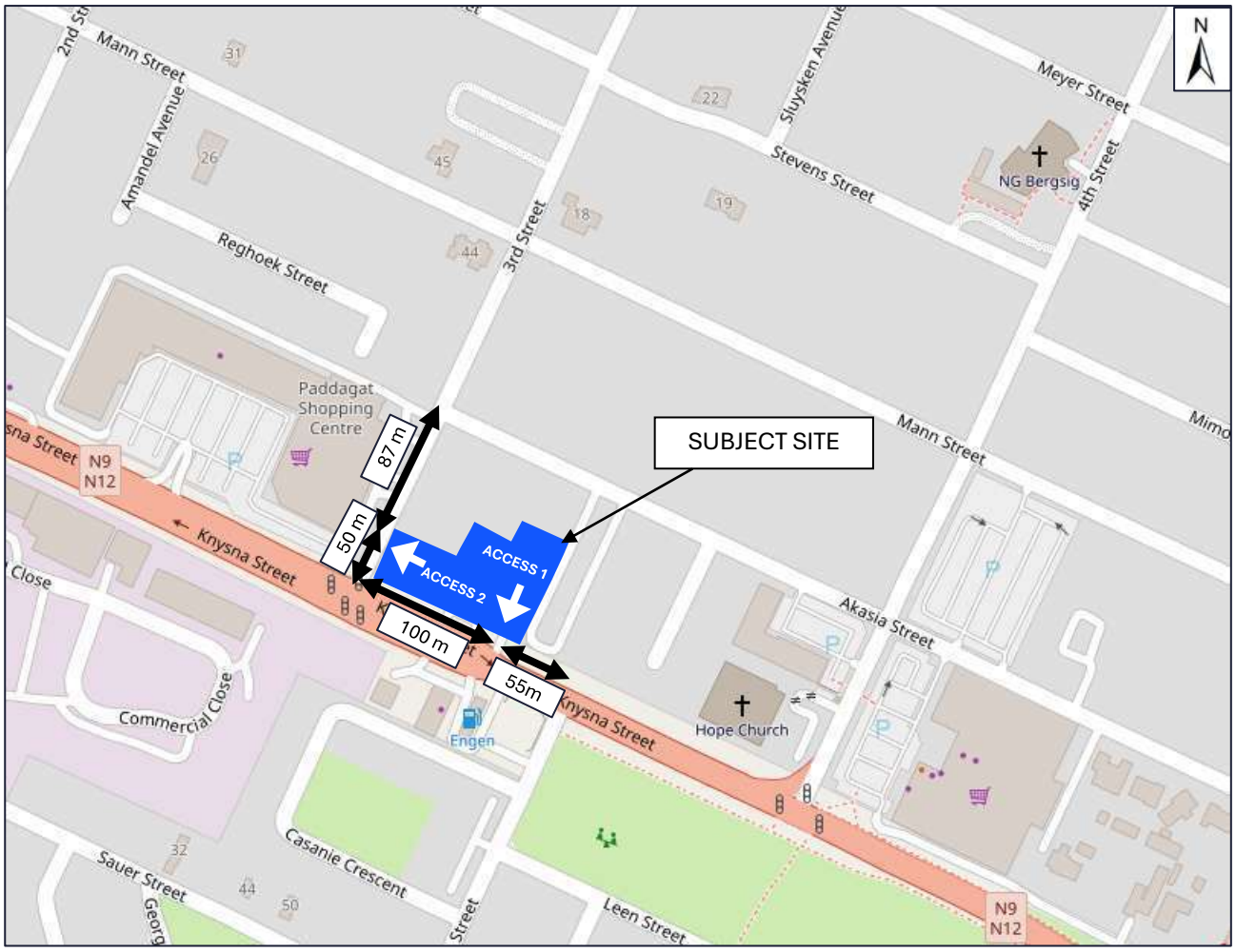


Figure 2-4: Planned Site Access (Source: OpenStreetMap)

The access spacing requirements were derived from the Western Cape Government (WCG) Access Management Guidelines (2020). The site accesses are classified as high-volume driveways, as they are anticipated to serve 30 - 150 vehicles per hour per direction.

The minimum access spacing along a Class 3 road within a CBD Roadside Development Environment are as follows:

- 40 metres from a signalised full intersection to a high-volume driveway
- 145 metres from a high-volume driveway to an unsignalised full Intersection

The minimum access spacing along a Class 4 road within an Intermediate Roadside Development Environment are as follows:

- Unsignalised full Intersection to a high-volume driveway: Not Specified
- 95 metres from the last high-volume driveway to a signalised full intersection

It is concluded that access spacing for Access 1 and Access 2 do not conform to the requirements of the Western Cape Government (WCG) Access Management Guidelines. Every property, however, requires access. Also, since the proposed accesses align with the current accesses of the properties, it is recommended that the proposed accessed be approved.

3. Traffic Demand Estimation

3.1 Assessment Years

A base year assessment was undertaken to identify shortcomings in the road-based capacity in the short term, if any. In addition, it is required to grow traffic flows to an acceptable forecast year in order to ensure that the proposed road network would be able to operate satisfactorily once the development traffic is added to the surrounding road network.

TMH 16 Volume 1 Version 1.0 states that transportation improvements for developments must be designed for a forecast year of 5 years. Taking the above into consideration, a 2026 Base Year and a 2031 Forecast Year was used for this study.

3.2 Assessment Hours

The assessment has been undertaken considering the periods during which development traffic would result in the highest traffic demand. Taking into consideration the planned land use rights associated with the development, it was deemed suitable to assess the Friday PM and Saturday MD Peak Hours.

3.3 Traffic Counts

Taking into consideration the location and extent of the proposed development with relation to the surrounding road network, the following traffic count surveys were undertaken as part of this project assignment:

- Counting Station 1: Intersection of Knysna Road and 3rd Street
- Counting Station 2: Intersection of 3rd Street and George Square Access
- Counting Station 3: Intersection of 3rd Street and Akasia Street
- Counting Station 4: Intersection of 3rd Street and Mann Street

Traffic count locations are shown in Figure 3-1.

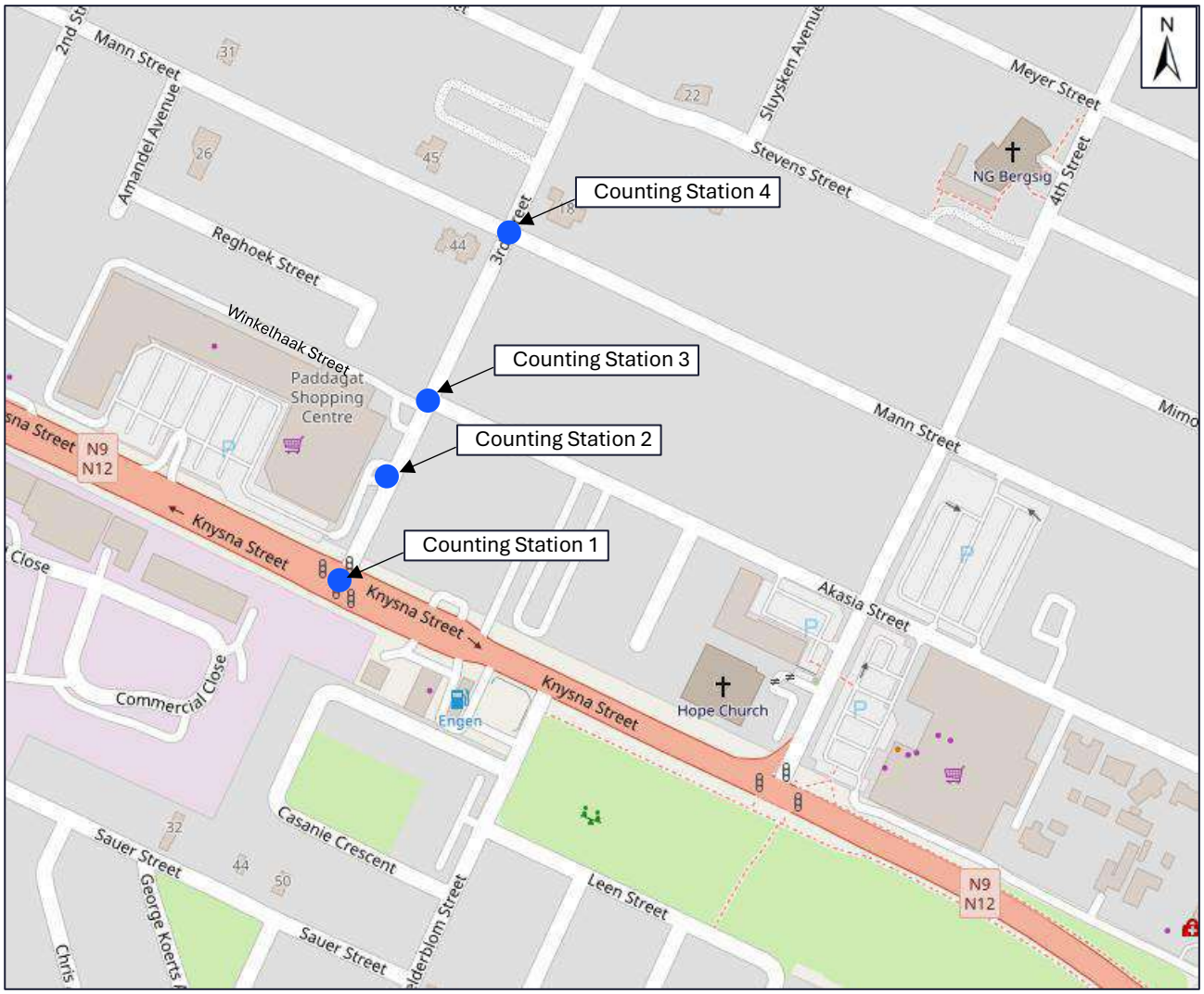


Figure 3-1: Traffic Count Locations

Details of the traffic surveys are provided below:

- Date counted 10 & 11 April 2026
- Day Friday PM and Saturday MD
- Climate Sunny
- Enumerator SMEC South Africa (Pty) Ltd

The detailed traffic survey data is provided in Appendix A.

Typical peak hours for the intersections under discussion are as follows:

- Friday PM Peak Hour 15h15 – 16h15
- Saturday MD Peak Hour 11h45 – 12h45

The 2026 Base Year peak hour traffic flows are shown in Figure 3-2.

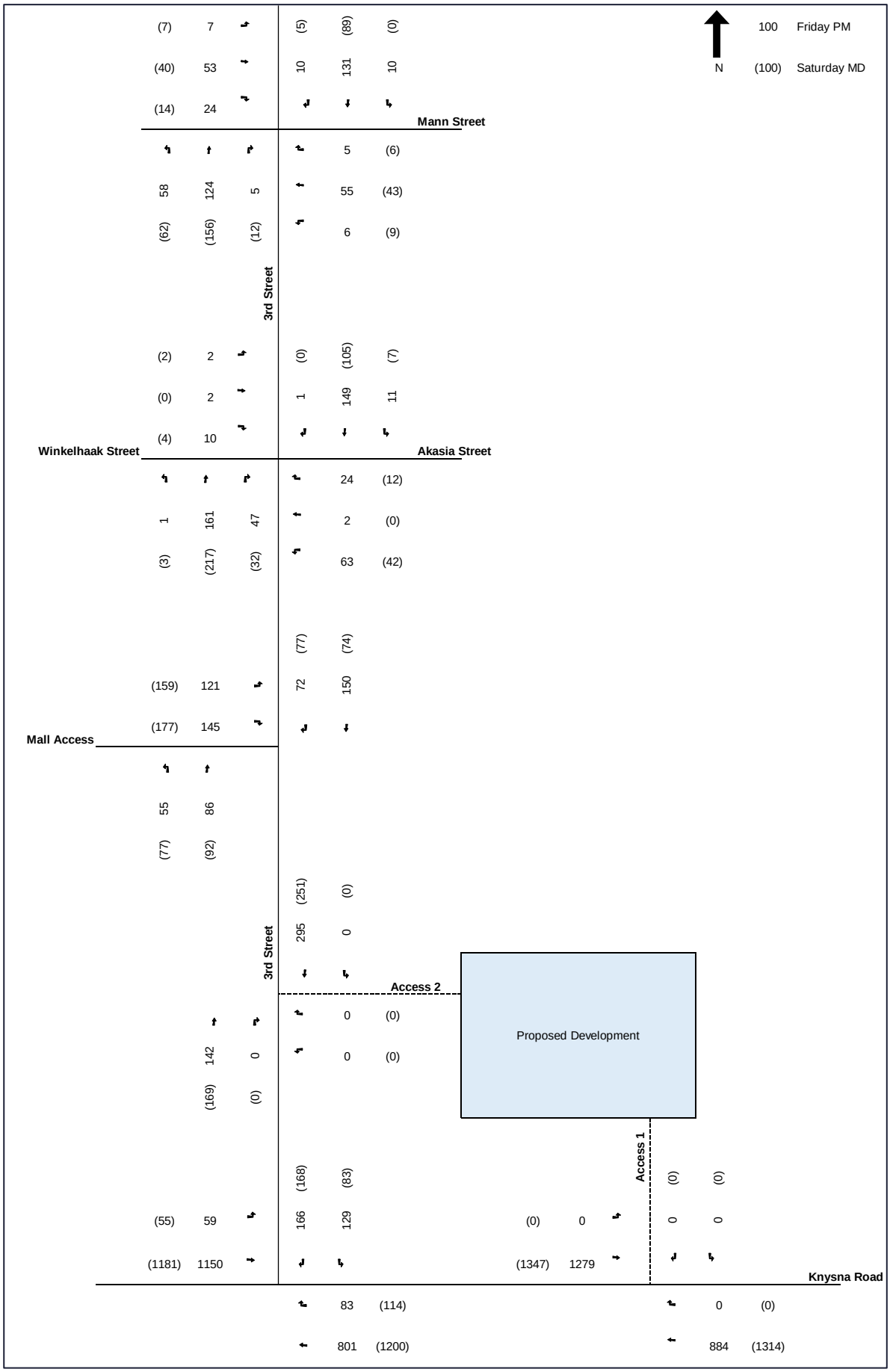


Figure 3-2: 2026 Base Year Peak Hour Traffic Flows

3.4 Traffic Growth Rates

A traffic growth rate is applied to background traffic in order to determine the anticipated growth in this traffic besides that relating to planned and new developments. The Committee of Transport Officials Trip Data Manual (COTO, TMH 17 Volume 1 Version 1.01) provides typical growth rates to be used for growth areas based on the existing/anticipated rate of growth. Refer to Table 3-1.

Table 3-1: Typical Growth Rates

Development Area	Growth Rate
Low Growth Areas	0% - 3%
Average Growth Areas	3% - 4%
Above Average Growth Areas	4% - 6%
Fast Growing Ares	6% - 8%
Exceptionally High Growth Areas	> 8%

Taking into consideration the nature and extent of development within this area, an annual compounded traffic growth rate of 3.0% was applied to the 2026 Background traffic flows in order to derive the 2031 Forecast Year traffic flows.

The 2031 Forecast Year traffic flows are shown in Figure 3-3.

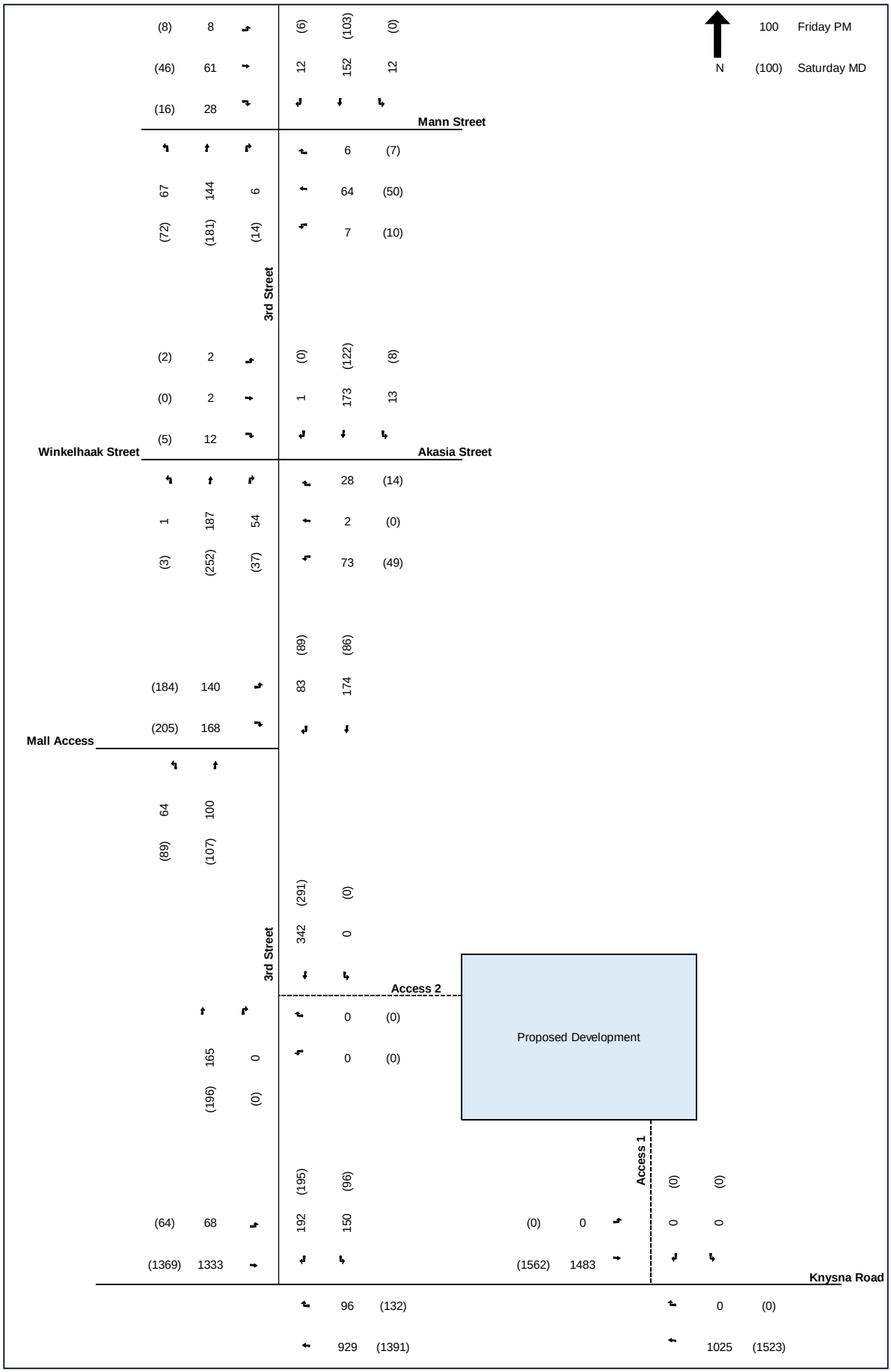


Figure 3-3: 2031 Forecast Year Traffic Flows

3.5 Trip Generation

The Trip Generation Rates for the land use types forming part of the development were obtained from the COTO TMH 17 South African Trip Data Manual dated September 2013. The anticipated trip generation of the planned development is shown in Table 3-2.

Table 3-2: Planned Development Trip Generation

TMH17 Land Use	Quantity	Trip Generation Rates		Adjustment Factors	Traffic generation (vph)			
					Friday		Saturday	
					PM		MD	
		Friday	Saturday		IN	OUT	IN	OUT
		PM	MD					
Shopping Centre	1 075 m^2	3.4	4.5	0%	102	102	135	135
Offices	3 550 m^2	2.1	0.45	0%	15	60	9	7
Retail: New					89	89	119	119
Retail: Pass-By					39	39	47	47
All Trips					117	162	144	142
ALL NEW Trips					**104**	**149**	**128**	**126**
					252		**254**	

It is anticipated that the planned development would generate 252 and 254 new vehicular trips during the Friday PM and Saturday MD Peak Hours respectively.

3.6 Trip Distribution

Trip distribution was estimated manually based on existing traffic flows, traffic generators in the surrounding areas and the development access location. Refer to:

- Figure 3-4: Trip Distribution - New Trips
- Figure 3-5: Trip Distribution - Pass-by Trips

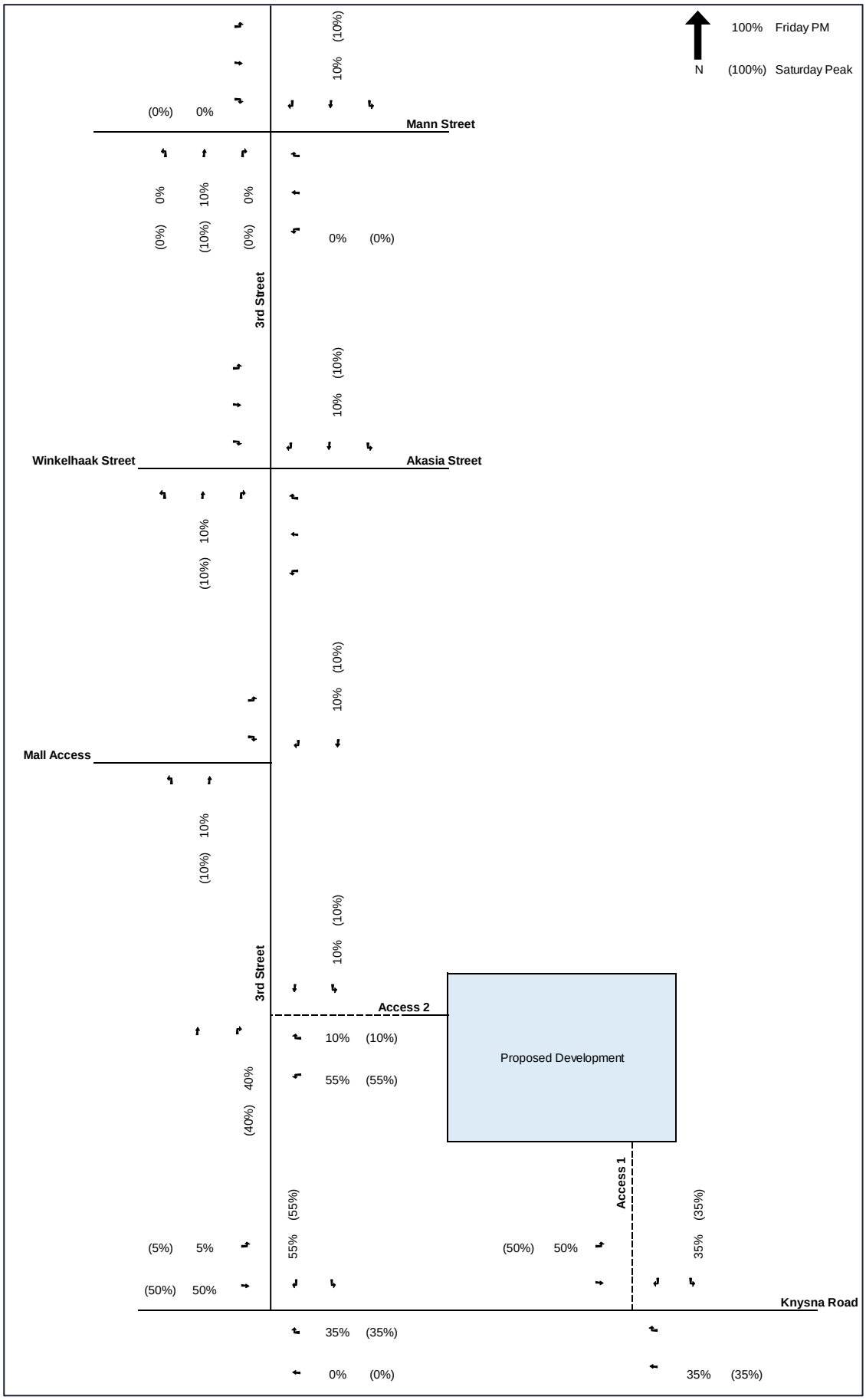


Figure 3-4: Trip Distribution - New Trips

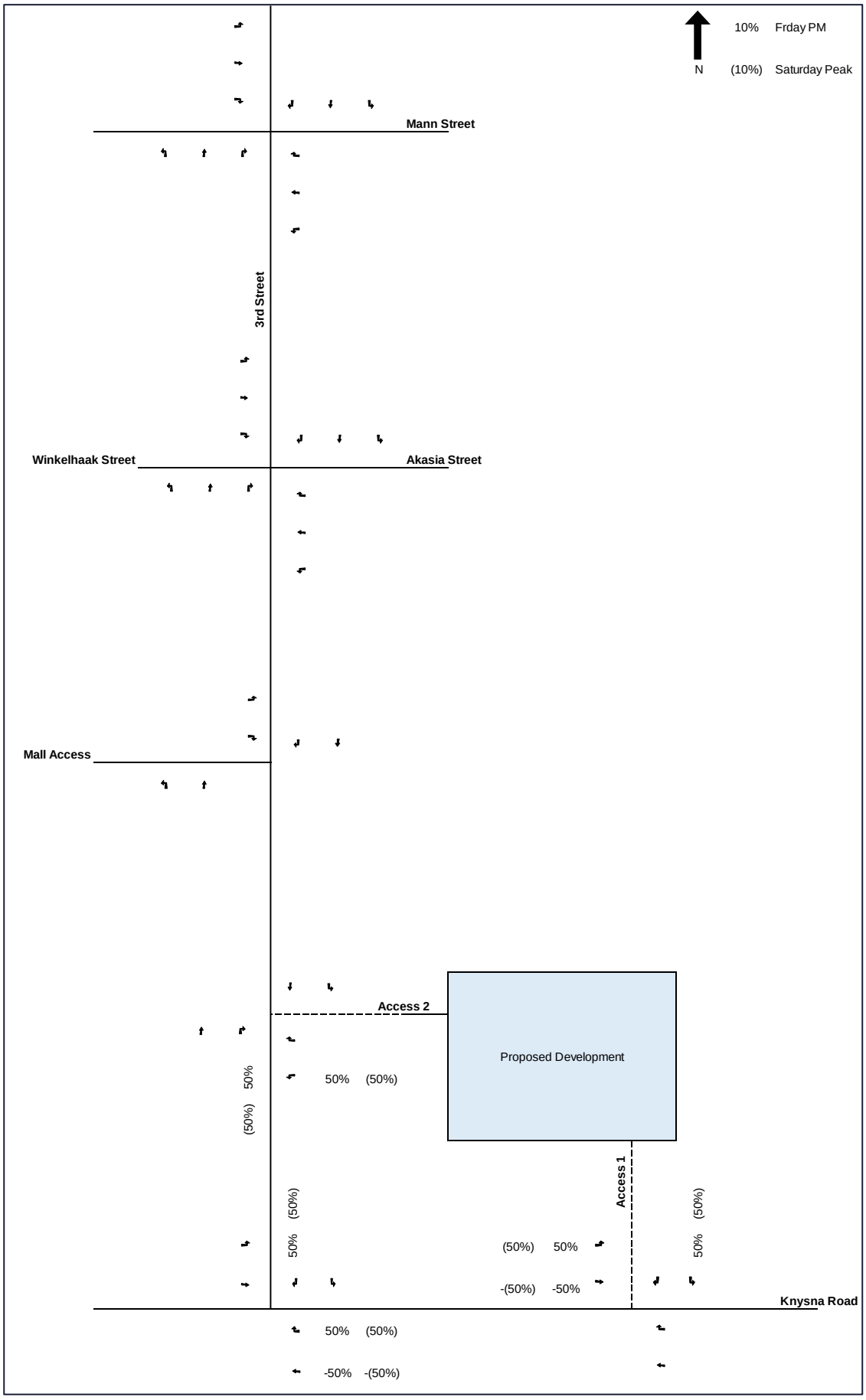


Figure 3-5: Trip Distribution - Pass-by Trips

3.7 Traffic Assignment

Traffic assignment involves determining the amount of traffic that will use specific routes in the network based on the associated trip distribution. Refer to:

- Figure 3-6: Traffic Assignment: New Trips
- Figure 3-7: Traffic Assignment: Pass-By Trips

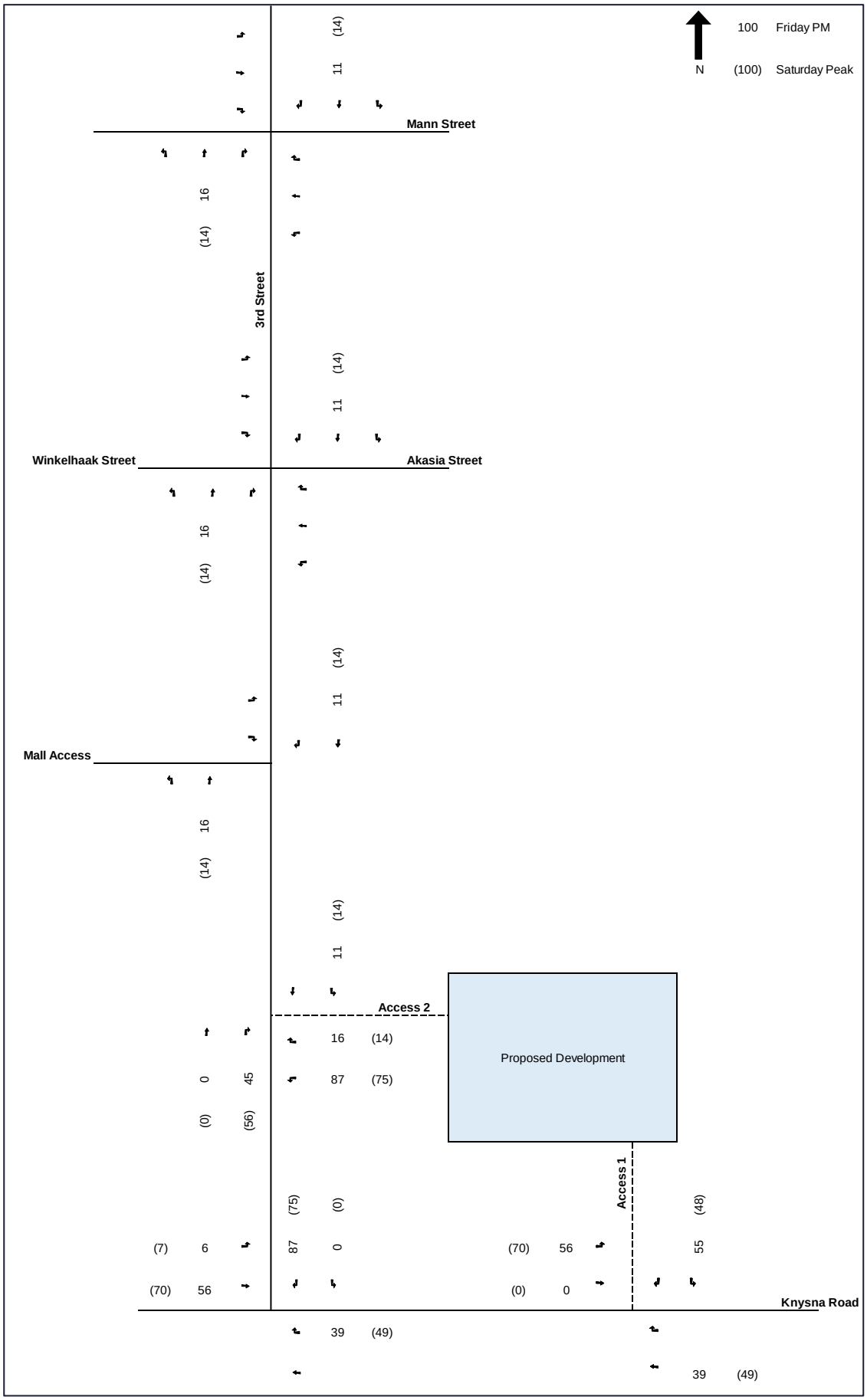


Figure 3-6: Traffic Assignment: New Trips

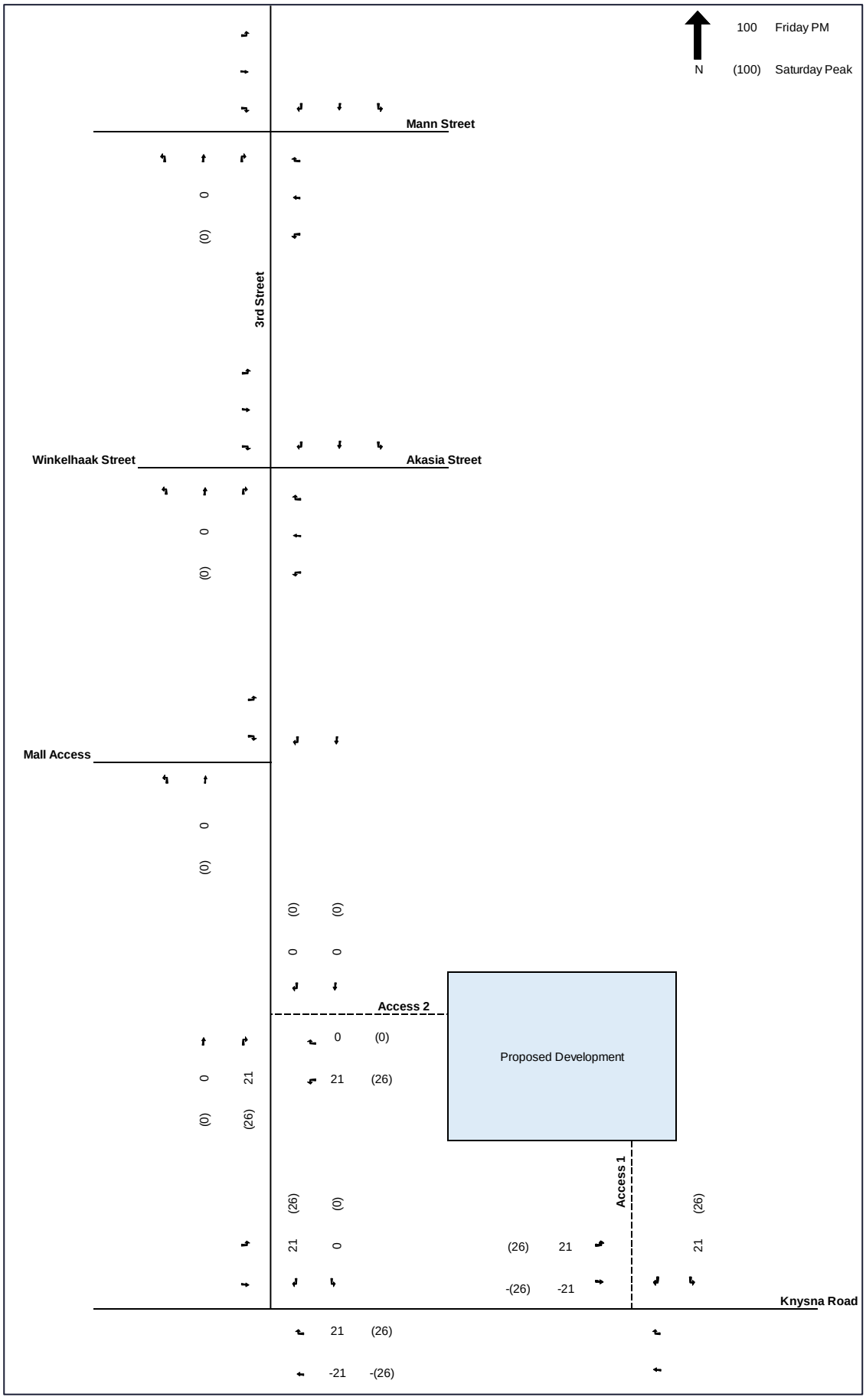


Figure 3-7: Traffic Assignment: Pass-By Trips

3.8 Total Traffic Demand

Total traffic demand figures are provided for each forecast year forming part of the study, as follows:

- Figure 3-8: 2026 Base Year Traffic Flows + Development Trips
- Figure 3-9: 2031 Forecast Year Traffic Flows + Development Trips

