

Subsolar



TRAFFIC IMPACT STUDY FOR THE TRANSPORT OF SOLAR ENERGY EQUIPMENT TO THE TOWN OF VRYBURG – KHUBU SOLAR POWER PLANT

32638.00C/TIS-REP-003 Rev 0

TRANSPORTATION REPORT

APRIL 2016

PREPARED FOR:



Subsolar Energy (Pty) Ltd

2nd Floor West Tower
Nelson Mandela Square
Maude Street
Sandown
2146

PREPARED BY:


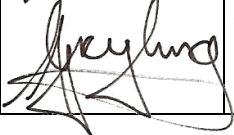


BVi Consulting Engineers

Block B2, Edison Square, c/o Edison Way &
Century Avenue
Century City
7441

ISSUE & REVISION RECORD

QUALITY APPROVAL

	Capacity	Name	Signature	Date
By Author	Project Engineer	Dirk van der Merwe		5 April 2016
Approved by Design Centre Leader	Project Director	André Greyling		5 April 2016

This report has been prepared in accordance with BVi Consulting Engineers Quality Management System. BVi Consulting Engineers is ISO 9001: 2008 registered and certified by NQA Africa.



REVISION RECORD

Revision Number	Objective	Change	Date
0	Issue to Clients for comments	None	5 April 2016

TABLE OF CONTENT

ISSUE & REVISION RECORD	i
1 INTRODUCTION.....	2
2 SITE LOCATION.....	3
3 RECOMMENDED HAULAGE ROUTE	4
3.1 Alternative 1 – Durban to Vryburg (840km)	4
3.2 Alternative 2 – Cape Town to Vryburg (1180km)	4
3.3 Route Clearance.....	5
4 TRIP GENERATION.....	6
4.1 General	6
4.2 Expected Impact on Long Distance Route.....	6
4.3 Expected Impact on Local Traffic	7
5 SITE ACCESS ROUTE	8
6 EFFECTED COMMUNITIES.....	9
7 SUMMARY AND CONCLUSION	10
ANNEXURE A.....	11
ANNEXURE B	13

1 INTRODUCTION

Sunsolar Energy (Pty) Ltd appointed BVi Consulting Engineers to undertake the Transportation Assessment for a proposed solar energy plant in the Vryburg area of the North-West Province. A locality plan is included as *Annexure A*.

The assessment has been conducted for the site which is located approximately 12km southeast of the town of Vryburg between National Route 18 and road R34. It is focused on the following aspects of transporting the photo voltaic equipment from a primary port of delivery to the installation site:

- Location of the Site (Nearest numbered road indicated)
- Trip generation during construction and operation of the plant
- Probable Haulage Routes (National and Provincial Roads will be utilised)
- Site Access Route (from a Provincial roadway)
- Affected Communities

The following documents/sources were used in compiling this report and reference will be made where necessary:

- Google earth images for locality plans and route layouts.
- Road Access Guidelines
- TRH 11: Guidelines for granting of exemption permits for the conveyance of abnormal loads and for other events on public roads
- Highway Capacity Manual 2010: HCM 2010

2 SITE LOCATION

The site is located in the North-West Province approximately 12km south of the town of Vryburg. The equipment will be delivered to site from two possible locations being Durban Harbour, 840km from site, or Cape Town Harbour, 1180km from site.

The site identified for this development is located off Road R34 on the farm, Champions Kloof Portion 5. *Figure 2-1* shows the locality of the site in relation to the town of Vryburg.

