

OUTENIQUA GAME FARM NO. 373 AND OUTENIQUA GAME FARM B NO. 420 MOSSEL BAY

TRAFFIC IMPACT STATEMENT

NOVEMBER 2025

COVER PAGE

Certification

It is herewith certified that this Traffic Impact Assessment has been prepared according to the requirements of the South African Traffic Impact and Site Traffic Assessment Manual.



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Application details:

- a) Municipality name: Hessequa Municipality
- b) Type of assessment: Traffic Impact Assessment
- c) Particulars of the SDP: Proposed Site Development Plan of Farm 420 & Farm 373 Mosselbay Farms consolidated as Outeniqua Game Farm | RJB Tekendienste | Sheet 1 of 42 | October 2020
- d) Erf numbers and farm names: Outeniqua Game Farm No. 373 and Outeniqua Game Farm B No. 420, Ruiterbos (Mossel Bay District)
- e) Date of report: November 2025
- f) Name and address of the Assessor: Liezl Stodart Pr. Eng, 90 Theewaterskloof Estate, Villiersdorp, 6848
- g) Client particulars: Patric Reeves-Moore, Outeniqua Game Farm, PO Box 59, Ruiterbos, 6499

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A: Photographic record of existing transport facilities

B: Drawings

1. BACKGROUND

This transport impact assessment accompanies the environmental authorisation application for the Outeniqua Game Farm on Farms 373 and 420 in the Mossel Bay district. The property is located to the west of Trunk Road 3302, about seven kilometres north of Brandwacht and seven kilometres south of Ruitersbos. The property obtains access off Trunk Road 3302. The location is shown in **Figure 1, Annexure B**.

The property is about 1380 hectares in extent and is currently zoned for agricultural use. The proposed land use is in line with the current zoning.

2. DEVELOPMENT PROPOSAL

Land use approval was granted in 2022 for consent to establish a function venue, and for a temporary departure to provide a chapel. The current environmental application is for the rectification and approval of unauthorised activities on the property.

The development currently comprises:

- A working agricultural farm of which a section is used as game farm, with associated farm buildings;
- Dwellings for farm workers, the owners, and other employees;
- A chapel with a maximum capacity of 90 persons;
- A restaurant with a maximum capacity of 100 persons.

The layout is shown on the Site Development Plan (**Figure 2, Annexure B**). The tourist facilities and some residences obtain access off TR3302 via the main gate at Km 20,26. The eastern part of the farm obtains access from TR3302 at Km 20,4. The western part of the farm obtains access from the Haelkraal Road (DR1604) via Minor Road 6433 (OP6433).

3. EXISTING ROAD INFRASTRUCTURE

Information on the existing road infrastructure was obtained through a site visit conducted on 21 September 2025. The only road affected by the development is Trunk Road 3302. This road is a surfaced road with one lane per direction and surfaced paved shoulders. The speed limit in the vicinity of the game farm is 100km/h. The Annual Average Daily Traffic volume on TR3302 is about 1350 vehicles.

4. COMPLIANCE WITH CONDITIONS OF APPROVAL

The area between Brandwacht and Ruitersbos is very hilly, and TR3302 has many vertical and horizontal curves where it passes the Outeniqua Game Farm. This limits the positions where a accesses with sufficient shoulder sight distance can be located. In a series of letters from the Provincial Roads Engineer, instruction was given that certain accesses had to be closed, relocated or new accesses provided. The site was inspected to confirm whether these conditions had been complied with. The instructions and compliance status are summarised in **Table 1**.

Table 2: Access instructions and compliance for Outeniqua Game Farm

Access position Km*	Instruction	Instruction date	Complied?	Proof
18,21	Close permanently	2018-03-05	Yes	Figure 3
18,26	New access	2018-03-05	Yes	Figure 3
20,33	New access	2018-03-05 2018-10-09	No	Figure 3
20,4	Close permanently	2018-03-05	No	Figure 3
21,49	Close permanently	2018-03-05	Yes	Figure 3
21,95	May be retained	2018-03-05	Retained	Figure 3
23,13	May be retained	2018-03-05	Retained	Figure 3
23,63	Close permanently	2018-03-05	No, but falls on different property	

* All left hand side (LHS)

The relocation of the Km 20,4 access was halted by the Environmental Authorities, as the new access position would have required a new road which would qualify as a listed activity. A request for the relocation of the access and the provision of the new farm road will be included with the environmental application that is currently underway. Once environmental approval has been received, the design for the new access will be submitted to the District Roads Engineer.

