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# NINHAM SHAND

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### ATTENTION: MR BRETT LAWSON

Dear Sir

### **OPEN CYCLE GAS TURBINE (OCGT) POWER PLANT IN MOSSEL BAY : ADDITIONAL UNITS : TRAFFIC IMPACT STATEMENT**

Reference is made to your request for further traffic input in response to the proposal to add a further three power units to that originally planned for.

The initial traffic study, Ninham Shand report 3974/400850 dated August 2005 indicates that the proposed OCGT Power Plant would not generate any significant traffic, nor effect traffic operations on the N2. The report also indicated a preference for site access to be at km 74,0 which would be a shared access. An advantage being that the access had been constructed to adequate standards with a suitable protected right-turn lane, thereby removing the need for further mitigating measures. It is our understanding that work on the development of the first Power Plant has proceeded, and it has been agreed that the access at km 74,0 would be used.

The present proposal is to add three additional power units of the same size as that now under construction at the same location. It is believed that construction on these will commence as soon as possible, so as to minimize establishment costs, and make use of the skills and understanding developed with the building of the first unit. While this will extend the construction period, the implications of this, from a traffic engineering perspective, will be no worse than that currently being experienced.

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The future construction programme is not known at this time. On the basis that the construction period for the single unit is less than 12 months, it can be anticipated that the remaining three units could be completed in say 15 to 24 months, assuming that all three are to be constructed in tandem.

Once operational, the generating plants have a very low traffic demand, and in any event operate on a shift basis. It was established that the heaviest peak hour vehicular traffic demand would be some 5 vehicles/hour. Were this figure to quadruple to 20vpph, the amount of new traffic generated would still be regarded as small, and certainly insufficient to require consideration of mitigating measures. The additional traffic will have no measurable impact on the N2 operations.

In all probability it is likely that a quadrupling of the staff at the four plants will not occur, and that the resultant peak traffic generated will be fewer than 20 vehicles/hour.

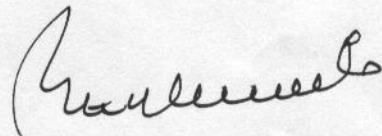
Reference has been made during the public consultation process, to the proximity of the access (at km 74,0) to the Dana Bay intersection which is presently experiencing congestions. The Vleesbaai intersection is some 1000m to the west with the Dana Bay intersection at a considerably longer distance to the east. Both are sufficiently far away such that neither will experience interference in traffic operations as a consequence of the access to the development site. While it may be so that traffic conditions at these and other intersections on the N2 are experiencing a worsening, this can be attributed to an increase in traffic volumes resulting from increased investment, economic activity and growth, and increased travel demand in general. Should attention be required at any other intersection on the N2, this would be the responsibility of the SA National Roads Agency Ltd, as road authority.

In conclusion, we see no reason for objection, from a traffic engineering perspective, to the proposal to construct three further OCGT Power Plants at the site of plant one now under construction. Further, there is no need to make modifications to the existing access at km 74,0.

Yours faithfully  
NINHAM SHAND (Pty) Ltd



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