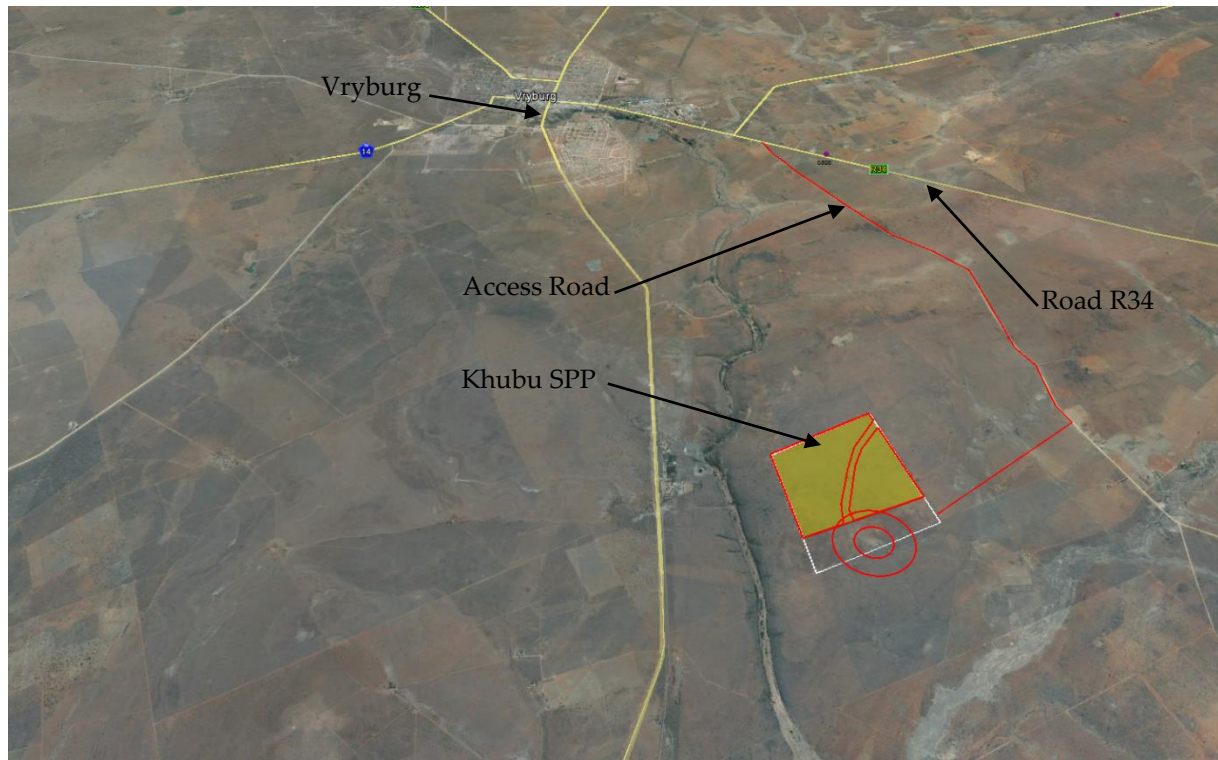


Figure 2-1 Vryburg-Khubu Solar Power Plant locality

The construction stage of the plant is expected to take place over a period of 9 to 12 months during which local traffic will be affected minimally. The expected traffic and trip generation figures are dealt with in the following chapter.

The plant itself is expected to generate 100MW AC power and will stretch over 279 hectares of Portion 5 (Shadow Eve) (Portion of Portion 4) of the Farm Champions Kloof 731, HN Registration Division, Province of the North-West, measuring 397.3009 (three hundred and ninety seven comma three zero zero nine) hectares, Title Deed No.: 1648/2012

A connection to an existing 132kv electrical transmission line is planned that will cross National Route 18, approximately 13km south of Vryburg. A wayleave application to the South African National Roads Agency SOC Ltd. (SANRAL SOC Ltd) will be needed for this crossing. Access to the proposed facility will most probably be off the R34 which is currently administered by the provincial government.

3 RECOMMENDED HAULAGE ROUTE

As mentioned in the chapter above the photo voltaic equipment and all its components will be transported to the Champions Kloof farm over a distance of 840km or 1180km from either Durban or Cape Town harbours. Both of these routes are indicated in *Figure 3-1* below.