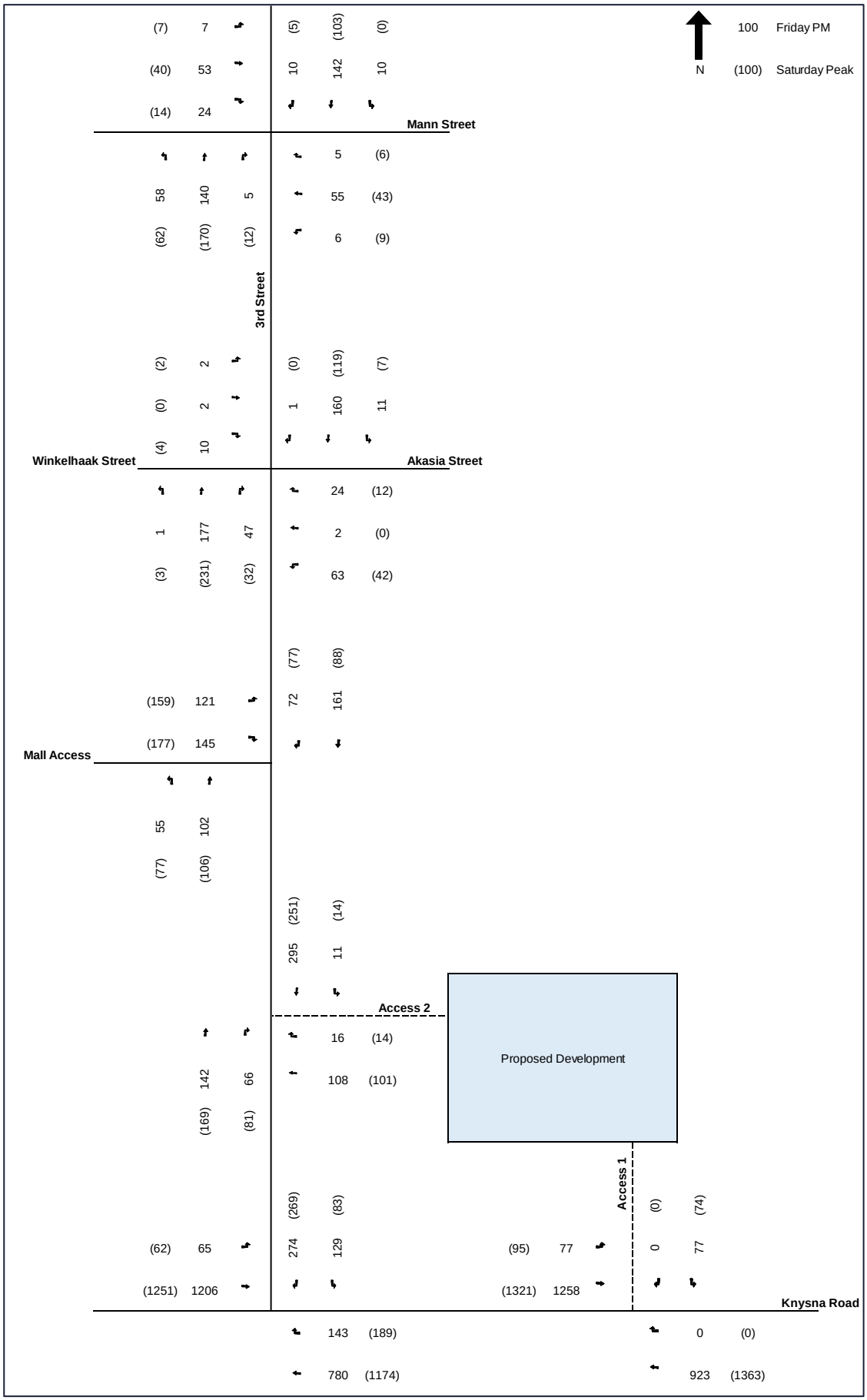


Figure 3-8: 2026 Base Year Traffic Flows + Development Trips

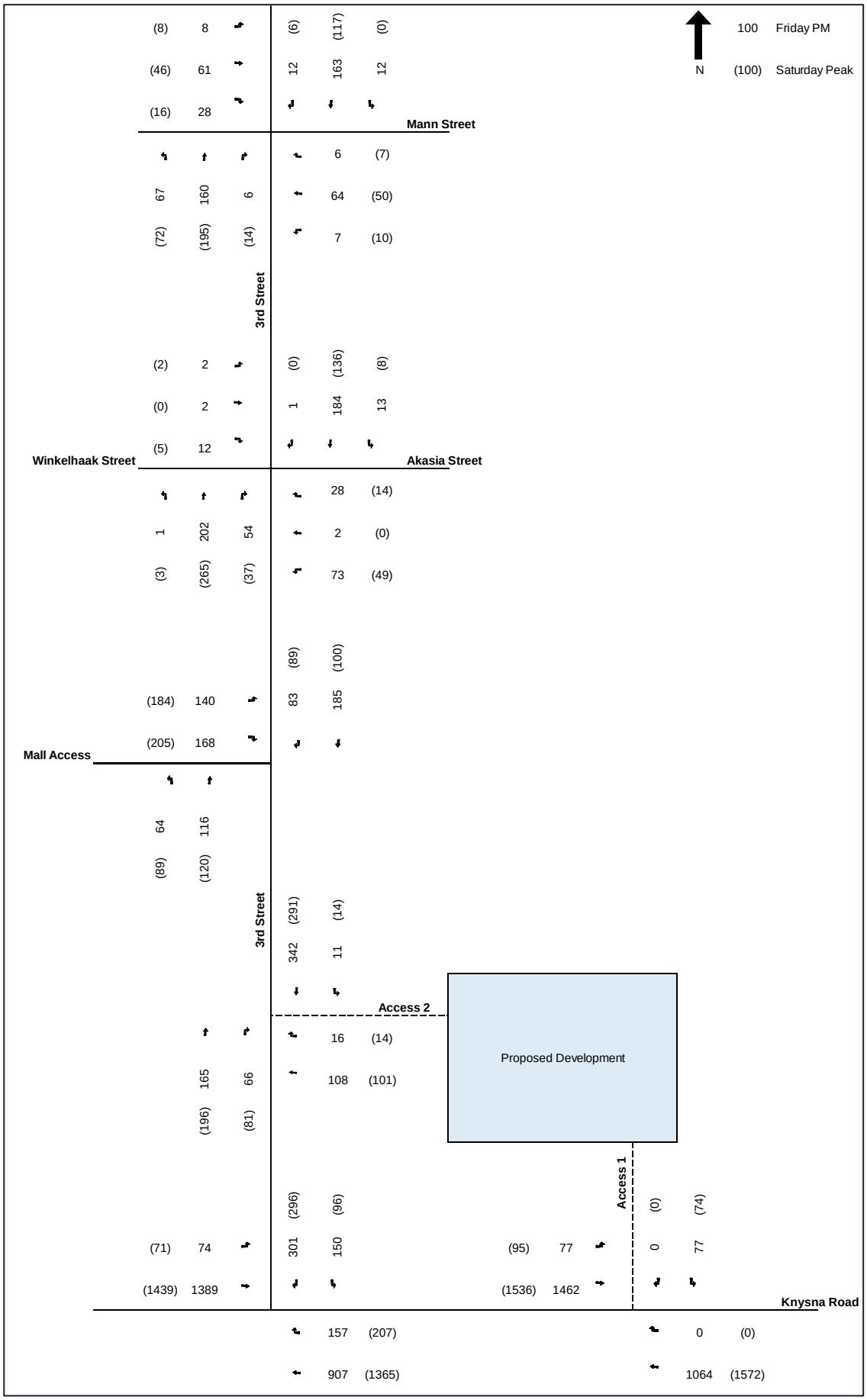


Figure 3-9: 2031 Forecast Year Traffic Flows + Development Trips

4. Traffic Analyses

Intersection capacity analyses were undertaken to determine the anticipated operational performance of the site accesses and surrounding road network, taking into consideration the anticipated development trips. The state-of-the-art traffic engineering software package, SIDRA Intersection 9.1 software, was used. The intersections analysed for the development are listed below:

- Intersection of Knysna Road and 3rd Street
- Intersection of 3rd Street and George Square Access
- Intersection of 3rd Street, Akasia Street and Winkelhaak Street
- Intersection of 3rd Street and Mann Street
- Intersection of Knysna Road and Site Access 1
- Intersection of 3rd Street and Site Access 2

The following scenarios were analysed as part of this project assignment:

- 2026 Base Year
- 2026 Base Year + Development Trips
- 2031 Forecast Year + Development Trips

The operational performance of an intersection is typically quantified in terms of Level of Service as defined by the US Highway Capacity Manual (HCM). These definitions relate average delays at intersections (for individual turning movements, for each approach and for the overall intersection) to a level of service ranging from A to F, as shown in Table 4-1.

Table 4-1: Intersection-Based Level of Service Criteria

Level of Service	Control Delay per Vehicle in Seconds (d)			LOS for V/C Ratio
	Signals	Circles	Stop Signs and Yield Signs	V/C > 1
A	d ≤ 10	d ≤ 10	d ≤ 10	F
B	10 <d ≤ 20	10 < d ≤ 20	10 <d ≤ 15	F
C	20 < d ≤ 35	20 < d ≤ 35	15 < d ≤ 25	F
D	35 < d ≤ 55	35 < d ≤ 50	25 < d ≤ 35	F
E	55 < d ≤ 80	50 < d ≤ 70	35 < d ≤ 50	F
F	80 < d	70 < d	50 < d	F

Detailed SIDRA outputs are contained in Appendix B.

4.1 Intersection of Knysna Road and 3rd Street

The existing intersection of Knysna Road and 3rd Street takes the form of a signalised T-junction. The east approach comprises of two through lanes and a short right-turn lane. The west approach comprises of a through lane and a shared through and left-turn lane. The north approach comprises of a left turn lane and a short right-turn lane. Refer to Figure 4-1.

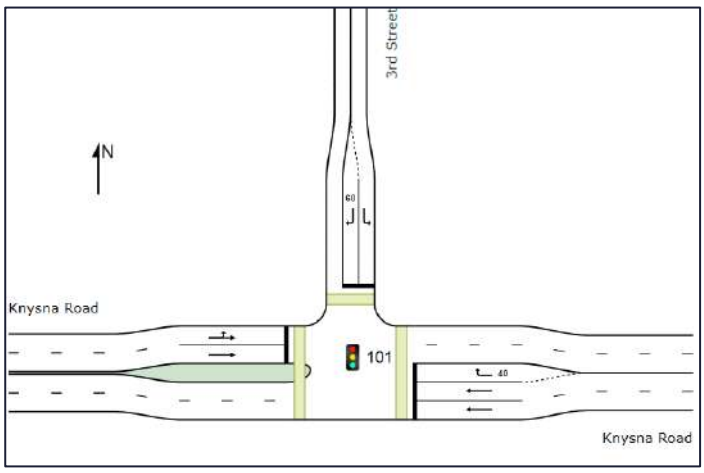


Figure 4-1: Existing Intersection Layout: Knysna Road and 3rd Street

2026 Base Year Traffic Flows

Taking into consideration the 2026 Base Year traffic flows, the intersection is currently operating at a Level of Service B during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 16 and 17 seconds respectively.

2026 Base Year + Development Trips

Taking into consideration the 2026 Base Year traffic flows plus development trips, the intersection is anticipated to operate at a Level of Service C during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 21 and 24 seconds respectively.

2031 Forecast Year + Development Trips

Taking into consideration the 2031 Forecast Year traffic flows plus development trips, the intersection is anticipated to operate at a Level of Service C and D during the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 34 and 37 seconds respectively.

It is concluded that the existing intersection configuration would be able to accommodate the 2031 Forecast Year traffic flows plus development trips at an acceptable Level of Service.

4.2 Intersection of 3rd Street and George Square Access

The existing intersection of 3rd Street and George Square Access takes the form of a priority-controlled T-junction with all approaches subject to stop control. The north and south approaches comprise of a single lane serving all movements. The west approach comprises of a left-turn lane and a short right-turn lane. Refer to Figure 4-2.

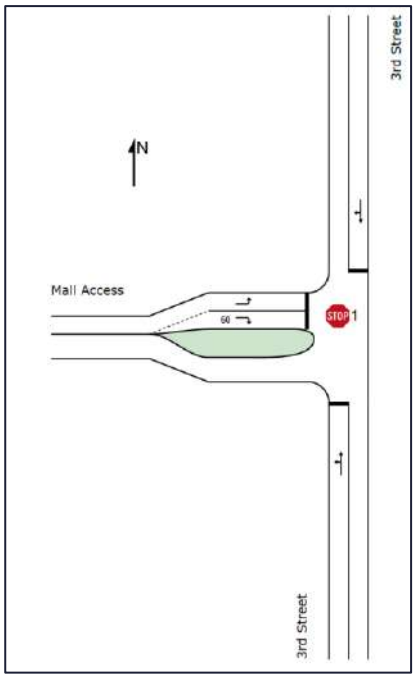


Figure 4-2: Existing Intersection Layout: 3rd Street and Goerge Square Access

2026 Base Year Traffic Flows

Taking into consideration the 2026 Base Year traffic flows, the critical movements under stop control are currently operating at a Level of Service B during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 13 and 14 seconds respectively.

2026 Base Year + Development Trips

Taking into consideration the 2026 Base Year traffic flows plus development trips, the critical movements under stop control are anticipated to operate at a Level of Service B during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 14 seconds each.

2031 Forecast Year + Development Trips

Taking into consideration the 2031 Forecast Year traffic flows plus development trips, the critical movements under stop control are anticipated to operate at a Level of Service C and B during the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 15 and 14 seconds respectively.

It is concluded that the existing intersection configuration would be able to accommodate the 2031 Forecast Year traffic flows plus development trips at an acceptable Level of Service.

4.3 Intersection of 3rd Street and Akasia Street

The existing intersection of 3rd Street and Akasia Street takes the form of a priority-controlled junction with the east and west approaches being subject to stop control. All approaches comprise of a single lane serving all movements. Refer to Figure 4-3.

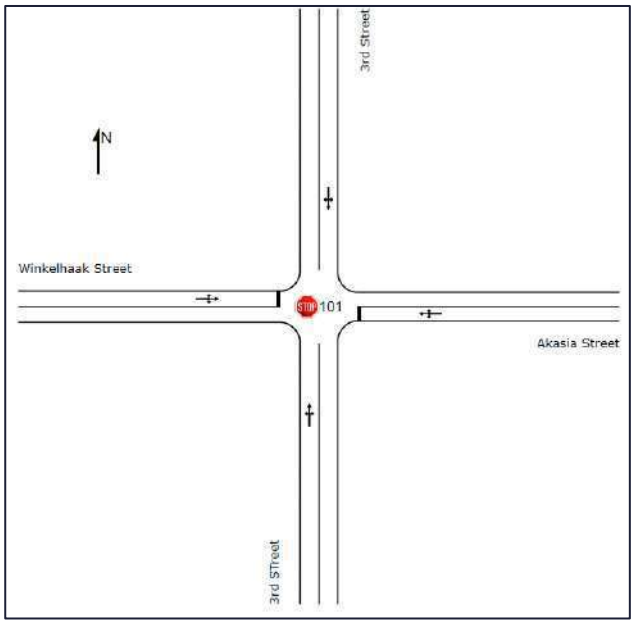


Figure 4-3: Existing Intersection Layout: 3rd Street, Akasia Street and Winkelhaak Street

2026 Base Year Traffic Flows

Taking into consideration the 2026 Base Year traffic flows, the critical movements under stop control are currently operating at a Level of Service A during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 9 seconds each.

2026 Base Year + Development Trips

Taking into consideration the 2026 Base Year traffic flows plus development trips, the critical movements under stop control are anticipated to operate at a Level of Service A during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 9 seconds each.

2031 Forecast Year + Development Trips

Taking into consideration the 2031 Forecast Year traffic flows plus development trips, the critical movements under stop control are anticipated to operate at a Level of Service A during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 9 seconds each.

It is concluded that the existing intersection configuration would be able to accommodate the 2031 Forecast Year traffic flows plus development trips at an acceptable Level of Service.

4.4 Intersection of 3rd Street and Mann Street

The existing intersection of 3rd Street and Mann Street takes the form of a four-way stop-controlled intersection. All approaches comprise of one lane serving all movements. Refer to Figure 4-4.

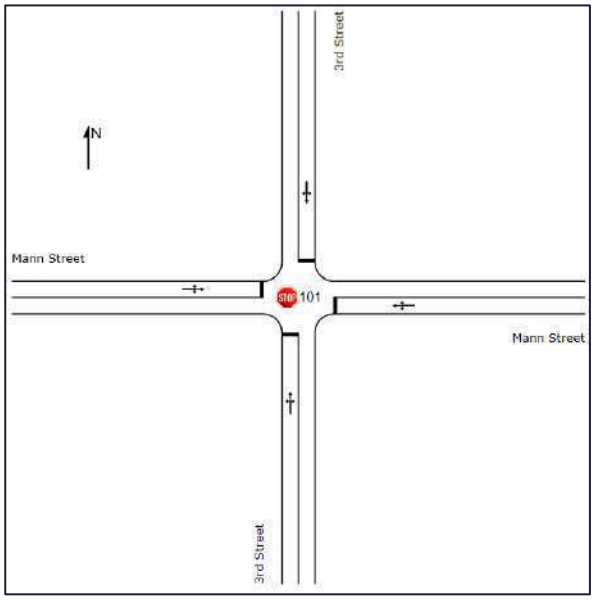


Figure 4-4: Existing Intersection Layout: 3rd Street and Mann Street

2026 Base Year Traffic Flows

Taking into consideration the 2026 Base Year traffic flows, the critical movements under stop control are currently operating at a Level of Service B during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 13 and 14 seconds respectively.

2026 Base Year + Development Trips

Taking into consideration the 2026 Base Year traffic flows plus development trips, the critical movements under stop control are anticipated to operate at a Level of Service B and C during the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 13 and 15 seconds respectively.

2031 Forecast Year + Development Trips

Taking into consideration the 2031 Forecast Year traffic flows plus development trips, the critical movements under stop control are anticipated to operate at a Level of Service B and C during the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 15 and 17 seconds respectively.

It is concluded that the existing intersection configuration would be able to accommodate the 2031 Forecast Year traffic flows plus development trips at an acceptable Level of Service.

4.5 Intersection of Knysna Road and Site Access 1

The proposed Site Access along Knysna Road will take the form of a priority-controlled, left-in left-out T-junction with the north approach being subject to stop control. The east approach comprises of two through lanes and the west approach comprises of a through lane and a shared through and left-turn lane. The north approach comprises of a left-turn lane. Refer to Figure 4-5.

Figure 4-5: Proposed Intersection Layout: Knysna Road and Site Access 1

2026 Base Year + Development Trips

Taking into consideration the 2026 Base Year traffic flows plus development trips, the critical movement under stop control is anticipated to operate at a Level of Service B during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 12 seconds each.

2031 Forecast Year + Development Trips

Taking into consideration the 2031 Forecast Year traffic flows plus development trips, the critical movement under stop control is anticipated to operate at a Level of Service B during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 13 and 14 seconds respectively.

It is concluded that the proposed intersection configuration would be able to accommodate the 2031 Forecast Year traffic flows plus development trips at an acceptable Level of Service.

4.6 Intersection of 3rd Street and Site Access 2

The proposed Site Access along 3rd Street will take the form of a priority-controlled T-junction, with the east approach subject to stop control. All approaches will have a single lane serving all turning movements. Refer to Figure 4-6.

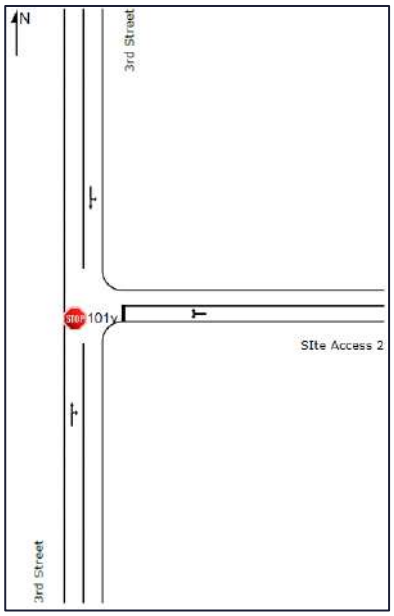


Figure 4-6: Proposed Intersection Layout: 3rd Street and Site Access 2

2026 Base Year + Development Trips

Taking into consideration the 2026 Base Year traffic flows plus development trips, the critical movement under stop control is anticipated to operate at a Level of Service A during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 9 seconds each.

2031 Forecast Year + Development Trips

Taking into consideration the 2031 Forecast Year traffic flows plus development trips, the critical movement under stop control is anticipated to operate at a Level of Service A during both the Friday PM and Saturday MD Peak Hours, with an average delay of approximately 10 and 9 seconds respectively.

It is concluded that the proposed intersection configuration would be able to accommodate the 2031 Forecast Year traffic flows plus development trips at an acceptable Level of Service.

4.7 Analysis Summary

A summary of the analysis outputs is provided in Table 4-2.

Table 4-2: Analysis Summary

Intersection	2026 Base Year	2026 Base Year + Development Trips	2031 Forecast Year + Development Trips
Knysna Road and 3rd Street	B / B	C / C	C / D
3rd Street and George Square Access	B / B	B / B	C / B
3rd Street and Akasia Street	A / A	A / A	A / A
3rd Street and Mann Street	B / B	B / C	B / C
Knysna Road and Site Access 1	-	B / B	B / B
3rd Street and Site Access 2	-	A / A	A / A

5. Site Impact Assessment

A site traffic impact assessment was undertaken to evaluate internal operations, parking and loading bay requirements as well as the access throat length. Where necessary, suitable mitigation measures are proposed.

5.1 Internal Operations

The internal layout of the planned development should be designed in such a way to promote ease of movement. A minimum lane width of 3.5-metres and intersection bell mouths sufficient to accommodate a 12-metere turning radius is recommended for use at all internal roads and junctions.

It is concluded that the site layout conforms to the minimum lane width and intersection bell mouth requirements.

5.2 Parking

According to the George Comprehensive Integrated Transport Plan (CITP) dated 2024, the subject site falls within a PT1 Area where the use of public transport is promoted, but provision is considered to be inadequate and generally served by one mode of public transport. Taking this into consideration, the George Integrated Zoning Scheme By-Law (2023) was used to ascertain the parking requirements applicable to the development. Refer to Table 5-1.

Table 5-1: Parking Requirements

Land Use	Quantity	Minimum Parking Ratio (PT1 Area)	Parking Requirement (bays)
Shops and Restaurant	1 075 m^2 GLA	4 bays per 100 m^2 GLA	43
Offices	3 550 m^2 GLA	3 bays per 100 m^2 GLA	107
Conference facility	80 seats	6 bays per 10 seats	48

It is concluded that 198 parking bays would need to be provided for the planned development, of which four (4 No.) would need to be accessible to the physically disabled.

The Site Development Plan provides 206 parking bays, of which six (6 No.) are reserved for the physically disabled. It is therefore concluded that the planned development meets the parking bay requirements.

5.3 Loading

The George Integrated Zoning Scheme By-Law (2023) was used to ascertain the loading bay requirements to be adhered to. Refer to Table 5-2.

Table 5-2: Loading Bay Requirements

Land Use	Quantity	Corresponding Floor Area	Loading Requirement (bays)
Shops	835 m^2 GLA	501 – 1 000 m^2	2
Restaurant	240 m^2 GLA	0 – 1 000 m^2	0
Offices	3 550 m^2 GLA	0 – 5 000 m^2	0
Conference facility	80 seats (350 m^2 GLA)	0 – 1 000 m^2	0

Taking into consideration the planned land uses and their respective floor areas, two (2 No.) loading bays would be required to serve the proposed development. The Site Development Plan currently provides two (2 No.) loading bays for the development. It is therefore concluded that the planned development would meet the loading bay requirements.

A turning movement assessment was undertaken for the site to evaluate the accessibility and manoeuvrability of delivery trucks. It is our submission that the site layout is sufficient to accommodate turning movements of Single Unit vehicles on site. Refer to Appendix C.

5.4 Throat Length

Adequate throat length provision is essential in ensuring efficient operation of a development access and preventing possible spill-back onto the surrounding public road. The throat length requirements were derived from the Committee of Transport Officials South African Traffic Impact Studies and Site Traffic Assessment Standards and Requirements Manual (COTO, TMH 16 Volume 2).

It is planned for the development to be served by two accesses, one along Knysna Road and one along 3rd Street. The minimum ingress and egress throat lengths required for a commercial development gaining access on the respective roads are as follows:

- Knysna Road: 30 metres
- 3rd Street: 20 metres

It is our submission that the site accesses meet the throat length requirements.

6. Proposed Capacity Improvements

The following transport improvements are proposed as part of the planned development, to be implemented at the cost of the developer:

2026 Base Year:

- Two new development accesses. One along Knysna Road and another along 3rd Street.

2030 Forecast Year:

- No further road capacity improvements would be required as part of the planned development.

7. Conclusions and Recommendations

SMEC South Africa (Pty) Ltd was appointed by FC Holm Architects to conduct a Traffic Impact Assessment for the proposed commercial development on Erven 4089, 4090 and 6761 in George, Western Cape. The subject site measures approximately 4 300 m^2 in extent. It is planned that the site will be developed into a mixed-use development comprising of retail shops (835 m^2 GLA), a café (240 m^2 GLA), offices (3 550 m^2 GLA) and a conference hall (350 m^2 GLA).

It is planned for the development to be served by two accesses, one along Knysna Road and one along 3rd Street. It is concluded that access spacing for Access 1 and Access 2 do not conform to the requirements of the Western Cape Government (WCG) Access Management Guidelines. Every property, however, requires access. Also, since the proposed accesses align with the current accesses of the properties, it is recommended that the proposed accessed be approved.

It is anticipated that the planned development would generate 252 and 254 new vehicular trips during the Friday PM and Saturday MD Peak Hours respectively.

It is concluded that 198 parking bays would need to be provided for the planned development, of which four (4 No.) would need to be accessible to the physically disabled.

The Site Development Plan provides 206 parking bays, of which six (6 No.) are reserved for the physically disabled. It is concluded that the planned development meets the parking bay requirements.

Taking into consideration the planned land uses and their respective floor areas, two (2 No.) loading bay would be required to serve the proposed development. The Site Development Plan currently provides two (2 No.) loading bays for the development. It is therefore concluded that the planned development would meet the loading bay requirements.

A turning movement assessment was undertaken for the site to evaluate the accessibility and manoeuvrability of delivery trucks. It is our submission that the site layout is sufficient to accommodate turning movements of Single Unit vehicles on site.

It is our submission that the site accesses meet the throat length requirements.

The following transport improvements are proposed as part of the planned development, to be implemented at the cost of the developer:

2026 Base Year:

- Two new development accesses. One along Knysna Road and another along 3rd Street.

2030 Forecast Year:

- No further road capacity improvements would be required as part of the planned development.

Taking the above into consideration, it is concluded that this development is supported from a Traffic Engineering perspective, provided that the site-specific requirements are implemented as per the applicable design standards.

Appendix A Detailed Traffic Counts

Knysna Road and 3rd Street

LOCATION	1	STUDIO 42, GEORGE												Date: 2026/04/10		
12	HOUR COUNT	TOTAL VEHICLES												Day: FRIDAY		
AM PEAK		07:00	08:00					00:00			PM PEAK			15:15	16:15	

3RD STREET

						0	0	0								
						0	0	0								
					142	166	0	129	295							
					OUT	9	8	7	IN							
					1209	IN		OUT			1279					
			0	0	59	10		6	0	0	83					
			0	0	1 150	11		5	0	0	801	KNYSNA ROAD				
			0	0	0	12		4	0	0	0					
					967	OUT		IN			884					
					IN	1	2	3	OUT							
						0	0	0								
						0	0	0								
						0	0	0								

3RD STREET

Time		South			East			North			West			Hourly		
		1	2	3	4	5	6	7	8	9	10	11	12			
05:00																05:00
05:15																05:15
05:30																05:30
05:45																05:45
06:00																06:00
06:15																06:15
06:30																06:30
06:45																06:45
07:00																07:00
07:15																07:15
07:30																07:30
07:45																07:45
08:00																08:00
08:15																08:15
08:30																08:30
08:45																08:45
09:00																09:00
09:15																09:15
09:30																09:30
09:45																09:45
10:00																10:00
10:15																10:15
10:30																10:30
10:45																10:45
11:00																11:00
11:15																11:15
11:30																11:30
11:45																11:45
12:00																12:00
12:15																12:15
12:30																12:30
12:45																12:45
13:00																13:00
13:15																13:15
13:30																13:30
13:45																13:45
14:00																14:00
14:15																14:15
14:30																14:30
14:45																14:45
15:00						217	15	34		38	10	278		592		15:00
15:15						202	18	13		38	13	302		1178		15:15
15:30						212	19	47		44	13	249		1762		15:30
15:45						190	27	24		48	14	268		2333		15:45
16:00						197	19	45		36	19	331		2388		16:00
16:15						216	27	14		35	8	279		2381		16:15
16:30						187	28	27		29	15	278		2361		16:30
16:45						160	45	12		22	19	255		2303		16:45
17:00						235	26	34		39	19	295		2304		17:00
17:15						180	24	15		25	14	222		2205		17:15
17:30						195	17	15		31	12	201		2112		17:30
17:45						150	18	16		29	4	144		1960		17:45
18:00														1312		18:00
18:15														832		18:15
18:30														361		18:30
18:45																18:45
19:00																19:00
19:15																19:15
19:30																19:30
19:45																19:45
20:00																20:00
20:15																20:15
20:30																20:30
20:45																20:45
21:00																21:15
Total						**2341**	**283**	**296**		**414**	**160**	**3102**		**6596**		
AM PEAK																
PM PEAK						**801**	**83**	**129**		**166**	**59**	**1150**		**2388**		

LOCATION	1	STUDIO 42, GEORGE	Date: 2026/04/11
12	HOUR COUNT	TOTAL VEHICLES	Day: SATURDAY

AM PEAK	07:00	08:00	00:00	PM PEAK	11:45	12:45

3rd STREET (north approach)

		9	8	7	
		0	0	0	
		0	0	0	
OUT	169	168	0	83	251 IN
	1236 IN			OUT	1264

			Movement		Movement				
0	0	55	10		6	0	0	114	
0	0	1 181	11		5	0	0	1 200	KNYSNA ROAD
0	0	0	12		4	0	0	0	

		1	2	3	
	1368 OUT			IN	1314
IN					OUT
		0	0	0	
		0	0	0	
		0	0	0	

3rd STREET (south approach)

Time		South			East			North			West			Hourly		
		1	2	3	4	5	6	7	8	9	10	11	12			
05:00																
05:15																
05:30																
05:45																05:00
06:00																05:15
06:15																05:30
06:30																05:45
06:45																06:00
07:00																06:15
07:15																06:30
07:30																06:45
07:45																07:00
08:00																07:15
08:15																07:30
08:30																07:45
08:45																08:00
09:00																08:15
09:15																07:30
09:30																07:45
09:45																08:00
10:00																09:15
10:15																09:30
10:30																09:45
10:45																10:00
11:00						253	25	27		46	17	275		643		10:15
11:15						163	16	18		33	10	299		1182		10:30
11:30						68	25	17		29	13	268		1602		10:45
11:45						487	27	24		48	17	303		2508		11:00
12:00						239	38	23		42	11	327		2545		11:15
12:15						215	18	14		36	11	252		2552		11:30
12:30						259	31	22		42	16	299		2801		11:45
12:45						188	28	19		24	7	268		2429		12:00
13:00						248	28	35		45	20	318		2443		11:15
13:15						194	15	21		32	12	253		2424		11:30
13:30						203	15	24		29	12	241		2279		11:45
13:45						189	15	15		20	12	212		2208		13:00
14:00														1514		13:15
14:15														987		13:30
14:30														463		13:45
14:45																14:00
15:00																14:15
15:15																14:30
15:30																14:45
15:45																15:00
16:00																15:15
16:15																15:30
16:30																15:45
16:45																16:00
17:00																16:15
17:15																16:30
17:30																16:45
17:45																17:00
18:00																17:15
18:15																17:30
18:30																17:45
18:45																18:00
19:00																18:15
19:15																18:30
19:30																18:45
19:45																19:00
20:00																19:15
20:15																19:30
20:30																19:45
20:45																20:00
21:00																20:15
Total						**2706**	**281**	**259**		**426**	**158**	**3315**		**7145**		
AM PEAK																
PM PEAK						1200	114	83		168	55	1181		2801		

Shopping Centre Access and 3rd Street

LOCATION	1	STUDIO 42, GEORGE	Date: 2026/04/10
12	HOUR COUNT	TOTAL VEHICLES	Day: FRIDAY

AM PEAK	07:00	08:00			00:00			PM PEAK	15:15	16:15

3RD STREET

			0	0	0		
			0	0	0		
		207	72	150	0	222	
		OUT	9	8	7	IN	
		266	IN			OUT	

MALL ACCESS									
0	0	121	10		6	0	0	0	
0	0	0	11		5	0	0	0	
0	0	145	12		4	0	0	0	

		127	OUT		IN		
		IN	1	2	3	OUT	
			0	0	0		
			0	0	0		
		141	55	86	0	295	

3RD STREET

Time		South			East			North			West			Hourly		
		1	2	3	4	5	6	7	8	9	10	11	12			
05:00																
05:15																
05:30																
05:45																05:00
06:00																05:15
06:15																05:30
06:30																05:45
06:45																06:00
07:00																06:15
07:15																06:30
07:30																06:45
07:45																07:00
08:00																07:15
08:15																07:30
08:30																07:45
08:45																08:00
09:00																08:15
09:15																07:30
09:30																07:45
09:45																08:00
10:00																09:15
10:15																09:30
10:30																09:45
10:45																10:00
11:00																10:15
11:15																10:30
11:30																10:45
11:45																11:00
12:00																11:15
12:15																11:30
12:30																11:45
12:45																12:00
13:00																11:15
13:15																11:30
13:30																11:45
13:45																13:00
14:00																13:15
14:15																13:30
14:30																13:45
14:45																14:00
15:00		10	16						38	14	32		34	144		14:15
15:15		10	20						21	18	34		30	277		14:30
15:30		21	11						53	22	20		38	442		14:45
15:45		14	27						21	13	38		51	606		15:00
16:00		10	28						55	19	29		26	629		15:15
16:15		21	13						10	19	31		39	629		15:30
16:30		10	34						12	28	38		44	630		15:45
16:45		20	44						10	17	39		24	620		16:00
17:00		14	31						27	22	41		46	634		16:15
17:15		19	19							15	42		40	636		16:30
17:30		9	20						11	11	26		35	582		16:45
17:45		9	13						12	11	23		33	529		17:00
18:00														348		17:15
18:15														213		17:30
18:30														101		17:45
18:45																18:00
19:00																18:15
19:15																18:30
19:30																18:45
19:45																19:00
20:00																19:15
20:15																19:30
20:30																19:45
20:45																20:00
21:00																20:15
Total		**167**	**276**						**270**	**209**	**393**		**440**	**1755**		
AM PEAK																
PM PEAK		**55**	**86**						**150**	**72**	**121**		**145**	**629**		

LOCATION	1	STUDIO 42, GEORGE	Date: 2026/04/11
12	HOUR COUNT	TOTAL VEHICLES	Day: SATURDAY
AM PEAK	07:00 – 08:00	00:00	PM PEAK 11:45 – 12:45

3RD STREET (north)

		0	0	0	
		0	0	0	
	251	77	74	0	151
	OUT	9	8	7	IN
	336 IN			OUT	

MALL ACCESS (west)

			Movement		Movement			
0	0	159	10		6	0	0	0
0	0	0	11		5	0	0	0
0	0	177	12		4	0	0	0

3RD STREET (south)

	154 OUT			IN	
	IN	1	2	3	OUT
		0	0	0	
		0	0	0	
	169	77	92	0	251

Time		South			East			North			West			Hourly		
		1	2	3	4	5	6	7	8	9	10	11	12			
05:00																
05:15																
05:30																
05:45																05:00
06:00																05:15
06:15																05:30
06:30																05:45
06:45																06:00
07:00																06:15
07:15																06:30
07:30																06:45
07:45																07:00
08:00																07:15
08:15																07:30
08:30																07:45
08:45																08:00
09:00																08:15
09:15																07:30
09:30																07:45
09:45																08:00
10:00																09:15
10:15																09:30
10:30																09:45
10:45																10:00
11:00		17	25						25	20	32		48	167		10:15
11:15		14	12						12	28	46		39	318		10:30
11:30		14	24						17	22	31		29	455		10:45
11:45		21	23						24	22	46		47	638		11:00
12:00		24	25						22	16	41		44	643		11:15
12:15		18	11						7	19	44		43	634		11:30
12:30		14	33						21	20	28		43	656		11:45
12:45		24	11						13	22	39		30	612		12:00
13:00		20	28						19	21	40		61	629		11:15
13:15		15	12						9	12	38		44	617		11:30
13:30		14	13						10	29	40		43	607		11:45
13:45		9	18						7	17	23		27	569		13:00
14:00														380		13:15
14:15														250		13:30
14:30														101		13:45
14:45																14:00
15:00																14:15
15:15																14:30
15:30																14:45
15:45																15:00
16:00																15:15
16:15																15:30
16:30																15:45
16:45																16:00
17:00																16:15
17:15																16:30
17:30																16:45
17:45																17:00
18:00																17:15
18:15																17:30
18:30																17:45
18:45																18:00
19:00																18:15
19:15																18:30
19:30																18:45
19:45																19:00
20:00																19:15
20:15																19:30
20:30																19:45
20:45																20:00
21:00																20:15
Total		204	235						186	248	448		498	1819		
AM PEAK																
PM PEAK		77	92						74	77	159		177	656		

Akasia Street and 3rd Street

LOCATION	1	STUDIO 42, GEORGE	Date: 2026/04/10
12	HOUR COUNT	TOTAL VEHICLES	Day: FRIDAY

AM PEAK	07:00	08:00			00:00			PM PEAK		15:15	16:15
					3RD STREET						
					0 0 0						
					0 0 0						
				187	1 149 11	161					
				OUT	9 8 7	IN					
				14	IN OUT			60			
WINKELHAAK STREET	0	0	2	10	6	0	0	24	AKASIA STREET		
	0	0	2	11	5	0	0	2			
	0	0	10	12	4	0	0	63			
			4	OUT 1 2 3 IN				89			
			IN			OUT					
				0 0 0							
				0 0 0							
			209	1 161 47	222						
				FERN AVENUE							

Time	South			East			North			West			Hourly		
	1	2	3	4	5	6	7	8	9	10	11	12			
05:00															
05:15															
05:30															
05:45															05:00
06:00															05:15
06:15															05:30
06:30															05:45
06:45															06:00
07:00															06:15
07:15															06:30
07:30															06:45
07:45															07:00
08:00															07:15
08:15															07:30
08:30															07:45
08:45															08:00
09:00															08:15
09:15															07:30
09:30															07:45
09:45															08:00
10:00															09:15
10:15															09:30
10:30															09:45
10:45															10:00
11:00															10:15
11:15															10:30
11:30															10:45
11:45															11:00
12:00															11:15
12:15															11:30
12:30															11:45
12:45															12:00
13:00															11:15
13:15															11:30
13:30															11:45
13:45															13:00
14:00															13:15
14:15															13:30
14:30															13:45
14:45															14:00
15:00		40	7	18		8	4	31		1		3	112		14:15
15:15	1	39	12	11	1	8	2	27	1	1	2	1	218		14:30
15:30		23	11	16		3	4	55				4	334		14:45
15:45		57	9	17		3	2	14				3	439		15:00
16:00		42	15	19	1	10	3	53		1		2	473		15:15
16:15		36	8	14		9	5	13			1	2	455		15:30
16:30		58	13	9		9	2	29	1		2	2	464		15:45
16:45		81	2	9		6	11	16			1	2	487		16:00
17:00	2	50	20	12		6	3	34		1	2	3	474		16:15
17:15		44	17	5		6	2	8		1	1	2	472		16:30
17:30		43	3	7		5	1	15					421		16:45
17:45		32	4	14		6	5	9					363		17:00
18:00													230		17:15
18:15													144		17:30
18:30													70		17:45
18:45															18:00
19:00															18:15
19:15															18:30
19:30															18:45
19:45															19:00
20:00															19:15
20:15															19:30
20:30															19:45
20:45															20:00
21:00															20:15
Total	**3**	**545**	**121**	**151**	**2**	**79**	**44**	**304**	**2**	**5**	**9**	**24**	**1289**		
AM PEAK															
PM PEAK	**1**	**161**	**47**	**63**	**2**	**24**	**11**	**149**	**1**	**2**	**2**	**10**	**473**		

LOCATION	1	STUDIO 42, GEORGE	Date: 2026/04/11
12	HOUR COUNT	TOTAL VEHICLES	Day: SATURDAY

AM PEAK	07:00	08:00	00:00	PM PEAK	11:45	12:45

				3RD STREET							
				0	0	0					
				0	0	0					
			231	0	105	7	112				
			OUT	9	8	7	IN				
			6	IN		OUT			39		
WINKELHAAK STREET	0	0	2	10		6	0	0	12	AKASIA STREET	
	0	0	0	11		5	0	0	0		
	0	0	4	12		4	0	0	42		
			3	OUT		IN			54		
			IN	1	2	3	OUT				
				0	0	0					
				0	0	0					
			252	3	217	32	151				
				FERN AVENUE							

