

APPENDIX G6 – TRAFFIC IMPACT STATEMENT

Pre-Application Draft Basic Assessment Report

**Basic Assessment for Mixed-Use Development on Project
Parcels O, P, A1, And A2 on Erven 158570 RE, 149294 RE,
177854 and 179076, Breakwater Precinct, V&A Waterfront,
Cape Town by the V&A Waterfront**

2026

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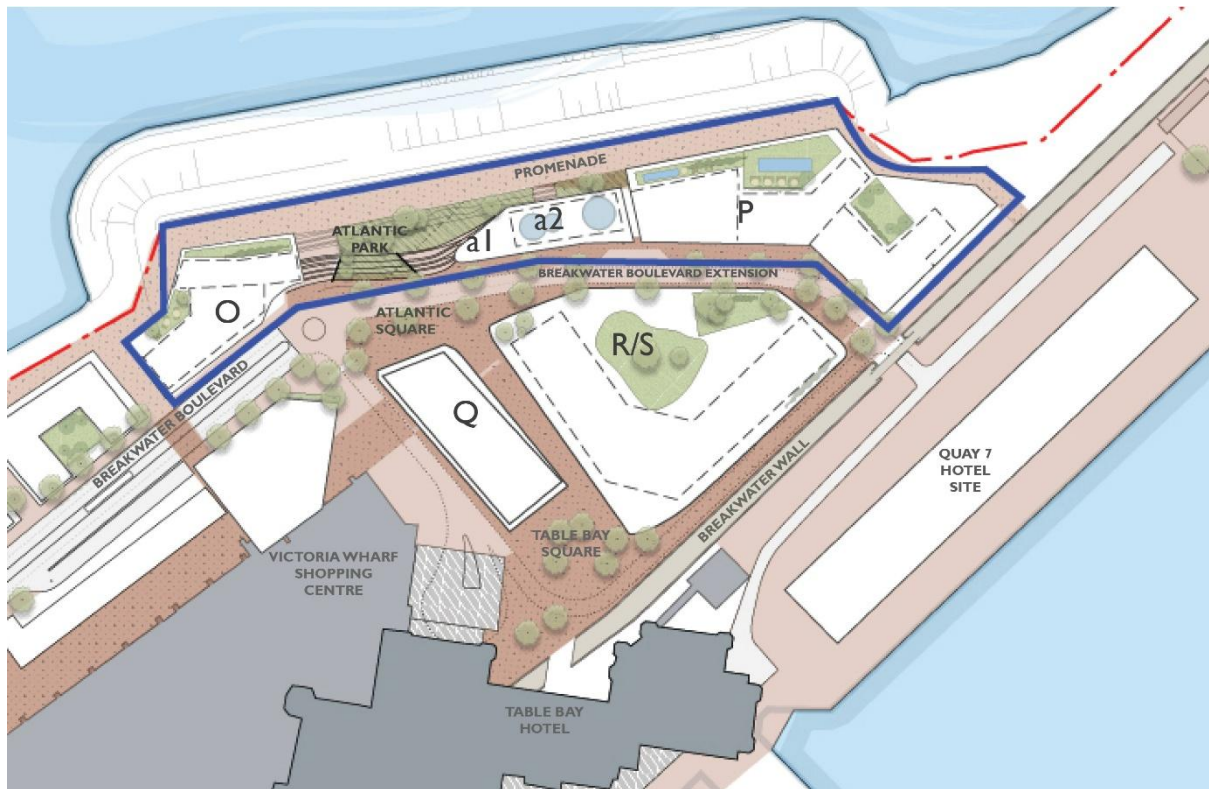
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TRAFFIC IMPACT STATEMENT

FOR GRANGER BAY PHASE 1B MIXED USE DEVELOPMENT



V&A Waterfront

18 August 2026

1. Background

This TIS has been prepared in support of a Basic Assessment Application for the V&A Waterfront, as illustrated in Figure 1. The Phase 1B proposal is for development of the site (portions of Erven 158570 RE, 149294 RE, 177854 and 179076) into a mixed-use precinct located in Breakwater precinct of the V&A Waterfront, which is adjacent to Victoria Wharf shopping centre.