5. DEVELOPMENT TRAFFIC IMPACT

Trip generation rates as recommended in the COTO TMH17 Trip Data Manual were used to calculate Outeniqua Game Farm development trips. It should be noted that the restaurant and chapel will never be open at the same time. The trip generation potential is summarised in **Table 2**. The generated trips were distributed onto TR3302 as shown in **Figure 3, Annexure B**.

Table 2: Outeniqua Game Farm trip generation

Weekday morning peak hour							
Land use	Size	Trip generation			Trips		
		Rate	% in	% out	Total	In	Out
Restaurant	440 m ²	0,75	70%	30%	3	2	1
Chapel	90 seats	0			0	0	0
Single residential	13 units	1	25%	75%	13	3	10
Weekday morning peak hour total					16	6	11

Weekday afternoon peak hour							
Land use	Size	Trip generation			Trips		
		Rate	% in	% out	Total	In	Out
Restaurant	440 m ²	11,8	40%	60%	52	21	31
Chapel	90 seats	0			0	0	0
Single residential	13 units	1	25%	75%	13	3	10
Weekday afternoon peak hour total					65	30	35

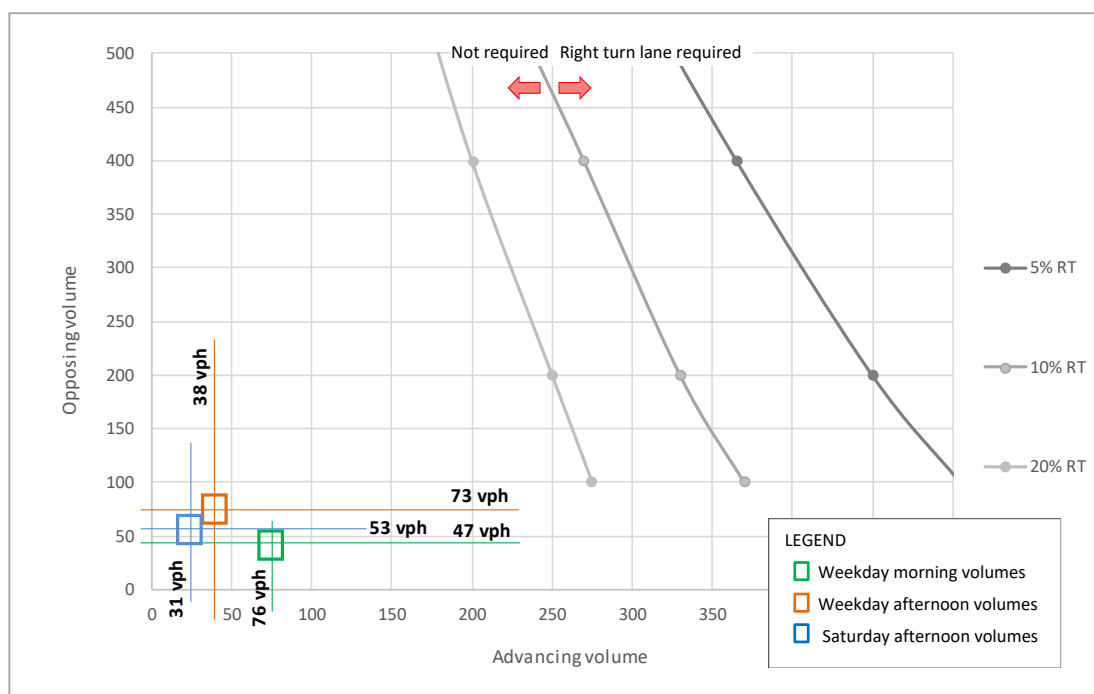
Saturday afternoon peak hour (function)							
Land use	Size	Trip generation			Trips		
		Rate	% in	% out	Total	In	Out
Restaurant	440 m ²	0			0	0	0
Chapel	90 seats	0,65	55%	45%	59	32	26
Single residential	13 units	0			0	0	0
Saturday afternoon peak hour total					59	32	26