Time		South 1	2	3	East 4	5	6	North 7	8	9	West 10	11	12	Hourly		
05:00																
05:15																
05:30																
05:45																05:00
06:00																05:15
06:15																05:30
06:30																05:45
06:45																06:00
07:00																06:15
07:15																06:30
07:30																06:45
07:45																07:00
08:00																07:15
08:15																07:30
08:30																07:45
08:45																08:00
09:00																08:15
09:15																07:30
09:30																07:45
09:45																08:00
10:00																09:15
10:15																09:30
10:30																09:45
10:45																10:00
11:00		1	46	10	4		4		40	1			1	107		10:15
11:15			49	8	14		3		23				3	207		10:30
11:30		1	50	4	13		5		25	1			1	307		10:45
11:45		1	64	4	13		2		33		1			425		11:00
12:00			55	11	10		3	2	27				1	427		11:15
12:15		1	45	10	8		5	4	15		1		3	419		11:30
12:30		1	53	7	11		2	1	30					424		11:45
12:45			43	7	20		1	2	14			1	1	395		12:00
13:00		1	59	8	9		7	1	30		1		1	403		11:15
13:15			41	9	7		3	1	9			1	5	387		11:30
13:30			46	7	11	1	1		26		1		2	377		11:45
13:45			38	3	5			2	19					355		13:00
14:00														238		13:15
14:15														162		13:30
14:30														67		13:45
14:45																14:00
15:00																14:15
15:15																14:30
15:30																14:45
15:45																15:00
16:00																15:15
16:15																15:30
16:30																15:45
16:45																16:00
17:00																16:15
17:15																16:30
17:30																16:45
17:45																17:00
18:00																17:15
18:15																17:30
18:30																17:45
18:45																18:00
19:00																18:15
19:15																18:30
19:30																18:45
19:45																19:00
20:00																19:15
20:15																19:30
20:30																19:45
20:45																20:00
21:00																20:15
Total		**6**	**589**	**88**	**125**	**1**	**36**	**13**	**291**	**2**	**4**	**2**	**18**	**1175**		
AM PEAK																
PM PEAK		**3**	**217**	**32**	**42**		**12**	**7**	**105**		**2**		**4**	**424**		

Mann Street and 3rd Street

LOCATION	1	STUDIO 42, GEORGE	Date: 2026/04/10
12	HOUR COUNT	TOTAL VEHICLES	Day: FRIDAY

AM PEAK	07:00	08:00					00:00			PM PEAK			15:15	16:15
					3RD STREET									
					0	0	0							
					0	0	0							
				136	10	131	10	151						
				OUT	9	8	7	IN						
				84	IN		OUT				68			
	0	0	7	10			6	0	0	5				
	0	0	53	11			5	0	0	55	MANN STREET			
	0	0	24	12			4	0	0	6				
			123	OUT			IN			66				
			IN	1	2	3	OUT							
				0	0	0								
				0	0	0								
			187	58	124	5	161							
				3RD STREET										

Time		South			East			North			West			Hourly		
		1	2	3	4	5	6	7	8	9	10	11	12			
05:00																05:00
05:15																05:15
05:30																05:30
05:45																05:45
06:00																06:00
06:15																06:15
06:30																06:30
06:45																06:45
07:00																07:00
07:15																07:15
07:30																07:30
07:45																07:45
08:00																08:00
08:15																08:15
08:30																08:30
08:45																08:45
09:00																09:00
09:15																09:15
09:30																09:30
09:45																09:45
10:00																10:00
10:15																10:15
10:30																10:30
10:45																10:45
11:00																11:00
11:15																11:15
11:30																11:30
11:45																11:45
12:00																12:00
12:15																12:15
12:30																12:30
12:45																12:45
13:00																13:00
13:15																13:15
13:30																13:30
13:45																13:45
14:00																14:00
14:15																14:15
14:30																14:30
14:45																14:45
15:00		14	35			7		2	28	2	3	12	7	110		15:00
15:15		12	33	3	2	7	2	1	24	3	1	6	4	208		15:15
15:30		16	10			18		3	51		1	18	8	333		15:30
15:45		16	42	2	3	9	1	3	8	3	2	13	5	440		15:45
16:00		14	39		1	21	2	3	48	4	3	16	7	488		16:00
16:15		17	27	1	2	15		1	7	2		17	9	488		16:15
16:30		17	51	1		8		1	24	1	5	16	7	494		16:30
16:45		24	61		1	10	3	2	21	3	3	19	5	539		16:45
17:00		24	29	4	3	11	1		14	2	3	16	10	498		17:00
17:15		15	33	3		5	1	3	8	2	4	14	12	500		17:15
17:30		16	32		2	10	1		8	1	2	8	6	455		17:30
17:45		11	25	2		7		1	14	2	3	8		376		17:45
18:00														259		18:00
18:15														159		18:15
18:30														73		18:30
18:45																18:45
19:00																19:00
19:15																19:15
19:30																19:30
19:45																19:45
20:00																20:00
20:15																20:15
20:30																20:30
20:45																20:45
21:00																21:00
Total		**196**	**417**	**16**	**14**	**128**	**11**	**20**	**255**	**25**	**30**	**163**	**80**	**1355**		
AM PEAK																
PM PEAK		**58**	**124**	**5**	**6**	**55**	**5**	**10**	**131**	**10**	**7**	**53**	**24**	**488**		

LOCATION	1	STUDIO 42, GEORGE	Date: 2026/04/11
12	HOUR COUNT	TOTAL VEHICLES	Day: SATURDAY

AM PEAK	07:00	08:00				00:00		PM PEAK		11:45	12:45

3RD STREET

							0	0	0								
							0	0	0								
						169	5	89	0	94							
						OUT	9	8	7	IN							
						61	NI		OUT			52					
			0	0	7	10			6	0	0	6					
			0	0	40	11			5	0	0	43	MANN STREET				
			0	0	14	12			4	0	0	9					
						110	OUT		IN			58					
						IN	1	2	3	OUT							
							0	0	0								
							0	0	0								
						230	62	156	12	112							

3RD STREET

Time		South			East			North			West			Hourly		
		1	2	3	4	5	6	7	8	9	10	11	12			
05:00																
05:15																
05:30																
05:45																05:00
06:00																05:15
06:15																05:30
06:30																05:45
06:45																06:00
07:00																06:15
07:15																06:30
07:30																06:45
07:45																07:00
08:00																07:15
08:15																07:30
08:30																07:45
08:45																08:00
09:00																08:15
09:15																07:30
09:30																07:45
09:45																08:00
10:00																09:15
10:15																09:30
10:30																09:45
10:45																10:00
11:00		11	38	1	2	7	2	2	33		1	3	6	106		10:15
11:15		19	33	1		6		1	21	1	1	13	2	204		10:30
11:30		12	41	2	2	13			21	1	2	15	3	316		10:45
11:45		21	43	3	3	10			27		2	10	3	438		11:00
12:00		14	42	2	3	13	2		22	4	4	10	4	452		11:15
12:15		12	35	3	1	13	4		13	1	1	10	5	452		11:30
12:30		15	36	4	2	7			27			10	2	443		11:45
12:45		19	22	3	3	7			10	2	1	14	3	405		12:00
13:00		10	54	3		7	1	2	16	1	1	10	3	393		11:15
13:15		9	32	3	1	5		1	16	3	2	7	5	379		11:30
13:30		19	27	2	2	7		1	18	3	5	6	6	372		11:45
13:45		8	24	6		8		1	17	1	1	3	4	361		13:00
14:00														253		13:15
14:15														169		13:30
14:30														73		13:45
14:45																14:00
15:00																14:15
15:15																14:30
15:30																14:45
15:45																15:00
16:00																15:15
16:15																15:30
16:30																15:45
16:45																16:00
17:00																16:15
17:15																16:30
17:30																16:45
17:45																17:00
18:00																17:15
18:15																17:30
18:30																17:45
18:45																18:00
19:00																18:15
19:15																18:30
19:30																18:45
19:45																19:00
20:00																19:15
20:15																19:30
20:30																19:45
20:45																20:00
21:00																20:15
Total		**169**	**427**	**33**	**19**	**103**	**9**	**8**	**241**	**17**	**21**	**111**	**46**	**1204**		
AM PEAK																
PM PEAK		**62**	**156**	**12**	**9**	**43**	**6**		**89**	**5**	**7**	**40**	**14**	**443**		

Appendix B Detailed SIDRA Outputs

Knysna Road and 3rd Street

2026 Base Year

MOVEMENT SUMMARY

Site: [1] 2026 Friday (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80.0 seconds (Site User-Given Phase Times)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Knysna Road																
5	T1	All MCs	843	6.0	843	6.0		0.319	6.1	LOS A	7.0	51.2	0.46	0.40	0.46	54.5
6	R2	All MCs	87	6.0	87	6.0	*	0.264	14.9	LOS B	1.3	9.2	0.72	1.16	0.72	34.3
Approach			931	6.0	931	6.0		0.319	7.0	LOS A	7.0	51.2	0.48	0.47	0.48	51.6
North: 3rd Street																
7	L2	All MCs	136	6.0	136	6.0		0.203	24.6	LOS C	3.7	26.9	0.73	0.75	0.73	41.4
9	R2	All MCs	175	6.0	175	6.0	*	0.434	35.5	LOS D	6.1	44.5	0.91	0.79	0.91	36.9
Approach			311	6.0	311	6.0		0.434	30.7	LOS C	6.1	44.5	0.83	0.77	0.83	38.7
West: Knysna Road																
10	L2	All MCs	62	6.0	62	6.0		0.610	19.9	LOS B	17.3	127.1	0.75	0.69	0.75	46.4
11	T1	All MCs	1211	6.0	1211	6.0	*	0.610	14.3	LOS B	17.4	127.8	0.75	0.68	0.75	48.4
Approach			1273	6.0	1273	6.0		0.610	14.5	LOS B	17.4	127.8	0.75	0.68	0.75	48.3
All Vehicles			2514	6.0	2514	6.0		0.610	13.7	LOS B	17.4	127.8	0.66	0.62	0.66	48.0

MOVEMENT SUMMARY

Site: [2] 2026 Saturday (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80.0 seconds (Site User-Given Phase Times)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Knysna Road																
5	T1	All MCs	1263	6.0	1263	6.0		0.487	7.9	LOS A	12.4	91.1	0.54	0.48	0.54	53.7
6	R2	All MCs	120	6.0	120	6.0	*	0.338	16.5	LOS B	1.8	12.9	0.74	1.15	0.74	34.2
Approach			1383	6.0	1383	6.0		0.487	8.6	LOS A	12.4	91.1	0.55	0.54	0.55	50.6
North: 3rd Street																
7	L2	All MCs	87	6.0	87	6.0		0.125	23.0	LOS C	2.2	16.4	0.69	0.72	0.69	42.1
9	R2	All MCs	177	6.0	177	6.0	*	0.440	35.5	LOS D	6.1	45.1	0.91	0.80	0.91	36.8
Approach			264	6.0	264	6.0		0.440	31.4	LOS C	6.1	45.1	0.84	0.77	0.84	38.4
West: Knysna Road																
10	L2	All MCs	58	6.0	58	6.0		0.623	20.0	LOS C	17.8	131.4	0.76	0.69	0.76	46.4
11	T1	All MCs	1243	6.0	1243	6.0	*	0.623	14.4	LOS B	17.9	132.0	0.76	0.69	0.76	48.3
Approach			1301	6.0	1301	6.0		0.623	14.7	LOS B	17.9	132.0	0.76	0.69	0.76	48.3
All Vehicles			2948	6.0	2948	6.0		0.623	13.3	LOS B	17.9	132.0	0.67	0.63	0.67	48.2

2026 Base Year + Development Trips

MOVEMENT SUMMARY

Site: [3] 2026 FRI + Development (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80.0 seconds (Site User-Given Phase Times)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Knysna Road																
5	T1	All MCs	821	6.0	821	6.0		0.311	6.1	LOS A	6.7	49.5	0.46	0.40	0.46	54.5
6	R2	All MCs	151	6.0	151	6.0	*	0.474	16.5	LOS B	2.5	18.3	0.82	1.10	0.82	32.9
Approach			972	6.0	972	6.0		0.474	7.7	LOS A	6.7	49.5	0.51	0.51	0.51	49.5
North: 3rd Street																
7	L2	All MCs	136	6.0	136	6.0		0.203	24.6	LOS C	3.7	26.9	0.73	0.75	0.73	41.4
9	R2	All MCs	288	6.0	288	6.0	*	0.717	39.1	LOS D	11.1	81.7	0.98	0.87	1.05	35.6
Approach			424	6.0	424	6.0		0.717	34.5	LOS C	11.1	81.7	0.90	0.83	0.95	37.2
West: Knysna Road																
10	L2	All MCs	68	6.0	68	6.0		0.641	20.2	LOS C	18.6	137.0	0.77	0.71	0.77	46.2
11	T1	All MCs	1269	6.0	1269	6.0	*	0.641	14.6	LOS B	18.7	137.7	0.77	0.70	0.77	48.2
Approach			1338	6.0	1338	6.0		0.641	14.9	LOS B	18.7	137.7	0.77	0.70	0.77	48.1
All Vehicles			2734	6.0	2734	6.0		0.717	15.4	LOS B	18.7	137.7	0.70	0.65	0.71	46.4

MOVEMENT SUMMARY

Site: [4] 2026 SAT + Development (General)

Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80.0 seconds (Site User-Given Phase Times)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Knysna Road																
5	T1	All MCs	1236	6.0	1236	6.0		0.479	7.7	LOS A	12.1	88.9	0.53	0.48	0.53	53.7
6	R2	All MCs	199	6.0	199	6.0	*	0.643	20.2	LOS C	4.1	30.5	0.92	1.06	0.96	31.4
Approach			1435	6.0	1435	6.0		0.643	9.4	LOS A	12.1	88.9	0.59	0.56	0.59	48.4
North: 3rd Street																
7	L2	All MCs	87	6.0	87	6.0		0.131	24.0	LOS C	2.3	16.8	0.70	0.73	0.70	41.6
9	R2	All MCs	283	6.0	283	6.0	*	0.704	38.8	LOS D	10.8	79.5	0.98	0.86	1.04	35.7
Approach			371	6.0	371	6.0		0.704	35.3	LOS D	10.8	79.5	0.91	0.83	0.96	36.9
West: Knysna Road																
10	L2	All MCs	65	6.0	65	6.0		0.662	20.5	LOS C	19.6	144.0	0.78	0.72	0.78	46.1
11	T1	All MCs	1317	6.0	1317	6.0	*	0.662	14.9	LOS B	19.7	144.7	0.78	0.71	0.78	48.0
Approach			1382	6.0	1382	6.0		0.662	15.1	LOS B	19.7	144.7	0.78	0.71	0.78	47.9
All Vehicles			3187	6.0	3187	6.0		0.704	14.9	LOS B	19.7	144.7	0.71	0.66	0.72	46.5

2031 Base Year + Development Trips

MOVEMENT SUMMARY

Site: [5] 2031 FRI + Development (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80.0 seconds (Site User-Given Phase Times)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Knysna Road																
5	T1	All MCs	955	6.0	955	6.0		0.361	6.4	LOS A	8.2	60.2	0.48	0.42	0.48	54.3
6	R2	All MCs	165	6.0	165	6.0	*	0.579	19.3	LOS B	3.4	25.4	0.93	1.04	0.93	31.2
Approach			1120	6.0	1120	6.0		0.579	8.3	LOS A	8.2	60.2	0.54	0.51	0.54	49.0
North: 3rd Street																
7	L2	All MCs	158	6.0	158	6.0		0.236	24.8	LOS C	4.3	31.8	0.74	0.76	0.74	41.2
9	R2	All MCs	317	6.0	317	6.0	*	0.787	41.6	LOS D	12.9	94.6	1.00	0.91	1.14	34.7
Approach			475	6.0	475	6.0		0.787	36.1	LOS D	12.9	94.6	0.91	0.86	1.01	36.6
West: Knysna Road																
10	L2	All MCs	78	6.0	78	6.0		0.738	21.5	LOS C	23.2	170.9	0.84	0.77	0.84	45.5
11	T1	All MCs	1462	6.0	1462	6.0	*	0.738	15.8	LOS B	23.3	171.8	0.84	0.76	0.84	47.4
Approach			1540	6.0	1540	6.0		0.738	16.1	LOS B	23.3	171.8	0.84	0.76	0.84	47.3
All Vehicles			3135	6.0	3135	6.0		0.787	16.3	LOS B	23.3	171.8	0.74	0.69	0.76	45.8

MOVEMENT SUMMARY

Site: [6] 2031 SAT + Development (General)

Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80.0 seconds (Site User-Given Phase Times)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Knysna Road																
5	T1	All MCs	1437	6.0	1437	6.0		0.567	9.2	LOS A	15.7	115.4	0.58	0.53	0.58	53.2
6	R2	All MCs	218	6.0	218	6.0	*	0.703	26.8	LOS C	5.4	39.7	1.00	1.05	1.10	30.1
Approach			1655	6.0	1655	6.0		0.703	11.5	LOS B	15.7	115.4	0.64	0.60	0.65	47.3
North: 3rd Street																
7	L2	All MCs	101	6.0	101	6.0		0.145	23.2	LOS C	2.6	19.1	0.69	0.73	0.69	42.0
9	R2	All MCs	312	6.0	312	6.0	*	0.774	41.1	LOS D	12.5	92.0	1.00	0.90	1.13	34.9
Approach			413	6.0	413	6.0		0.774	36.7	LOS D	12.5	92.0	0.92	0.86	1.02	36.4
West: Knysna Road																
10	L2	All MCs	75	6.0	75	6.0		0.761	22.1	LOS C	24.7	182.0	0.85	0.79	0.86	45.1
11	T1	All MCs	1515	6.0	1515	6.0	*	0.761	16.5	LOS B	24.8	182.8	0.85	0.78	0.86	47.0
Approach			1589	6.0	1589	6.0		0.761	16.8	LOS B	24.8	182.8	0.85	0.79	0.86	46.9
All Vehicles			3657	6.0	3657	6.0		0.774	16.6	LOS B	24.8	182.8	0.76	0.71	0.78	45.6

3rd Street and George Square Access

2026 Base Year

MOVEMENT SUMMARY

Site: [1] 2026 Friday (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	58	6.0	58	6.0	0.206	12.5	LOS B	0.7	5.0	0.72	1.22	1.96	49.2
2	T1	All MCs	91	6.0	91	6.0	0.206	13.2	LOS B	0.7	5.0	0.72	1.22	1.96	49.2
Approach			148	6.0	148	6.0	0.206	12.9	LOS B	0.7	5.0	0.72	1.22	1.96	49.2
North: 3rd Street															
8	T1	All MCs	158	6.0	158	6.0	0.325	14.3	LOS B	1.2	8.8	0.76	1.27	2.20	49.0
9	R2	All MCs	76	6.0	76	6.0	0.325	14.1	LOS B	1.2	8.8	0.76	1.27	2.20	49.2
Approach			234	6.0	234	6.0	0.325	14.2	LOS B	1.2	8.8	0.76	1.27	2.20	49.1
West: Mall Access															
10	L2	All MCs	127	6.0	127	6.0	0.177	12.3	LOS B	0.6	4.1	0.71	1.22	1.91	49.8
12	R2	All MCs	153	6.0	153	6.0	0.212	12.9	LOS B	0.7	5.1	0.72	1.23	1.97	49.8
Approach			280	6.0	280	6.0	0.212	12.7	LOS B	0.7	5.1	0.72	1.22	1.94	49.8
All Vehicles			662	6.0	662	6.0	0.325	13.3	LOS B	1.2	8.8	0.73	1.24	2.04	49.4

MOVEMENT SUMMARY

Site: [2] 2026 Saturday (General)

Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	81	6.0	81	6.0	0.247	12.9	LOS B	0.8	6.2	0.73	1.24	2.04	49.1
2	T1	All MCs	97	6.0	97	6.0	0.247	13.5	LOS B	0.8	6.2	0.73	1.24	2.04	49.1
Approach			178	6.0	178	6.0	0.247	13.2	LOS B	0.8	6.2	0.73	1.24	2.04	49.1
North: 3rd Street															
8	T1	All MCs	78	6.0	78	6.0	0.221	13.3	LOS B	0.7	5.4	0.72	1.23	1.98	49.0
9	R2	All MCs	81	6.0	81	6.0	0.221	13.2	LOS B	0.7	5.4	0.72	1.23	1.98	49.3
Approach			159	6.0	159	6.0	0.221	13.2	LOS B	0.7	5.4	0.72	1.23	1.98	49.1
West: Mall Access															
10	L2	All MCs	167	6.0	167	6.0	0.232	12.8	LOS B	0.8	5.7	0.73	1.23	2.01	49.8
12	R2	All MCs	186	6.0	186	6.0	0.259	13.3	LOS B	0.9	6.6	0.74	1.24	2.06	49.9
Approach			354	6.0	354	6.0	0.259	13.0	LOS B	0.9	6.6	0.73	1.24	2.03	49.8
All Vehicles			691	6.0	691	6.0	0.259	13.1	LOS B	0.9	6.6	0.73	1.24	2.02	49.5

2026 Base Year + Development Trips

MOVEMENT SUMMARY

Site: [3] 2026 FRI + Development (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	58	6.0	58	6.0	0.230	12.7	LOS B	0.8	5.7	0.73	1.23	2.00	49.2
2	T1	All MCs	107	6.0	107	6.0	0.230	13.4	LOS B	0.8	5.7	0.73	1.23	2.00	49.2
Approach			165	6.0	165	6.0	0.230	13.2	LOS B	0.8	5.7	0.73	1.23	2.00	49.2
North: 3rd Street															
8	T1	All MCs	169	6.0	169	6.0	0.341	14.4	LOS B	1.3	9.4	0.76	1.27	2.24	49.0
9	R2	All MCs	76	6.0	76	6.0	0.341	14.3	LOS B	1.3	9.4	0.76	1.27	2.24	49.2
Approach			245	6.0	245	6.0	0.341	14.4	LOS B	1.3	9.4	0.76	1.27	2.24	49.1
West: St Georges Square															
10	L2	All MCs	127	6.0	127	6.0	0.177	12.3	LOS B	0.6	4.1	0.71	1.22	1.91	49.8
12	R2	All MCs	153	6.0	153	6.0	0.212	12.9	LOS B	0.7	5.1	0.72	1.23	1.97	49.8
Approach			280	6.0	280	6.0	0.212	12.7	LOS B	0.7	5.1	0.72	1.22	1.94	49.8
All Vehicles			691	6.0	691	6.0	0.341	13.4	LOS B	1.3	9.4	0.74	1.24	2.06	49.4

MOVEMENT SUMMARY

Site: [4] 2026 SAT + Development (General)

Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	81	6.0	81	6.0	0.268	13.1	LOS B	0.9	6.8	0.74	1.24	2.08	49.1
2	T1	All MCs	112	6.0	112	6.0	0.268	13.7	LOS B	0.9	6.8	0.74	1.24	2.08	49.1
Approach			193	6.0	193	6.0	0.268	13.4	LOS B	0.9	6.8	0.74	1.24	2.08	49.1
North: 3rd Street															
8	T1	All MCs	93	6.0	93	6.0	0.241	13.5	LOS B	0.8	6.0	0.73	1.24	2.02	49.0
9	R2	All MCs	81	6.0	81	6.0	0.241	13.3	LOS B	0.8	6.0	0.73	1.24	2.02	49.2
Approach			174	6.0	174	6.0	0.241	13.4	LOS B	0.8	6.0	0.73	1.24	2.02	49.1
West: St George Square															
10	L2	All MCs	167	6.0	167	6.0	0.232	12.8	LOS B	0.8	5.7	0.73	1.23	2.01	49.8
12	R2	All MCs	186	6.0	186	6.0	0.259	13.3	LOS B	0.9	6.6	0.74	1.24	2.06	49.9
Approach			354	6.0	354	6.0	0.259	13.0	LOS B	0.9	6.6	0.73	1.24	2.03	49.8
All Vehicles			720	6.0	720	6.0	0.268	13.2	LOS B	0.9	6.8	0.73	1.24	2.04	49.5

2031 Forecast Year + Development Trips

MOVEMENT SUMMARY

Site: [5] 2031 FRI + Development (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	67	6.0	67	6.0	0.263	13.0	LOS B	0.9	6.7	0.74	1.24	2.07	49.1
2	T1	All MCs	122	6.0	122	6.0	0.263	13.7	LOS B	0.9	6.7	0.74	1.24	2.07	49.1
Approach			189	6.0	189	6.0	0.263	13.4	LOS B	0.9	6.7	0.74	1.24	2.07	49.1
North: 3rd Street															
8	T1	All MCs	195	6.0	195	6.0	0.392	15.1	LOS C	1.6	11.5	0.78	1.30	2.38	48.9
9	R2	All MCs	87	6.0	87	6.0	0.392	14.9	LOS B	1.6	11.5	0.78	1.30	2.38	49.1
Approach			282	6.0	282	6.0	0.392	15.0	LOS C	1.6	11.5	0.78	1.30	2.38	49.0
West: St George Square															
10	L2	All MCs	147	6.0	147	6.0	0.205	12.5	LOS B	0.7	4.9	0.72	1.22	1.95	49.8
12	R2	All MCs	177	6.0	177	6.0	0.246	13.2	LOS B	0.8	6.1	0.73	1.24	2.03	49.8
Approach			324	6.0	324	6.0	0.246	12.9	LOS B	0.8	6.1	0.73	1.23	2.00	49.8
All Vehicles			796	6.0	796	6.0	0.392	13.8	LOS B	1.6	11.5	0.75	1.26	2.15	49.3

MOVEMENT SUMMARY

Site: [6] 2031 SAT + Development (General)

Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	94	6.0	94	6.0	0.306	13.4	LOS B	1.1	8.1	0.75	1.26	2.16	49.0
2	T1	All MCs	126	6.0	126	6.0	0.306	14.1	LOS B	1.1	8.1	0.75	1.26	2.16	49.0
Approach			220	6.0	220	6.0	0.306	13.8	LOS B	1.1	8.1	0.75	1.26	2.16	49.0
North: 3rd Street															
8	T1	All MCs	105	6.0	105	6.0	0.276	13.8	LOS B	1.0	7.1	0.74	1.25	2.10	48.9
9	R2	All MCs	94	6.0	94	6.0	0.276	13.6	LOS B	1.0	7.1	0.74	1.25	2.10	49.2
Approach			199	6.0	199	6.0	0.276	13.7	LOS B	1.0	7.1	0.74	1.25	2.10	49.0
West: St George Square															
10	L2	All MCs	194	6.0	194	6.0	0.269	13.1	LOS B	0.9	6.9	0.74	1.25	2.08	49.8
12	R2	All MCs	216	6.0	216	6.0	0.300	13.7	LOS B	1.1	7.9	0.75	1.26	2.15	49.9
Approach			409	6.0	409	6.0	0.300	13.4	LOS B	1.1	7.9	0.75	1.25	2.11	49.9
All Vehicles			828	6.0	828	6.0	0.306	13.6	LOS B	1.1	8.1	0.75	1.25	2.12	49.4

3rd Street and Akasia Street

2026 Base Year

MOVEMENT SUMMARY

Site: [1] 2026 Friday (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd STreet															
1	L2	All MCs	1	6.0	1	6.0	0.113	6.2	LOS A	0.3	2.5	0.15	0.18	0.15	55.5
2	T1	All MCs	169	6.0	169	6.0	0.113	0.2	LOS A	0.3	2.5	0.15	0.18	0.15	58.2
3	R2	All MCs	49	6.0	49	6.0	0.113	6.1	LOS A	0.3	2.5	0.15	0.18	0.15	55.3
Approach			220	6.0	220	6.0	0.113	1.5	NA	0.3	2.5	0.15	0.18	0.15	57.5
East: Akasia Street															
4	L2	All MCs	66	6.0	66	6.0	0.054	8.7	LOS A	0.3	1.9	0.29	0.86	0.29	50.9
5	T1	All MCs	2	6.0	2	6.0	0.054	8.6	LOS A	0.3	1.9	0.29	0.86	0.29	50.9
6	R2	All MCs	25	6.0	25	6.0	0.054	8.5	LOS A	0.3	1.9	0.29	0.86	0.29	50.7
Approach			94	6.0	94	6.0	0.054	8.7	LOS A	0.3	1.9	0.29	0.86	0.29	50.9
North: 3rd Street															
7	L2	All MCs	12	6.0	12	6.0	0.083	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	56.8
8	T1	All MCs	157	6.0	157	6.0	0.083	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	59.6
9	R2	All MCs	1	6.0	1	6.0	0.083	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	56.5
Approach			169	6.0	169	6.0	0.083	0.4	NA	0.0	0.1	0.01	0.04	0.01	59.4
West: Winkelhaak Street															
10	L2	All MCs	2	6.0	2	6.0	0.009	8.7	LOS A	0.0	0.2	0.33	0.85	0.33	51.0
11	T1	All MCs	2	6.0	2	6.0	0.009	8.5	LOS A	0.0	0.2	0.33	0.85	0.33	51.0
12	R2	All MCs	11	6.0	11	6.0	0.009	8.6	LOS A	0.0	0.2	0.33	0.85	0.33	50.8
Approach			15	6.0	15	6.0	0.009	8.6	LOS A	0.0	0.2	0.33	0.85	0.33	50.9
All Vehicles			498	6.0	498	6.0	0.113	2.7	NA	0.3	2.5	0.14	0.28	0.14	56.5

MOVEMENT SUMMARY

Site: [2] 2026 Saturday (General)

Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd STreet															
1	L2	All MCs	3	6.0	3	6.0	0.132	6.0	LOS A	0.2	1.8	0.08	0.11	0.08	56.2
2	T1	All MCs	228	6.0	228	6.0	0.132	0.1	LOS A	0.2	1.8	0.08	0.11	0.08	58.9
3	R2	All MCs	34	6.0	34	6.0	0.132	5.9	LOS A	0.2	1.8	0.08	0.11	0.08	55.9
Approach			265	6.0	265	6.0	0.132	0.9	NA	0.2	1.8	0.08	0.11	0.08	58.5
East: Akasia Street															
4	L2	All MCs	44	6.0	44	6.0	0.032	8.6	LOS A	0.2	1.1	0.24	0.86	0.24	50.9
5	T1	All MCs	1	6.0	1	6.0	0.032	8.5	LOS A	0.2	1.1	0.24	0.86	0.24	50.9
6	R2	All MCs	13	6.0	13	6.0	0.032	8.4	LOS A	0.2	1.1	0.24	0.86	0.24	50.7
Approach			58	6.0	58	6.0	0.032	8.5	LOS A	0.2	1.1	0.24	0.86	0.24	50.9
North: 3rd Street															
7	L2	All MCs	7	6.0	7	6.0	0.059	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	56.8
8	T1	All MCs	111	6.0	111	6.0	0.059	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	59.6
9	R2	All MCs	1	6.0	1	6.0	0.059	5.8	LOS A	0.0	0.1	0.01	0.04	0.01	56.5
Approach			119	6.0	119	6.0	0.059	0.4	NA	0.0	0.1	0.01	0.04	0.01	59.4
West: WInkelhaak Street															
10	L2	All MCs	2	6.0	2	6.0	0.005	8.9	LOS A	0.0	0.1	0.33	0.84	0.33	51.0
11	T1	All MCs	1	6.0	1	6.0	0.005	8.5	LOS A	0.0	0.1	0.33	0.84	0.33	51.0
12	R2	All MCs	4	6.0	4	6.0	0.005	8.5	LOS A	0.0	0.1	0.33	0.84	0.33	50.8
Approach			7	6.0	7	6.0	0.005	8.6	LOS A	0.0	0.1	0.33	0.84	0.33	50.9
All Vehicles			449	6.0	449	6.0	0.132	1.9	NA	0.2	1.8	0.09	0.20	0.09	57.5

2026 Base Year + Development Trips

MOVEMENT SUMMARY

Site: [3] 2026 FRI + Development (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd STreet															
1	L2	All MCs	1	6.0	1	6.0	0.121	6.2	LOS A	0.3	2.5	0.15	0.18	0.15	55.6
2	T1	All MCs	186	6.0	186	6.0	0.121	0.2	LOS A	0.3	2.5	0.15	0.18	0.15	58.3
3	R2	All MCs	49	6.0	49	6.0	0.121	6.1	LOS A	0.3	2.5	0.15	0.18	0.15	55.3
Approach			237	6.0	237	6.0	0.121	1.5	NA	0.3	2.5	0.15	0.18	0.15	57.6
East: Akasia Street															
4	L2	All MCs	66	6.0	66	6.0	0.055	8.8	LOS A	0.3	1.9	0.31	0.86	0.31	50.9
5	T1	All MCs	2	6.0	2	6.0	0.055	8.6	LOS A	0.3	1.9	0.31	0.86	0.31	50.9
6	R2	All MCs	25	6.0	25	6.0	0.055	8.5	LOS A	0.3	1.9	0.31	0.86	0.31	50.7
Approach			94	6.0	94	6.0	0.055	8.7	LOS A	0.3	1.9	0.31	0.86	0.31	50.9
North: 3rd Street															
7	L2	All MCs	12	6.0	12	6.0	0.089	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	56.8
8	T1	All MCs	168	6.0	168	6.0	0.089	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	59.6
9	R2	All MCs	1	6.0	1	6.0	0.089	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	56.5
Approach			181	6.0	181	6.0	0.089	0.4	NA	0.0	0.1	0.01	0.04	0.01	59.4
West: Winkelhaak Street															
10	L2	All MCs	2	6.0	2	6.0	0.010	8.8	LOS A	0.0	0.3	0.34	0.85	0.34	51.0
11	T1	All MCs	2	6.0	2	6.0	0.010	8.6	LOS A	0.0	0.3	0.34	0.85	0.34	51.0
12	R2	All MCs	11	6.0	11	6.0	0.010	8.6	LOS A	0.0	0.3	0.34	0.85	0.34	50.8
Approach			15	6.0	15	6.0	0.010	8.6	LOS A	0.0	0.3	0.34	0.85	0.34	50.9
All Vehicles			526	6.0	526	6.0	0.121	2.6	NA	0.3	2.5	0.13	0.27	0.13	56.6

MOVEMENT SUMMARY

Site: [4] 2026 SAT + Development (General)

Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd STreet															
1	L2	All MCs	3	6.0	3	6.0	0.140	6.0	LOS A	0.2	1.8	0.08	0.10	0.08	56.3
2	T1	All MCs	243	6.0	243	6.0	0.140	0.1	LOS A	0.2	1.8	0.08	0.10	0.08	59.0
3	R2	All MCs	34	6.0	34	6.0	0.140	6.0	LOS A	0.2	1.8	0.08	0.10	0.08	56.0
Approach			280	6.0	280	6.0	0.140	0.9	NA	0.2	1.8	0.08	0.10	0.08	58.6
East: Akasia Street															
4	L2	All MCs	44	6.0	44	6.0	0.033	8.6	LOS A	0.2	1.1	0.26	0.86	0.26	50.9
5	T1	All MCs	1	6.0	1	6.0	0.033	8.6	LOS A	0.2	1.1	0.26	0.86	0.26	50.9
6	R2	All MCs	13	6.0	13	6.0	0.033	8.5	LOS A	0.2	1.1	0.26	0.86	0.26	50.7
Approach			58	6.0	58	6.0	0.033	8.6	LOS A	0.2	1.1	0.26	0.86	0.26	50.9
North: 3rd Street															
7	L2	All MCs	7	6.0	7	6.0	0.066	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	56.8
8	T1	All MCs	125	6.0	125	6.0	0.066	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	59.6
9	R2	All MCs	1	6.0	1	6.0	0.066	5.8	LOS A	0.0	0.1	0.01	0.04	0.01	56.6
Approach			134	6.0	134	6.0	0.066	0.4	NA	0.0	0.1	0.01	0.04	0.01	59.4
West: Winkelhaak Street															
10	L2	All MCs	2	6.0	2	6.0	0.005	9.0	LOS A	0.0	0.1	0.34	0.83	0.34	51.0
11	T1	All MCs	1	6.0	1	6.0	0.005	8.6	LOS A	0.0	0.1	0.34	0.83	0.34	51.0
12	R2	All MCs	4	6.0	4	6.0	0.005	8.5	LOS A	0.0	0.1	0.34	0.83	0.34	50.8
Approach			7	6.0	7	6.0	0.005	8.7	LOS A	0.0	0.1	0.34	0.83	0.34	50.9
All Vehicles			479	6.0	479	6.0	0.140	1.8	NA	0.2	1.8	0.09	0.19	0.09	57.6

2031 Forecast Year + Development Trips

MOVEMENT SUMMARY

Site: [5] 2031 FRI + Development (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd STreet															
1	L2	All MCs	1	6.0	1	6.0	0.139	6.3	LOS A	0.4	3.0	0.17	0.19	0.17	55.5
2	T1	All MCs	213	6.0	213	6.0	0.139	0.2	LOS A	0.4	3.0	0.17	0.19	0.17	58.2
3	R2	All MCs	57	6.0	57	6.0	0.139	6.3	LOS A	0.4	3.0	0.17	0.19	0.17	55.3
Approach			271	6.0	271	6.0	0.139	1.5	NA	0.4	3.0	0.17	0.19	0.17	57.5
East: Akasia Street															
4	L2	All MCs	77	6.0	77	6.0	0.066	8.9	LOS A	0.3	2.2	0.33	0.85	0.33	50.9
5	T1	All MCs	2	6.0	2	6.0	0.066	8.8	LOS A	0.3	2.2	0.33	0.85	0.33	50.9
6	R2	All MCs	29	6.0	29	6.0	0.066	8.7	LOS A	0.3	2.2	0.33	0.85	0.33	50.7
Approach			108	6.0	108	6.0	0.066	8.8	LOS A	0.3	2.2	0.33	0.85	0.33	50.8
North: 3rd Street															
7	L2	All MCs	14	6.0	14	6.0	0.102	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	56.8
8	T1	All MCs	194	6.0	194	6.0	0.102	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	59.6
9	R2	All MCs	1	6.0	1	6.0	0.102	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	56.5
Approach			208	6.0	208	6.0	0.102	0.4	NA	0.0	0.1	0.01	0.04	0.01	59.4
West: Winkelhaak Street															
10	L2	All MCs	2	6.0	2	6.0	0.011	8.9	LOS A	0.0	0.3	0.37	0.85	0.37	51.0
11	T1	All MCs	2	6.0	2	6.0	0.011	8.7	LOS A	0.0	0.3	0.37	0.85	0.37	51.0
12	R2	All MCs	13	6.0	13	6.0	0.011	8.7	LOS A	0.0	0.3	0.37	0.85	0.37	50.7
Approach			17	6.0	17	6.0	0.011	8.8	LOS A	0.0	0.3	0.37	0.85	0.37	50.8
All Vehicles			604	6.0	604	6.0	0.139	2.6	NA	0.4	3.0	0.15	0.28	0.15	56.6