Land uses surrounding the site have a bearing on traffic generation and parking demand and are included in the baseline description prior to addition of Phase 1B (this proposed development), along with developments approved and under construction on sites Q, R & S adjacent to Table Bay Hotel. This report relies on three previously published and approved transport reports in providing a transport assessment of both the baseline situation and the addition of the Phase 1B development. In summary, the findings for the baseline situation were as follows.

1.1 Baseline situation: Precinct Plan Amendment and SDP 3A TIS (July 2025)

The baseline situation is addressed in the Traffic Impact statement (TIS) issued for the Breakwater Precinct Plan Amendment and SDP 3A (July 2025). This amendment application (approved on 12 November 2025 with City of Cape Town Case ID 1500147187) included primarily residential development (325 residential units and nearly 2,000m² retail) for sites Q and R/S. It also included development planned or under construction on the south side of the Breakwater wall.

This report looked at both internal roads and the external network impacts. It was shown in the Breakwater Precinct Plan Amendment TIS that for the baseline situation the 2023 two-way volume on Breakwater Blvd was 563 on the west side and 324 on the east side of the roundabout at the entrance to Victoria Wharf (roundabout 2 in the figure). After proposed changes to parking and land uses in the immediate area, the volume would be 670 on the west side and 444 on the east side. These volumes are all well below the capacity of the respective road sections.

The Breakwater Precinct Plan Amendment TIS (July 2025) calculated that total peak hour trips on the external network would increase by 43 outbound, and 86 inbound vehicles generated by sites Q & R/S, distributed over the various approach routes to the V&A. It was further calculated that even in the unlikely situation that all new trips related to parcels Q & R/S use Granger Bay Blvd, total one-way volumes would be 874 outbound and 716 inbound – well below the corridor capacity.

1.2 Traffic Impact Assessment (TIA) for the V&AW Rezoning Application

The V&A rezoning application (approved by City of Cape Town on 21 January 2026 with case ID: 1500109534) was supported by a TIA prepared by ITS Consulting Engineers (June 2025). This assessment includes all proposed development in Granger Bay and the rest of the V&AW (whether under existing or future development rights). The assessment included internal and external network modelling using existing trip generation rates (Business As Usual) for applicable land uses. it concludes that:

- While the external network as a whole is congested in peak periods, there is spare capacity at a number of gateway corridors and intersections of direct relevance to trips to and from Granger Bay, and this may accommodate development under existing rights;

- A considerable proportion of traffic in and around the V&AW is through traffic unrelated to the V&AW itself;
- There is adequate spare capacity on the internal network for full Granger Bay development, which includes this proposal (Phase 1B);
- Measures should be instituted to encourage a shift away from dependence on private cars; and
- Recent development trends and prevailing congestion in and out of the central city are expected to result in a growing proportion of trips to and from the V&AW to begin and end in the central city, making them more suited to alternative travel modes.

1.3. Environmental Impact Assessment (EIA) for Land Reclamation

A February 2026 Traffic Specialist Study was prepared by Motion Engineers in support of the EIA application (DEA&DP Ref: 16/3/3/2/A7/4/3051/25) for a portion of the proposed development of the Granger Bay Precinct.

This study confirms the finding of the Rezoning TIA that 2023 external volumes approaching the Granger Bay gateways are still within the operational limits of the road network. The report concludes that the system overall is operating comfortably, and no further geometric upgrades or mitigation measures are required at this time.