Figure 3-1 Transportation Routes

3.1 Alternative 1 – Durban to Vryburg (840km)

The route overview is shown in *Figure 3-1* and is briefly described below:

- Durban Harbour via the N3 towards Harrismith Interchange.
- Take N5 from Harrismith Interchange towards Bethlehem.
- Travel through Bethlehem and take R76 northwest towards Kroonstad.
- Turn onto the N1 south and turn right onto the R34 for approximately 13km.
- Turn right onto the R713 for approximately 48km and turn right onto the R30.
- Travel towards Bothaville and turn left onto the R504 north of the town.
- Travel west on the R504 past Wolmaranstad to Schweizer-Reneke.
- Take R34 towards Vryburg.
- The site access is approximately 5km outside Vryburg on road R34. The site itself is another 12km from the access via an existing gravel road.

3.2 Alternative 2 – Cape Town to Vryburg (1180km)

The route overview is also shown in *Figure 3-1* and is briefly described below:

- Cape Town harbour via the N1 towards and through the towns of:
 - Paarl
 - Worcester
 - Laingsburg
 - Beaufort West
 - Three Sisters
- At Three Sisters turn left onto the N12 north towards and through the towns of:
 - Victoria West
 - Britstown
 - Strydenburg
 - Hopetown
 - Kimberley
 - Warrenton
- At Warrenton turn left onto the N18 north towards and through the towns of:
 - Jan Kempdorp
 - Vryburg
- Exit the town of Vryburg to the east via road R34 for 5km to the farm access. The site itself is another 12km from the access via an existing gravel road.

3.3 Route Clearance

The vehicles used to transport the photo voltaic equipment are standard container trucks and not oversize vehicles. As this route is travelled by the same type of vehicle throughout, no obstacles (e.g. Low overhead services, cattle grids, narrow bridges etc.) are expected.

4 TRIP GENERATION

4.1 General

To estimate the number of trips that will be generated during the construction period a few assumptions were made:

- The solar plant will generate 115MW, but due to transfer losses it is estimated that 100MW will be delivered to the grid.
- Each photo voltaic module is a 300W unit.
- 220 of these units can fit into a container.

The following traffic load figures are expected during the construction period:

- From the above information it is calculated that the development will generate 1740 truck¹ trips over a 9 to 12 month period.
- Between seven (7) and nine (9) standard containers will therefore be delivered to site every working day during the construction period. It should be noted that these are not Abnormal Load Vehicles and do not require the associated permits or approvals.
- It is expected that a maximum of five (5) trucks will deliver raw materials to site daily for the construction of the photo voltaic tracker foundations. These trucks will most probably originate from Vryburg or Kimberley.

Local traffic during construction:

- Approximately 300 staff will be transported to site, most probably from Vryburg on a daily basis.
- This translates to approximately 45 light vehicles travelling to and from site daily.

The following traffic figures are expected during the operational period:

- Average of 6 light vehicles per day with a maximum of 15 vehicles per day.
- Four mini-bus trips per day for permanent staff transport.

4.2 Expected Impact on Long Distance Route

The *HCM 2010 Chapter 15: Two lane Highways* was consulted as the greatest portion of the route to be travelled by the delivery trucks are rural two lane highways of Class I, II or III. The trips generated by this development were evaluated in relation to the quantum of trips needed to change the Level of Service (LOS) on a portion of the rural highway and the ultimate capacity of

¹ None of these trips will necessitate the application for abnormal load permits as set out in the TRH 11.

two lane highways. The projected truck trips per day are deemed to be of no consequence to the LOS of the travelled route from Durban to Vryburg or Cape Town to Vryburg.

When considering the sections of the routes that are multilane facilities like the N3 from Durban, the projected number of daily trips expected, must be compared to a current Average Annual Daily Traffic (AADT) of approximately 40 000vpd. Again the trips generated by the delivery of equipment to site is insignificant when compared to the AADT.

4.3 Expected Impact on Local Traffic

The ultimate accepted capacity of a two lane highway is 3200 vehicles per hour. From historic traffic count data it was observed that the roadways around Vryburg have an abundance of spare capacity, (specifically along the N14, R34 and N18) as the current AADT along these roadways are between 1800vpd and 2000vpd. This therefore indicates that the estimated additional traffic generated by the construction staff travelling to and from site, can be accommodated on the existing roadways.