MOVEMENT SUMMARY

Site: [6] 2031 SAT + Development (General)

Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd STreet															
1	L2	All MCs	3	6.0	3	6.0	0.161	6.1	LOS A	0.3	2.2	0.09	0.11	0.09	56.2
2	T1	All MCs	279	6.0	279	6.0	0.161	0.1	LOS A	0.3	2.2	0.09	0.11	0.09	58.9
3	R2	All MCs	39	6.0	39	6.0	0.161	6.1	LOS A	0.3	2.2	0.09	0.11	0.09	55.9
Approach			321	6.0	321	6.0	0.161	0.9	NA	0.3	2.2	0.09	0.11	0.09	58.5
East: Akasia Street															
4	L2	All MCs	52	6.0	52	6.0	0.039	8.7	LOS A	0.2	1.3	0.28	0.85	0.28	50.9
5	T1	All MCs	1	6.0	1	6.0	0.039	8.7	LOS A	0.2	1.3	0.28	0.85	0.28	50.9
6	R2	All MCs	15	6.0	15	6.0	0.039	8.6	LOS A	0.2	1.3	0.28	0.85	0.28	50.7
Approach			67	6.0	67	6.0	0.039	8.7	LOS A	0.2	1.3	0.28	0.85	0.28	50.9
North: 3rd Street															
7	L2	All MCs	8	6.0	8	6.0	0.075	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	56.9
8	T1	All MCs	143	6.0	143	6.0	0.075	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	59.6
9	R2	All MCs	1	6.0	1	6.0	0.075	5.8	LOS A	0.0	0.1	0.01	0.04	0.01	56.6
Approach			153	6.0	153	6.0	0.075	0.4	NA	0.0	0.1	0.01	0.04	0.01	59.4
West: Winkelhaak Street															
10	L2	All MCs	2	6.0	2	6.0	0.006	9.1	LOS A	0.0	0.2	0.37	0.83	0.37	51.0
11	T1	All MCs	1	6.0	1	6.0	0.006	8.7	LOS A	0.0	0.2	0.37	0.83	0.37	50.9
12	R2	All MCs	5	6.0	5	6.0	0.006	8.7	LOS A	0.0	0.2	0.37	0.83	0.37	50.7
Approach			8	6.0	8	6.0	0.006	8.8	LOS A	0.0	0.2	0.37	0.83	0.37	50.8
All Vehicles			549	6.0	549	6.0	0.161	1.8	NA	0.3	2.2	0.09	0.19	0.09	57.6

Mann Street and 3rd Street

2026 Base Year

MOVEMENT SUMMARY

Site: [1] 2026 Friday (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	61	6.0	61	6.0	0.273	13.1	LOS B	1.0	7.0	0.74	1.26	2.09	48.8
2	T1	All MCs	131	6.0	131	6.0	0.273	12.8	LOS B	1.0	7.0	0.74	1.26	2.09	48.8
3	R2	All MCs	5	6.0	5	6.0	0.273	12.7	LOS B	1.0	7.0	0.74	1.26	2.09	48.6
Approach			197	6.0	197	6.0	0.273	12.9	LOS B	1.0	7.0	0.74	1.26	2.09	48.8
East: Mann Street															
4	L2	All MCs	6	6.0	6	6.0	0.096	11.8	LOS B	0.3	2.1	0.69	1.21	1.78	49.7
5	T1	All MCs	58	6.0	58	6.0	0.096	11.5	LOS B	0.3	2.1	0.69	1.21	1.78	49.7
6	R2	All MCs	5	6.0	5	6.0	0.096	11.3	LOS B	0.3	2.1	0.69	1.21	1.78	49.5
Approach			69	6.0	69	6.0	0.096	11.5	LOS B	0.3	2.1	0.69	1.21	1.78	49.7
North: 3rd Street															
7	L2	All MCs	11	6.0	11	6.0	0.221	12.7	LOS B	0.7	5.4	0.72	1.25	1.98	50.0
8	T1	All MCs	138	6.0	138	6.0	0.221	12.3	LOS B	0.7	5.4	0.72	1.25	1.98	50.0
9	R2	All MCs	11	6.0	11	6.0	0.221	12.2	LOS B	0.7	5.4	0.72	1.25	1.98	49.8
Approach			159	6.0	159	6.0	0.221	12.3	LOS B	0.7	5.4	0.72	1.25	1.98	49.9
West: Mann Street															
10	L2	All MCs	7	6.0	7	6.0	0.123	12.0	LOS B	0.4	2.7	0.69	1.22	1.82	49.7
11	T1	All MCs	56	6.0	56	6.0	0.123	11.6	LOS B	0.4	2.7	0.69	1.22	1.82	49.7
12	R2	All MCs	25	6.0	25	6.0	0.123	11.5	LOS B	0.4	2.7	0.69	1.22	1.82	49.5
Approach			88	6.0	88	6.0	0.123	11.6	LOS B	0.4	2.7	0.69	1.22	1.82	49.6
All Vehicles			514	6.0	514	6.0	0.273	12.3	LOS B	1.0	7.0	0.72	1.24	1.97	49.4

MOVEMENT SUMMARY

Site: [2] 2026 Saturday (General)

Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	65	6.0	65	6.0	0.336	13.7	LOS B	1.3	9.2	0.76	1.29	2.23	48.5
2	T1	All MCs	164	6.0	164	6.0	0.336	13.4	LOS B	1.3	9.2	0.76	1.29	2.23	48.5
3	R2	All MCs	13	6.0	13	6.0	0.336	13.3	LOS B	1.3	9.2	0.76	1.29	2.23	48.3
Approach			242	6.0	242	6.0	0.336	13.5	LOS B	1.3	9.2	0.76	1.29	2.23	48.5
East: Mann Street															
4	L2	All MCs	9	6.0	9	6.0	0.085	11.7	LOS B	0.2	1.8	0.68	1.21	1.76	49.7
5	T1	All MCs	45	6.0	45	6.0	0.085	11.4	LOS B	0.2	1.8	0.68	1.21	1.76	49.7
6	R2	All MCs	6	6.0	6	6.0	0.085	11.3	LOS B	0.2	1.8	0.68	1.21	1.76	49.5
Approach			61	6.0	61	6.0	0.085	11.4	LOS B	0.2	1.8	0.68	1.21	1.76	49.7
North: 3rd Street															
7	L2	All MCs	1	6.0	1	6.0	0.139	12.1	LOS B	0.4	3.1	0.70	1.23	1.84	50.0
8	T1	All MCs	94	6.0	94	6.0	0.139	11.7	LOS B	0.4	3.1	0.70	1.23	1.84	50.0
9	R2	All MCs	5	6.0	5	6.0	0.139	11.6	LOS B	0.4	3.1	0.70	1.23	1.84	49.8
Approach			100	6.0	100	6.0	0.139	11.7	LOS B	0.4	3.1	0.70	1.23	1.84	50.0
West: Mann Street															
10	L2	All MCs	7	6.0	7	6.0	0.089	11.8	LOS B	0.3	1.9	0.68	1.21	1.77	49.7
11	T1	All MCs	42	6.0	42	6.0	0.089	11.4	LOS B	0.3	1.9	0.68	1.21	1.77	49.7
12	R2	All MCs	15	6.0	15	6.0	0.089	11.3	LOS B	0.3	1.9	0.68	1.21	1.77	49.5
Approach			64	6.0	64	6.0	0.089	11.4	LOS B	0.3	1.9	0.68	1.21	1.77	49.7
All Vehicles			467	6.0	467	6.0	0.336	12.6	LOS B	1.3	9.2	0.73	1.25	2.02	49.1

2026 Base Year + Development Trips

MOVEMENT SUMMARY

Site: [3] 2026 FRI + Development (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	61	6.0	61	6.0	0.297	13.3	LOS B	1.1	7.8	0.75	1.27	2.14	48.7
2	T1	All MCs	147	6.0	147	6.0	0.297	13.0	LOS B	1.1	7.8	0.75	1.27	2.14	48.7
3	R2	All MCs	5	6.0	5	6.0	0.297	12.9	LOS B	1.1	7.8	0.75	1.27	2.14	48.5
Approach			214	6.0	214	6.0	0.297	13.1	LOS B	1.1	7.8	0.75	1.27	2.14	48.7
East: Mann Street															
4	L2	All MCs	6	6.0	6	6.0	0.096	11.8	LOS B	0.3	2.1	0.69	1.21	1.78	49.7
5	T1	All MCs	58	6.0	58	6.0	0.096	11.5	LOS B	0.3	2.1	0.69	1.21	1.78	49.7
6	R2	All MCs	5	6.0	5	6.0	0.096	11.3	LOS B	0.3	2.1	0.69	1.21	1.78	49.5
Approach			69	6.0	69	6.0	0.096	11.5	LOS B	0.3	2.1	0.69	1.21	1.78	49.7
North: 3rd Street															
7	L2	All MCs	11	6.0	11	6.0	0.237	12.8	LOS B	0.8	5.9	0.73	1.25	2.01	50.0
8	T1	All MCs	149	6.0	149	6.0	0.237	12.5	LOS B	0.8	5.9	0.73	1.25	2.01	50.0
9	R2	All MCs	11	6.0	11	6.0	0.237	12.3	LOS B	0.8	5.9	0.73	1.25	2.01	49.8
Approach			171	6.0	171	6.0	0.237	12.5	LOS B	0.8	5.9	0.73	1.25	2.01	50.0
West: Mann Street															
10	L2	All MCs	7	6.0	7	6.0	0.123	12.0	LOS B	0.4	2.7	0.69	1.22	1.82	49.7
11	T1	All MCs	56	6.0	56	6.0	0.123	11.6	LOS B	0.4	2.7	0.69	1.22	1.82	49.7
12	R2	All MCs	25	6.0	25	6.0	0.123	11.5	LOS B	0.4	2.7	0.69	1.22	1.82	49.5
Approach			88	6.0	88	6.0	0.123	11.6	LOS B	0.4	2.7	0.69	1.22	1.82	49.6
All Vehicles			542	6.0	542	6.0	0.297	12.4	LOS B	1.1	7.8	0.73	1.25	2.00	49.4

MOVEMENT SUMMARY

Site: [4] 2026 SAT + Development (General)

Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Design Life Analysis (Final Year): Results for 10 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	85	6.0	85	6.0	0.464	15.4	LOS C	2.0	14.9	0.81	1.36	2.61	47.6
2	T1	All MCs	233	6.0	233	6.0	0.464	15.1	LOS C	2.0	14.9	0.81	1.36	2.61	47.6
3	R2	All MCs	16	6.0	16	6.0	0.464	15.0	LOS B	2.0	14.9	0.81	1.36	2.61	47.4
Approach			334	6.0	334	6.0	0.464	15.2	LOS C	2.0	14.9	0.81	1.36	2.61	47.6
East: Mann Street															
4	L2	All MCs	12	6.0	12	6.0	0.110	11.9	LOS B	0.3	2.4	0.69	1.22	1.80	49.7
5	T1	All MCs	59	6.0	59	6.0	0.110	11.5	LOS B	0.3	2.4	0.69	1.22	1.80	49.6
6	R2	All MCs	8	6.0	8	6.0	0.110	11.4	LOS B	0.3	2.4	0.69	1.22	1.80	49.5
Approach			79	6.0	79	6.0	0.110	11.6	LOS B	0.3	2.4	0.69	1.22	1.80	49.6
North: 3rd Street															
7	L2	All MCs	1	6.0	1	6.0	0.207	12.6	LOS B	0.7	5.0	0.72	1.25	1.96	50.1
8	T1	All MCs	141	6.0	141	6.0	0.207	12.2	LOS B	0.7	5.0	0.72	1.25	1.96	50.0
9	R2	All MCs	7	6.0	7	6.0	0.207	12.1	LOS B	0.7	5.0	0.72	1.25	1.96	49.9
Approach			149	6.0	149	6.0	0.207	12.2	LOS B	0.7	5.0	0.72	1.25	1.96	50.0
West: Mann Street															
10	L2	All MCs	10	6.0	10	6.0	0.116	11.9	LOS B	0.4	2.6	0.69	1.21	1.81	49.7
11	T1	All MCs	55	6.0	55	6.0	0.116	11.6	LOS B	0.4	2.6	0.69	1.21	1.81	49.7
12	R2	All MCs	19	6.0	19	6.0	0.116	11.5	LOS B	0.4	2.6	0.69	1.21	1.81	49.5
Approach			83	6.0	83	6.0	0.116	11.6	LOS B	0.4	2.6	0.69	1.21	1.81	49.6
All Vehicles			646	6.0	646	6.0	0.464	13.6	LOS B	2.0	14.9	0.76	1.29	2.25	48.6

2031 Forecast Year + Development Trips

MOVEMENT SUMMARY

Site: [5] 2031 FRI + Development (General)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Design Life Analysis (Final Year): Results for 10 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	92	6.0	92	6.0	0.443	15.1	LOS C	1.9	13.8	0.80	1.34	2.54	47.7
2	T1	All MCs	219	6.0	219	6.0	0.443	14.8	LOS B	1.9	13.8	0.80	1.34	2.54	47.7
3	R2	All MCs	8	6.0	8	6.0	0.443	14.6	LOS B	1.9	13.8	0.80	1.34	2.54	47.5
Approach			319	6.0	319	6.0	0.443	14.9	LOS B	1.9	13.8	0.80	1.34	2.54	47.7
East: Mann Street															
4	L2	All MCs	10	6.0	10	6.0	0.146	12.1	LOS B	0.5	3.3	0.70	1.23	1.85	49.5
5	T1	All MCs	88	6.0	88	6.0	0.146	11.8	LOS B	0.5	3.3	0.70	1.23	1.85	49.5
6	R2	All MCs	8	6.0	8	6.0	0.146	11.7	LOS B	0.5	3.3	0.70	1.23	1.85	49.3
Approach			105	6.0	105	6.0	0.146	11.8	LOS B	0.5	3.3	0.70	1.23	1.85	49.5
North: 3rd Street															
7	L2	All MCs	16	6.0	16	6.0	0.355	14.0	LOS B	1.4	10.0	0.77	1.30	2.28	49.9
8	T1	All MCs	223	6.0	223	6.0	0.355	13.6	LOS B	1.4	10.0	0.77	1.30	2.28	49.9
9	R2	All MCs	16	6.0	16	6.0	0.355	13.5	LOS B	1.4	10.0	0.77	1.30	2.28	49.7
Approach			256	6.0	256	6.0	0.355	13.6	LOS B	1.4	10.0	0.77	1.30	2.28	49.9
West: Mann Street															
10	L2	All MCs	11	6.0	11	6.0	0.184	12.4	LOS B	0.6	4.4	0.71	1.23	1.92	49.5
11	T1	All MCs	83	6.0	83	6.0	0.184	12.0	LOS B	0.6	4.4	0.71	1.23	1.92	49.5
12	R2	All MCs	38	6.0	38	6.0	0.184	11.9	LOS B	0.6	4.4	0.71	1.23	1.92	49.3
Approach			133	6.0	133	6.0	0.184	12.0	LOS B	0.6	4.4	0.71	1.23	1.92	49.4
All Vehicles			813	6.0	813	6.0	0.443	13.6	LOS B	1.9	13.8	0.76	1.30	2.27	48.9

MOVEMENT SUMMARY

Site: [6] 2031 SAT + Development (General)

Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Stop (All-Way)
Design Life Analysis (Final Year): Results for 10 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: 3rd Street															
1	L2	All MCs	99	6.0	99	6.0	0.534	16.7	LOS C	2.6	19.0	0.84	1.41	2.88	46.9
2	T1	All MCs	267	6.0	267	6.0	0.534	16.4	LOS C	2.6	19.0	0.84	1.41	2.88	46.9
3	R2	All MCs	19	6.0	19	6.0	0.534	16.3	LOS C	2.6	19.0	0.84	1.41	2.88	46.7
Approach			385	6.0	385	6.0	0.534	16.5	LOS C	2.6	19.0	0.84	1.41	2.88	46.8
East: Mann Street															
4	L2	All MCs	14	6.0	14	6.0	0.127	12.0	LOS B	0.4	2.9	0.70	1.22	1.82	49.6
5	T1	All MCs	68	6.0	68	6.0	0.127	11.6	LOS B	0.4	2.9	0.70	1.22	1.82	49.6
6	R2	All MCs	10	6.0	10	6.0	0.127	11.5	LOS B	0.4	2.9	0.70	1.22	1.82	49.4
Approach			92	6.0	92	6.0	0.127	11.7	LOS B	0.4	2.9	0.70	1.22	1.82	49.6
North: 3rd Street															
7	L2	All MCs	1	6.0	1	6.0	0.236	12.8	LOS B	0.8	5.8	0.73	1.25	2.01	50.1
8	T1	All MCs	160	6.0	160	6.0	0.236	12.4	LOS B	0.8	5.8	0.73	1.25	2.01	50.1
9	R2	All MCs	8	6.0	8	6.0	0.236	12.3	LOS B	0.8	5.8	0.73	1.25	2.01	49.9
Approach			170	6.0	170	6.0	0.236	12.4	LOS B	0.8	5.8	0.73	1.25	2.01	50.0
West: Mann Street															
10	L2	All MCs	11	6.0	11	6.0	0.133	12.0	LOS B	0.4	3.0	0.70	1.22	1.83	49.6
11	T1	All MCs	63	6.0	63	6.0	0.133	11.7	LOS B	0.4	3.0	0.70	1.22	1.83	49.6
12	R2	All MCs	22	6.0	22	6.0	0.133	11.6	LOS B	0.4	3.0	0.70	1.22	1.83	49.4
Approach			96	6.0	96	6.0	0.133	11.7	LOS B	0.4	3.0	0.70	1.22	1.83	49.6
All Vehicles			742	6.0	742	6.0	0.534	14.3	LOS B	2.6	19.0	0.78	1.33	2.42	48.2

Knysna Road and Site Access 1

2026 Base Year + Development Trips

MOVEMENT SUMMARY

Site: 101 [2026 FRI + Development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Knysna Road															
5	T1	All MCs	973	6.0	973	6.0	0.244	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			973	6.0	973	6.0	0.244	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: SIte Access 1															
7	L2	All MCs	81	6.0	81	6.0	0.110	12.1	LOS B	0.4	3.2	0.59	0.96	0.59	49.1
Approach			81	6.0	81	6.0	0.110	12.1	LOS B	0.4	3.2	0.59	0.96	0.59	49.1
West: Knysna Road															
10	L2	All MCs	83	6.0	83	6.0	0.354	5.7	LOS A	0.0	0.0	0.00	0.07	0.00	56.4
11	T1	All MCs	1324	6.0	1324	6.0	0.354	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach			1407	6.0	1407	6.0	0.354	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.3
All Vehicles			2461	6.0	2461	6.0	0.354	0.7	NA	0.4	3.2	0.02	0.05	0.02	59.1

MOVEMENT SUMMARY

Site: 101 [2026 SAT + Development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Knysna Road															
5	T1	All MCs	1436	6.0	1436	6.0	0.360	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			1436	6.0	1436	6.0	0.360	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: SIte Access 1															
7	L2	All MCs	79	6.0	79	6.0	0.112	12.3	LOS B	0.4	3.2	0.60	0.97	0.60	48.9
Approach			79	6.0	79	6.0	0.112	12.3	LOS B	0.4	3.2	0.60	0.97	0.60	48.9
West: Knysna Road															
10	L2	All MCs	102	6.0	102	6.0	0.376	5.7	LOS A	0.0	0.0	0.00	0.08	0.00	56.3
11	T1	All MCs	1391	6.0	1391	6.0	0.376	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	59.4
Approach			1493	6.0	1493	6.0	0.376	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.2
All Vehicles			3007	6.0	3007	6.0	0.376	0.6	NA	0.4	3.2	0.02	0.05	0.02	59.1

2031 Forecast Year + Development Trips

MOVEMENT SUMMARY

Site: 101 [2031 FRI + Development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Knysna Road															
5	T1	All MCs	1121	6.0	1121	6.0	0.281	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			1121	6.0	1121	6.0	0.281	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: SIte Access 1															
7	L2	All MCs	81	6.0	81	6.0	0.133	13.4	LOS B	0.5	3.7	0.64	1.00	0.64	48.3
Approach			81	6.0	81	6.0	0.133	13.4	LOS B	0.5	3.7	0.64	1.00	0.64	48.3
West: Knysna Road															
10	L2	All MCs	83	6.0	83	6.0	0.408	5.7	LOS A	0.0	0.0	0.00	0.06	0.00	56.5
11	T1	All MCs	1538	6.0	1538	6.0	0.408	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach			1621	6.0	1621	6.0	0.408	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.3
All Vehicles			2823	6.0	2823	6.0	0.408	0.7	NA	0.5	3.7	0.02	0.05	0.02	59.1

MOVEMENT SUMMARY

Site: 101 [2031 SAT + Development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Knysna Road															
5	T1	All MCs	1656	6.0	1656	6.0	0.415	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1656	6.0	1656	6.0	0.415	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
North: SIte Access 1															
7	L2	All MCs	79	6.0	79	6.0	0.136	13.8	LOS B	0.5	3.8	0.66	1.00	0.66	48.0
Approach			79	6.0	79	6.0	0.136	13.8	LOS B	0.5	3.8	0.66	1.00	0.66	48.0
West: Knysna Road															
10	L2	All MCs	102	6.0	102	6.0	0.432	5.7	LOS A	0.0	0.0	0.00	0.07	0.00	56.4
11	T1	All MCs	1616	6.0	1616	6.0	0.432	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
Approach			1718	6.0	1718	6.0	0.432	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.2
All Vehicles			3453	6.0	3453	6.0	0.432	0.6	NA	0.5	3.8	0.02	0.04	0.02	59.1

3rd Street and Site Access 2

2026 Base Year + Development Trips

MOVEMENT SUMMARY

Site: 101v [2026 FRI + Development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: 3rd Street															
2	T1	All MCs	149	6.0	149	6.0	0.122	0.0	LOS A	0.5	3.8	0.30	0.32	0.30	57.2
3	R2	All MCs	71	6.0	71	6.0	0.122	8.1	LOS A	0.5	3.8	0.30	0.32	0.30	54.4
Approach			219	6.0	219	6.0	0.122	2.6	NA	0.5	3.8	0.30	0.32	0.30	56.2
East: Site Access 2															
4	L2	All MCs	114	6.0	114	6.0	0.124	9.4	LOS A	0.4	2.7	0.32	0.93	0.32	50.6
6	R2	All MCs	17	6.0	17	6.0	0.124	8.4	LOS A	0.4	2.7	0.32	0.93	0.32	50.4
Approach			131	6.0	131	6.0	0.124	9.3	LOS A	0.4	2.7	0.32	0.93	0.32	50.6
North: 3rd Street															
7	L2	All MCs	12	6.0	12	6.0	0.158	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.0
8	T1	All MCs	311	6.0	311	6.0	0.158	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach			322	6.0	322	6.0	0.158	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
All Vehicles			673	6.0	673	6.0	0.158	2.8	NA	0.5	3.8	0.16	0.30	0.16	56.5

MOVEMENT SUMMARY

Site: 101v [2026 SAT + Development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: 3rd Street															
2	T1	All MCs	178	6.0	178	6.0	0.144	0.0	LOS A	0.6	4.5	0.29	0.31	0.29	57.2
3	R2	All MCs	87	6.0	87	6.0	0.144	7.7	LOS A	0.6	4.5	0.29	0.31	0.29	54.4
Approach			265	6.0	265	6.0	0.144	2.5	NA	0.6	4.5	0.29	0.31	0.29	56.2
East: Site Access 2															
4	L2	All MCs	108	6.0	108	6.0	0.112	9.2	LOS A	0.3	2.4	0.29	0.92	0.29	50.7
6	R2	All MCs	15	6.0	15	6.0	0.112	8.4	LOS A	0.3	2.4	0.29	0.92	0.29	50.5
Approach			123	6.0	123	6.0	0.112	9.1	LOS A	0.3	2.4	0.29	0.92	0.29	50.6
North: 3rd Street															
7	L2	All MCs	15	6.0	15	6.0	0.137	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	56.9
8	T1	All MCs	264	6.0	264	6.0	0.137	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach			279	6.0	279	6.0	0.137	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
All Vehicles			667	6.0	667	6.0	0.144	2.8	NA	0.6	4.5	0.17	0.31	0.17	56.4

2031 Forecast Year + Development Trips

MOVEMENT SUMMARY

Site: 101v [2031 FRI + Development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: 3rd Street															
2	T1	All MCs	174	6.0	174	6.0	0.136	0.0	LOS A	0.6	4.1	0.30	0.33	0.30	57.3
3	R2	All MCs	71	6.0	71	6.0	0.136	8.7	LOS A	0.6	4.1	0.30	0.33	0.30	54.5
Approach			244	6.0	244	6.0	0.136	2.5	NA	0.6	4.1	0.30	0.33	0.30	56.5
East: Site Access 2															
4	L2	All MCs	114	6.0	114	6.0	0.130	9.6	LOS A	0.4	2.8	0.35	0.94	0.35	50.5
6	R2	All MCs	17	6.0	17	6.0	0.130	8.5	LOS A	0.4	2.8	0.35	0.94	0.35	50.3
Approach			131	6.0	131	6.0	0.130	9.5	LOS A	0.4	2.8	0.35	0.94	0.35	50.4
North: 3rd Street															
7	L2	All MCs	12	6.0	12	6.0	0.182	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.0
8	T1	All MCs	360	6.0	360	6.0	0.182	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach			372	6.0	372	6.0	0.182	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
All Vehicles			746	6.0	746	6.0	0.182	2.6	NA	0.6	4.1	0.16	0.28	0.16	56.8

MOVEMENT SUMMARY

Site: 101v [2031 SAT + Development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

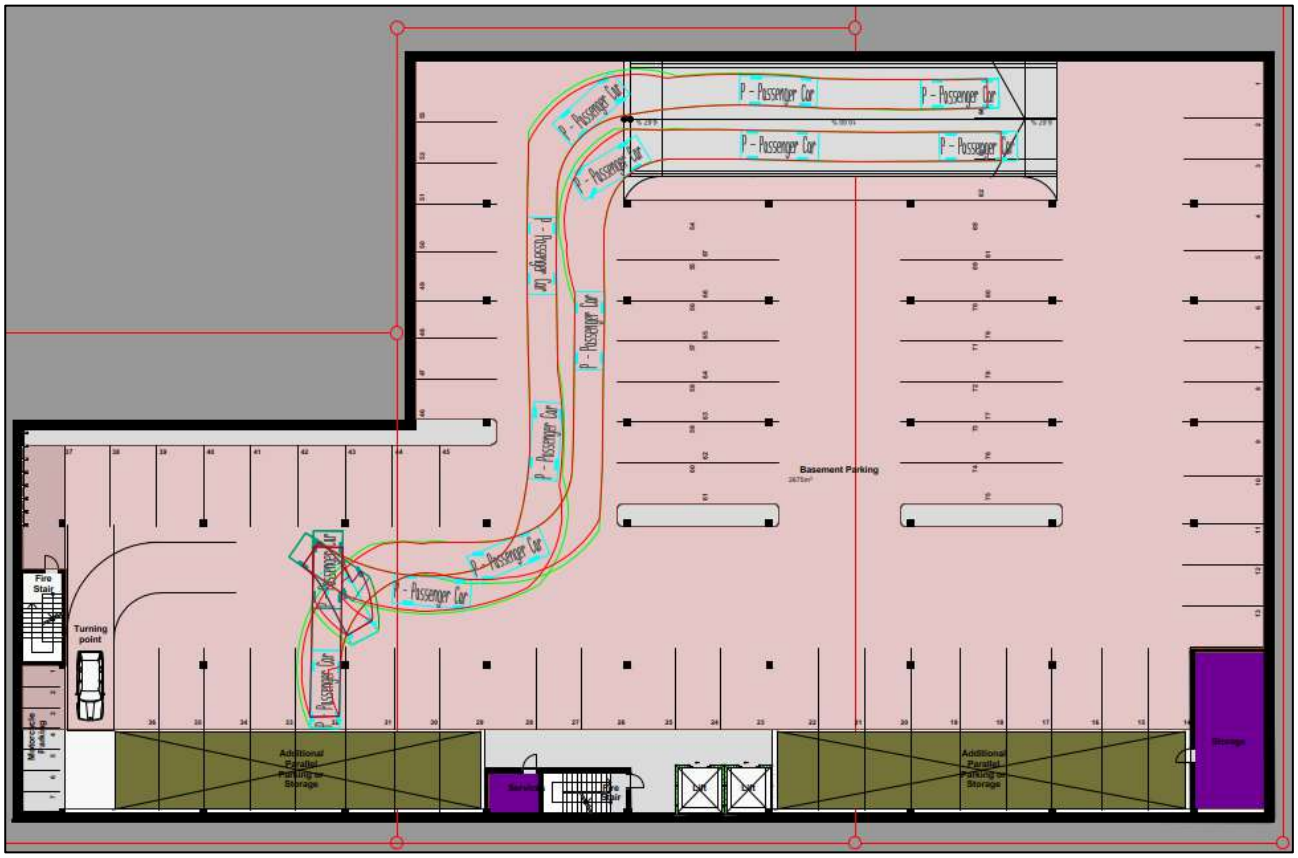
New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

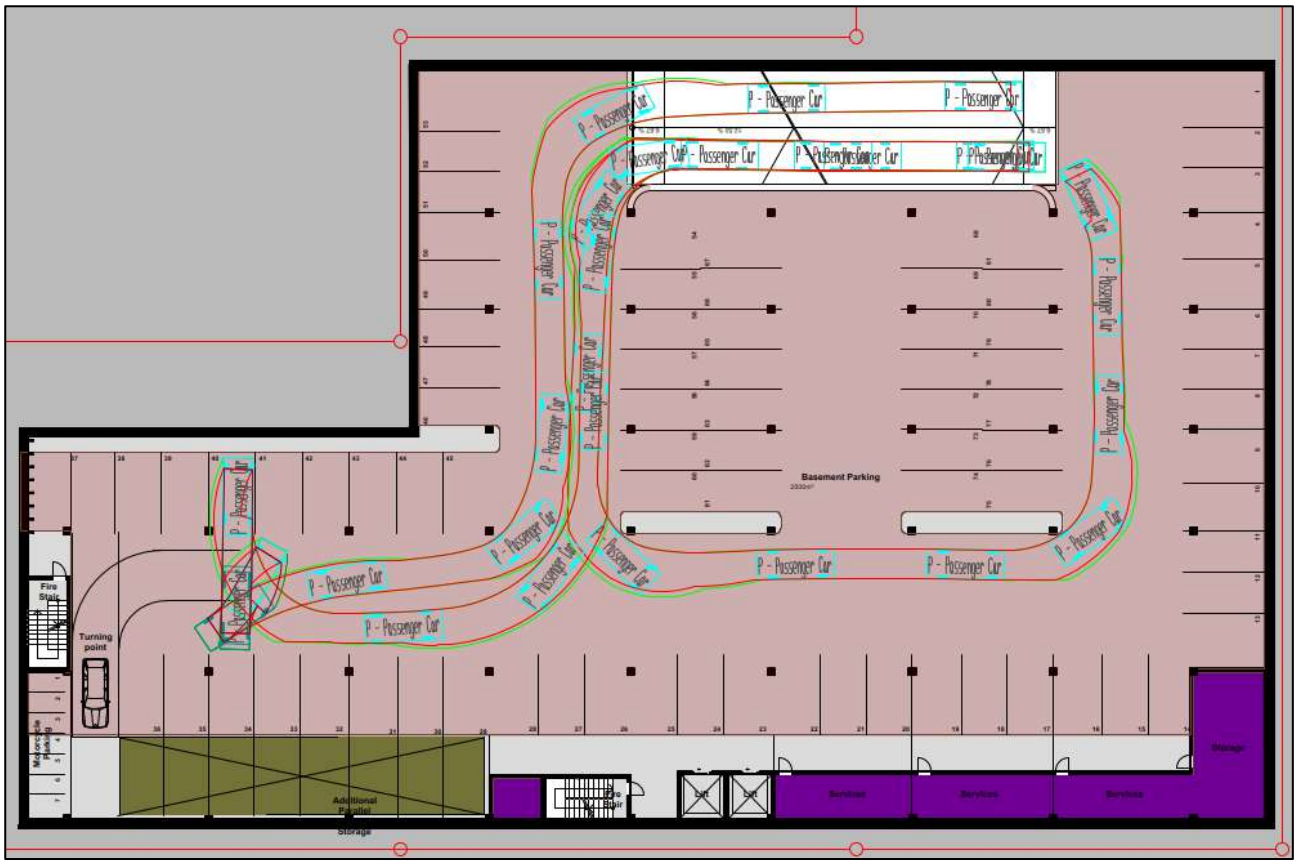
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: 3rd Street															
2	T1	All MCs	206	6.0	206	6.0	0.161	0.0	LOS A	0.7	4.9	0.29	0.31	0.29	57.3
3	R2	All MCs	87	6.0	87	6.0	0.161	8.2	LOS A	0.7	4.9	0.29	0.31	0.29	54.5
Approach			294	6.0	294	6.0	0.161	2.4	NA	0.7	4.9	0.29	0.31	0.29	56.4
East: Site Access 2															
4	L2	All MCs	108	6.0	108	6.0	0.116	9.4	LOS A	0.3	2.5	0.32	0.93	0.32	50.6
6	R2	All MCs	15	6.0	15	6.0	0.116	8.5	LOS A	0.3	2.5	0.32	0.93	0.32	50.4
Approach			123	6.0	123	6.0	0.116	9.3	LOS A	0.3	2.5	0.32	0.93	0.32	50.6
North: 3rd Street															
7	L2	All MCs	15	6.0	15	6.0	0.157	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	56.9
8	T1	All MCs	306	6.0	306	6.0	0.157	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach			321	6.0	321	6.0	0.157	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
All Vehicles			738	6.0	738	6.0	0.161	2.6	NA	0.7	4.9	0.17	0.29	0.17	56.6

Appendix C Single Unit Vehicle Turning Movements

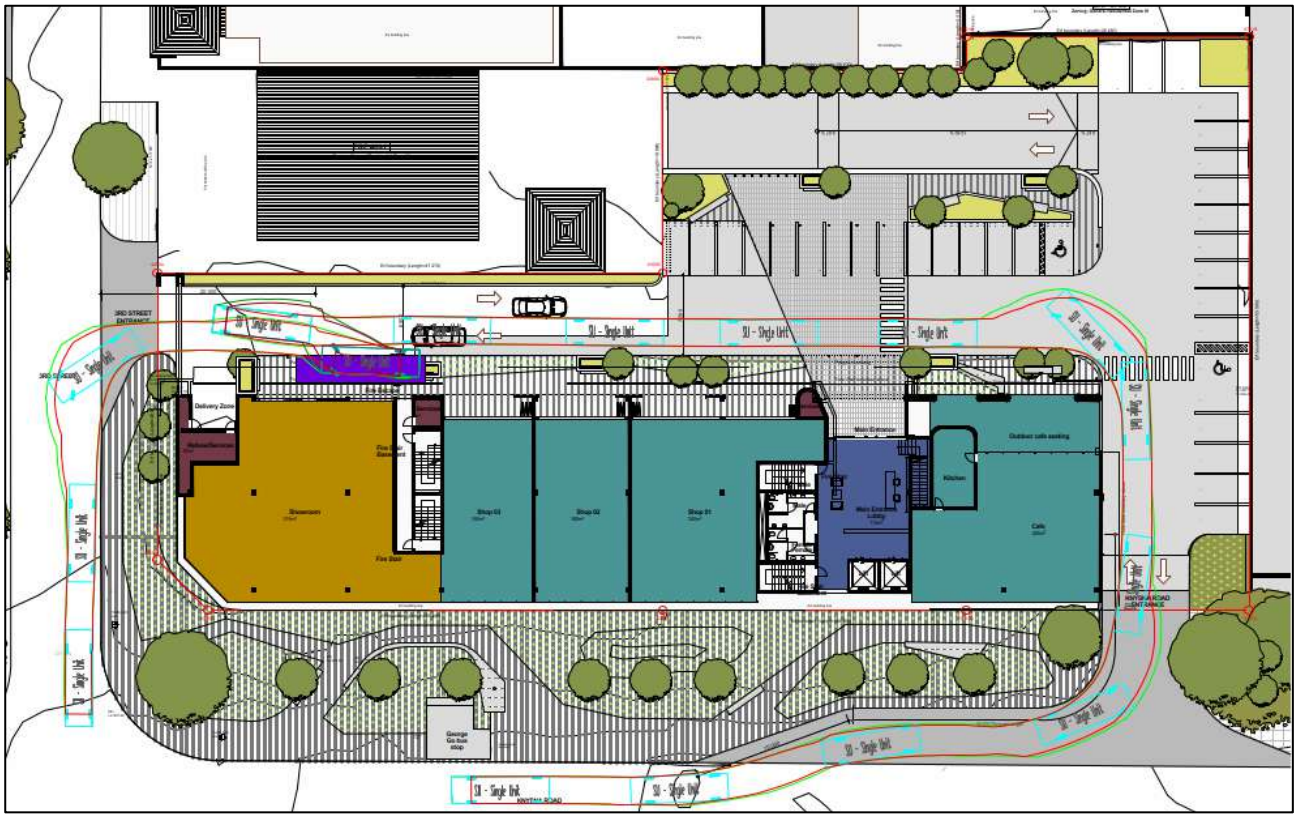
Lower Basement Floor



Basement Floor



Ground Floor



SMEC South Africa

65 Riebeek Street
Cape Town, Western Cape, 8001

Phone: +27 21 417 2900

Email: capetown@smec.com

engineering positive change

SMEC simplifies the complex. We unlock the potential of our people to look at infrastructure differently, creating better outcomes for the future.

www.smec.com

ANNEXURE 14

de villiers & moore
CONSULTING ENGINEERS
Electrical, Mechanical, Fire

Our Ref: E5422I/L006 Your Ref:
Date: 2025-05-12

The Municipal Manager
George Municipality
P O Box 29
GEORGE
6530

Attention: **Mr M Gatyeni Pr Tech Eng**

Sir

GEORGE: STUDIO 42: COMMERCIAL DEVELOPMENT
ERVEN 4089, 4090 and 6761
ELECTRICAL BULK SERVICES REPORT: REV 000

This report has been compiled by de Villiers & Moore Consulting Engineers, having been instructed by our Client, Messrs Jodan Properties (Pty) Ltd, with purpose of informing the team of the extent of the electrical bulk services required to be put into place to provide the electrical supply to the Development.