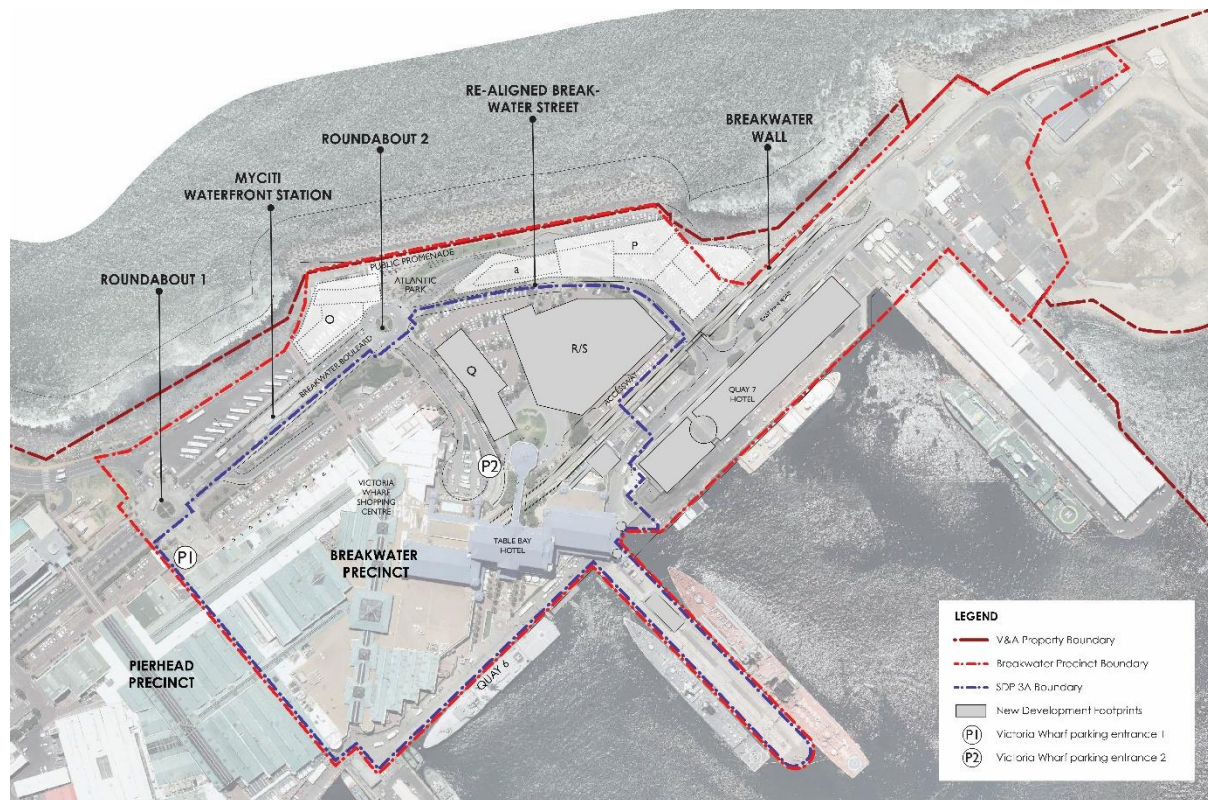


Figure 1: Locality plan with precinct boundary of previous TIA for the baseline situation.

2. Development site

The primary study area is the Phase 1B development site which includes three parcels P, O and a1/a2, where all development proposed in this TIS is planned. However, this report takes note of

transport factors outside the site to assess potential impacts and the availability of transport services.