Trunk Road 3302 traffic volumes were obtained from the Western Cape Road Network Information System website. The generated trips were added to existing traffic volumes. The resultant volumes are shown in **Figure 5**. Low existing traffic volumes on TR3302 means that there is significant spare capacity on the road. The addition of Outeniqua Game Farm trips will cause no change in service levels. It can be concluded that the Game Farm will have a low traffic impact.

6. ACCESS GEOMETRY

The new main access at Km 18,26 complies with the relevant spacing and shoulder sight distance requirements. The need for an exclusive right turn lane was measured against the Western Cape Access Management Guidelines warrants for right turn lanes. As shown in **Diagram 1**, a right turn lane will not be warranted.

Diagram 1: Km 18, 26 traffic volumes measured against right turn lane warrants



The new access at Km 20,33 will be designed and constructed according to the Western Cape Government construction drawings and regulations. The design will be submitted to the District Roads Engineer as soon as environmental authorisation has been obtained for the development.

7. CONCLUSIONS

It can be concluded that the Outeniqua Game Farm development has a low traffic impact. Other conclusions are summarised below.

- The development consists of a working agricultural farm (a part of which is reserved for game), homes for owners and employees, a restaurant and a chapel;
- The property is situated next to TR3302, about halfway between Brandwacht and Ruitersbos;
- The Western Cape Provincial Roads Engineer previously indicated where access could or could not be obtained;
- The main access at Km 18,21 was relocated to Km 18,26 as instructed;
- The relocation of the Km 20,4 access was halted by the Environmental Authorities, as the new access position would require a new road which would have qualified as a listed activity;
- A request for the relocation of the Km 20,4 access and the provision of the new farm road will be included with the environmental application that is currently underway;
- Once environmental approval has been received, the design for the new access will be submitted to the District Roads Engineer;
- The restaurant and chapel will never operate simultaneously. The maximum anticipated number of trips will be 65 trips (30 in, 35 out) during the weekday afternoon peak hour;
- An exclusive right turn lane is not warranted.

8. RECOMMENDATIONS

The recommendations made in the transport impact assessment are summarised below:

- The new access at Km 20,33 should be designed and constructed according to the Western Cape Government construction drawings and regulations;
 - The design should be submitted to the District Roads Engineer as soon as environmental authorisation has been obtained for the development.
-