Adequate traffic accommodation signage must be erected and maintained on either side of the access on road R34 throughout the construction period.

5 SITE ACCESS ROUTE

Access to the site will be via an existing gravel track intersecting the R34 approximately 5km outside the town of Vrybrug. This gravel road will need to be suitably maintained during the construction period and re-gravelling may be necessary, from time to time, as well as throughout the operational life of the plant. This access road is approximately 8km in length.

A formal application for the access point on road R34 will need to be lodged with the Provincial Government. The formalisation of the access point to the standard provided in *Annexure B* will in all probability be a requirement set as part of wayleave approval.

6 EFFECTED COMMUNITIES

It is expected that the community of Vryburg will participate in the construction phase of this development.

From a traffic point of view, the total daily construction traffic is deemed to be very low and will not significantly impact these communities.

7 SUMMARY AND CONCLUSION

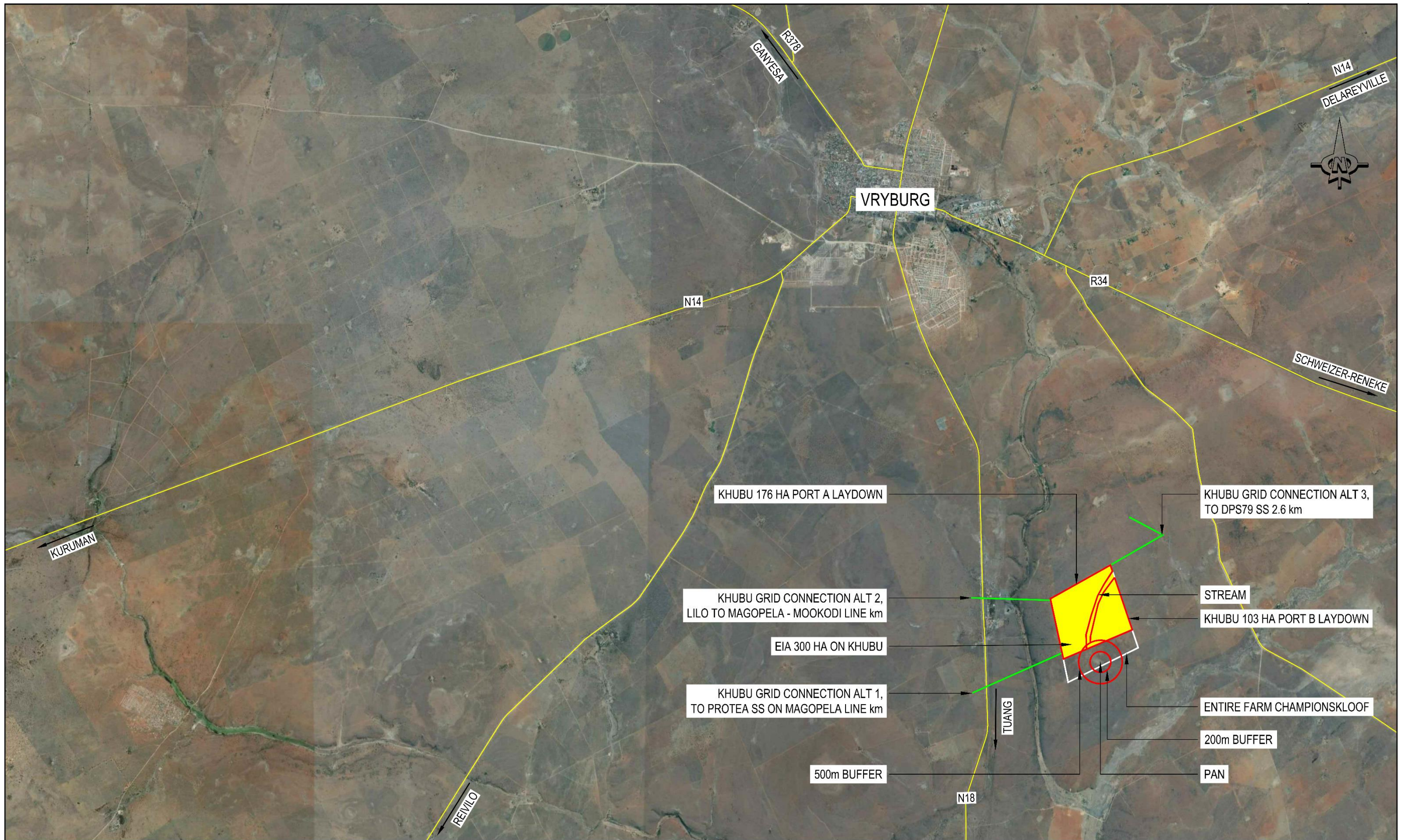
The following conclusions are drawn:

- The impact of the construction traffic on the general traffic and the surrounding communities along the haulage route is considered to be low.
- All the components will be transported by truck from Durban or Cape Town to the site using the routes as defined. Both these routes are of acceptable standard and should not impede travel from a riding quality perspective.
- No abnormal loads will be transported to the site.
- The access to the site is off road R34 and may require upgrading.
- Temporary traffic accommodation signage must be erected and maintained on either side of the access on road R34 throughout the construction period.

The development of a solar farm on Portion of the Farm Champions Kloof 731 in the North-West Province is therefore supported from a traffic engineering perspective.

ANNEXURE A

Locality Plan



DATE	INITIAL	No./CODE	REVISION DESCRIPTION
01/04/2016	B.V.W	A/D	DRAWING COMPLETED

CLIENT

ENGINEERING PROCUREMENT MANAGEMENT

Western Cape Cape Town (021) 527-7000 cp@bvi.co.za Registration no. 1998/00157/07

PROJECT

SOLAR ENERGY FARMS NEAR VRYBURG

DRAWING TITLE

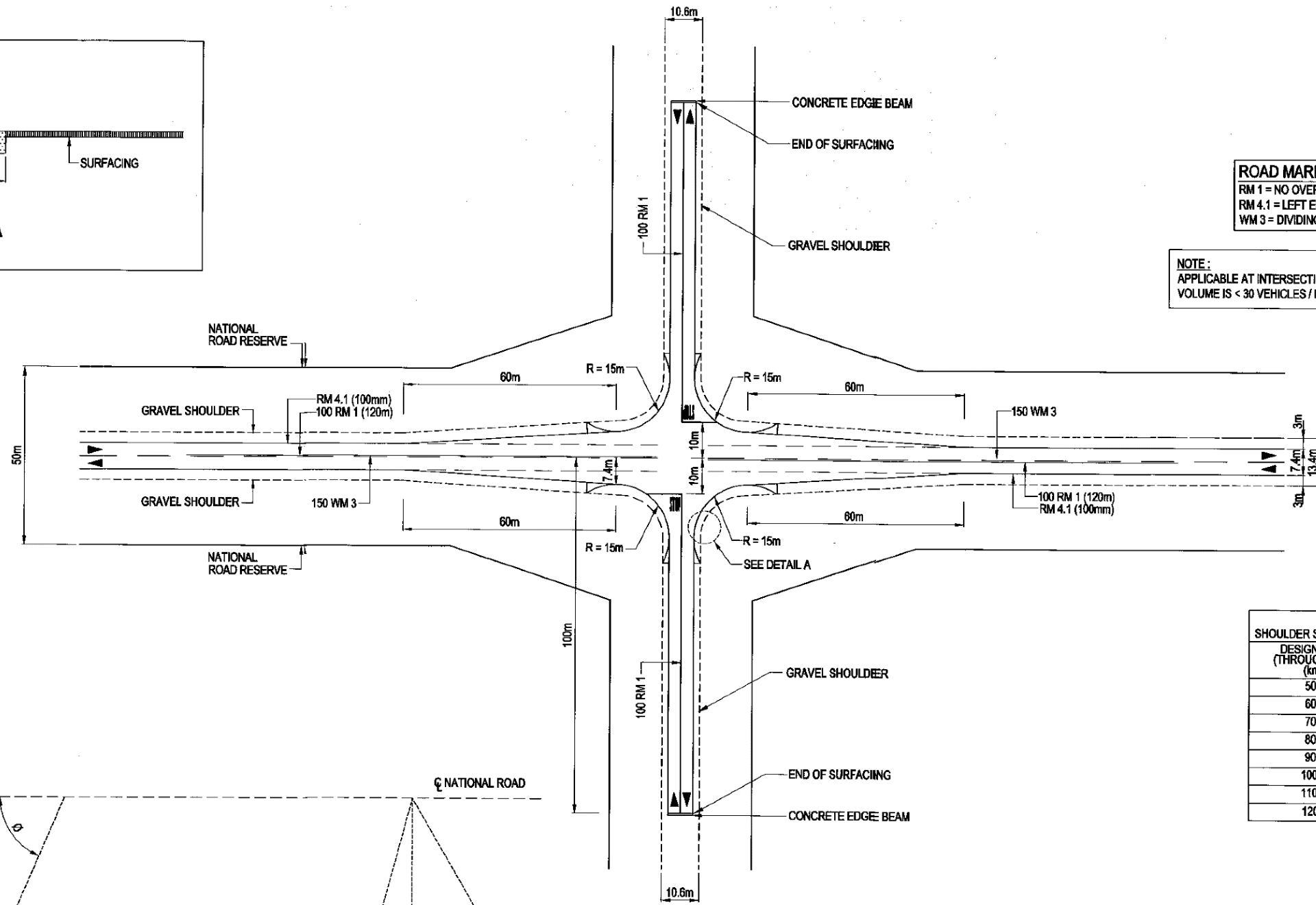
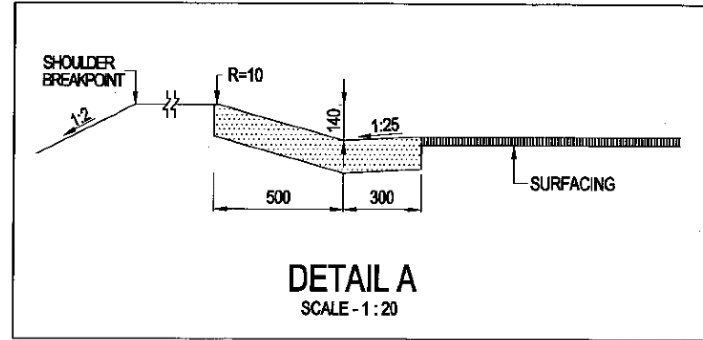
KHUBU SOLAR FARM

APPROVED BY BV

ENGINEER/TECHNOLOGIST	REG. NO.	DATE
SCALE	1:100 000	DRAWN
DESIGNED	BVW	CHECKED
PLAN NUMBER	REVISION NO.	DATE SAVED
KHUBU	A	01 April 2016