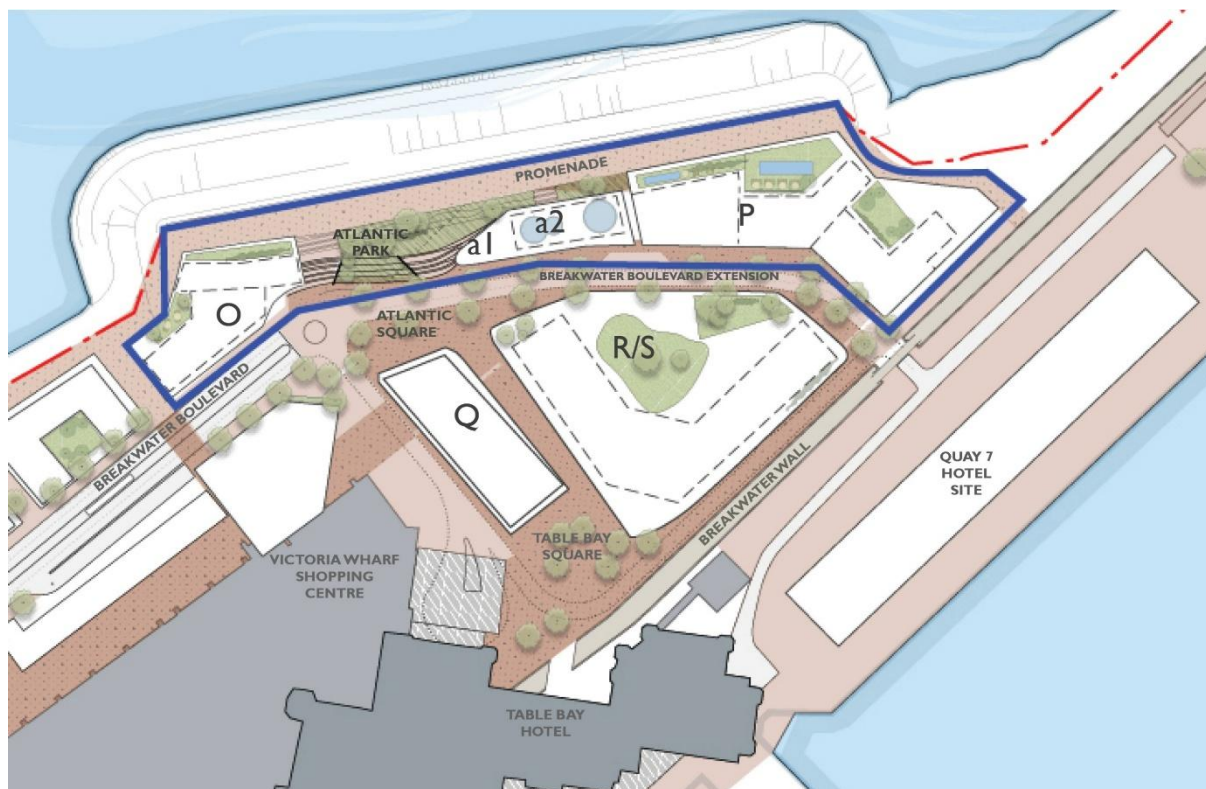


Figure 2: Proposed development parcels O, P and a1/a2

The project involves the redevelopment of the site (portions of Erven 158570 RE, 149294 RE, 177854 and 179076) into a mixed-use precinct; the project includes the expansion of the existing promenade and the creation of a new public open space, Atlantic Park (**Error! Reference source not found.**). The proposal also includes associated infrastructure and structures located between these components. The development will have a total development footprint of approximately 12 700 m² (including building footprints, parks and access) and a maximum building height of 32 m above Existing Ground Level (EGL) for Parcel O.

Key development parameters are summarised in Table 1.

Table 1. Building dimensions and proposed land-use for Blocks P, O, a1 and a2.

Building Block	Max Height from Existing Ground Level	Building Footprint (m ²)	Gross Building Area (Gba) /Block (m ²)	GLA (m ²)	Proposed Use	Land Use
Block P	+21m	4200	14 270	11 600	Mixed Use: Hotel/ Residential	Primarily
a1 & a2	a1 — +10m a2 — +17 m	1200	4 200	3 400	Mixed Use: Cultural	Primarily
Block O	+32m	1750	10 000	8 600	Mixed Use: Residential /Hotel	Primarily

3. Road Network and Site Access

The primary road spine providing access through Breakwater Precinct is Breakwater Blvd, a four-lane divided carriageway on the sections between Dock Rd and Roundabout 2.