CONTENTS

Corporate Park, Suite 3E, Varing Lane, P O Box 1412, GEORGE, 6530
Tel: (044) 874 4496
Reg No. 1999/006693/07
Branch Offices: Durbanville & Stellenbosch
Email: rob@dvmgeo.co.za | Web Page: devmoore.co.za
Certified BEE Level 2 Contributor
Registered Member: Consulting Engineers South Africa (CESA)

LOCATION

The Development is situated on erven 4089, 4090 and 6761, George, in the administrative district of George Municipality. The extent of the Development has been shown on the image below.
The town planning process of consolidating the erven is underway.

SUPPLY AUTHORITY

The Development is situated in the electrical supply area of George Municipality.

EXISTING ELECTRICAL DISTRIBUTION NETWORK

In order to ascertain the extent of the existing electrical infrastructure in the area, we addressed a capacity request to George Municipality on 2026-04-21 and received a reply to engage with GLS Consulting Engineers to undertake a load flow analysis in the area in order to determine the existing load on the MV network.

The quotation for this was received on 2026-05-06 and payment has been made.
We now await the report from GLS Consulting Engineers in order that the point of supply can be determined.

We confirm having discussed this with Mr D Greeff of George Municipality (Deputy Director: Planning Electrical) who confirmed that the supply would be made available and that the Development Charges applicable would be used to fund the upgrades required. It would also be determined, once the report is available what other contributions may be required, if any.
It is further noted the upgrading work will be undertaken by the Developer and that at least three tenders will be required when utilizing the Development Contributions.

For reference the following infrastructure is currently in place in the vicinity of the proposed development.

DEMAND REQUIREMENTS

Based on the documentation received, the maximum demand of the Development, once fully developed, is calculated at 900kVA.

E5422I_Load Calcs

GEORGE: STUDIO 42: ERVEN 4089,4090 AND 6761
MULTI PURPOSE COMMERCIAL AND OFFICE DEVELOPMENT
ESTIMATED ELECTRICAL MAIN SUPPLY LOAD SCHEDULE

Type	Size (m^2)	kW/m^2	TOTAL
Basement Parking	4137,02	0,02	83
Commercial	1084,51	0,15	163
Offices	4610	0,10	461
Services and Circulation	1788	0,05	89
Lift			10
Spare Capacity			94
TOTAL ESTIMATED CAPACITY REQUIRED			900

NOTE that this maximum demand does not take into account the effect the possibility of installing a photo voltaic system to supplement the energy usage.

PROPOSED ELECTRICAL DISTRIBUTION NETWORK

Upgrading of the network in order to supply the proposed Development will be determined once we have received the report from GLS Consulting Engineers.
The point of the supply to the development will be via a Medium Voltage Metering Unit on the erf boundary of the Development.

All drawings will be submitted to George Municipality for approval before construction commences and on completion of construction the network will be formally handed over to the Municipality noting the one year mandatory guarantee period.

METERING AND RESPONSIBILITY

On completion of the installation and after the one year guarantee period, the responsibilities will be as follows:

The Medium Voltage Metering Kiosk will be equipped with a Landys & Gyr bulk meter with AMR test blocks and verified by a Municipal approved metering company.
The George Municipality will be responsible for the maintenance of the MV Bulk Metering Kiosk.
All infra-structure from the downstream side of the MV Bulk Metering Kiosk will be the responsibility of the Developer.
This will include a Transformer, Low Voltage cable and Main Metering Distribution Board.

ENERGY SAVING MEASURES

The use of the following equipment will be made mandatory
Water heating to be done using heat pumps, solar units and/or gas.
Lighting to make use of LED lamps only.
Use of motion sensor lighting control.
HVAC equipment will make use of energy efficient inverter technology.

COST ESTIMATE AND DEVELOPMENT CONTRIBUTIONS

The Developer will be responsible for all costs associated with the supply and installation of the infrastructure from the Point of Supply.

The Development Contributions payable will be calculated once the information from GLS Consulting Engineers is available. These Development Contributions are published tariff amounts and calculated depending on the point of the supply. They are valid for a year with yearly increases taking effect at the end of June each year.

It should be noted that some or all of the amount will be used to cover the cost of the upgrading work required to the MV Network.

The estimated cost for the provision of the bulk electrical services will be done during the next stage of reporting.

IMPACT

1. Impact on Existing Electricity Consumers
   The development will have no detrimental effect on the quality of supply to the existing consumers due to the fact that the development will be supplied from a dedicated transformer which in turn will be supplied from the 11kV system which will be upgraded as required/determined.

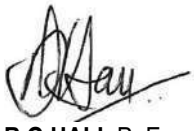
2) Impact on Distribution Authority Operating Costs
   The development will have no negative effect on the electrical costs of the distribution authority, due to the fact that the complete electrical infrastructure required for the development will be supplied and installed by the Developer.

3) Impact on the Environment
   Services will be located within the road reserves to prevent additional disturbances of vegetation.
   The internal electrical infrastructure design will take into account energy saving technologies which may include load control, the use of energy efficient lighting for both domestic and commercial use and the use of alternative means of water heating.

CONCLUSION

We trust the information provided is of sufficient detail to allow for an informed decision to be made. Please do not hesitate to contact the undersigned should additional information be required.

Yours faithfully



R G HALL Pr Eng
DE VILLIERS & MOORE (PTY) LTD

ANNEXURE 15

VISUAL IMPACT ASSESSMENT
Erven 4089, 4090, 6761, GEORGE

PREPARED BY: FC HOLM CC & PROFESSIONAL TEAM

ARCHITECTS | LANDSCAPE ARCHITECTS
FC HOLM

May 2026
Status: **final**
Revision **000**

PROJECT NAME ERVEN 4089, 4090 & 6761, GEORGE, VISUAL STATEMENT
PROJECT NUMBER 26/008

Signature of Consultant Date

Signature of Client Representative Date

This report has been compiled by:
FC HOLM CC Ferdinand Holm

Revision	Date	Name	Checked	Description
00	2026/04/01	Cara Holm	Ferdinand Holm	

ACRONYMS USED IN THE REPORT

EAP	Environmental Assessment Practitioner
ECO	Environmental Control Officer
EIA	Environmental Impact Assessment
EMF	Environmental Management Framework
EMP	Environmental Management Plan
GIS	Geographic Information System
GMSDF	George Municipality Spatial Development Framework
GPS	Global Positioning System
HWC	Heritage Western Cape
NEMA	National Environmental Management Act
PSDF	Provincial Spatial Development Framework
SDF	Spatial Development Framework
TIA	Traffic Impact Assessment
VAC	Visual Absorption Capacity
VIA	Visual Impact Assessment
VP	Viewpoint
ZVI	Zone of Visual Influence

1. BACKGROUND AND SCOPE

FC Holm CC has been appointed to undertake a visual study for the application for rezoning and consolidation on Erven 4089, 4090 & 6761, George (hereafter referred to as the site).

The development site in total is approximately 4313,6 m² in extent and comprises the following:

Erf number	Area (m²)
4090	1472,1
4089	1424,2
6761	1416,8
TOTAL AREA	**4313,6**

A visual statement is required as part of the application for rezoning and consolidation to review the effect of potential visual impacts on the receiving environment. The owners intend to rezone Erf 4090, George, from General Residential IV to Business Zone I. In addition the owners propose to consolidate the three erven into a single property to allow for a unified business zoning and proposed new development.

1.1. Declaration of independence by the consultant

FC Holm CC is an independent consulting firm and other than fair remuneration for work performed to prepare this report have no business-, financial- or personal interest in the proposed developments. There are no circumstances that compromise our objectivity in performing the work required with regard to this study.

FC Holm CC is an established firm of professional architects and landscape architects based in the Southern Cape with more than 15 years' experience preparing visual impact assessments for various projects. We hold current professional registration with the SA Council for the Landscape Architecture Profession (SACLAP) and the SA Council for the Architectural Profession (SACAP).

1.2. Terms of reference

The visual statement is prepared in accordance with the Western Cape Government, Department of Environmental Affairs and Development Planning Guideline - Involving Visual and Aesthetics in an Environmental Impact Assessment Process (2005).

The following characteristics of the site and the proposed developments are listed as 'triggers,' in terms of the above guideline, that suggest visibility and aesthetics are likely to be key issues and may require specialist input:

The nature of the receiving environment:

- Areas with important vistas or scenic corridors.
- Areas with intact or outstanding rural or townscape qualities.
- Areas of important tourism or recreational value.

The nature of the project:

- A change in land use from the prevailing use.
- Possible visual intrusion in the landscape.

The site is situated on the corner of Knysna Road and 3rd Street and is currently being used for flats (Erf 4090) and other business uses on Erven 4089 and 6761. The site is not situated within view of the N2 National Highway, but both the N9 and N12 national roads that connect George with the central Karoo (Beaufort West) and the N1 at Colesberg, are connected to the site along Knysna Road. Although secondary to the N2 national highway as a scenic route, the N9 and N12 are also important tourist routes that need to be considered.

No other elements or landmarks of historical value in the immediate surroundings of the site have been identified (subject to the findings of the Heritage Impact Assessment).

The nature of the receiving environment correlated with the nature of the project indicate that high visual impact can be expected:

- Potentially some affect on protected landscapes or scenic resources;
- Some change in the visual character of the area;
- Introduces new development or adds to existing development in the area.

The type of environment can be described as "Areas or routes of medium scenic, cultural, historical significance".

The type of development falls within Category 4 development: i.e. medium density residential development, small-scale commercial facilities / office parks, medium-scale infrastructure.

When the type of environment is correlated with the development Category 4, it is indicated that high visual impact can be expected.

The recommended level of visual input required is consistent with a level 4 visual assessment.

Table 2: Categorisation of approaches and methods used for visual assessment

Approach and Method	Type of issue (see Box 3)				
	Little or no visual impact expected	Minimal visual impact expected	Moderate visual impact expected	High visual impact expected	Very high visual impact expected
Level of visual assessment recommended	**Level 1** visual assessment	**Level 2** visual assessment	**Level 3** visual assessment	**Level 4** visual assessment	

Figure 1. Determining scope of specialist inputs (p. 19, Oberholzer, B. 2005).

Specific concepts that should be considered when providing visual inputs into the environmental authorisation process include the following (p.2, Oberholzer, B. 2005.):

- An awareness that 'visual' implies the full range of visual, aesthetic, cultural, and spiritual aspects of the environment that contribute to the area's sense of place.
- The consideration of both the natural and the cultural landscape and their inter-relatedness.
- The identification of all scenic resources, protected areas, and sites of special interest, together with their relative importance in the region.
- An understanding of the landscape processes, including geological, vegetation, and settlement patterns, which give the landscape its particular character or scenic attributes.
- The need to include both quantitative criteria such as 'visibility' and qualitative criteria, such as aesthetic value or sense of place.
- The need to include visual input as an integral part of the project planning and design process, so that the findings and recommended mitigation measures can inform the final design.
- The need to determine the value of visual/aesthetic resources through public involvement.

The objectives of this report are as follows:

- Describe the proposed development.
- Describe the receiving environment.
- Establish the visual framework including ZVI and receptors.
- Establish the visual absorption capacity of the landscape influenced by topography, vegetation cover, urban developments, and settlement patterns.
- Determine the visibility of the proposed development and its relative compatibility or conflict with the receiving environment.
- Identify potential visual impacts.
- Provide mitigation measures.

1.3. Methodology

The following steps were taken to complete the visual impact assessment:

- The characteristics of the site and its environs were described by means of a review of existing information, site visits conducted on 04/04/2026 and 12/04/2026, and photographic survey of the site and environs.
- A study was conducted to determine and describe scenic resources of the site.
- Significant viewpoints and areas where the proposed developments will be visible to sensitive receptors were determined by means of mapping and photographic survey conducted during site visits.
- The potential visual impacts of the proposed project on the receiving environment were assessed.
- Measures that will mitigate the potential visual impacts were described.

1.4. Assumptions and limitations

This report was prepared during the planning stages of the project and assumes that the base information provided by others is correct.

A combination of 1: 50 000 topo-cadastral maps, site photographs, open-source satellite imagery, and CAD software were used to prepare this report. The digital generation of viewsheds is based on topographical landform information and does not take into account the screening effect of vegetation and buildings.

Although every effort to maintain accuracy was undertaken, the digital simulations may not represent an exact visibility and visual representation of the site and proposed developments.

The visual study was based on the development proposal provided by the proponent and does not review alternative design layouts.

2. THE PROPOSED DEVELOPMENT

2.1. Site location

The site is located on the corner of Knysna Road and Third Street in George. Knysna Road is one of the major entrance roads leading to George and has been identified as one of the gateways to George. It also connects George with surrounding towns and areas of importance to tourists via the N9 and N12 roads that follow this route.

According to the George Municipality Spatial Development Framework 2023/27 (as amended) the site falls within the urban edge within which new developments will be considered (see Figure 6, p.8).

The Outeniqua mountains form a recognisable and familiar distant backdrop to views in this part of George, and is situated to the north of the site.

Figure 2. Site location small scale *image: CFM3*

Figure 3. Site location (local) *Image : CFM3*

The site is situated on the corner of Knysna Road and Third Street in George. Access to the proposed new developments will be from Third Street and a second access from Knysna Road (to be confirmed following the findings of the TIA).

Knysna Road forms part of the N9 and N12 along the section that passes the site. Both the N12 and N9 are major roadways linking George to surrounding towns. Knysna Road is considered to be one of the gateways to George.

Figure 4. View across the site on the corner of Knysna Road and 3rd Street.

Figure 5. View of the site from 3rd Street.

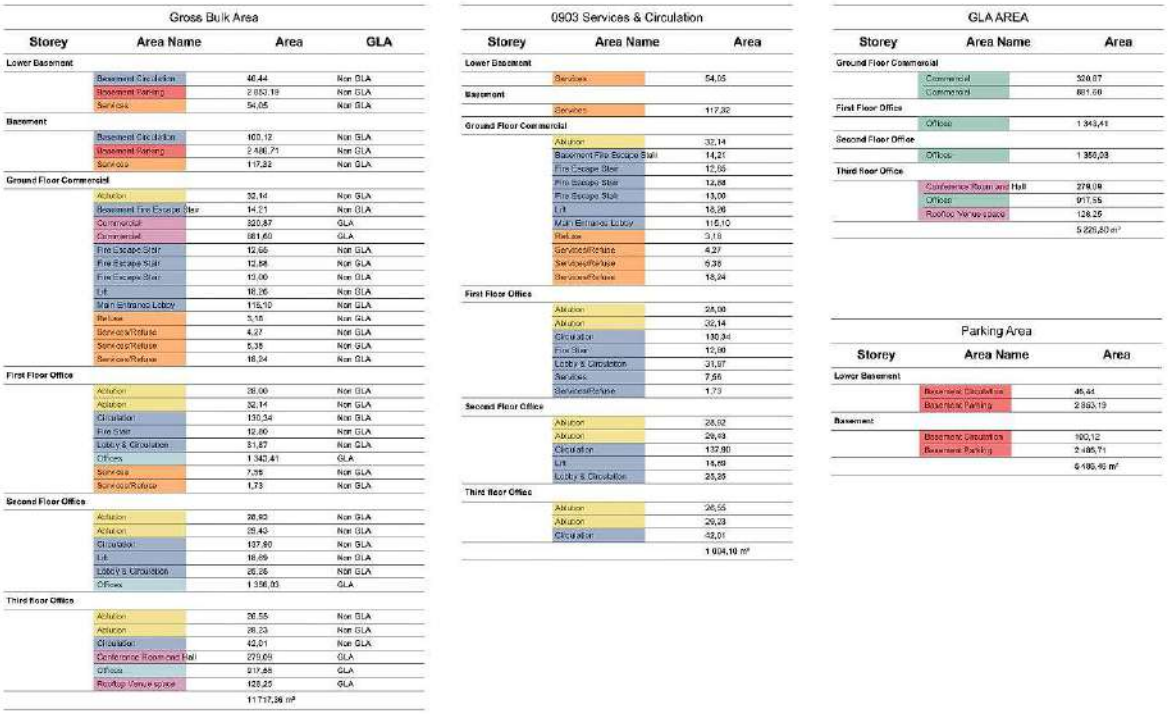
2.2. Project description

The owners intend to develop the site following consolidation and rezoning. The proposed development will comprise of a four storey mixed-use development that will include office- and retail space. The proponent wishes to capitalize on development opportunities available in the commercial corridor within which the site is located.

Ground floor will be used for commercial purposes and first and second floors will be utilized for office space. The third floor is proposed to be used for penthouse offices.

Parking bays will be provided in accordance with the George Municipality Zoning Scheme regulations for the proposed development and will be divided between ground floor parking on site and basement parking levels.

The project is currently in sketchplan proposal stage, please see Addendum A for floor plans and perspective views of the project. See Figure 6 for area schedule for the proposed development.



Gross Bulk Area

Storey	Area Name	Area	GLA
Lower Basement			
	Basement Circulation	46,44	Non GLA
	Basement Parking	2 893,19	Non GLA
	Services	54,05	Non GLA
Basement			
	Basement Circulation	100,12	Non GLA
	Basement Parking	2 486,71	Non GLA
	Services	117,92	Non GLA
Ground Floor Commercial			
	Ablution	32,14	Non GLA
	Basement Fire Escape Stair	14,21	Non GLA
	Commercial	320,87	GLA
	Commercial	881,69	GLA
	Fire Escape Stair	12,66	Non GLA
	Fire Escape Stair	12,68	Non GLA
	Fire Escape Stair	13,00	Non GLA
	Lift	16,26	Non GLA
	Main Entrance Lobby	116,10	Non GLA
	Refuse	3,18	Non GLA
	Services/Refuse	4,27	Non GLA
	Services/Refuse	5,38	Non GLA
	Services/Refuse	16,24	Non GLA
First Floor Office			
	Ablution	28,00	Non GLA
	Ablution	32,14	Non GLA
	Circulation	130,34	Non GLA
	Fire Stair	12,80	Non GLA
	Lobby & Circulation	31,87	Non GLA
	Offices	1 340,41	GLA
	Services	7,56	Non GLA
	Services/Refuse	1,73	Non GLA
Second Floor Office			
	Ablution	28,92	Non GLA
	Ablution	29,43	Non GLA
	Circulation	137,90	Non GLA
	Lift	16,69	Non GLA
	Lobby & Circulation	25,26	Non GLA
	Offices	1 356,03	GLA
Third Floor Office			
	Ablution	26,55	Non GLA
	Ablution	29,23	Non GLA
	Circulation	42,01	Non GLA
	Conference Room and Hall	279,09	GLA
	Offices	917,55	GLA
	Rooftop Venue space	128,25	GLA
		11 717,36 m²	

0903 Services & Circulation

Storey	Area Name	Area
Lower Basement		
	Services	54,05
Basement		
	Services	117,92
Ground Floor Commercial		
	Ablution	32,14
	Basement Fire Escape Stair	14,21
	Fire Escape Stair	12,66
	Fire Escape Stair	12,68
	Fire Escape Stair	13,00
	Lift	16,26
	Main Entrance Lobby	116,10
	Refuse	3,18
	Services/Refuse	4,27
	Services/Refuse	5,38
	Services/Refuse	16,24
First Floor Office		
	Ablution	28,00
	Ablution	32,14
	Circulation	130,34
	Fire Stair	12,80
	Lobby & Circulation	31,87
	Services	7,56
	Services/Refuse	1,73
Second Floor Office		
	Ablution	28,92
	Ablution	29,43
	Circulation	137,90
	Lift	16,69
	Lobby & Circulation	25,26
Third Floor Office		
	Ablution	26,55
	Ablution	29,23
	Circulation	42,01
		1 004,10 m²

GLA AREA

Storey	Area Name	Area
Ground Floor Commercial		
	Commercial	320,87
	Commercial	881,69
First Floor Office		
	Offices	1 340,41
Second Floor Office		
	Offices	1 356,03
Third Floor Office		
	Conference Room and Hall	279,09
	Offices	917,55
	Rooftop Venue space	128,25
		5 225,80 m²

Parking Area

Storey	Area Name	Area
Lower Basement		
	Basement Circulation	46,44
	Basement Parking	2 893,19
Basement		
	Basement Circulation	100,12
	Basement Parking	2 486,71
		5 486,46 m²

Figure 6. Area schedule for the proposed development.

2.3. Policy framework

The visual statement must evaluate the proposed landscape changes in relation to relevant national and regional policy and planning frameworks. The development's scale, density, and character should align with the intended sense of place and the surrounding context.

The relevant policies and frameworks include the George Municipal Spatial Development Framework 2023/27 and the George Integrated Zoning Scheme By-law 2023 (As amended).

Three important national roads/ routes, the N2, N9 (R62) and N12 traverse the area and connect George with surrounding areas on a regional and national level. The George regional airport extends such regional and national connectivity. Knysna road connects with the N2 east of the site, but the site is not visible from the N2, which is situated at a distance of more than 4km to the east.

In terms of the Draft George CITP 2023 (George Municipality, 2023) the site is located in the commercial corridor on the main road network linkage midway between the primary node on York Street and George Central, and the secondary node located at the junction of the N2 and Knysna Road at the Garden Route Mall and other commercial developments.

2.4. George Municipal Spatial Development Framework 2023/27

The George Municipal Spatial Development Framework (MSDF) serves as a strategic framework intended to guide future development within its jurisdiction. It aligns with the principles of the Spatial Planning and Land Use Management Act (SPLUMA) to ensure coherent and sustainable development.

In terms of the Western Cape Provincial Spatial Development Framework, George is designated as a major regional centre in the Western Cape region.

According to the George MSDF, the urban edge should be applied as a planning tool to promote the principles of densification, infill development, and the compact city concept, while also establishing limits beyond which urban development should not be permitted. The site falls within the current urban edge of George (see *Figure 4*). The proposed development therefore aligns with the George MSDF objectives by promoting infill development and the more efficient utilization of land within the designated urban area.

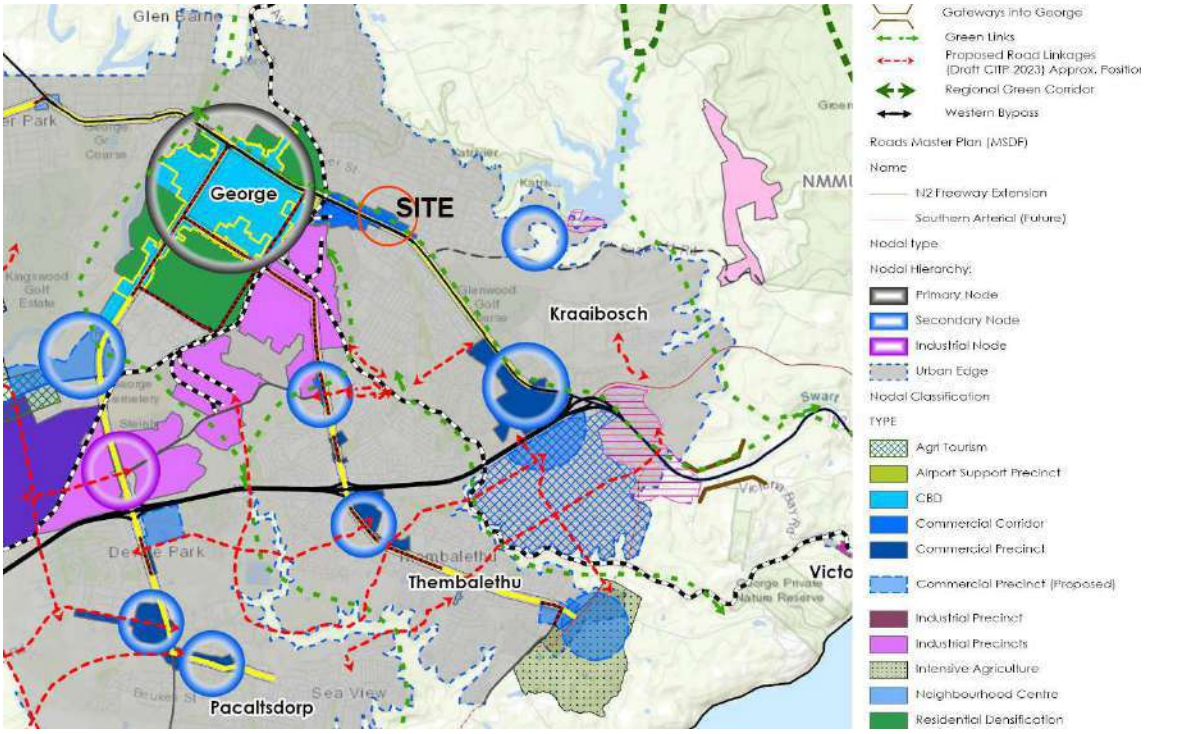


Figure 7: Extract from the George Spatial Development Framework 2023/27 (Version 4_May 2023)

The site is located within the densification zone identified in the GMSDF, along the commercial corridor in Knysna Road, and is situated within close proximity to a major public transport route.

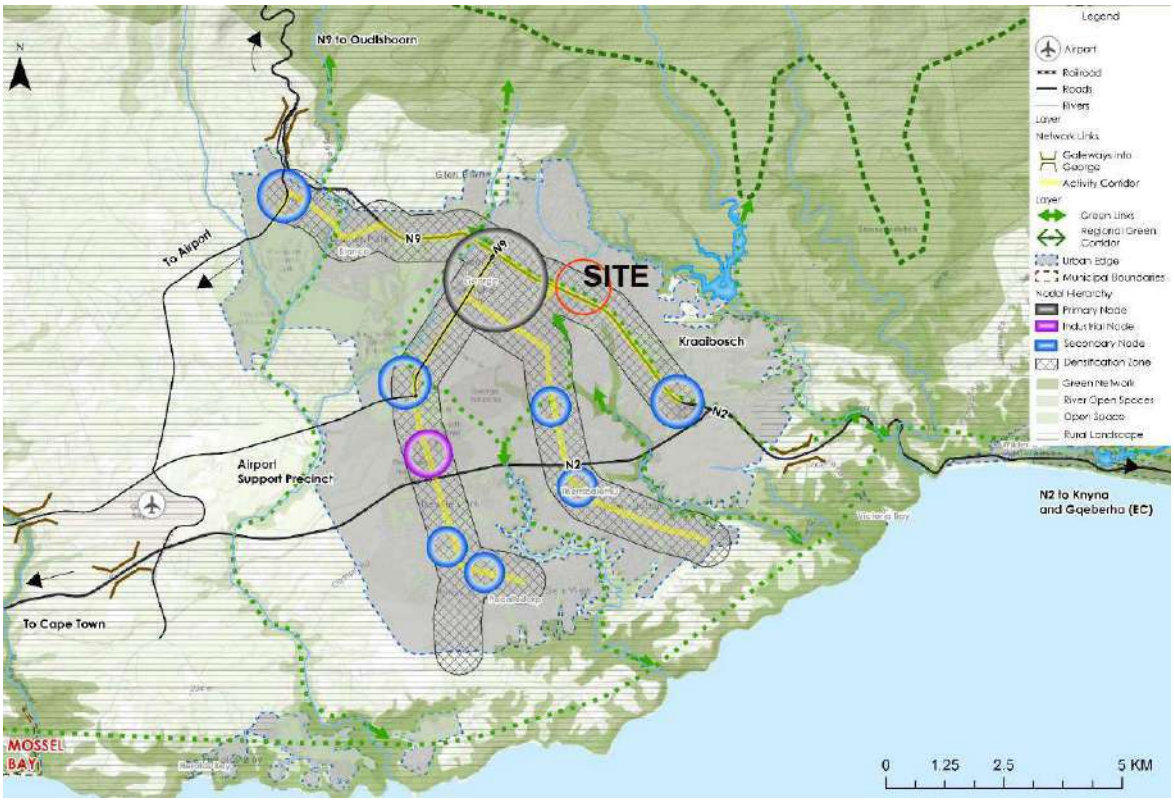


Figure 8: Extract from the George Spatial Development Framework 2023/27 showing densification zone within which the site is located. (Version 4_May 2023)

The proposed zoning and development proposal is in accordance with the principles outlined in the George Municipal Spatial Development Framework and aligns with existing development on other properties in the vicinity of the site.

2.5. George Integrated Zoning Scheme By-law 2023 (as amended 2023)

The purpose of the zoning scheme is to:

(1) give effect to the municipal SDF;

(2) make provision for orderly development, safeguarding the environment and the welfare of the community; and

(3) determine use rights and development parameters, with due consideration of the principles referred to in the Land Use Planning Act. (George Municipality, 2024)

Building parameters for the proposed development are as follows:

Coverage**:**

The maximum coverage for all buildings on a land unit is 100%.

Street centre line setback:

The Municipality may require a street centre line setback, in which case all buildings or structures on a land unit must be set back at least 8 metres from the centre line of the abutting public street or streets.

Floor factor:

The maximum floor factor on the land unit is 3, which may be departed from if subsection *(i)* is complied with.

Height**:**

(1) The highest point of a building may not exceed 15 metres to the top of the roof.

(2) The general provisions regarding earth banks and retaining structures in this by-law apply.

Building line:

(1) The street building line is 0 metres.

(2) Side and rear building lines are 0 metres up to a height of 8.5 metres and 4.5 metres for the remainder of the building provided that the Municipality may lay down more restrictive common building lines in the interest of public health and safety or in order to enforce any other law or right.

(3) Minor architectural and sunscreen features may project beyond the street boundary building line, provided that such features do not project more than 250 millimetres beyond the street boundary.

Additional Building Line:

(1) 5m building restriction line originates from the provisions of the Roads Ordinance, 1976, and is generally intended to accommodate future road widening, municipal services and road safety requirements.

The current zoning of the site is illustrated in Figure 8. Current zoning for Erf 4090 is General Residential Zone I, but the owners intend to re-zone Erf 4090 to Business Zone I to be in line with the current zoning on Erven 4089 and 6761. Following the rezoning application the owners intend to re-develop the consolidated erven.

Figure 9: Extract from the George Municipality GIS Public Viewer indicating current zoning of the Erven and surrounding areas.

The use-zones as intended by the proponent are defined by the zoning scheme by-law as follows:

2.5.1 Business Zone I

Primary use: Business premises

2.6. Policy Fit

The proposed development supports the strategic direction of the George Municipality Spatial Development Framework 2023/27 (as amended, May 2023) and aligns with the regulatory framework set out in the George Municipality Zoning Scheme By-Law (as amended).

It responds to the aim of densification within a commercial corridor and the proposed development is in line with the zoning parameters set out for this section of George. In doing so, the development advances key priorities for the city, including mixed-use commercial development, and the reinforcement of its role as a first-order node in the regional structure.

3. THE RECEIVING ENVIRONMENT

3.1. Scenic resources

This section provides a description of the broader visual environment within which the development site is situated and provides a baseline context for the assessment of the proposed development on the receiving environment.

The site where new developments are planned currently houses existing developments consisting of flats on Erf 4090, other business activities on Erven 4089 and 6761.

Residential developments, suburban in nature and mostly single storey, border the site to the north, with some former residential properties having being converted to business premises directly adjacent to the site and in areas surrounding the site in close proximity to Knysna Road. Roads are mostly planted with tree avenues on either side that have reached mature size and lush green gardens are to be found on residential erven.

3.2. Topography and landform

George is situated at the foot of the Outeniqua Mountains. Views of the mountain ridgeline to the north form a familiar background to residential developments in George East, and contribute to sense of place in this part of the city.

Slopes in the vicinity of the site are low, less than 1:4 throughout (see Figure 5 for map indicating percentage slope data for the site).

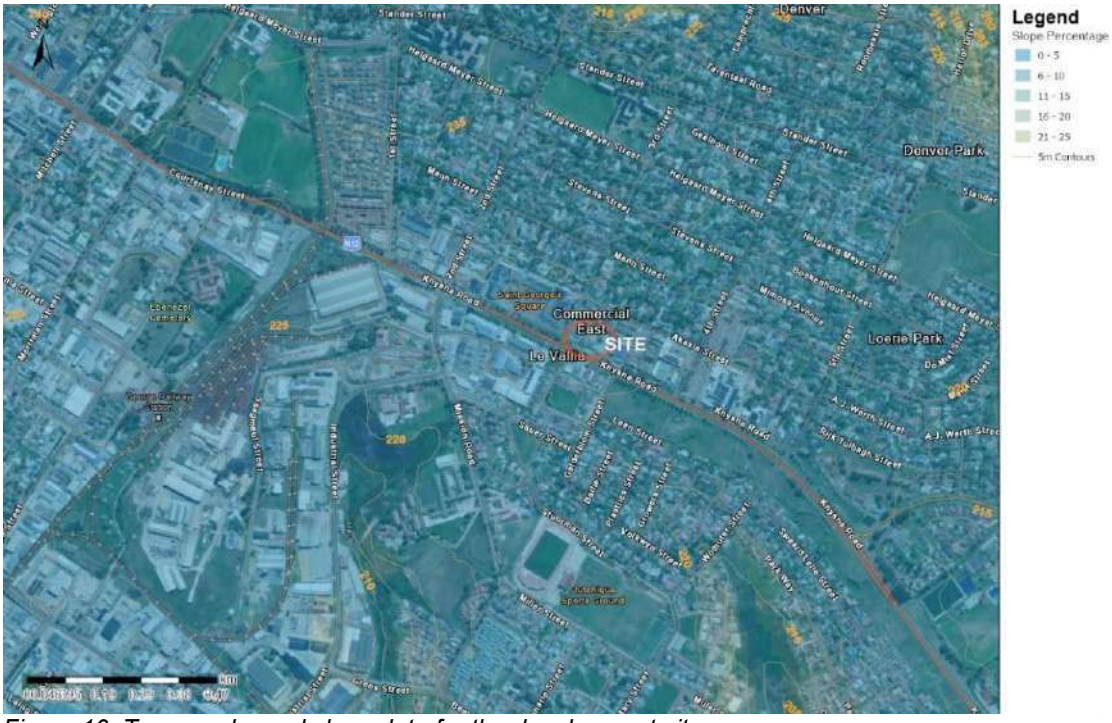


Figure 10. Topography and slope data for the development site. *image: CFM 3*

Slopes less than 1:4 reduce the need for cut and fill operations that could contribute to visual scarring. Due to the relatively flat plain on which the site is located, the sensitivity of the site with regard to slopes is rated as low.

Watercourses on and in the vicinity of the site are illustrated in Figure 7. The data indicates that there are no wetlands, rivers or other major water courses on or in close proximity to the site. The sensitivity of the site with regard to watercourses is rated as low.

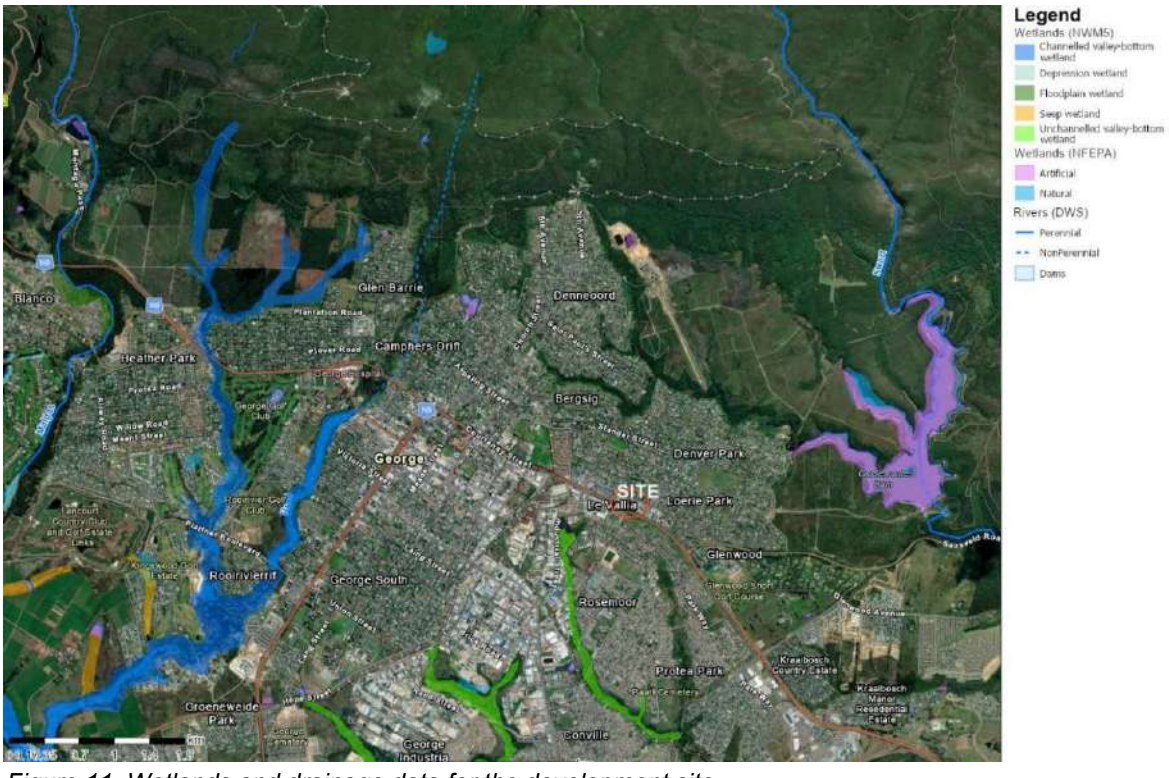


Figure 11. Wetlands and drainage data for the development site. *image: CFM 3*

3.3. Vegetation

For the purpose of the visual study only the height, type and other visual characteristics of vegetation are considered as this will affect visual screening provided by vegetation cover. Figure 8 illustrates vegetation data for the development site based on a mosaic of indigenous vegetation that is found locally.

Vegetation type in the vicinity of the site is mapped as Garden Route Granite Fynbos. This vegetation type is described as “dense proteoid and ericoid shrubby grassland” (p. 170, Mucina & Rutherford, et al. 2006).