ANNEXURE B

Typical access Geometry



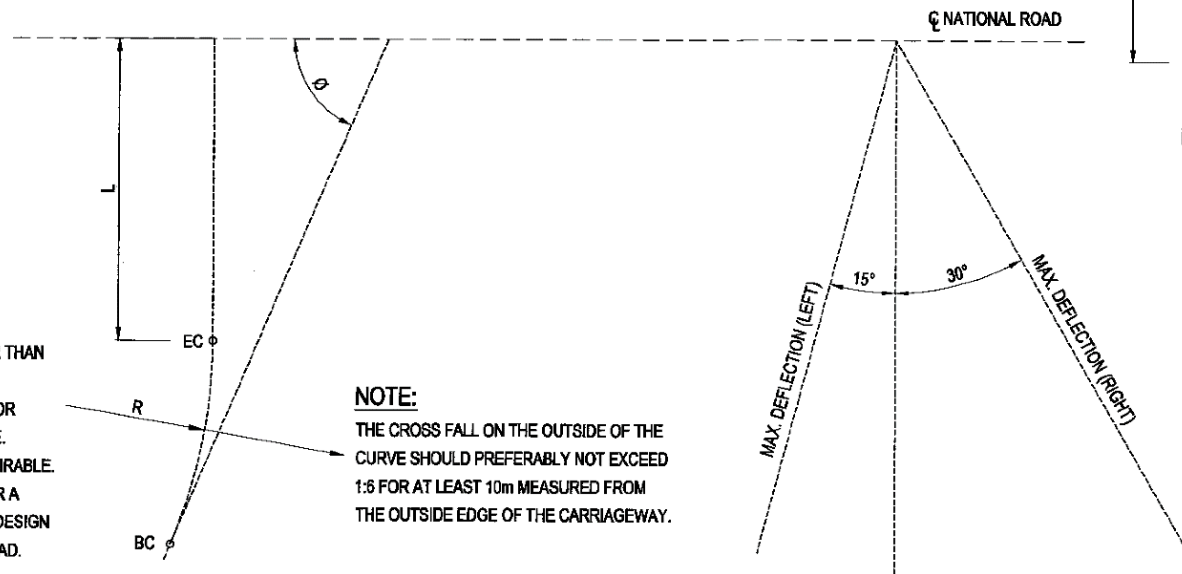
ROAD MARKING LEGEND

- RM 1 = NO OVERTAKING LINE
- RM 4.1 = LEFT EDGE LINE
- WM 3 = DIVIDING LINE

NOTE:
APPLICABLE AT INTERSECTIONS WHERE THE RIGHT TURNING VOLUME IS < 30 VEHICLES / DAY.

TABLE 1
SHOULDER SIGHT DISTANCE FOR STOP CONDITIONS

DESIGN SPEED (THROUGH ROAD) (km/h)	SIGHT DISTANCE (D) (m)
50	150
60	180
70	210
80	240
90	270
100	300
110	330
120	360



- NOTE**
1. θ = DEFLECTION ANGLE SMALLER THAN SAFE ANGLE.
 2. L = STOPPING SIGHT DISTANCE FOR DESIGN SPEED FOR LAST CURVE. MINIMUM LENGTH OF 155m IS DESIRABLE.
 3. R = CORRESPONDING RADIUS FOR A SPEED 15km/h LOWER THAN THE DESIGN SPEED FOR THE REST OF THE ROAD.

NOTE:
THE CROSS FALL ON THE OUTSIDE OF THE CURVE SHOULD PREFERABLY NOT EXCEED 1:6 FOR AT LEAST 10m MEASURED FROM THE OUTSIDE EDGE OF THE CARRIAGEWAY.

SAFE ANGLES AND STOPPING SIGHT DISTANCE AT T-JUNCTIONS
SCALE - N.T.S

- NOTE:**
1. GRADIENT ON BOTH ROADS SHOULD NOT EXCEED 3%, ESPECIALLY ON THE JUNCTION LEG.
 2. TABLE 1 CAN BE USED AS A BASIC GUIDELINE ON CONDITION THAT THE GRADIENTS ON BOTH THE JUNCTION AND PRIMARY ROADS DO NOT EXCEED 2%. THE SIGHT DISTANCE MUST BE MEASURED FROM AN EYE LEVEL OF 1,05m FROM A POINT 2m BEFORE THE STOP LINE ON THE JUNCTION ROAD TO AN OBJECT HEIGHT ON THE CENTRE LINE OF THE NATIONAL ROAD OF 1,30m.
 3. THE DESIRABLE MINIMUM SIGHT DISTANCE IS 300m.
 4. FOR DETAIL OF ROAD MARKINGS REFER TO THE SADC ROAD TRAFFIC SIGNS MANUAL.
 5. THIS PLAN SERVES AS A GUIDE LINE AND WELL MOTIVATED DEVIATIONS MAY BE CONSIDERED.
 6. WHERE APPLICABLE CROSS-SECTION DIMENSIONS MUST BE ADJUSTED ACCORDING TO THE APPROVED TYPICAL CROSS-SECTION BEING USED.

FOR LATEST VERSION CHECK www.nra.co.za