All access to the three parcels will be obtained from Breakwater Street and via the extension of Atlantic Lane. (Figure 3)



Figure 3: Access to future parking garage off Breakwater Street to Phase 1B.

It is noted that Breakwater Blvd between Roundabout 2 and the Breakwater wall (this section of the boulevard is renamed Breakwater Street) will maintain a reduced cross-section, as a single carriageway of two lanes. As discussed later in this report, there will be adequate intersection

capacity for forecast traffic. The configuration change will improve safety for NMT and micromobility.

Dedicated non-motorised transport (NMT) and micromobility infrastructure has been integrated along Breakwater Street. This design accommodates essential delivery and drop-off services within pedestrian-priority zones, thereby mitigating the requirement for excessive parking and loading bays. Furthermore, a designated NMT crossing will be established to enhance pedestrian connectivity and accessibility to the proposed seaside promenade.

4. Current traffic volumes

Very low traffic volumes utilise the sections of Breakwater Blvd between the main entrance to Victoria Wharf parking (at Roundabout 1) and the Breakwater wall (see Figure 3). Volumes on external roads, Granger Bay Blvd and Beach Rd are also well below their respective capacities.

For the purposes of this report, base traffic volumes are current volumes plus the additional traffic generated by land uses currently under construction (parcels Q and R/S, developments on the south side of the Breakwater wall and expansion of Victoria Wharf shopping centre).

Peak hours for the V&A as a whole are 07:45 – 08:45 and 15:00 – 16:00, but peak trips vary for different land uses, as revealed by parking access and egress data:

- For office trips the peaks are 07:45 to 08:45 and 15:00 to 16:00; the afternoon departures have been getting earlier over a number of years as commuters avoid general traffic outside the V&A.
- Where shopping dominates the traffic mix (as in the study area) traffic builds steadily up to a peak for entries from 11:30 to 12:30 and exits are high in the afternoon, peaking from 14:30 to 15:30 with a slightly smaller peak from 20:30 to 21:30. Visitor trips during office commuter peaks are lower than during shopper peaks (visitor car entries for 07:45 – 08:45 are 37% of visitor entries for 11:30 – 12:30).
- For residents the peaks are 07:30 to 08:30 and 17:00 to 18:00. **Therefore, parcels O and P will only contribute nominally to the existing peaks in the study area, due to the different peak periods and different dominant direction of travel.**

Figure 4 illustrates total link volumes in September 2023, which are well under the capacity for the respective roads. As noted in Section 1, the two-way volumes for the baseline situation (including parcels Q & R/S) on either side of Roundabout 2 will be 670 on the west side and 444 on the east side

This location is of interest because it is where the road cross-section narrows from four to two lanes, and it is a key intersection in the site. There is congestion during busy shopping periods at Roundabout 1 (at Victoria Wharf parking entrance 1), but this does not create queues that affect external roads.

There are extraneous trips through the V&A, but these do not use Breakwater Blvd or affect the study area.



Figure 4: Existing PM peak hour road link volumes

5. Traffic Generated by proposed development

As existing traffic in this study area is dominated by retail trips with a peak that is higher in the afternoon than the morning, and future residential trips (generated by the proposed land uses detailed in table 2) also peak in the afternoon, the afternoon peak hour is the worst case for traffic in the study area, and this worst-case scenario has been used in this report. (See Table 3.)