Figure 12. Vegetation classification data for the development site. *image: CFM 3*

Vegetation on site has been transformed in its entirety. No areas of indigenous vegetation are to be found on site. Site inspection revealed that the majority of surfaces on site not covered by buildings are paved and only small pockets of planted soft landscaping are to be found on Erf 4089 and 4090.

Figure 13. Planting on site is minimal and reduced to a few isolated trees surrounding the site and small pockets of decorative soft landscaping.

Figure 14. Planted vegetation along Knysna Road and in public open space provides partial screening for proposed new developments on site.

In the vicinity of the site road park-like open space can be found with a planted tree landscape, open grassed areas and road verges with a paved pedestrian walkway set back from the road edge.

The sensitivity of the site with regard to vegetation is regarded as moderate to high. Although minimal planting is to be found on site, and the screening value thereof is very low, street planting along roadways consists of mature tree avenues with dense foliage present during summer months that provide good screening to the proposed new developments.

3.4. Settlement patterns and landscape character

Landscape character embodies more than just the physical characteristics of the site and includes the history, land-use, and other cultural factors that have distinguished the site over time. These factors combine to establish a sense of place, which can broadly be defined as the unique quality or character of a place, whether natural, rural, or urban. It relates to the unique qualities, distinctiveness, or strong identity of a particular place. Sense of place is that quality that imparts identity to a particular location, the extent to which a person can recognize or recall a place as being distinct from other places – as having a vivid, unique, or particular character of its own.

The site is currently developed, according to the existing zoning rights, and house flats and businesses situated along the commercial corridor along Knysna Road. Other businesses in the vicinity include a shopping centre on the adjacent property (Saint George's Square), a gas supplier and a filling station. Other large scale buildings along Knysna Road nearby to the site house a church on the corner of Knysna Road and 4th Street and a small shopping centre with on street parking. Various other smaller businesses are located in between the larger developments. The character and sense of place of Knysna Road can be described as a townscape of mixed-use business and commercial activities along the commercial corridor, with a lively character, bustling with activity. High traffic volumes are typically found during business hours.

To the north the site is bordered by existing low density residential development. Buildings are generally single storey with some double storey dwellings visible within the residential precinct. Some former residential buildings have been converted into small business premises, such as day care facilities, accounting practices, and other such like businesses.

Figure 15. Existing residential and business development on the corner of Mann Street and 3rd Street to the north of the development site.

Homes in this area are mostly constructed of masonry construction with plaster and paint finishes. Homes are typically placed within a garden setting and landscaping along roadways with several mature trees visible in the landscape adds to the aesthetic appeal of the area. Boundaries are mostly enclosed by palisade fencing, boundary walls of masonry construction or vibacrete boundary walls.

As one moves away from Knysna Road to the north, the character of the area changes and becomes a quieter, more suburban residential area, with schools and churches found between residential streets. Traffic flows are lower than in Knysna Road and a sense of quiet and calm prevails for large parts of the day.

Figure 16. Existing residential suburb to the north of the development site.

Figure 17. Street view looking down 3rd Street in the direction of the site. Van Kervel school is to the right of the picture.

To the north of the site the landscape character changes slightly to a quieter, more suburban, residential character with shady, tree-lined streets and gardens.

4. VISUAL FRAMEWORK AND ASSESSMENT CRITERIA

4.1. Visibility – Viewshed and Zone of Visual Influence (ZVI)

Visibility of the development relates to the geographical area from which the project will theoretically be visible, i.e. the view catchment area. Visibility criteria are defined as follows (Oberholzer, B. 2005):

High visibility	Visible from a large area (e.g. several square kilometres).
Moderate visibility	Visible from an intermediate area (e.g. several hectares).
Low visibility	Visible from a small area around the project site.

4.2. Viewshed

The view catchment area is determined primarily by topography and is typically defined by ridgelines that limit views to and from the site. Theoretically the development site could be seen from all elevated areas in the surrounding countryside above the level of the site, that would extend to the ridgeline of the Outeniqua Mountains to the north, and other areas in George that are situated at a higher elevation than the site.

Distance from the site will influence visibility which is reduced exponentially as distance from the site increases. Given the size and nature of the proposed development the probability that the proposed developments will be visible and clearly noticeable to the observer beyond a radius of 5km from the site is very low.

4.3. Zone of visual influence

The zone of visual influence of a project may be smaller due to the potential screening effect of topography, trees, existing developments, and distance from proposed developments.

Due to the fact that the site is situated on an undulating plane with only small changes in elevation over a relatively large area, no prominent ridgelines are present that would be influenced by the proposed new developments. The effect of the undulating topography within which the site is situated is to reduce the zone of visual influence that the site and the proposed project will have to a much smaller area.

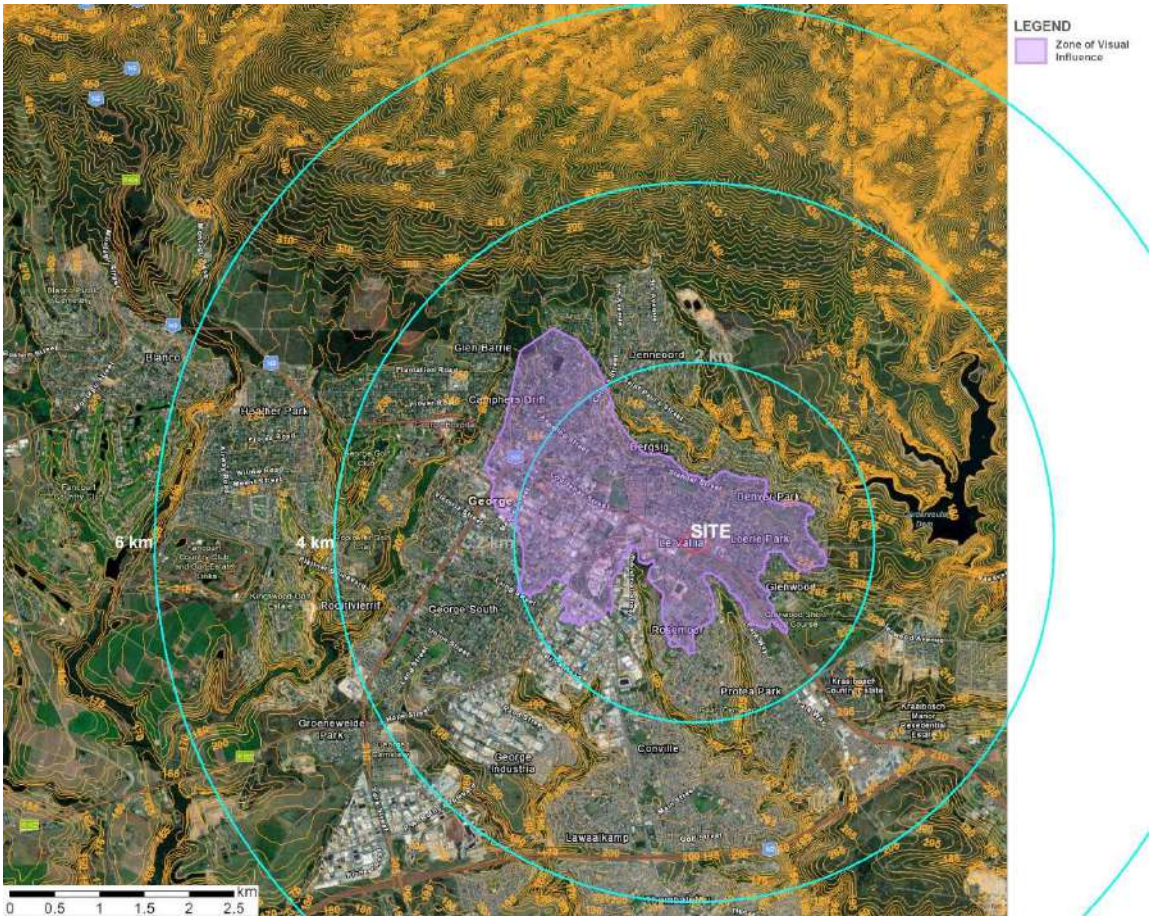


Figure 18. View catchment area and zone of visual influence for the development site.

4.4. Visual sensitivity of receptors

The level of visual impact considered acceptable is dependent on the type of receptors. The following receptor sensitivity ratings were considered:

High sensitivity	e.g. residential areas, nature reserves and scenic routes or trails.
Moderate sensitivity	e.g. sporting or recreational areas, or places of work.
Low sensitivity	e.g. industrial, or degraded areas.

Sensitivity of receptors of the proposed development has been determined as follows:

High sensitivity
• Scenic routes, tourists travelling on N9 and N12 • Residents residing in nearby residential developments

Moderate sensitivity
• Places of work in and around the site. • Parks and recreational areas in the vicinity of the site situated on Knysna Road.

Low sensitivity
• Industrial areas of George within the ZVI of the site.

4.5. Visual exposure

Visual exposure is based on the degree to which the site is visually apparent and the distance from the project to selected viewpoints. Exposure or visual impact tends to diminish exponentially with distance. Visual exposure is as follows:

High exposure	Dominant or clearly noticeable.
Moderate exposure	Recognizable to the viewer.
Low exposure	Not particularly noticeable to the viewer.

4.6. Visual absorption capacity (VAC)

The visual absorption capacity of a site indicates how much of the project would be visually 'absorbed' or 'disappear' into the receiving environment. VAC is defined as follows:

High VAC	Effective screening by topography and vegetation.
Moderate VAC	Partial screening by topography and vegetation.
Low VAC	Little screening by topography or vegetation.

4.7. Visual sensitivity of the area

The level of visual impact considered acceptable is dependent on where the site is located in the receiving environment and the sensitivity of its location to development. Visual sensitivity can be defined as follows:

High sensitivity	Highly visible and potentially sensitive areas in the landscape.
Moderate sensitivity	Moderately visible areas in the landscape.
Low sensitivity	Minimally visible areas in the landscape.

4.8. Visual intrusion

The visual intrusion that could potentially be caused by the proposed development is related to the level of compatibility or congruence of the proposed project with the particular qualities or sense of place of the surrounding areas. Visual intrusion relates to the idea of context and maintaining the integrity of the landscape or townscape and is defined as follows:

High visual intrusion	Noticeable change or conflicts with the surroundings.
Moderate visual intrusion	Partially fits into the surroundings, but clearly noticable.
Low visual intrusion	Minimal change or blends in well with the surroundings.

5. VIEWPOINTS

Key viewpoints were determined by means of a desk top study and site visits on 07/04/2026 and 12/04/2026 based on the visual assessment criteria (see Figure18 for position of key viewpoints).

Viewshed area (indicated in green on the viewshed maps) give an indication of areas of the site that could potentially be visible from the viewer location points identified. The viewshed maps are based primarily on topography and do not take into account the screening effect of vegetation and existing development, which are determined by on site assessment and photographic documentation. Visibility also depends on the size and scale of the proposed development within its surroundings and will decrease exponentially within the field of view of receptors as distance from the development site increases.

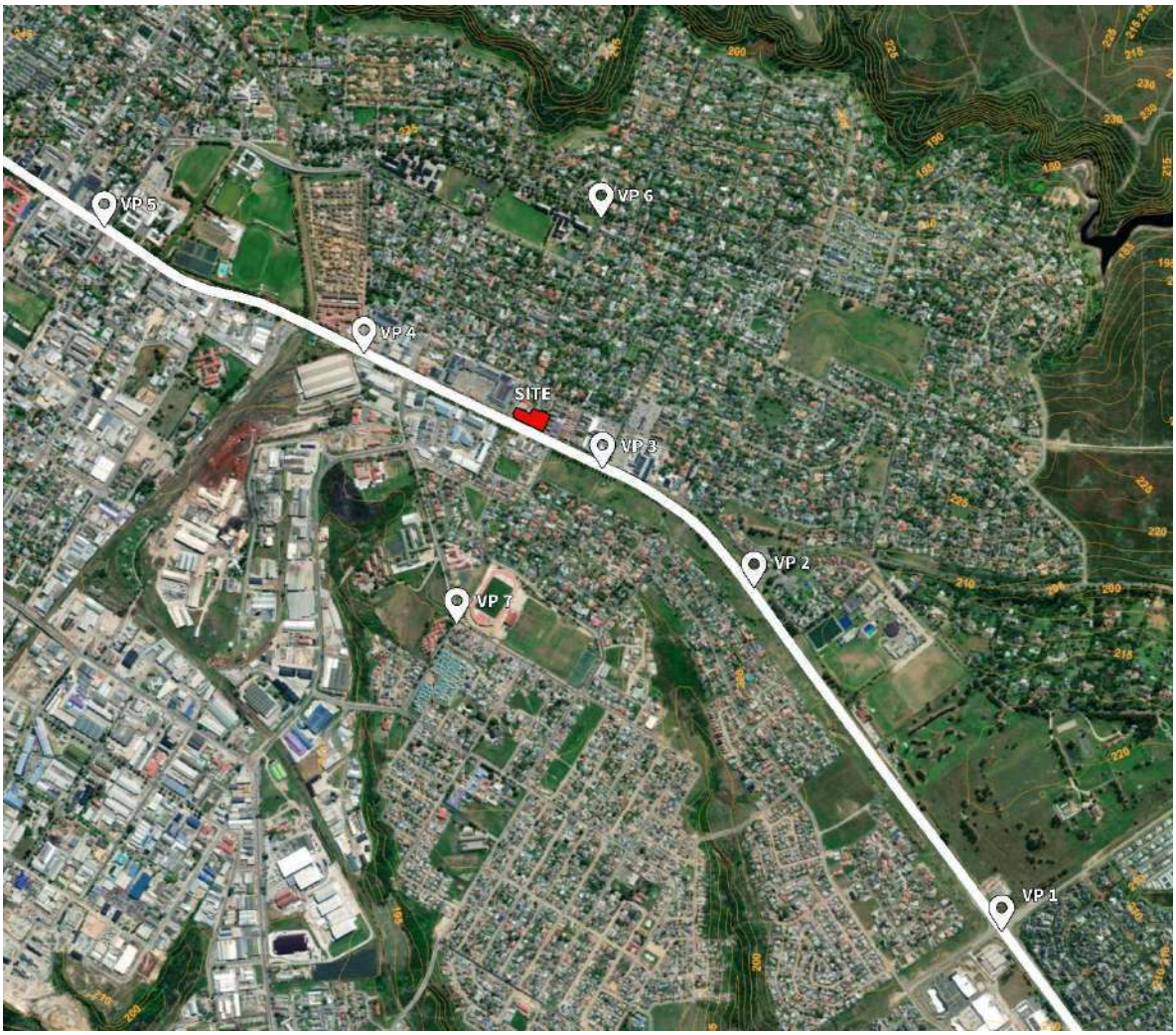


Figure 19. Key viewpoints VP1 – VP7 *image: CFM 3*

5.1. Viewpoint 1

Viewpoint 1 is situated on Knysna Road at the crossing of Saint George's Road and Knysna Road. This viewpoint is located at a distance of approximately 2 kilometres from the site and is at a lower elevation than the development site. Partial screening is provided by topography. See Figure 19 for viewshed taken from VP1 showing portions of the development site that may be visible from this viewpoint.

Figure 20. Viewshed of VP1 showing portions of the site that may potentially be visible to receptors.

Based on topography only the viewshed map indicates that portions of the site may be visible from Viewpoint 1, however significant screening is provided by existing developments in the foreground and mature trees planted as tree avenues and in public open space along Knysna Road. The distance from the site, as well as the fact that the view corridor along Knysna Road curves towards the site also provides additional screening from Viewpoint 1. Photographs taken from Viewpoint 1 indicate that there is a high likelihood that proposed new developments will not be visible from this viewpoint. See Figure 20 for photograph taken from Viewpoint 1.

Figure 21. Photographic survey of VP1 looking west towards the site.

Although the viewshed map taken from Viewpoint 1 indicates that some portions of the proposed development could potentially be visible to receptors from this viewpoint, investigation of the viewpoint in the field show a high degree of screening by planted vegetation and existing developments surrounding the site.

Visual exposure from this viewpoint is rated as low. Although new developments could potentially be partially recognizable to receptors, due to the scale and nature of the proposed developments it will tend to merge with existing developments in the area and will not be in stark contrast to the existing landscape character and sense of place.

VAC will be high as existing mature trees and other vegetation, as well as existing developments along Knysna Road, will provide a high level of screening. Visual sensitivity and visual intrusion are rated as low as only some portions of the site could potentially be visible from this viewpoint. Proposed developments will not be clearly noticeable to sensitive receptors and will blend in well with the surroundings.

5.2. Viewpoint 2

Viewpoint 2 is located at the intersection of Knysna Road and Madiba Drive at a distance of approximately 820m from the site.

Figure 22. Viewshed of VP2 showing portions of the site that may potentially be visible to receptors.

From this viewpoint little screening is provided by topography and the viewshed reveals that some portions of the site will potentially be visible to receptors along the Knysna Road view corridor. The fact that the Knysna Road corridor curves in the direction of the site will provide partial screening from this viewpoint.

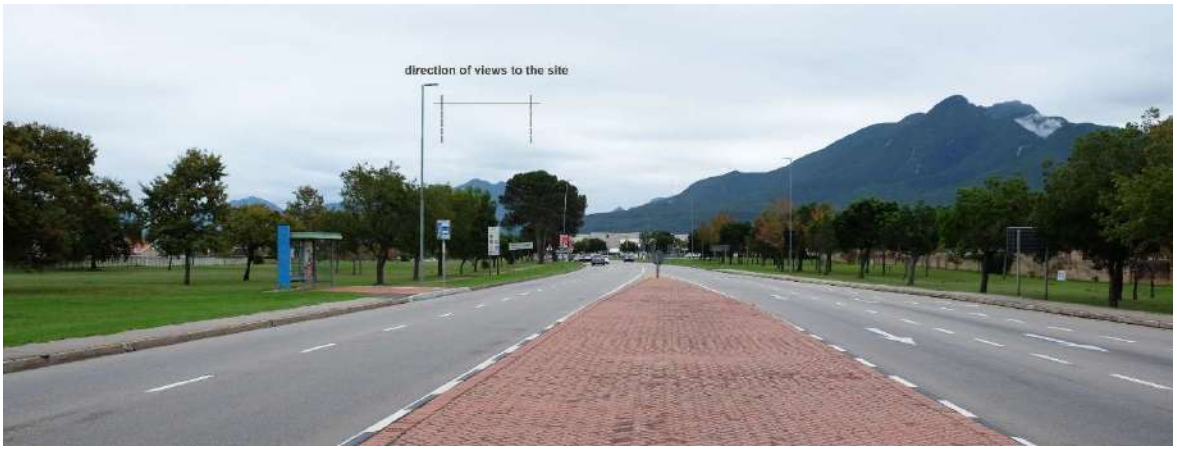


Figure 23. Photographic survey of VP2 looking towards the site in a north westerly direction.

Photographs taken from Viewpoint 2 indicate that a high degree of screening is provided by vegetation and existing development in the vicinity of the site. Visual exposure from this viewpoint is rated as low, the proposed development will not be particularly noticeable to the viewer.

VAC will be high as effective screening will be provided by vegetation and existing development in the vicinity of the site. Visual sensitivity of the area will be low as only minimal portions of the site and proposed development could potentially be visible to sensitive receptors from this viewpoint. Visual intrusion is rated as low, new developments will cause minimal change in the visual environment from this viewpoint and will blend in well with the surroundings.

5.3. Viewpoint 3

Viewpoint 3 is located at the intersection between Knysna Road and 4th Street at a distance of approximately 300m from the site.

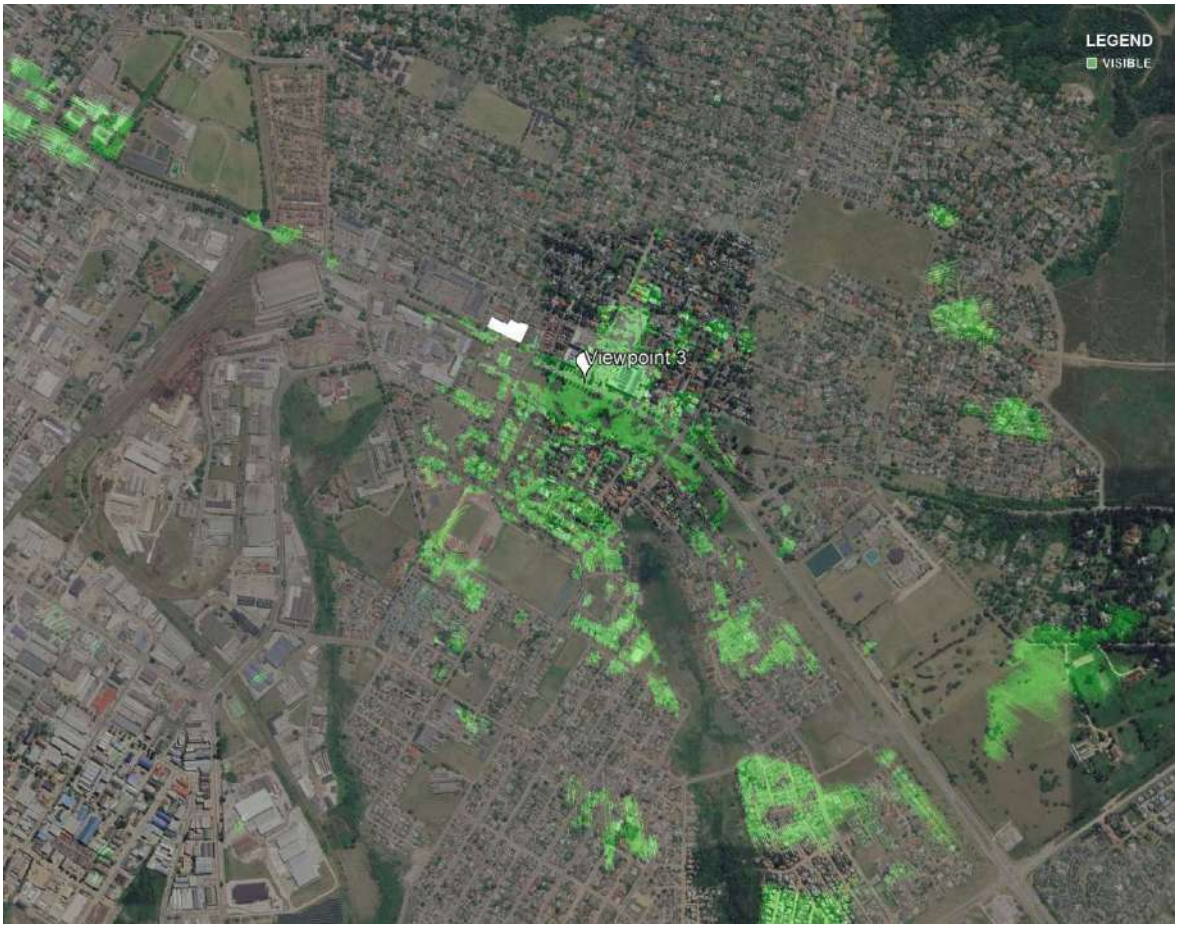


Figure 24. Viewshed of VP3 showing portions of the site that may potentially be visible to receptors.

This viewpoint is situated at an elevation close to the level of the development site and the site will potentially be partially visible to receptors along the Knysna Road view corridor (see Figure 20 for site photograph taken from this viewpoint).

Dense tree planting along Knysna Road and existing development in the vicinity of the site provide significant screening. The trees avenues along Knysna Road are not planted with a single species, and some trees are evergreen while some are deciduous. Deciduous trees will provide less screening in winter when trees are leafless.

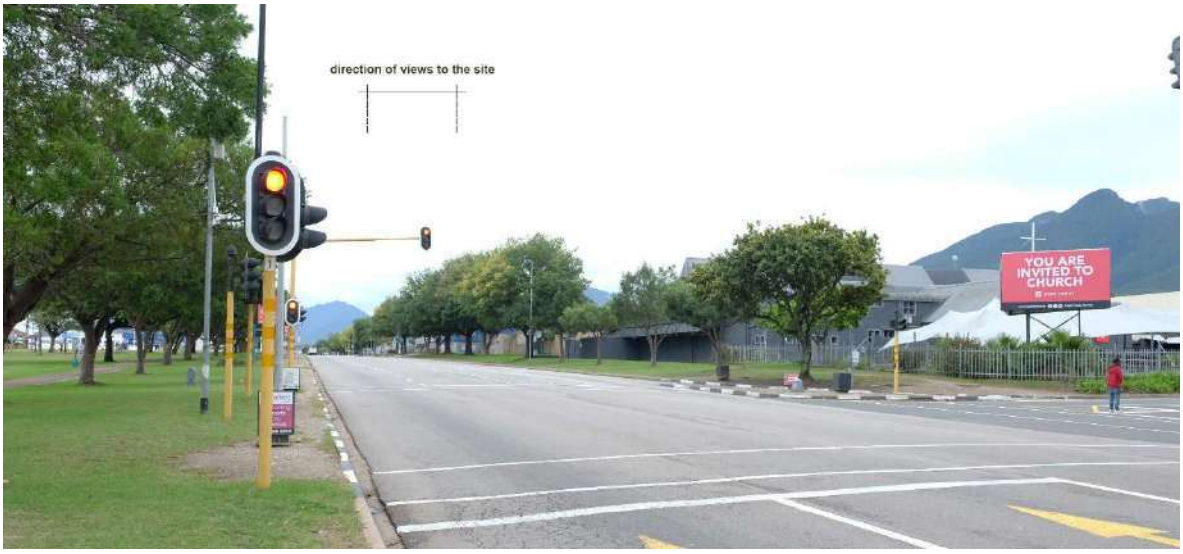


Figure 25. Photographic survey of VP3 looking west in the direction of the site.

Visibility from this viewpoint is rated as moderate. Portions of the site will be visible to receptors from this viewpoint. Visual exposure from this viewpoint is rated as moderate to low, new developments could potentially be recognizable to the viewer during seasons where street trees are leafless, but due to effective screening by vegetation during summer months will not be particularly noticeable to the viewer for large parts of the year.

From this viewpoint VAC is moderate, partial screening is provided by vegetation and existing development. Visual sensitivity from this viewpoint is rated as moderate to low as parts of the site will be moderately to minimally visible in the landscape due to effective screening provided by vegetation. Visual intrusion is rated as moderate to low, new development will cause some change when viewed from this locality and could potentially be moderately visible from this viewpoint, but will tend to blend in well with the surroundings and will cause minimal changes to the character and sense of place of the area.

Figure 26. Photomontage image of the proposed development from VP3.

5.4. Viewpoint 4

Viewpoint 4 is situated at the intersection of Knysna Road and 2nd Street at a distance of approximately 600 m from the site. The elevation of this viewpoint is slightly higher than the site which will potentially increase visibility.

Figure 27. Viewshed of VP4 located at a distance of approximately 600m from the site.

From this viewpoint the site will potentially be visible to receptors along the Knysna Road view corridor (see Figure 23 for photograph taken from Viewpoint 4). Although based on topography alone the site appears to be moderately visible from this viewpoint, site investigation indicates that a high degree of screening is provided by existing development and vegetation planted along Knysna Road. Portions of the proposed new developments may be visible to receptors from this viewpoint, but screening provided by vegetation and existing development in the area will significantly reduce the intensity of the changes to the visual environment. See Figure 28 for a photographic survey from Viewpoint 4.

Figure 28. Photographic survey of VP4 looking east in the direction of the site. From this viewpoint the site is likely to be only partially visible to receptors.

Visibility from viewpoint 4 is moderate, the site will potentially be visible from a small localised area around the project site but effective screening is provided by tree avenues planted along Knysna Road as well as existing development in the area.

Visual exposure can be expected to be moderate to low, proposed new developments could potentially be recognizable to sensitive receptors, but will not be particularly noticeable to the viewer.

VAC from this viewpoint will be moderate to high due to partial- to effective screening by vegetation.

Visual sensitivity of the area from this viewpoint will be moderate to low, areas of the site will be moderately to minimally visible in the landscape.

Visual intrusion can be expected to be moderate to low, new development will partially fit into the surroundings and can be expected to blend in well with the surroundings. The proposed new development will cause minimal change in the character and sense of place of the area and will tend to blend in with existing commercial and business developments along Knysna Road.

Figure 29. Photomontage image of the proposed development from VP4

The red outline on the photomontage image viewed from VP 4 (*Figure 29*) shows the position of the proposed new developments on site, however due to the screening effect of vegetation along Knysna Road it is not probable that the new developments will be particularly noticeable to sensitive receptors from this viewpoint.

5.5. Viewpoint 5

Viewpoint 5 is located at the intersection between Knysna Road and Mitchell Street at a distance of approximately 1.35 km from the site.

Figure 30. Viewshed of VP5 located at a distance of approximately 1.35 km from the site.

From this viewpoint effective screening is provided by topography and the site at ground level will not be visible to receptors along the Knysna Road view corridor. This is substantiated by site inspections and photographic survey of views taken from this viewpoint in the direction of the site (see Figure 25). Additional screening is provided by vegetation with tall growing mature trees planted along Knysna road and on the grounds of Outeniqua High School.

Figure 31. Photographic survey of VP5 on the corner of Knysna Road and Mitchell Street looking east along Knysna Road in the direction of the site. Outeniqua High School is to the left of the picture.

Visibility from viewpoint 5 will be low, the site will not be visible from this view. Visual exposure can be expected to be low.

VAC from this viewpoint will be high due to effective screening by topography and vegetation. Visual sensitivity of the area from this viewpoint will be low. Visual intrusion can be expected to be low, new developments will not be noticeable from this viewpoint.

5.6. Viewpoint 6

Viewpoint 6 is situated at the intersection between Stander Street and 3rd Street at a distance of approximately 640m from the site.

Figure 32. Viewshed of VP 6 located at a distance of approximately 640 m from the site.

Figure 33. Photographic survey of VP 6 looking southwest in the direction of the site.

The viewshed taken from this point indicates that based on topography the site will not be visible from this viewpoint. Site photographs taken from viewpoint 6 indicate that effective screening is provided by vegetation and existing development from this viewpoint and visibility of the site is rated as low.

Visual exposure from this viewpoint is rated as low, new development on site will not be noticeable to the viewer.

VAC is rated as high, effective screening is provided by vegetation.

Visual sensitivity is rated as low, the new development could potentially be minimally visible from this viewpoint.

Visual intrusion is rated as low, there will be minimal changes in the visual landscape from this viewpoint due to effective screening provided by vegetation.

The landscape character at Viewpoint 6 changes from that found along the Knysna Road corridor to a more peaceful, shady, suburban character with residential buildings situated away from the street in mature gardens. Tall tree avenues and densely planted lush gardens provide a high degree of screening, and the likelihood that the proposed new developments will be visible from this viewpoint is low.

5.7. Viewpoint 7

Viewpoint 7 is situated at the intersection between Mission Road and Miller Street and is situated within a radius of approximately 600m of the site.

Figure 34. Viewshed of VP7 located within a radius of approximately 600 m from the site.

Figure 35. Photographic survey of VP7 looking in the direction of the site.

The viewshed taken from this point indicates that based on topography the site could potentially be partially visible from this viewpoint. Site photographs taken from Viewpoint 7 indicate that effective screening is provided by vegetation and existing development from this viewpoint, and visibility of the site is rated as low.

Visual exposure from this viewpoint is rated as low, new development on site will not be particularly noticeable to the viewer.

VAC is rated as high, effective screening is provided by vegetation and existing development in the foreground.

Visual sensitivity is rated as low, the site and new development could potentially be minimally visible from this viewpoint.

Visual intrusion is rated as low, there will be minimal changes in the visual landscape and the development will blend in well with the surroundings.

6. POTENTIAL VISUAL IMPACTS

6.1. Impact assessment criteria

Potential visual impacts will be reviewed based on the following criteria (Oberholzer, 2005):

Criteria used for the assessments of impacts		
Nature of the impact	An appraisal of the visual effect the activity would have on the receiving environment. This description should include visual and scenic resources that are affected and the manner in which they are affected (both positive and negative effects).	
Extent	The spatial or geographic area of influence of the visual impact.	
	Site-related:	Extending only as far as the activity.
	Local:	Limited to the immediate surroundings.
	Regional:	Affecting a larger metropolitan or regional area.
	National:	Affecting large parts of the country.
	International:	Affecting areas across international boundaries.
Duration	The predicted lifespan of the visual impact.	
	Short term:	e.g., duration of the construction phase.
	Medium term:	e.g., duration for screening vegetation to mature.
	Long term:	e.g., lifespan of the project.

	Permanent:	Where time will not mitigate the visual impact.
Intensity	The magnitude of the impact on views, scenic or cultural resources.	
	Low:	Where visual and scenic resources are not affected.
	Medium:	Where visual and scenic resources are affected to a limited extent.
	High:	Where scenic and cultural resources are significantly affected.
Probability	The degree of possibility of the impact occurring.	
	Improbable:	Where the possibility of the impact occurring is very low.
	Probable:	Where there is a distinct possibility that the impact will occur.
	Highly probable:	Where it is most likely that the impact will occur
	Definite:	Where the impact will occur regardless of any prevention measures
Significance	The significance of impacts can be determined through a synthesis of the aspects produced in terms of their nature, duration, intensity, extent and probability, and be described as follows:	
	Low:	Where it will not have an influence on the decision.
	Medium:	Where it should have an influence on the decision unless it is mitigated.
	High:	Where it would influence the decision regardless of any possible mitigation.

6.2. Cumulative effects

Cumulative effects are caused by the aggregate of past, present, and reasonably foreseeable future actions as a result of changes in the visual environment (DEAT, 2004). Cumulative effects are defined as the total effect, including both direct and indirect effects, on a given resource, ecosystem and human community.

With regard to the visual environment the following steps were taken to review cumulative effects (Oberholzer, B. 2005):

- Conceptualisation of possible cause-effect pathways resulting from the proposed development;
- An understanding of current and future plans, projects and activities in the same area;
- An awareness of other threats or trends that could affect the “sense of place” and the landscape of the area in which the development is proposed;
- An understanding of the likely resilience and status of affected landscapes and visual resources;
- An understanding of broader strategic goals or targets for the area that would be affected by the proposed project.

The characteristics of possible cumulative effects of the proposed developments on the site are as follows:

1. Additive cumulative effects are the simple sum of all the effects, for example sprawl effect of houses along a scenic route.
2. Synergistic cumulative effects occur when two or more stressors or factors interact to produce a combined effect that is significantly greater than the sum of their individual effects, for example increased service demand as a result of new developments that could impact landscape character.
3. Time crowding relates to frequent and repetitive effects, for example increase in traffic during peak hours as a result of new developments.
4. Space crowding refers to the aggregate effects on a shared resource or system resulting from the spatial and temporal clustering of environmental disturbances, where the combined impact of multiple past, present, and future actions is greater than the sum of their individual effects.
5. Neutralizing cumulative effects occur where effects may counteract each other to reduce the overall effect, for example provision of new structures, accompanied by removal of redundant structures.

Type	Characteristic	Potential visual impact
Additive	Sum of all effects	Low
Synergistic	Combined effect	Low
Time crowding	Frequent and repetitive effects	Medium to low
Space crowding	Aggregate effects	Low
Neutralizing	Effects which counteract each other	Low

The development site falls within the urban edge defined by the George Municipality SDF and any future development of a similar nature will be subject to zoning and scrutiny in terms of the legislative framework and George Municipal SDF and other applicable legislation and by-laws. Due to the fact that the proposed development is a continuation of the existing townscape no fragmentation occurs that could set a precedent for cumulative visual impacts such as urban sprawl.

Visual clutter from construction activities to and from site could occur, but this will be of a temporary nature and will be limited to the construction phase, and with mitigation the significance can be reduced to low.

Time crowding cumulative visual impacts could occur due to increased traffic flow and use of the site during peak times, but the effect will be in keeping with the existing development trend along the commercial corridor and the vision of the George Municipality SDF for this area and the significance therefore with regard to cumulative impacts is rated as moderate to low.

Space crowding cumulative effects are unlikely to occur as the density of the proposed development is in keeping with similar developments in the vicinity and vision of the GMSDF with regard to this part of the townscape.

The likelihood of neutralizing cumulative effects as a result of the proposed developments is low.

The effects of cumulative impacts on the visual environment as a result of the proposed developments are rated as medium to low and do not raise significant concerns in terms of changes to the visual character and sense of place if the proposed development were to go ahead.

6.3. Nature of the impact

Potential visual impacts were considered during the construction phase as well as the operational phase. The following potential visual impacts were identified:

6.3.1 Construction phase

The visual character of the site will change during the construction phase from a developed business site to a more lively construction site, with visual changes brought about by the removal of vegetation, earthworks, and other construction activities.

6.3.1.1 Visibility of construction related equipment and activities

Potential visual impacts	Visibility of construction vehicles, temporary structures and site storage of materials during construction.	
Extent	no mitigation	local
	with mitigation	local
Duration	no mitigation	short-term
	with mitigation	short-term
Intensity	no mitigation	medium to high
	with mitigation	medium
Probability	no mitigation	highly probable
	with mitigation	probable
Significance	no mitigation	medium
	with mitigation	medium to low

There will be changes in the visual character of the site during construction due to the presence of construction vehicles and activities on site. Changes in the visual environment due to construction activities will be of a temporary nature.

There will not be significant changes to the landscape character of Knysna Road due to construction activities, as the road is by nature bustling and carries high traffic volumes during peak times, which is in keeping with the nature of the construction work that would result if the development proposal were to go ahead.

6.3.2 Operational phase

During the operational phase the character and sense of place of the site will change slightly from a lively, business premises to a more densely developed, lively business premises within the existing townscape. The changes will be permanent, but will likely be viewed as positive by some viewers and negative by others.

6.3.2.1 Change in visual character of the area

Potential visual impacts	Change in the visual character of the area from a low density developed site to a more lively, medium density developed business site.	
Extent	no mitigation	local
	with mitigation	local
Duration	no mitigation	long term
	with mitigation	long term
Intensity	no mitigation	Medium to low
	with mitigation	low
Probability	no mitigation	probable
	with mitigation	probable
Significance	no mitigation	medium to low
	with mitigation	low

There will be moderate to slight changes in the visual character of the site if the proposed development is to go ahead, but due to effective to partial screening provided by topography, vegetation and existing development of a similar nature in the landscape, the changes can be perceived as positive by some viewers if appropriate mitigation measures are implemented. The nature and scale of the proposed developments are in keeping with existing patterns and landscape character of the area.