ANNEXURE A: Photographic record of existing transport infrastructure

1. Trunk Road 3302 / Main Outeniqua Game Farm access intersection (Km 18,26)

1a) Looking north-west along TR3302



1b) Looking south-east along TR3302



1c) Looking south-west at Game Farm entrance



2. Trunk Road 3302 / Outeniqua Game Farm residential access (Km 20,4)

2a) Looking north-west along TR3302



2b) Looking south-east along Heide Street



2c) Looking south-west at residential access



2d) Truck entrance directly east of residential access



3. Correct position of residential access (Km 20,33)

3a) Looking north-west along TR3302



3b) Looking south-east along Lobelia Street



3c) Looking south-west at access position



4. Tourist facilities

4a) Restaurant



4b) Chapel



4c) Dam



4d) Parking area



4e) Exit road



ANNEXURE B: Drawings

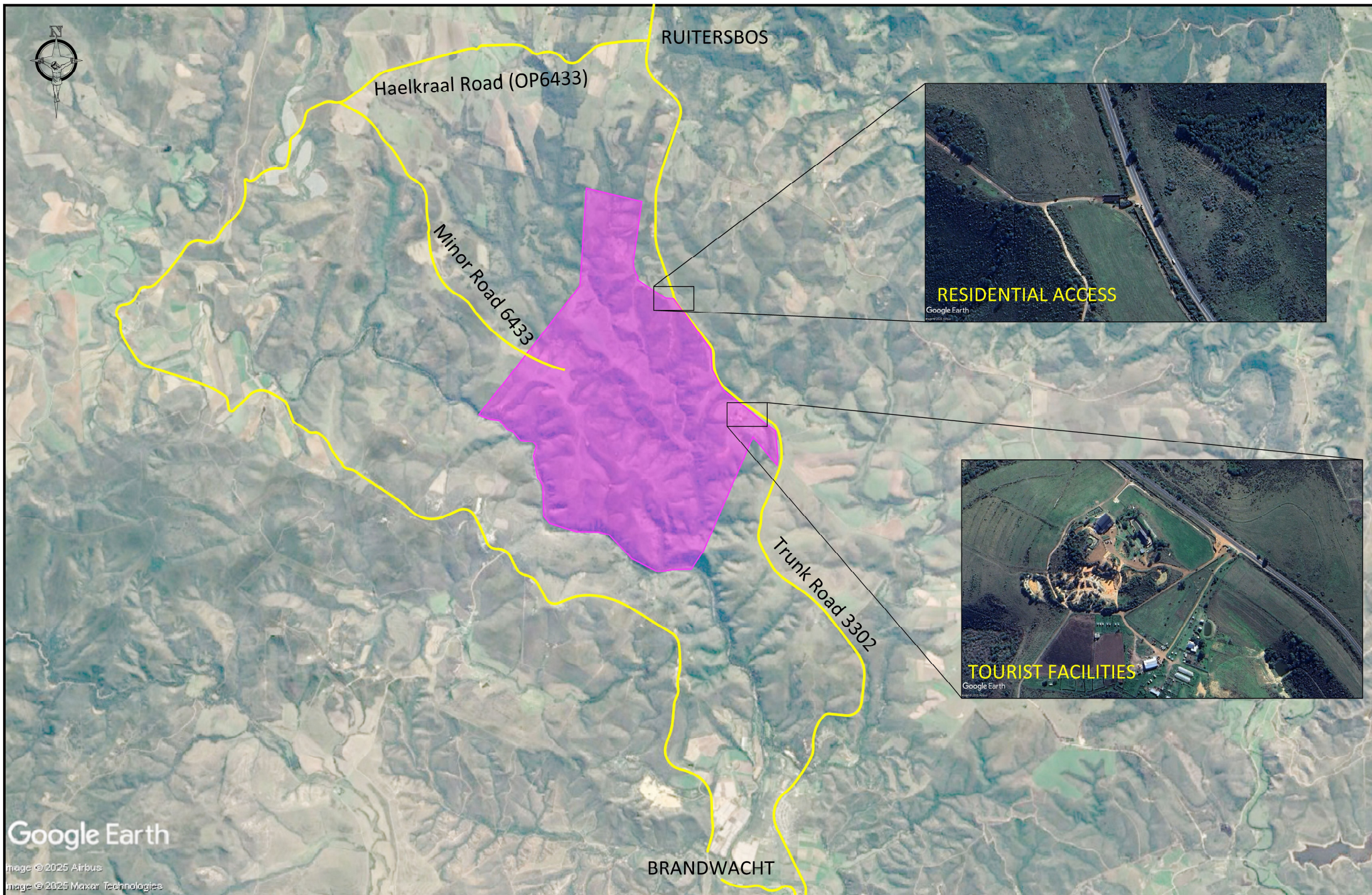
Figure 1: Outeniqua Game Farm No. 373 and Outeniqua Farm B No. 420 Mossel Bay | Locality Plan

Figure 2: Proposed Site Development Plan of Farm 420 & Farm 373 Mosselbay Farms consolidated as Outeniqua Game Farm | RJB Tekendienste | Sheet 1 of 42 | October 2020

Figure 3: Current status of accesses along TR3302 (Km18 to Km24)

Figure 4: Distribution of trips generated by Outeniqua Game Farm development

Figure 5: Total traffic volumes on Turnk Road 3302 (including Outeniqua Game Farm trips)



**OUTENIQUA GAME FARM NO. 373 AND OUTENIQUA GAME FARM B NO. 420 MOSSEL BAY
LOCALITY PLAN**

FIGURE 1
2025-11-06