Table 2: Gross Leasable Area per probable land use

Land Use	Units	GLA (m ²)
Hotel	80 rooms/keys	11 000
Residential	80 residential units	8 000
Cultural		3 000
Retail/ restaurant		1 600
Total		23 600

Table 3: Future trips for development of Phase 1B (parcels O, P & a1/a2)

		Peak Hour Trip Rates*				Peak Hour Trips					
		AM		PM		AM			PM		
Units		In	Out	In	Out	In	Out	Total	In	Out	Total
80 units	Residential	0.11	0.23	0.27	0.10	9	18	27	22	8	30
80 keys	Hotel	0.18	0.09	0.15	0.11	14	7	21	12	9	21
3000 m ²	Cultural	0.18	0.13	0.16	0.15	5	4	9	5	5	10
1600 m ²	Retail	0.27	0.11	1.06	0.94	4	2	6	17	15	32
	Total					32	31	63	56	37	93

The allocation of these future trips to the road network depends on the distribution of parking demand, which is discussed in the next section.

6. Parking

The site is within a City of Cape Town MPBL designated PT2¹ overlay zone, with commensurate public transport facilities, and therefore there is no minimum parking requirement. The purpose of the PT2 zone is to encourage the use of public transport – a goal the V&AW supports – but no reduction in private vehicle trip rates has been assumed in this report.

Although parking supply within the study area will be less than the standard requirement without the PT2 zoning, the parking demand will be distributed over a wider area, which has the benefit of distributing traffic as well.

The current assessment is primarily to show the theoretical parking demand, the quantity to be provided on-site, and the amount of “spillover” parking that will be accommodated elsewhere. Note that the principle of spillover parking is part of the approach adopted by the V&AW, where all parking garages are accessible to any visitor to the Waterfront. Therefore, parking on this and adjoining sites allows for efficient parking supply, which will also ensure that in the longer term, possible reduced parking demand ratios will not result in excessive unused supply.

6.1 Quantity of supply and demand

Podium level parking will be provided for the Phase 1B site. While the building design has not been finalised, for the purposes of this TIS assessment it is assumed that parcel P podium will have a total of approximately 2,300m² allowed for parking and deliveries and hotel back-of-house. Parcel O may have basement parking in addition to podium level parking.

As noted above, there is no minimum requirement, but to determine the most likely traffic scenario it is assumed that 124 bays are provided on site, meeting the standard requirement for the hotel and residential uses as shown in Table 4. The ancillary retail would theoretically require parking elsewhere if the standard parking demand figures are applied. Trips generated by retail and cultural uses would not impact Breakwater Street between Roundabout 2 and the site – reducing forecast traffic on that section by 22 inbound and 20 outbound in the PM peak hour. It is possible that hotel uses will also have off-site parking, but that has not been assumed for this assessment in order to evaluate the worst-case scenario.

Table 4: Theoretical standard parking demand for Phase 1B*

Parcel	Units	Ratio	Bays
Residential	80	1.25	100
Hotel	80	0.3	24
Retail	1600	4.0	64
Cultural	3000	0.8	24
Total			212

* Note as the site is within a PT2 zone, these figures are merely to assess a worst-case scenario situation.

¹ 'PT2 areas' refers to areas where the use of public transport is promoted and the City considers the provision of public transport good, or where the use of motor vehicles is very limited.

The assumption that a portion of parking will be distributed elsewhere is consistent with general parking behaviour at the V&AW, since many trips are to multiple destinations, and a driver needs to choose from among their destinations.

Based on current observed demand, there are more than 1,000 bays available in the combined parking area of Victoria Wharf, Breakwater and Granger Bay Court during peak periods on most days of the year. When peak shopping demand takes place, there is still parking elsewhere in the V&AW.

6.2 Vehicle access

The vehicle entrance to parking at parcel O will be at Roundabout 2, and the entrance to parcel P will be from a side road off Atlantic Lane extension near the Breakwater wall. This will minimise the number of independent driveways on Breakwater Street and keep turning traffic away from the primary pedestrian flow between Atlantic Park and Atlantic Square, which will be a key access point to the upgraded promenade.

A single access point on a new access way road parallel to Breakwater wall provides access for Table Bay Hotel and Parcels Q and R/S (Figure 3). A benefit will be reduced traffic friction and potential queueing on Breakwater Blvd and less turning traffic at Roundabout 2.