6.3.2.2 Change in visual character of a scenic tourist route

Potential visual impacts	Change in visual character of a scenic tourist route (N9 & N12).	
Extent	no mitigation	local
	with mitigation	local
Duration	no mitigation	long term
	with mitigation	long term
Intensity	no mitigation	medium
	with mitigation	medium to low
Probability	no mitigation	highly probable
	with mitigation	probable
Significance	no mitigation	medium to low
	with mitigation	medium to low

There will be moderate to slight changes to the visual character of the scenic corridor viewed by sensitive receptors travelling on the N9 and N12 scenic routes. The proposed new developments will be similar in nature to the existing character and sense of place of the area.

6.3.2.3 Visual intrusion of lighting at night

Potential visual impacts	Visual intrusion of lighting at night.	
Extent	no mitigation	local
	with mitigation	local
Duration	no mitigation	long term
	with mitigation	long term
Intensity	no mitigation	medium to high
	with mitigation	medium to low
Probability	no mitigation	probable
	with mitigation	probable
Significance	no mitigation	medium
	with mitigation	medium to low

If the proposed development is implemented, various types of lighting at night will be required for safety and wayfinding. This could bring about moderate to slight changes to the character of the site at night. The existing commercial and residential buildings on adjacent properties and in close vicinity to the site already contribute to the lighting at night and the night sky experienced in the area. Visual intrusion of lighting at night can be mitigated by effective design and management of exterior outdoor lighting.

7. MITIGATION

The proposed development will result in moderate to slight changes to the visual environment. Construction impacts will be of a temporary nature and are expected to occur over a shorter time period. Operational impacts will be long term. With the implementation of appropriate mitigation measures, the proposed development can contribute in a positive manner to the sense of place and landscape character of the area.

7.1. Construction phase impact mitigation

Construction phase impacts will be more visible in close proximity to the site than from viewpoints further away and will be temporary. With the implementation of mitigation it will be possible to reduce the impact of construction phase impacts. Mitigation during the construction phase must implement the following measures:

- Signage must be managed not to be excessive and must be maintained in a neat and tidy condition throughout the construction period. All signage must adhere guidelines and regulations set out by the George Municipality and other applicable regional authorities.
- Use appropriate hoarding to screen views onto the construction site and contain windblown refuse and dust as far as possible. Hoarding must be a minimum height of 1.8m and must be of sturdy construction to withstand wind and other environmental conditions on site for the duration of the construction period. Hoarding must be maintained by the contractor in a neat and tidy condition at all times during the construction period and must be kept free of excessive branding and advertising that may be unsightly to sensitive receptors.
- Ensure that construction vehicles entering and leaving the construction site do not leave any rubble, rock, earth, spoil, branches or other unwanted material on roads linking to the area.
- The construction site must be kept clean and in a neat condition at all times during the construction period.
- Temporary site lighting, if required, must be kept to a minimum and must be of a type- and positioned so as not create a disturbance to sensitive residential receptors bordering the development site.
- Make good and rehabilitate all areas disturbed during the construction period within 3 months after completion of the building works.
- Re-vegetation on site must be undertaken as soon as possible after completion of civil engineering- and building works to provide dust control and visually integrate new developments with the greater landscape. All new landscaping must be maintained until it is fully established.

7.2. Operational phase impact mitigation

Visual intrusion will be localized to a small area within close proximity of the development site, that includes residents of the existing residential neighborhood bordering the site and travelers on the scenic N9 and N12 routes along Knysna Road adjacent to the site.

Some of the operational phase impact mitigation measures are to be implemented during the planning phases of the project for long term effects during the operational phase. In order for new developments to be visually integrated into the urban fabric of the area, it is important for the proposed development to add to the existing town character.

In terms of the George Integrated Zoning Scheme regulations, if the boundary is to be walled or fenced at least 60% of the street boundary wall bordering onto business and tourism corridors must be permeable, provided that those parts of the property that must be screened in terms of the zoning scheme by-laws are excluded. Visually permeable fencing, such as Clearvu or similar, is preferred for perimeter security as this will allow for visual integration at street level and a high degree of passive surveillance onto the Knysna road commercial and tourist corridor.

Landscaping with indigenous trees and other vegetation within the development on site can in time provide additional screening and help to visually integrate new developments with the greater landscape. For example, re-instating the tree avenue along Knysna road will add to the existing character and sense of place of the area and allow the proposed new developments to contribute in a positive manner to the visual framework of this precinct, as well as providing additional screening from surrounding areas.

Emphasis must be placed on integrating new developments on site with the public transport network, including NMT, to improve microclimate on site at pedestrian level and visually integrate proposed new developments within the existing framework. Way finding and pedestrian movement routes, as well as creating a favourable microclimate for pedestrians and NMT users will be key issues to address.

Visual impact of light pollution can be effectively mitigated by using measures to prevent or limit light spillage. As a general rule the minimum levels of lighting required to provide safe access should be adhered to and lighting fixtures must be positioned for maximum efficiency so as to direct light only where it is needed. Low level bollard-type lighting is recommended wherever possible as opposed to overhead post top lighting to reduce visual intrusion of lighting at night.

Operational phase mitigation measures will include the following:

- Contextually appropriate materials, finishes and colours must be used that will blend in with existing building types and exterior finishes and enhance the existing sense of place.
- Reflective surfaces must be kept to a minimum and shaded with roof overhangs and / or screens to limit glare.
- Signage must be contextually appropriate and unobtrusive. All signage must comply with guidelines and recommendations contained within the South African Manual for Outdoor Advertising Control (SAMOAC).
- All areas that have been disturbed during construction must be made good and rehabilitated with site appropriate vegetation within 3 months after construction has been completed. Preference should be given to waterwise, locally indigenous plant material that will blend in with the existing vegetation in the broader landscape and reduce maintenance demands and water usage in the long term.
- Retaining structures must be designed to be integrated with natural vegetation and planting and appropriate materials selected to achieve this.
- Landscaping within the proposed new developments and streetscapes must be undertaken to visually integrate new developments with the greater landscape and be in harmony with the landscape character and sense of place. Landscaping must be implemented within three months of the completion of building works and must be maintained until fully established.
- Existing planted tree avenues along Knysna Road set a precedent for landscape development and can be used to effectively screen new developments from surrounding areas. Tree avenues should be reinstated where street trees are absent along the Knynsa Road boundary on the perimeter of the site.
- Ensure that at least 60% of boundary fences are visually permeable, such as palisade or mesh- type panel fencing (e.g. Clearvu), to visually integrate proposed new developments with the streetscape and public transport network within which the site is situated.
- All new landscaping must be maintained until fully established. All invasive alien growth must be removed and managed on an ongoing basis.
- Limit the use of outdoor lighting to the minimum necessary to provide safety and wayfinding within new developments. Use low level bollard type lighting fixtures wherever possible rather than post top lighting fixtures.
- All luminaires must be top covered and designed to prevent light spillage. Position all outdoor lighting fixtures so that no naked light sources are visible that will cause negative visual impacts to sensitive receptors in neighbouring residential areas and along scenic routes.

8. CONCLUSION

This visual impact assessment study finds that the visual framework of the area presents a mix of lively, commercial- and business areas associated with the commercial corridor along Knysna Road in George, as well as more quiet, low density residential developments in close proximity to the site to the north.

The site is currently developed and falls within the urban edge defined in the George MSDF (as amended, 2023). Although the proposed development will result in a moderate to slight visual change to the landscape character, the new development is of a similar scale and nature as other developments in close vicinity to the site. Changes to the visual character of the area will likely be viewed as positive by some and negative by others. The new developments can be expected to be visually integrated with the existing landscape character and sense of place over time.

Construction will take place within view of sensitive receptors but these impacts will be of a temporary nature and can be mitigated to reduce significance.

The site is located within view of scenic routes passing through George, and new developments will be moderately to slightly visible to sensitive receptors. Potential visual impacts can be mitigated to reduce significance and in time, as landscaping matures, additional screening will be provided if appropriate mitigation measures are implemented.

In light of the above it is our view that the proposed development could over time contribute in a positive manner to enhance the townscape of George and vision of the George Municipality for this section of the town, and as such it is our recommendation that the proposed new development be approved.

9. REFERENCES

Cape Farm Mapper. (n.d.). Cape Farm Mapper. (W. C. Goverment, Producer) From https://gis.elsenburg.com/apps/cfm/#

Google Earth https://earth.google.com/web/@34.039168,21.9499408,269.91461148a,261.95682049d,35y,0h,0t,0r/data=CgRCAggBOgMKATBCAggBSg0I ARAA

George Municipality Comprehensive Integrated Transport Plan 2023-2028. Techso-Tolplan-Lyners Consortium, for George Municipality, 2024.

George Integrated Zoning Scheme By-law 2023 (as amended). George Municipality, 2023.

George Municipal Spatial Development Framework 2023/27, May 2023 (Version 4). George Municipality, 2023.

Mucina, L. & Rutherford, M.C. (eds).n Reprint 2011. The vegetation of South Africa, Lesotho and Swaziland. *Strelizia* 19. South African National Biodiversity Institute, Pretoria.

Oberholzer, B. 2005. Guideline for involving visual & aesthetic specialists in EIA processes: Edition 1. CSIR Report No ENV-S-C 2005 053 F. Republic of South Africa, Provincial Government of the Western Cape, Department of Environmental Affairs & Development Planning, Cape Town.

ERVEN 4089, 4090 & 6761, GEORGE

VISUAL IMPACT ASSESSMENT

ANNEXURE A

DATE: **MAY 2026**

GENERAL NOTES

This document is the property of the FC Holm CC and may not be reproduced, issued or used for any other than the specific purpose for which it was originally intended.

All materials and construction methods must comply with the National Building Regulations (act no. 103 of 1977) including all amendments, as well as all by-laws of the relevant local authority.

All materials and equipment must be fixed and finished off in accordance with the specifications of the manufacturer of such materials and equipment.

All dimensions must be checked on site. Any indistinctness or discrepancies must be pointed out to the principal agent for rectification or clarification before work is taken into hand.

Statutory information is obtained from the George-Intergarated-Zoning-Scheme-By-Law-2023.

Never scale from this drawing.

REV	DATE	DESCRIPTION
-	-	-

DEVELOPMENT RIGHTS

SG 6582/1967, SG 6526/1967, SG 6526/1974:
MEASURED IN MARCH 2026
LAND DEVELOPMENT AREA : 4 320 m2
- ERF 4089 (PORTION A) :
1428 m² - BUSINESS ZONE I
- ERF 4090 GEORGE (PORTION B) :
1476 m² - GENERAL RESIDENTIAL ZONE IV
-ERF 6761 GEORGE (PORTION C)
1416 m² - BUSINESS ZONE I

LAND USE RIGHTS
BUSINESS ZONE I PT1
WITH SPECIAL CONSENT USE IN TERMS OF GEORGE LAND USE PLANNING BY-LAW (2023) FOR SHOPS, RESTAURANT, OFFICES AND CONFERENCE FACILITIES.
FAR: 3 - 12 960m²
HEIGHT RESTRICTION: 15m
COVERAGE: 100% (4320m²)
BUILDING RESTRICTION LINES:
-0m STREET BOUNDARY.
-SIDE AND REAR BUILDING LINES ARE 0m UP TO A HEIGHT OF 8.5m AND 4.5m FOR THE REMAINDER OF THE BUILDING.

DEVELOPMENT EXTENT

SHOPS **GLA** :	**835m²**
RESTAURANT **GLA** :	**240m²**
OFFICES **GLA** :	**3550m²**
CONFERENCE FACILITY **GLA** :	**350m² /80 seats**

BUILDING COMMON CIRCULATION : 695 m²
BUILDING COMMON FACILITIES : 204 m²
BUILDING COMMON SERVICES AND SUPPORT : 356 m²
TOTAL FLOOR SPACE : 11400 m²
TOTAL BUILDING AREA : 12180m²
COVERED WALKWAYS : 305 m²
COVERAGE (INCL WALKWAYS) :
1905 m2 = 44,1%

VEHICLE PARKING
CALCULATED IN TERMS OF THE TIA FROM GLA @
PARKING RATIO FOR SHOPS & RESTAURANT: 4/100m²
PARKING RATIO FOR OFFICES: 3/100m²
PARKING RATIO FOR CONFERENCE ROOM: 6 bays per 10 seats

- VEHICLE PARKING REQUIRED:

CALCULATED FROM SHOPS & RESTAURANT GLA:	**44**
CALCULATED FROM OFFICE GLA:	**110**
CALCULATED FROM CONFERENCE ROOM GLA:	**48**
TOTAL VEHICLE PARKING REQUIRED:	**202**

PARKING PROVIDED

- MOTOR CYCLE PARKING PROVIDED :	**6**
- BICYCLE PARKING PROVIDED :	**24**

(for every 2 motorcycle bays + 3 cycle bays to credit 1 vehicle parking up to 5% of total = 3+8; 5% of 197 GM SCHEME ALLOWS CREDIT OF 9 bays)
INCLUDED IN TOTAL:

- ACCESSIBLE PARKING :	6
- FAMILY SPACES :	4
- RIDE-SHARE & TAXI	2
TOTAL VEHICLE PARKING PROVIDED :	**206**

LOADING BAYS:
- 2 BAYS FOR LINE SHOPS AND RESTAURANT - 1075m²

FC HOLM
+27 (44) 874-1606
info@fcholm.co.za
Windsor Park, 3 Varing Lane, George

PROJECT NUMBER
26008

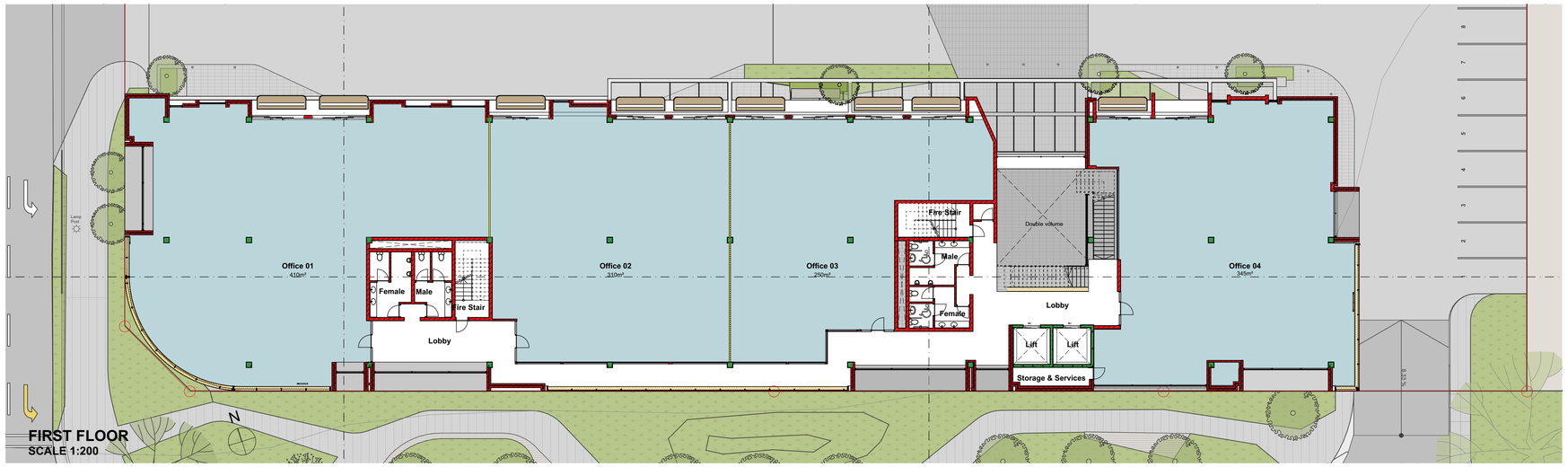
Address
Erf 4090,4089 & 6761
Location
Knysna Road
George

Project type
Mixed Use Commercial

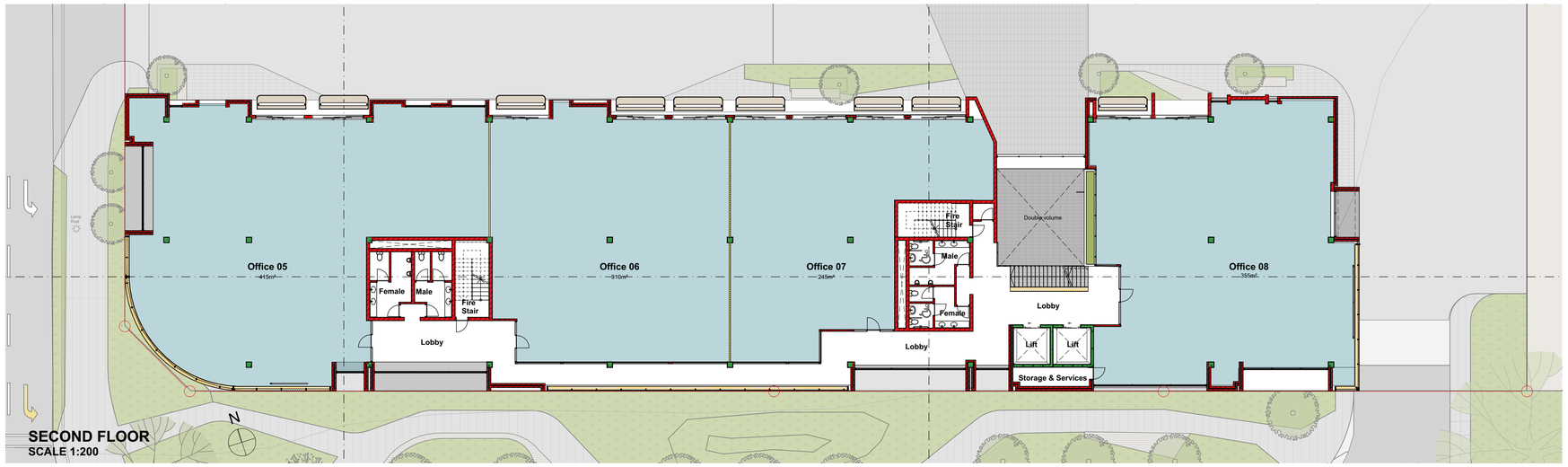
Client
Jodan Properties Pty (Ltd) Client Signature

L0 SITE PLAN SDP

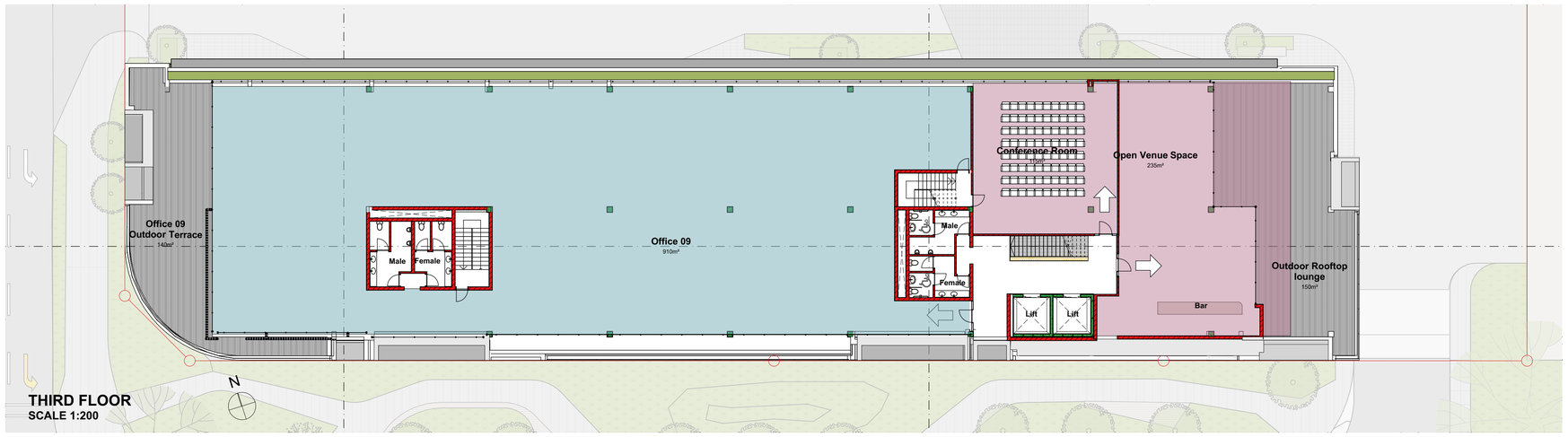
Drawing no. **26008/S3/3101**	Revision **000**
Date **2026/05/19**	Scale **1:200**
Drawn by **JACQUES STEYN**	SACAP **PrArch53337559**
Checked by **FERDINAND HOLM**	SACAP **5792**



FIRST FLOOR
SCALE 1:200



SECOND FLOOR
SCALE 1:200



THIRD FLOOR
SCALE 1:200

GENERAL NOTES

This document is the property of the FC Holm CC and may not be reproduced, issued or used for any other than the specific purpose for which it was originally intended.

All materials and construction methods must comply with the National Building Regulations (act no. 103 of 1977) including all amendments, as well as all by-laws of the relevant local authority.

All materials and equipment must be fixed and finished off in accordance with the specifications of the manufacturer of such materials and equipment.

All dimensions must be checked on site. Any indistinctness or discrepancies must be pointed out to the principal agent for rectification or clarification before work is taken into hand.

Statutory information is obtained from the George-Intergarated-Zoning-Scheme-By-Law-2023.

Never scale from this drawing.

REV	DATE	DESCRIPTION
-	-	-

DEVELOPMENT RIGHTS

SG 6582/1967, SG 6526/1967, SG 6526/1974:
MEASURED IN MARCH 2026
LAND DEVELOPMENT AREA : 4 320 m2
- ERF 4089 (PORTION A) :
1428 m² - BUSINESS ZONE I
- ERF 4090 GEORGE (PORTION B) :
1476 m² - GENERAL RESIDENTIAL ZONE IV
-ERF 6761 GEORGE (PORTION C)
1416 m² - BUSINESS ZONE I

LAND USE RIGHTS
BUSINESS ZONE I PT1
WITH SPECIAL CONSENT USE IN TERMS OF GEORGE LAND USE PLANNING BY-LAW (2023) FOR SHOPS, RESTAURANT, OFFICES AND CONFERENCE FACILITIES.
FAR: 3 - 12 960m²
HEIGHT RESTRICTION: 15m
COVERAGE: 100% (4320m²)
BUILDING RESTRICTION LINES:
-0m STREET BOUNDARY.
-SIDE AND REAR BUILDING LINES ARE 0m UP TO A HEIGHT OF 8.5m AND 4.5m FOR THE REMAINDER OF THE BUILDING.

DEVELOPMENT EXTENT

SHOPS **GLA** :	**835m²**
RESTAURANT **GLA** :	**240m²**
OFFICES **GLA** :	**3550m²**
CONFERENCE FACILITY **GLA** :	**350m² /80 seats**
BUILDING COMMON CIRCULATION : 695 m²	
BUILDING COMMON FACILITIES : 204 m²	
BUILDING COMMON SERVICES AND SUPPORT : 356 m²	
TOTAL FLOOR SPACE : 11400 m²	
TOTAL BUILDING AREA : 12180m²	
COVERED WALKWAYS : 305 m²	
COVERAGE (INCL WALKWAYS) : 1905 m2 = 44,1%	

VEHICLE PARKING
CALCULATED IN TERMS OF THE TIA FROM GLA @
PARKING RATIO FOR SHOPS & RESTAURANT: 4/100m²
PARKING RATIO FOR OFFICES: 3/100m²
PARKING RATIO FOR CONFERENCE ROOM: 6 bays per 10 seats

- VEHICLE PARKING REQUIRED:	
CALCULATED FROM SHOPS & RESTAURANT GLA:	**44**
CALCULATED FROM OFFICE GLA:	**110**
CALCULATED FROM CONFERENCE ROOM GLA:	**48**
TOTAL VEHICLE PARKING REQUIRED:	**202**

PARKING PROVIDED	
- MOTOR CYCLE PARKING PROVIDED :	**6**
- BICYCLE PARKING PROVIDED :	**24**
(for every 2 motorcycle bays + 3 cycle bays to credit 1 vehicle parking up to 5% of total = 3+8; 5% of 197 GM SCHEME ALLOWS CREDIT OF 9 bays)	
INCLUDED IN TOTAL :	
- ACCESSIBLE PARKING :	6
- FAMILY SPACES :	4
- RIDE-SHARE & TAXI	2
TOTAL VEHICLE PARKING PROVIDED :	**206**

LOADING BAYS:
- 2 BAYS FOR LINE SHOPS AND RESTAURANT - 1075m²

FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS
+27 (44) 874-1606
info@fcholm.co.za
Windsor Park, 3 Varing Lane, George

PROJECT NUMBER
26008

Address
Erf 4090,4089 & 6761

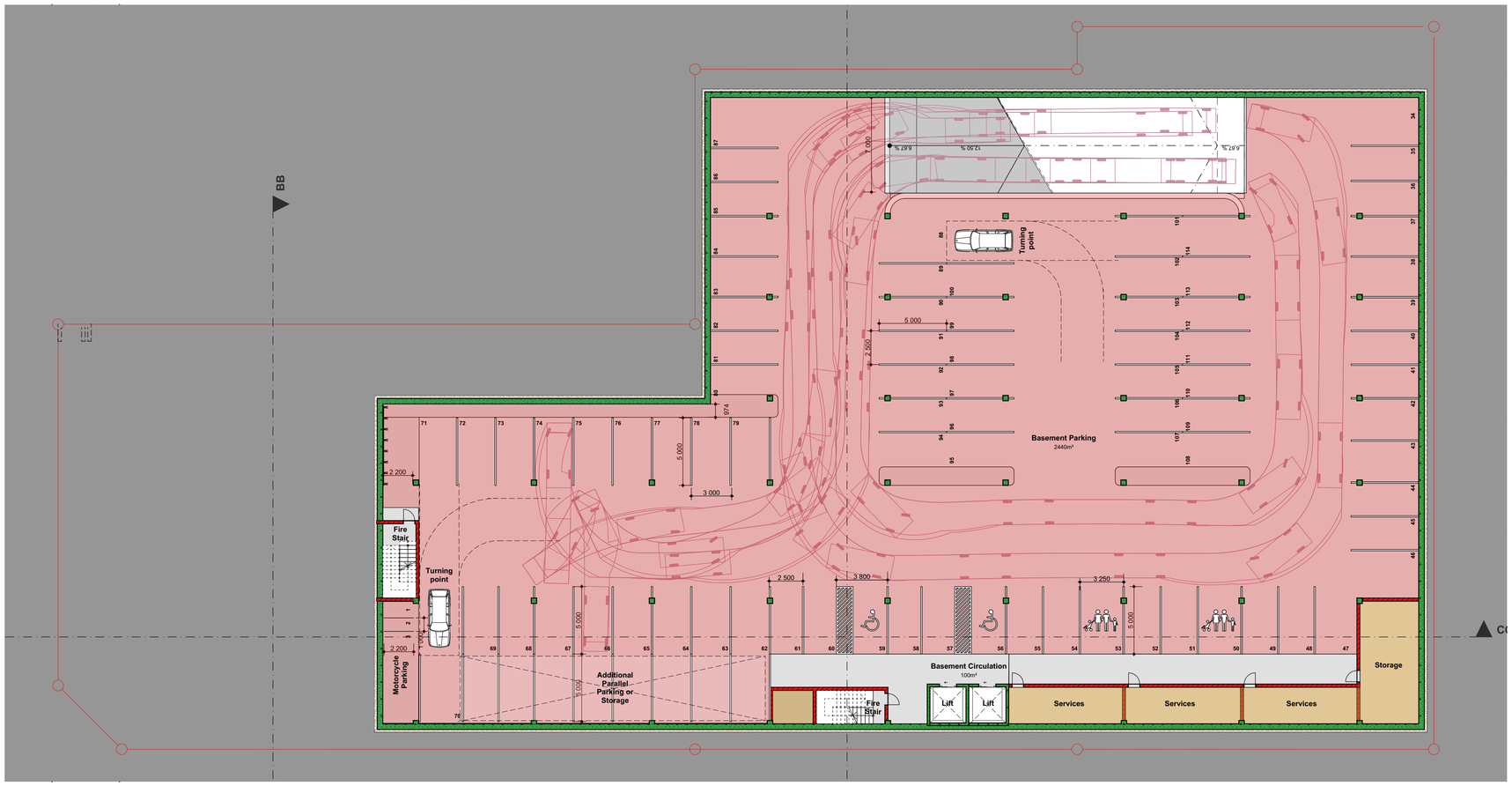
Location
Knysna Road
George

Project type
Mixed Use Commercial

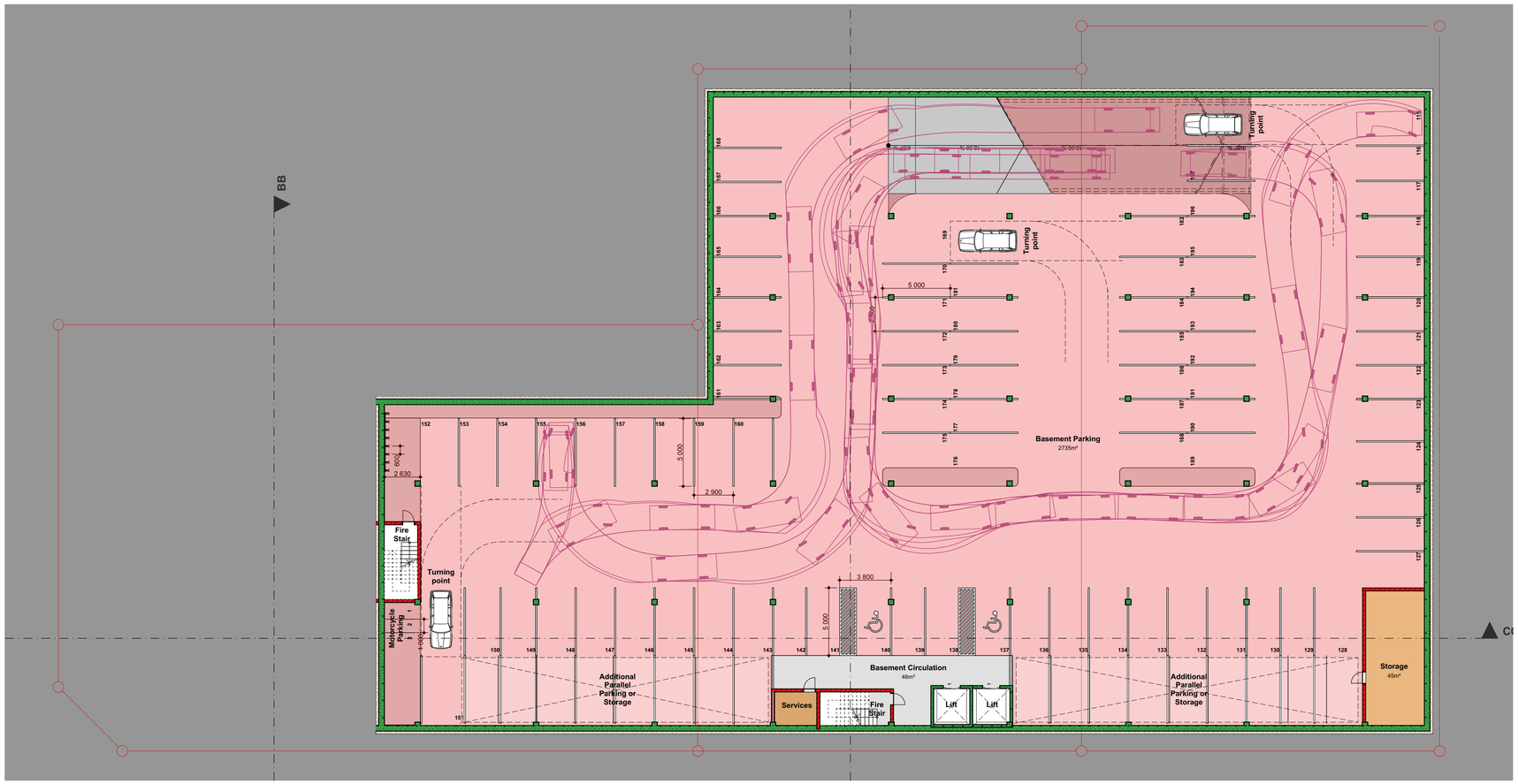
Client
Jodan Properties Pty (Ltd) Client Signature

L1-L3 PLANS SDP

Drawing no. **26008/S3/3102**	Revision **000**
Date **2026/05/19**	Scale **1:200**
Drawn by **JACQUES STEYN**	SACAP **PrArch53337559**
Checked by **FERDINAND HOLM**	SACAP **5792**



BASEMENT FLOOR
SCALE 1:200



LOWER BASEMENT FLOOR
SCALE 1:200

GENERAL NOTES

This document is the property of the FC Holm CC and may not be reproduced, issued or used for any other than the specific purpose for which it was originally intended.

All materials and construction methods must comply with the National Building Regulations (act no. 103 of 1977) including all amendments, as well as all by-laws of the relevant local authority.

All materials and equipment must be fixed and finished off in accordance with the specifications of the manufacturer of such materials and equipment.

All dimensions must be checked on site. Any indistinctness or discrepancies must be pointed out to the principal agent for rectification or clarification before work is taken into hand.

Statutory information is obtained from the George-Intergarated-Zoning-Scheme-By-Law-2023.

Never scale from this drawing.

REV	DATE	DESCRIPTION
-	-	-

DEVELOPMENT RIGHTS

SG 6582/1967, SG 6526/1967, SG 6526/1974:
MEASURED IN MARCH 2026
LAND DEVELOPMENT AREA : 4 320 m2
- ERF 4089 (PORTION A) :
1428 m² - BUSINESS ZONE I
- ERF 4090 GEORGE (PORTION B) :
1476 m² - GENERAL RESIDENTIAL ZONE IV
-ERF 6761 GEORGE (PORTION C)
1416 m² - BUSINESS ZONE I

LAND USE RIGHTS
BUSINESS ZONE I PT1
WITH SPECIAL CONSENT USE IN TERMS OF GEORGE LAND USE PLANNING BY-LAW (2023) FOR SHOPS, RESTAURANT, OFFICES AND CONFERENCE FACILITIES.
FAR: 3 - 12 960m²
HEIGHT RESTRICTION: 15m
COVERAGE: 100% (4320m²)
BUILDING RESTRICTION LINES:
-0m STREET BOUNDARY.
-SIDE AND REAR BUILDING LINES ARE 0m UP TO A HEIGHT OF 8.5m AND 4.5m FOR THE REMAINDER OF THE BUILDING.

DEVELOPMENT EXTENT

SHOPS **GLA** :	**835m²**
RESTAURANT **GLA** :	**240m²**
OFFICES **GLA** :	**3550m²**
CONFERENCE FACILITY **GLA** :	**350m² /80 seats**
BUILDING COMMON CIRCULATION : 695 m²	
BUILDING COMMON FACILITIES : 204 m²	
BUILDING COMMON SERVICES AND SUPPORT : 356 m²	
TOTAL FLOOR SPACE : 11400 m²	
TOTAL BUILDING AREA : 12180m²	
COVERED WALKWAYS : 305 m²	
COVERAGE (INCL WALKWAYS) : 1905 m2 = 44,1%	

VEHICLE PARKING
CALCULATED IN TERMS OF THE TIA FROM GLA @
PARKING RATIO FOR SHOPS & RESTAURANT: 4/100m²
PARKING RATIO FOR OFFICES: 3/100m²
PARKING RATIO FOR CONFERENCE ROOM: 6 bays per 10 seats

- VEHICLE PARKING REQUIRED:

CALCULATED FROM SHOPS & RESTAURANT GLA:	**44**
CALCULATED FROM OFFICE GLA:	**110**
CALCULATED FROM CONFERENCE ROOM GLA:	**48**
TOTAL VEHICLE PARKING REQUIRED:	**202**

PARKING PROVIDED

- MOTOR CYCLE PARKING PROVIDED :	**6**
- BICYCLE PARKING PROVIDED :	**24**

(for every 2 motorcycle bays + 3 cycle bays to credit 1 vehicle parking up to 5% of total = 3+8; 5% of 197
GM SCHEME ALLOWS CREDIT OF 9 bays)
INCLUDED IN TOTAL :

- ACCESSIBLE PARKING :	6
- FAMILY SPACES :	4
- RIDE-SHARE & TAXI	2
TOTAL VEHICLE PARKING PROVIDED :	**206**

LOADING BAYS:
- 2 BAYS FOR LINE SHOPS AND RESTAURANT - 1075m²

FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS
+27 (44) 874-1606
info@fcholm.co.za
Windsor Park, 3 Varing Lane, George

PROJECT NUMBER
26008

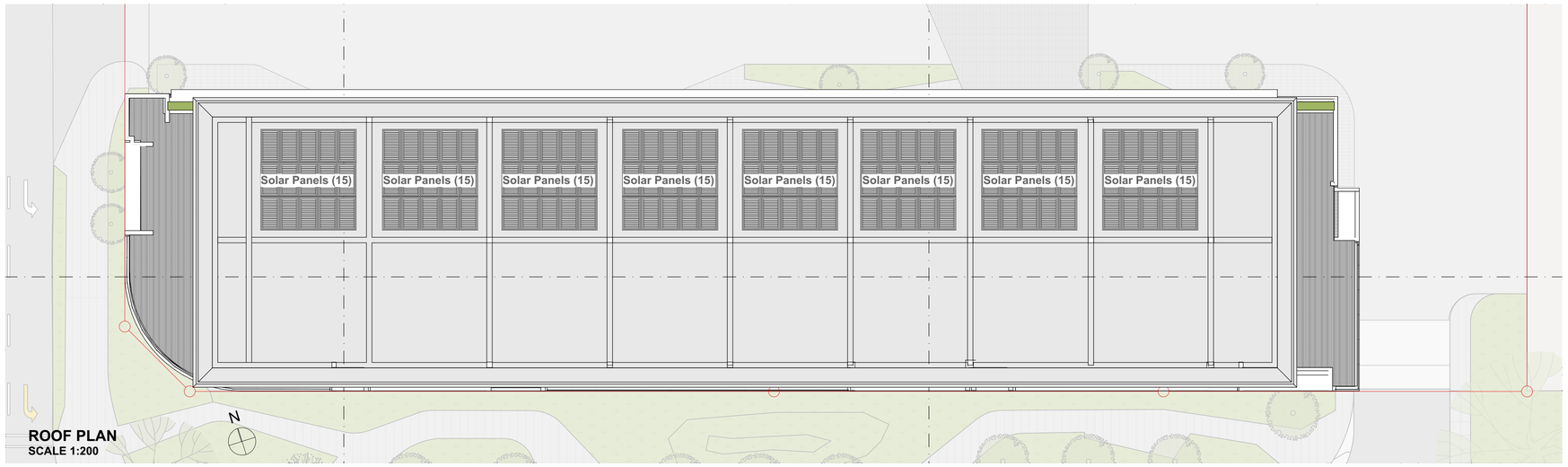
Address
Erf 4090,4089 & 6761
Location
Knysna Road
George

Project type
Mixed Use Commercial

Client
Jodan Properties Pty (Ltd)
Client Signature

B1 & B2 PLAN SDP

Drawing no.
26008/S3/3103
Revision
000
Date
2026/05/19
Scale
1:200
Drawn by
JACQUES STEYN
SACAP
PrArch53337559
Checked by
FERDINAND HOLM
SACAP
5792



ROOF PLAN
SCALE 1:200

AXONOMETRIC VIEW
NOT TO SCALE

GENERAL NOTES

This document is the property of the FC Holm CC and may not be reproduced, issued or used for any other than the specific purpose for which it was originally intended.