7. Impact analysis

7.1 Internal roads

Figure 5 read with Tables 5 and 6 below show existing and proposed peak hour traffic at the roundabout 2.

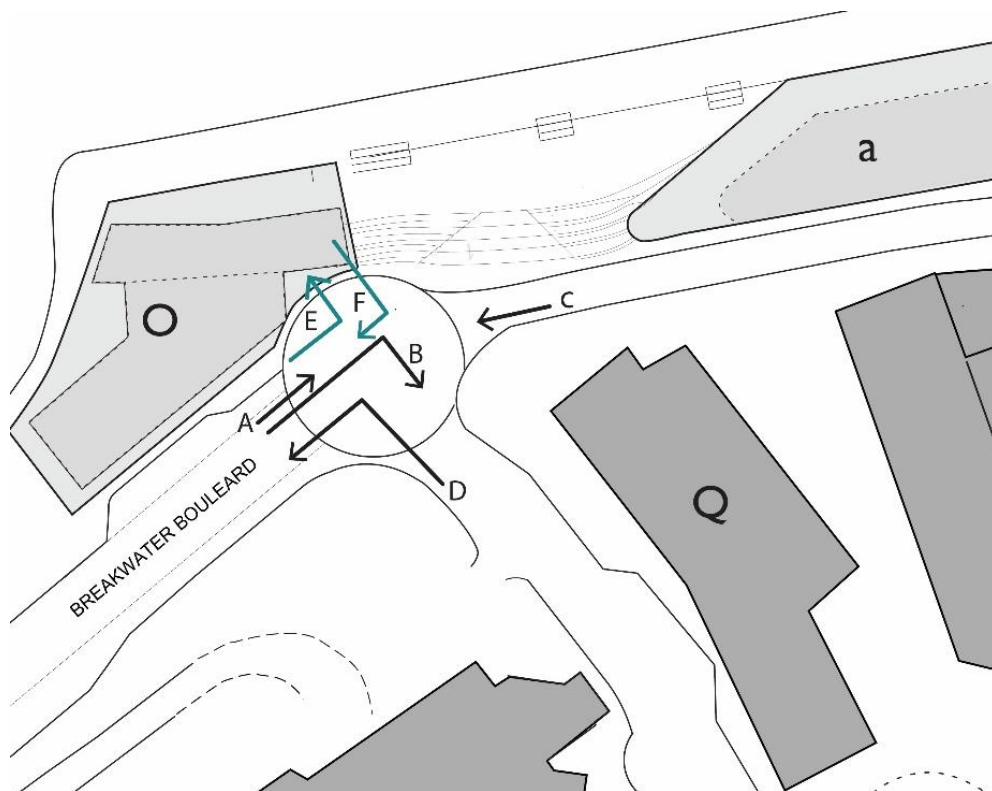


Figure 5: Movements through roundabout 2

Table 5: Baseline scenario traffic through Roundabout 2

	Peak hr volumes	
	AM	PM
A: inbound straight	250	203
B: inbound right	100	221
C: outbound straight	166	241
D: outbound from loading area	5	5

Table 6: Proposed traffic through Roundabout 2 with the addition of Phase 1B

	Peak hr volumes	
	AM	PM
A: inbound straight	250	203
B: inbound right	100	221
C: outbound straight	166	241
D: outbound from loading area	5	5
E: inbound left	24	33
F: outbound right	26	16

The tables assume Phase 1B retail uses parking is distributed across the entire precinct. In the worst-case scenario if this traffic uses the main entrance to Victoria Wharf (parking entrance 1, Roundabout 1 opposite Haul Rd), this entrance experiences increased traffic of 22 inbound and 20 outbound in the PM peak hour.

These volumes are all well below the capacity of the respective road sections, and only a small portion is attributable to the development of parcels O, P and a.

7.2 External roads Impact of development on Levels of Service (LOS)

The January 2024 TIS for the Breakwater Precinct Plan calculated traffic on external roads amounting to a baseline scenario of 141 outbound and 182 inbound trips. All trips arrive and depart via either Dock Rd, Portswood Rd, Beach Rd or Granger Bay Blvd – thus their impact on the external network will be dispersed.

Currently, there is considerable spare capacity on Beach Rd, Granger Bay Blvd and Portswood Rd. Evident from traffic analysis in 2025, it is apparent that the level of service (LOS) at four key intersections (Helen Suzman Blvd / Portswood Rd, Granger Bay Blvd / Helen Suzman Blvd, Granger Bay Blvd / Main Rd, and Beach Rd / Haul Rd) ranges from LOS A to C in the AM and PM peak hours.

Even with a 10% background growth scenario this results in PM peak hour trips of 733 outbound and 535 inbound on Granger Bay Blvd. This is well below the capacity of a four-lane divided carriageway, and even in the unlikely worst case scenario situation that all new trips use this route, total one-way volumes would be 910 outbound and 771 inbound including Phase 1B. This is still below the capacity of the existing road.

Therefore, there would be no noticeable deterioration in traffic level of service (LOS) on the external network as a result of traffic growth generated by the proposed development.

7.3 Deliveries and service vehicles

Deliveries for site O & P, and hotel back of house activity, will make use of areas allocated in the podium level, turning off Breakwater Blvd (Figure 3).

Smaller deliveries such as those used for online shopping (with e-bikes or other micromobility) will share the public spaces with pedestrians and other micromobility services, not requiring dedicated loading areas.

7.4 Public transport

High-quality public transport services are operational with MyCiTi feeder stops and a trunk station on Breakwater Blvd very close to the site (less than 200m walking distance to the trunk station). The precinct design will include direct pedestrian routes along the promenade and Breakwater Street, ensuring good access to Victoria Wharf shopping mall, public transport and parking.

7.5 Ride hailing

Ride hailing services are well used for trips to and from Victoria Wharf shopping centre, with these vehicles using drop-and-go areas located on Breakwater Blvd as well as the surface parking alongside the north edge of the shopping centre. These are between 250m and 350m from the site. They will continue to use this hub of activity. These vehicles will also use dedicated resident embayments on Breakwater Street.

7.6 Micromobility

The spaces around the subject sites are planned to be convenient for access by all forms of micromobility (bicycle, electric tuk tuk and on foot). This includes both services and infrastructure. The V&A has already commenced with an internal electric shuttle service which is planned to be expanded to service Breakwater precinct.

8. Conclusions

- This report refers to three previously published and approved transport reports in providing a transport assessment of both the baseline situation and the addition of the Phase 1B (parcels O, P and a) development.
- The analysis finds that the development of parcels O, P & a in Phase 1B will have a minor impact on roads inside and outside the V&AW, requiring no change to the road network. There will be no noticeable deterioration in traffic level of service (LOS) on the external network as a result of traffic growth generated by the proposed development.
- This is due to a combination of the counter-peak flow direction of traffic generated by residential development in general, and the relatively small scale of the development. Private vehicle trips have been calculated based on a worst-case scenario with no assumed shift to alternative modes, despite the intention of the V&AW to encourage a shift to public transport.

- The V&AW is providing services and infrastructure for micromobility to assist with the distribution of parking demand and to improve access to public transport, which is conveniently located close to the development site.
- Parking will follow the V&AW's usual approach of providing a portion on-site with spillover in nearby parking garages, taking advantage of the varying periods when different land uses exhibit peak demand. While there is no required minimum level of parking for a PT2 overlay zoning, the V&AW is providing sufficient parking for all uses in the study area.
- The vehicle entrance to parking at parcel O will be at Roundabout 2, and the entrance to parcel P will be from a side road off Atlantic Lane extension near the Breakwater wall.
- It is therefore recommended that the proposed development be approved without additional road infrastructure.