All materials and construction methods must comply with the National Building Regulations (act no. 103 of 1977) including all amendments, as well as all by-laws of the relevant local authority.

All materials and equipment must be fixed and finished off in accordance with the specifications of the manufacturer of such materials and equipment.

All dimensions must be checked on site. Any indistinctness or discrepancies must be pointed out to the principal agent for rectification or clarification before work is taken into hand.

Statutory information is obtained from the George-Intergarated-Zoning-Scheme-By-Law-2023.

Never scale from this drawing.

REV	DATE	DESCRIPTION
-	-	-

DEVELOPMENT RIGHTS

SG 6582/1967, SG 6526/1967, SG 6526/1974:
MEASURED IN MARCH 2026
LAND DEVELOPMENT AREA : 4 320 m2
- ERF 4089 (PORTION A) :
1428 m² - BUSINESS ZONE I
- ERF 4090 GEORGE (PORTION B) :
1476 m² - GENERAL RESIDENTIAL ZONE IV
-ERF 6761 GEORGE (PORTION C)
1416 m² - BUSINESS ZONE I

LAND USE RIGHTS
BUSINESS ZONE I PT1
WITH SPECIAL CONSENT USE IN TERMS OF GEORGE LAND USE PLANNING BY-LAW (2023) FOR SHOPS, RESTAURANT, OFFICES AND CONFERENCE FACILITIES.
FAR: 3 - 12 960m²
HEIGHT RESTRICTION: 15m
COVERAGE: 100% (4320m²)
BUILDING RESTRICTION LINES:
-0m STREET BOUNDARY.
-SIDE AND REAR BUILDING LINES ARE 0m UP TO A HEIGHT OF 8.5m AND 4.5m FOR THE REMAINDER OF THE BUILDING.

DEVELOPMENT EXTENT

SHOPS **GLA** :	**835m²**
RESTAURANT **GLA** :	**240m²**
OFFICES **GLA** :	**3550m²**
CONFERENCE FACILITY **GLA** :	**350m² /80 seats**

BUILDING COMMON CIRCULATION : 695 m²
BUILDING COMMON FACILITIES : 204 m²
BUILDING COMMON SERVICES AND SUPPORT : 356 m²
TOTAL FLOOR SPACE : 11400 m²
TOTAL BUILDING AREA : 12180m²
COVERED WALKWAYS : 305 m²
COVERAGE (INCL WALKWAYS) :
1905 m2 = 44,1%

VEHICLE PARKING
CALCULATED IN TERMS OF THE TIA FROM GLA @
PARKING RATIO FOR SHOPS & RESTAURANT: 4/100m²
PARKING RATIO FOR OFFICES: 3/100m²
PARKING RATIO FOR CONFERENCE ROOM: 6 bays per 10 seats

- VEHICLE PARKING REQUIRED:	
CALCULATED FROM SHOPS & RESTAURANT GLA:	**44**
CALCULATED FROM OFFICE GLA:	**110**
CALCULATED FROM CONFERENCE ROOM GLA:	**48**
TOTAL VEHICLE PARKING REQUIRED:	**202**

PARKING PROVIDED

- MOTOR CYCLE PARKING PROVIDED :	**6**
- BICYCLE PARKING PROVIDED :	**24**

(for every 2 motorcycle bays + 3 cycle bays to credit 1 vehicle parking up to 5% of total = 3+8; 5% of 197 GM SCHEME ALLOWS CREDIT OF 9 bays)
INCLUDED IN TOTAL :

- ACCESSIBLE PARKING :	6
- FAMILY SPACES :	4
- RIDE-SHARE & TAXI	2
TOTAL VEHICLE PARKING PROVIDED :	**206**

LOADING BAYS:
- 2 BAYS FOR LINE SHOPS AND RESTAURANT - 1075m²

FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS
+27 (44) 874-1606
info@fcholm.co.za
Windsor Park, 3 Varing Lane, George

PROJECT NUMBER
26008

Address
Erf 4090,4089 & 6761
Location
Knysna Road
George

Project type
Mixed Use Commercial

Client
Jodan Properties Pty (Ltd) Client Signature

ROOF PLAN & AXONOMETRIC SDP

Drawing no. **26008/S3/3104** Revision **000**
Date **2026/05/19** Scale **1:53,03, 1:200**
Drawn by **JACQUES STEYN** SACAP **PrArch53337559**
Checked by **FERDINAND HOLM** SACAP **5792**

GROUND COVER MIX 01

GROUND COVER MIX 02

GROUND COVER MIX 03 ***(STREET PARAMATER)***

GROUND COVER MIX 04 ***(LOW GROUND PLANTER)***

GROUND COVER MIX 05 ***(RAISED PLANTERS)***

GROUND COVER MIX 06 ***(BOUNDARY WALL PLANTERS)***

PLANTING LEGEND

GROUND COVER MIX 01
Barleria repens
Agapanthus africanus
Coleonema album
Crassula multicava
Dietes grandiflora
Euryops pectinatus
Plectranthus neochilus
Tulbaghia violacea

GROUND COVER MIX 02
Barleria repens
Agapanthus africanus
Coleonema album
Dietes grandiflora
Euryops pectinatus
Tulbaghia violacea

GROUND COVER MIX 03 ***(STREET PARAMATER)***
Coleus neochilus
Portulacaria afra
Arctotis stoechadifolia

GROUND COVER MIX 04 ***(LOW GROUND PLANTER)***
Agapanthus africanus
Aristida junciformis
Plectranthus chimanimaniensis

GROUND COVER MIX 05 ***(RAISED PLANTERS)***
Aloe arborescens
Arctotis stoechadifolia
Aristida junciformis
Cotyledon orbiculata
Crassula capitella Campfire
Portulacaria afra

GROUND COVER MIX 06 ***(BOUNDARY WALL PLANTERS)***
Plectranthus chimanimaniensis
Aristida junciformis

LANDSCAPING PLAN
SCALE 1:200

N

NEW PROPOSED TREES

Syzigium guineense tree

Apodytes dimidiata tree

Syzigium guineense tree

GENERAL NOTES

This document is the property of the FC Holm CC and may not be reproduced, issued or used for any other than the specific purpose for which it was originally intended.

All materials and construction methods must comply with the National Building Regulations (act no. 103 of 1977) including all amendments, as well as all by-laws of the relevant local authority.

All materials and equipment must be fixed and finished off in accordance with the specifications of the manufacturer of such materials and equipment.

All dimensions must be checked on site. Any indistinctness or discrepancies must be pointed out to the principal agent for rectification or clarification before work is taken into hand.

Statutory information is obtained from the George-Intergarated-Zoning-Scheme-By-Law-2023.

Never scale from this drawing.

REV	DATE	DESCRIPTION
-	-	-

DEVELOPMENT RIGHTS

SG 6582/1967, SG 6526/1967, SG 6526/1974:
MEASURED IN MARCH 2026
LAND DEVELOPMENT AREA : 4 320 m2
- ERF 4089 (PORTION A) :
1428 m² - BUSINESS ZONE I
- ERF 4090 GEORGE (PORTION B) :
1476 m² - GENERAL RESIDENTIAL ZONE IV
-ERF 6761 GEORGE (PORTION C)
1416 m² - BUSINESS ZONE I

LAND USE RIGHTS
BUSINESS ZONE I PT1
WITH SPECIAL CONSENT USE IN TERMS OF GEORGE LAND USE PLANNING BY-LAW (2023) FOR SHOPS, RESTAURANT, OFFICES AND CONFERENCE FACILITIES.
FAR: 3 - 12 960m²
HEIGHT RESTRICTION: 15m
COVERAGE: 100% (4320m²)
BUILDING RESTRICTION LINES:
-0m STREET BOUNDARY.
-SIDE AND REAR BUILDING LINES ARE 0m UP TO A HEIGHT OF 8.5m AND 4.5m FOR THE REMAINDER OF THE BUILDING.

DEVELOPMENT EXTENT

SHOPS **GLA** :	**835m²**
RESTAURANT **GLA** :	**240m²**
OFFICES **GLA** :	**3550m²**
CONFERENCE FACILITY **GLA** :	**350m² /80 seats**

BUILDING COMMON CIRCULATION : 695 m²
BUILDING COMMON FACILITIES : 204 m²
BUILDING COMMON SERVICES AND SUPPORT : 356 m²
TOTAL FLOOR SPACE : 11400 m²
TOTAL BUILDING AREA : 12180m²
COVERED WALKWAYS : 305 m²
COVERAGE (INCL WALKWAYS) :
1905 m2 = 44,1%

VEHICLE PARKING
CALCULATED IN TERMS OF THE TIA FROM GLA @
PARKING RATIO FOR SHOPS & RESTAURANT: 4/100m²
PARKING RATIO FOR OFFICES: 3/100m²
PARKING RATIO FOR CONFERENCE ROOM: 6 bays per 10 seats

- VEHICLE PARKING REQUIRED:

CALCULATED FROM SHOPS & RESTAURANT GLA:	**44**
CALCULATED FROM OFFICE GLA:	**110**
CALCULATED FROM CONFERENCE ROOM GLA:	**48**
TOTAL VEHICLE PARKING REQUIRED:	**202**

PARKING PROVIDED

- MOTOR CYCLE PARKING PROVIDED :	**6**
- BICYCLE PARKING PROVIDED :	**24**

(for every 2 motorcycle bays + 3 cycle bays to credit 1 vehicle parking up to 5% of total = 3+8; 5% of 197 GM SCHEME ALLOWS CREDIT OF 9 bays)
INCLUDED IN TOTAL :

- ACCESSIBLE PARKING :	6
- FAMILY SPACES :	4
- RIDE-SHARE & TAXI	2
TOTAL VEHICLE PARKING PROVIDED :	**206**

LOADING BAYS:
- 2 BAYS FOR LINE SHOPS AND RESTAURANT - 1075m²

FC HOLM
ARCHITECTS | LANDSCAPE ARCHITECTS
+27 (44) 874-1606
info@fcholm.co.za
Windsor Park, 3 Varing Lane, George

PROJECT NUMBER
26008

Address
Erf 4090,4089 & 6761
Location
Knysna Road
George

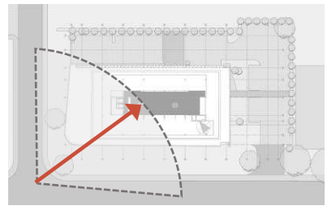
Project type
Mixed Use Commercial

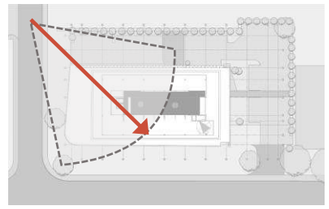
Client
Jodan Properties Pty (Ltd) Client Signature

LANDSCAPE SDP

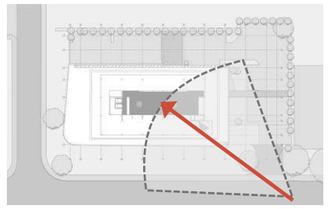
Drawing no. **26008/S3/3701**	Revision **000**
Date **2026/05/19**	Scale **1:200**
Drawn by **JACQUES STEYN**	SACAP **PrArch53337559**
Checked by **FERDINAND HOLM**	SACAP **5792**

CORNER VIEW OF KNYSNA RD AND 3rd AVENUE





3RD AVENUE ENTRANCE VIEW



CORNER VIEW OF KNYSNA ROAD HIGHWAY

ANNEXURE 16

Planning and Development
E-mail: town.planning.application@george.gov.za
Tel: +27 (0)44 801 9477

LAND USE PLANNING PRE-APPLICATION CONSULTATION FORM

PLEASE NOTE:

Pre-application consultation is an advisory session and is required prior to submission of an application for rezoning, consent use, temporary departure and subdivision. It does not in any way pre-empt the outcome of any future application which may be submitted to the Municipality.

PART A: PARTICULARS

Reference number: **4135462**

Purpose of consultation: **To consult a Municipal town planner on their opinion on the said development.**

Brief proposal: **Application for Rezoning and Consolidation. Possible departures**

Property description: **Erven 4089, 4090 & 6761, George**

Date: **11 March 2026**

Attendees:

	Name & Surname	Organisation	Contact Number	E-mail
Official	**Ilané Huyser**	**George Mun**	**044 801 9477**	**ihuyser@george.gov.za**
Official	**Fakazile Vava**	**George Mun.**	**044 801 9477**	**fvava@george.gov.za**
Pre-applicant	**Delarey Viljoen**	**DELPLAN Consulting**	**044 873 4566**	**delarey@delplan.co.za**

Documentation provided for discussion:

(Include document reference, document/plan dates and plan numbers where possible and attach to this form)

Locality (in text)

Title Deeds

SG Diagram

Site Plan

Has pre-application been undertaken for a Land Development application with the Department of Environmental Affairs & Development Planning (DEA&DP)?

(If so, please provide a copy of the minutes)

YES	**NO**

Comprehensive overview of proposal:

The subject property is situated on the corner of Knysna Road and 3rd Street. According to the title deed, the properties measures between 1416 m² and 1476 m² in extent.

Figure 1: Locality (zoomed out)

Figure 2: Locality (enlarged)

Figure 3: Zoning

Currently, two of the properties are being utilised for business purposes, while the third property is used for residential flats, as illustrated in Figure 2. According to the current zoning scheme, as shown in Figure 3, the properties are zoned Business Zone I and General Residential IV respectively.

The owners intend to rezone Erf 4090, George, from General Residential IV to Business Zone I. In addition, the owner proposes to consolidate the three erven into a single property in order to allow for a unified business zoning and new development.

The current development proposal includes four storeys with two basement parking levels. The ground floor will be utilised for commercial purposes, while the first and second floors will accommodate office space and medical consulting rooms. The third floor is proposed to be used as penthouse offices.

The ground floor has a floor area of approximately 1100m². The first and second floors each measure approximately 1400m², while the third-floor measures approximately 1100m². As part of the proposal, the owner intends to provide a total of 200 parking bays, consisting of 50 uncovered parking bays on street level and 150 basement

parking bays. An outline of the proposal is illustrated in Figure 4a where the use of each floor is indicated. As can be seen in figure 4b, the building is set back from the adjacent properties to the north as this is the proposed new parking area, thus its influence on the directly adjacent properties is limited. Figure 5 provides a visual representation of the sections through the proposed building.

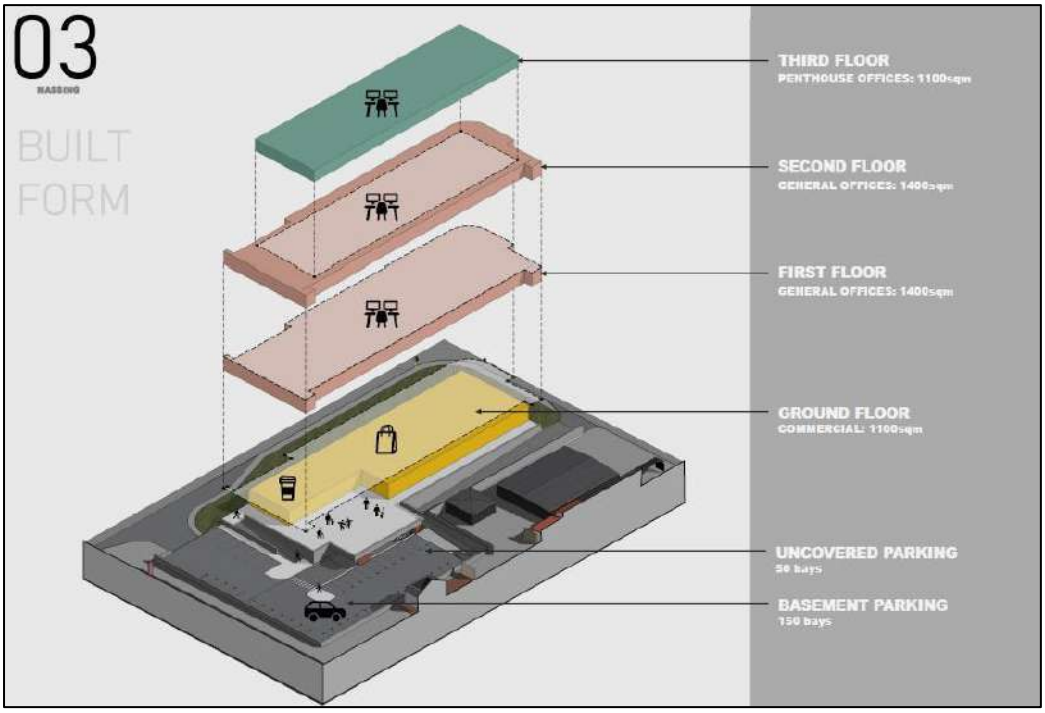


Figure 4a: Development outline

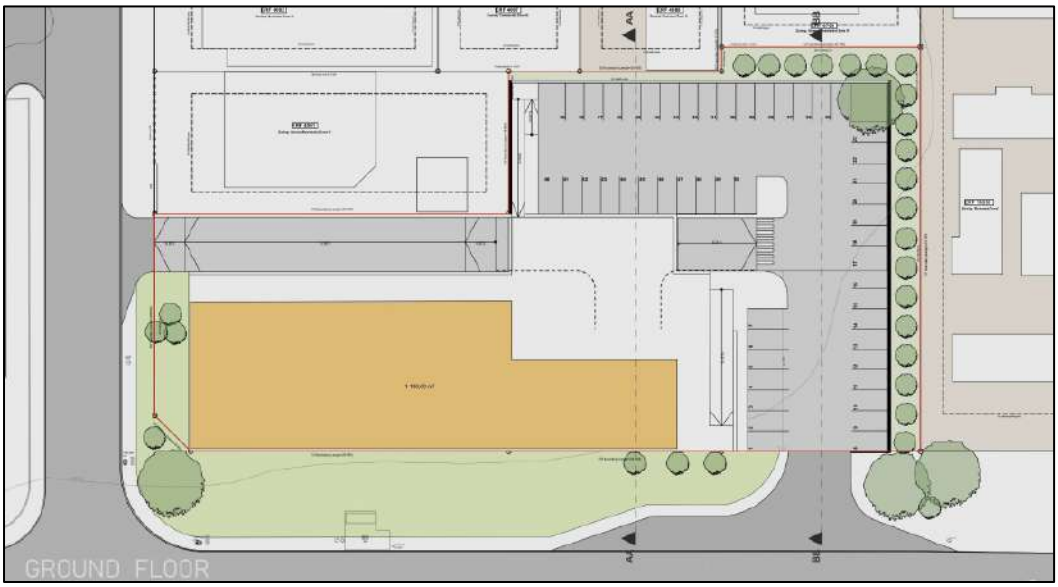


Figure 4b: Site Plan (draft) extract

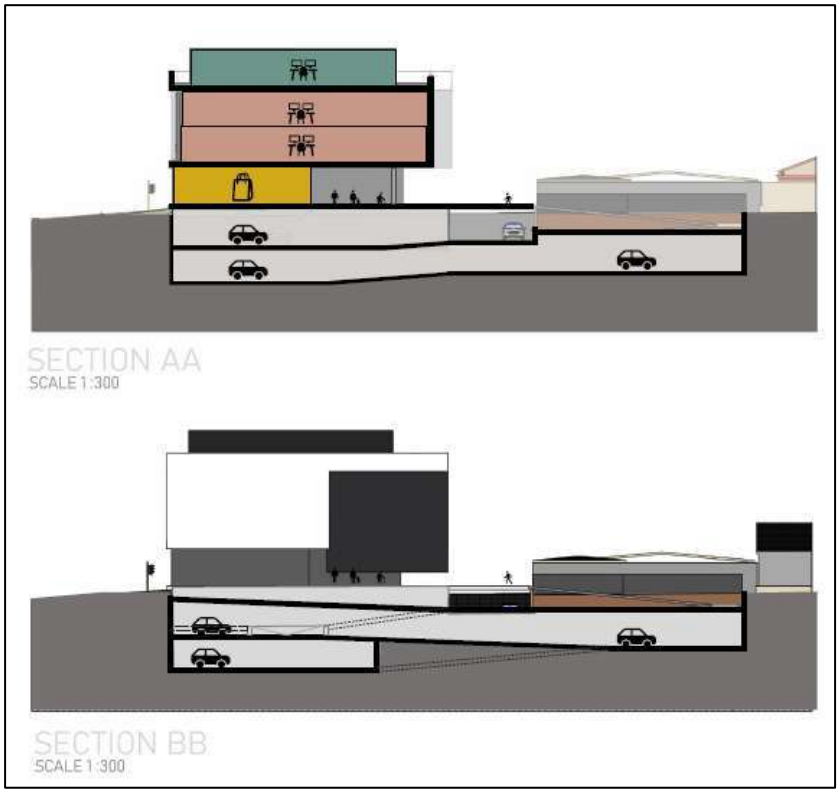


Figure 5: Sections of the proposed development

Except for being within the densification zone and being within proximity to a major public transport route, the property is not located within any other designated zone, but the area along Knysna Road is designated for a multitude of business uses as is evident by the zonings indicated in figure 7 as main activity corridor.

Figure 6: SDF spatial extract

Figure 7: Zoning of larger surrounding area

According to the MSDF, the urban edge should be implemented as a planning tool to promote the principles of densification, infill development, and the compact city concept, while also establishing limits beyond which urban development should not be permitted. The subject properties are located within the George Urban Edge. The

proposed development therefore aligns with the MSDF objectives by promoting infill development and the more efficient utilisation of land within the designated urban area.

The MSDF further encourages shared parking provision (between residential and office uses) as well as the development of parking structures, including underground and/or multi-level parking. The proposed development supports this principle through the provision of basement parking, which contributes to more efficient land use and reduces the need for extensive surface parking.

Across the road next to the old George East post office a four-storey building has also been approved recently. Services reports and a TIA will be done.

Access/egress is proposed on the easternmost position off Knysna Road. Another access/egress is proposed on Third Street.

The application will thus entail the following:

- **Rezoning** in terms of Section 15 (2)(a) of the George Municipality: Land Use Planning By-Law, 2023 to rezone Erf 4090, George from *General Residential Zone IV* to *Business Zone I.*

- **Consolidation** in terms of Section 15(2)(e) of the George Municipality: Land Use Planning By-Law, 2023 of Erven 4090, 4089 & 6761, George into one erf.

PART C: QUESTIONNAIRES

SECTION A:

DETERMINATION OF APPLICATION TYPES, PRESCRIBED NOTICE AND ADVERTISEMENT PROCEDURES

Tick if relevant		What land use planning applications are required?	Application fees payable
√	2(a)	a rezoning of land;	To be determined
	2(b)	a permanent departure from the development parameters of the zoning scheme;	R
	2(c)	a departure granted on a temporary basis to utilise land for a purpose not permitted in terms of the primary rights of the zoning applicable to the land;	R
	2(d)	a subdivision of land that is not exempted in terms of section 24, including the registration of a servitude or lease agreement;	R
√	2(e)	a consolidation of land that is not exempted in terms of section 24;	To be determined
	2(f)	a removal, suspension or amendment of restrictive conditions in respect of a land unit;	R
	2(g)	a permission required in terms of the zoning scheme;	R
	2(h)	an amendment, deletion or imposition of conditions in respect of an existing approval;	R
	2(i)	an extension of the validity period of an approval;	R
	2(j)	an approval of an overlay zone as contemplated in the zoning scheme;	R
	2(k)	an amendment or cancellation of an approved subdivision plan or part thereof, including a general plan or diagram;	R
	2(l)	a permission required in terms of a condition of approval;	R
	2(m)	A determination of a zoning;	R
	2(n)	A closure of a public place or part thereof;	R
	2(o)	a consent use contemplated in the zoning scheme;	R
	2(p)	an occasional use of land;	R
	2(q)	to disestablish a homeowner's association;	R
	2(r)	to rectify a failure by a homeowner's association to meet its obligations in respect of the control over or maintenance of services;	R
	2(s)	a permission required for the reconstruction of an existing building that constitutes a non-conforming use that is destroyed or damaged to the extent that it is necessary to demolish a substantial part of the building	R
Tick if relevant		**What prescribed notice and advertisement procedures will be required?**	**Advertising fees payable**
Y	N	Serving of notices (i.e. registered letters etc.)	R
Y	N	Publication of notices (i.e. Provincial Gazette, Local Newspaper(s) etc.)	R
Y	N	Additional publication of notices (i.e. Site notice, public meeting, local radio, website, letters of consent etc.)	R
Y	N	Placing of final notice (i.e. Provincial Gazette etc.)	R
		TOTAL APPLICATION FEE* (VAT excluded):	To be determined

PLEASE NOTE: * *Application fees are estimated on the information discussed and are subject to change with submission of the formal application and/or yearly application fee increase.*

SECTION B:

PROVISIONS IN TERMS OF THE RELEVANT PLANNING LEGISLATION / POLICIES / GUIDELINES

QUESTIONS REGARDING PLANNING POLICY CONTEXT	YES	NO	TO BE DETERMINED	COMMENT
Is any Municipal Integrated Development Plan (IDP)/Spatial Development Framework (SDF) and/or any other Municipal policies/guidelines applicable? If yes, is the proposal in line with the aforementioned documentation/plans?	**X**			
Any applicable restrictive condition(s) prohibiting the proposal? If yes, is/are the condition(s) in favour of a third party(ies)? [List condition numbers and third party(ies)]			**X**	
Any other Municipal by-law that may be relevant to application? (If yes, specify)		**X**		
Zoning Scheme Regulation considerations: Which zoning scheme regulations apply to this site? **George Integrated Zoning Scheme** What is the current zoning of the property? **Business Zone I and General Residential Zone IV (Erf 4090)** What is the proposed zoning of the property? **Business Zone I for Erf 4090, George** Does the proposal fall within the provisions/parameters of the zoning scheme? **Yes** Are additional applications required to deviate from the zoning scheme? (if yes, specify) **No**				

QUESTIONS REGARDING OTHER PLANNING CONSIDERATIONS	YES	NO	TO BE DETERMINED	COMMENT
Is the proposal in line with the Provincial Spatial Development Framework (PSDF) and/or any other Provincial bylaws/policies/guidelines/documents?	**X**			
Are any regional/district spatial plans relevant? If yes, is the proposal in line with the document/plans?		**X**		

SECTION C:

CONSENT / COMMENT REQUIRED FROM OTHER ORGANS OF STATE

OUESTIONS REGARDING CONSENT / COMMENT REQUIRED	YES	NO	TO BE DETERMINED	OBTAIN APPROVAL / CONSENT / COMMENT FROM:
Is/was the property(ies) utilised for agricultural purposes?		X		Western Cape Provincial Department of Agriculture
Will the proposal require approval in terms of Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970)?		X		National Department of Agriculture
Will the proposal trigger a listed activity in terms of National Environmental Management Act, 1998 (Act 107 of 1998) (NEMA)?		X		Western Cape Provincial Department of Environmental Affairs & Development Planning (DEA&DP)
Will the proposal require authorisation in terms of Specific Environmental Management Act(s) (SEMA)? (National Environmental Management: Protected Areas Act, 2003 (Act 57 of 2003) (NEM:PAA) / National Environmental Management: Biodiversity Act, 2004 (Act 10 of 2004) (NEM:BA) / National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004) (NEM:AQA) / National Environmental Management: Integrated Coastal Management Act, 2008 (Act 24 of 2008) (NEM:ICM) / National Environmental Management: Waste Act, 2008 (Act 59 of 2008) (NEM:WA) (strikethrough irrelevant)		X		National Department of Environmental Affairs (DEA) & DEA&DP
Will the proposal require authorisation in terms of the National Water Act, 1998 (Act 36 of 1998)?		X		National Department of Water & Sanitation (DWS)
Will the proposal trigger a listed activity in terms of the National Heritage Resources Act, 1999 (Act 25 of 1999)?			X	South African Heritage Resources Agency (SAHRA) & Heritage Western Cape (HWC)
Will the proposal have an impact on any National or Provincial roads?	X			National Department of Transport / South Africa National Roads Agency Ltd. (SANRAL) & Western Cape Provincial Department of Transport and Public Works (DTPW)

OUESTIONS REGARDING CONSENT / COMMENT REQUIRED	YES	NO	TO BE DETERMINED	OBTAIN APPROVAL / CONSENT / COMMENT FROM:
Will the proposal trigger a listed activity in terms of the Occupational Health and Safety Act, 1993 (Act 85 of 1993): Major Hazard Installations Regulations		**X**		National Department of Labour (DL)
Will the proposal affect any Eskom owned land and/or servitudes?		**X**		Eskom
Will the proposal affect any Telkom owned land and/or servitudes?		**X**		Telkom
Will the proposal affect any Transnet owned land and/or servitudes?		**X**		Transnet
Is the property subject to a land / restitution claims?		**X**		National Department of Rural Development & Land Reform
Will the proposal require comments from SANParks and/or CapeNature?		**X**		SANParks / CapeNature
Will the proposal require comments from DEFF?		**X**		Department of Environment, Forestry and Fishery
Is the property subject to any existing mineral rights?		**X**		National Department of Mineral Resources
Does the proposal lead to densification to such an extent that the number of schools, healthcare facilities, libraries, safety services, etc. In the area may be impacted on? (strikethrough irrelevant)		**X**		Western Cape Provincial Departments of Cultural Affairs & Sport (DCAS), Education, Social Development, Health and Community Safety

SECTION D:
SERVICE REQUIREMENTS

DOES THE PROPOSAL REQUIRE THE FOLLOWING ADDITIONAL INFRASTRUCTURE / SERVICES?	YES	NO	TO BE DETERMINED	OBTAIN COMMENT FROM: (list internal department)
Electricity supply:			**X**	Directorate: Electro-technical Services
Water supply:			**X**	Directorate: Civil Engineering Services
Sewerage and wastewater:			**X**	Directorate: Civil Engineering Services
Stormwater:			**X**	Directorate: Civil Engineering Services
Road network:			**X**	Directorate: Civil Engineering Services
Telecommunication services:			**X**	

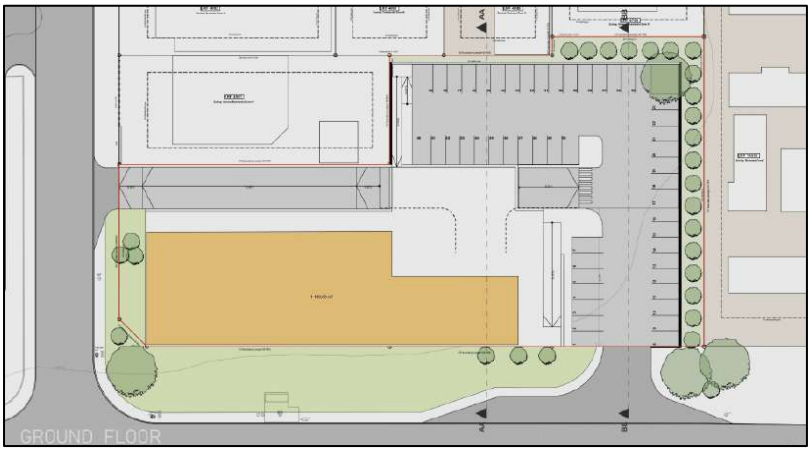
Other services required? Please specify.			**X**	
Development charges:	**X**			

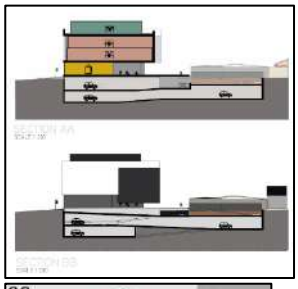
PART D: COPIES OF PLANS / DOCUMENTS TO BE SUBMITTED AS PART OF THE APPLICATION

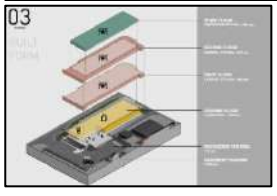
COMPULSORY INFORMATION REQUIRED:						
Y	N	Power of Attorney / Owner's consent if applicant is not owner (if applicable)		**Y**	N	S.G. noting sheet extract / Erf diagram / General Plan
Y	N	Motivation report / letter		**Y**	N	Full copy of the Title Deed
Y	N	Locality Plan		**Y**	N	Site Layout Plan
Y	N	Proof of payment of fees		Y	**N**	Bondholder's consent *(Conveyance Attorney to confirm)*
MINIMUM AND ADDITIONAL REQUIREMENTS:						
Y	N	Site Development Plan		**Y**	N	Conveyancer's Certificate
Y		Land Use Plan		**Y**		Proposed Zoning plan
Y	**N**	Phasing Plan		**Y**	N	Consolidation Plan
Y	**N**	Abutting owner's consent		**Y**		Landscaping / Tree Plan
	N	Proposed Subdivision Plan (including street names and numbers)		Y	**N**	Copy of original approval letter
	N	Services Report or indication of all municipal services / registered servitudes		Y	**N**	Home Owners' Association consent
	N	Copy of Environmental Impact Assessment (EIA) / Heritage Impact Assessment (HIA) / Traffic Impact Assessment (TIA) / Traffic Impact Statement (TIS) / Major Hazard Impact Assessment (MHIA) / Environmental Authorisation (EA) / Record of Decision (ROD) (strikethrough irrelevant)		Y	**N**	1 : 50 / 1:100 Flood line determination (plan / report)
Y	N	Other (specify)		Y	**N**	Required number of documentation copies

PART E: DISCUSSION

Pre-application as discussed on 11 March 2026 for the proposed rezoning of Erf 4089 and consolidation with Erven 4090 and 6761, George in order to allow for the development of a commercial property with offices on floors above ground floor. The applicant provided for layout below for the discussion.







Town planning comment

- A detailed site layout plan indicating a suitable access in line with the TIA must be submitted. The site layout plan must indicate suitable parking in line with Section 42 and 46 of the zoning schemes. All areas and dimensions to be indicated.
- NID will need to be submitted to Heritage Western Cape before the buildings are demolished and/or the property being rezoned as the structures are older than 60 years. Can be done with the PPP, prior or simultaneously with land use application process. However, will require an outcome before a decision is taken.
- It is noted that proposal is situated within an activity corridor and a public transport route. This route is considered to be one of the 'gate ways' into George. The design of the building must take this into account this route as well as the visual impact from this route. Must consider the character of George.
- Developer needs to consider NMT and the public interface between the building and the street.
- The property must maintain an interactive and passive surveillance towards Knysna Road. Applicant to refer to development parameter (h) and (i) under *business premisses*. It is also advisable that a transparent fencing/or alike is used towards the streets. Also refer to section 27 in the Zoning Scheme.

Spatial planning

- It is acknowledged that the property is located on an activity corridor and further aims to expand on an existing land use which includes "offices" as a primary right, however, motivation and site-specific justification must be provided as the proposal deviates from '*point 4 of the table relating to spatial elements'* in terms of the MSDF.
- Offices are ideally preferred within the CBD node, but the combination of the proposed uses should be motivated in accordance with the MSDF, and Zoning Scheme.

Environmental management

- Given that the proposal involves an increased built footprint in a densification area, the incorporation of environmentally responsive design measures would assist in mitigating environmental impacts.
- The applicant is therefore encouraged to consider the following:
- Incorporation of passive design principles such as appropriate building orientation, external shading, natural ventilation and daylight optimisation.
- Installation of renewable energy technologies such as rooftop solar photovoltaic systems and solar water heating.
- Use of energy-efficient lighting and building management systems.
- Provision of landscaped areas incorporating indigenous vegetation where feasible.

- Integration of urban greening measures such as green roofs, roof gardens, planter boxes, or vertical greening systems to offset the reduced permeable surface area associated with increased building coverage.
- Provision of tree planting along site boundaries or street interfaces to enhance urban greening and mitigate urban heat island effects.
- Incorporation of sustainable stormwater management interventions such as permeable paving, rainwater harvesting, bioswales, or rain gardens where appropriate.
- Consideration of water-efficient fixtures and greywater reuse systems.
- Urban interface and climate responsiveness
- Design measures that enhance thermal comfort at street level, including shading elements, landscaped forecourts, or green buffers.
- Use of reflective or high-albedo roofing materials to reduce heat absorption.

CES comments

- Access is problematic, a TIA will be required to motivated access. Applicant to liaise with the municipality's traffic engineer.
- Provision of walkways to align with the public infrastructure guidelines.
- Note that approval from Western Department of Infrastructure (DRE) will be required with regards to access off Knysna Road.
- Note that there is a provincial statuary 5.0m building line, which may require permission from the said department
- Developer to take note of the position of the existing public transport bus stop. Access to the development must be planned with the position of the bus stop in mind.
- All parking, including vehicle movement, must be fully accommodated on-site.
- No parking will be allowed within the road reserve.
- PT1 will be supported.
- Municipal water & sewer capacity are available, subject to capacity confirmation.
- Development charges (DC) will be applicable based on the rates at the time of building plan submission or at transfer stage in accordance with the applicable DC policy.
- The developer must adhere to all applicable Municipal By-laws and National Building Regulations concerning stormwater management.

ETS comments

- Electrical services report required. Electrical service connections to be consolidated. DC applicable. SSEG installation plan to be approved by the Municipality

Furthermore, this pre-application comments are not exhaustive and should not be relied upon as a definitive assessment or preliminary approval of the proposal. It remains the applicant's responsibility to ensure the accuracy and completeness of the application and to ensure that it is prepared and submitted in accordance with all relevant requirements and legislation.

PART F: SUMMARY / WAY FORWARD

Refer to comments above.

OFFICIAL:_____

Fakazile Vava (Town Planner)

PRE-APPLICANT: **Delarey Viljoen Pr. Pln**

(FULL NAME)

SIGNED:_____

Ilané Huyser (Senior Town Planner)

SIGNED:_____

DATE:____2026.03.19_____

DATE: **9 March 2026**

**Please note that the above comments are subject to the documents and information available to us at the time of the pre-application meeting and we reserve our rights to elaborate on this matter further and/or request more information/documents should it deemed necessary.*