

JOE GQABI DISTRICT MUNICIPALITY



AGENDA

**OF THE MEETING OF THE JOE GQABI DISTRICT MUNICIPAL PLANNING TRIBUNAL TO
BE HELD ON TUESDAY, 26 APRIL 2022 AT 11H00 AT THE JOGEDA BOARDROOM,
ALIWAL NORTH**

MEMBERS:

Fiona Sephton (Chairperson)
Nandi Mshumi (Deputy Chairperson)
Themba Phintshane
Nomthandazo Libazi
Sandile Chaphi
Ntomboxolo Eddie
Wiseman Nodwele
Andiswa Qinisile
Mike Coleman
Tony Williams

SECRETARIAT

Tsepiso Ntwanambi
Simnikiwe Mbekushe
Zamazulu Nonkula
Dakhalo Muthelo
Nohleli Khethwa

Notice and confirmation of Members

This serves as a notice of the meeting of the Joe Gqabi District Municipal Planning Tribunal to be held at the Jogeda Boardroom, Aliwal North on Tuesday 26th of April 2022 at 11h00.



**F. SEPHTON
MPT CHAIRPERSON**

BARKLY EAST

DATE:

AGENDA

	AGENDA
1.	OPENING AND WELCOME
2.	ATTENDANCE
2.1	Members: Present
2.2	Members: Absent with leave
2.3	Members: Absent without leave
2.4	Officials present
2.5	Members of the public present
3.	ADOPTION OF THE AGENDA
4.	NOTING OF RULES OF ENGAGEMENT
5.	DECLARATION OF INTEREST BY MEMBERS AND OFFICIALS (Declaration forms issued to each member during the meeting)
6.	MINUTES OF THE PREVIOUS MEETING
6.1	CONFIRMATION OF MINUTES
6.2	MATTERS ARISING
7.	NEW APPLICATION(S) FOR CONSIDERATION
7.1	Application for the Subdivision and Rezoning of Erf 1729, Aliwal North for a mixed use development. Decision Required: Approval
8.	DATE OF THE NEXT MEETING
9.	CLOSURE

JOE GQABI DISTRICT MUNICIPALITY



MINUTES

OF THE JOE GQABI DISTRICT MUNICIPAL PLANNING TRIBUNAL MEETING HELD ON TUESDAY, 05 APRIL 2022 AT 10H00 AT THE JOE GQABI DISTRICT MUNICIPAL COUNCIL CHAMBERS

MEMBERS

Ms F. Sephton (Chairperson) – Director Community Services (JGDM)
Ms N. Mshumi (Deputy Chairperson) – COO (JGDM)
Mister T. Phintshane – Manager IDP/PMS (JGDM)
Ms N. Libazi – Manager Legal (JGDM)
Ms P. Bushula – Director: Dev. & Town Planning Services (SLM)
Ms N. Eddie – Director: Planning & Economic Dev (ELM)
Mister W. Nodwele – Manager IDP (WSLM)
Ms A. Qinisile (DEDEAT)
Mister M. Coleman (External)
Doctor T. Williams (External)
Ms Y. Mabentsela (External)

SECRETARIAT

Ms T. Ntwanambi – Town Planner (JGDM)
Ms S. Mbekushe – Town Planner (SLM)
Ms Z. Nonkula – Town Planner (ELM)
Mister D. Muthelo – Town Planner (ELM)
Ms N. Khethwa (WSLM)

JOE GQABI DISTRICT MUNICIPAL PLANNING TRIBUNAL MEETING
MINUTES
05 APRIL 2022

1.	OPENING	AND	WELCOME
<p>Ms N. Mshumi, as Deputy Chairperson, opened and welcomed members of the Joe Gqabi District Municipal Planning Tribunal, in attendance to the third meeting of the Tribunal.</p>			
2.	ATTENDANCE		
2.1.	Members Present		
<p>Ms N. Mshumi (Deputy Chairperson) Mister M. Coleman Doctor T. Williams Mister T. Phintshane Mister S. Chaphi</p> <p>Members connected virtually</p> <p>Ms N. Eddie Mister W. Nodwele Ms A. Qinisile</p> <p>(See attendance register: Annexure A)</p>			
2.2.	Members/Officials Absent with leave		
<p>Applications for leave of absence were received and accepted from the following members:</p> <p>None.</p>			
2.3.	Members/Officials	Absent	without leave
<p>Ms F. Sephton (Chairperson) Ms N. Libazi</p>			
2.4.	Officials Present		
<p>Ms T. Ntwanambi (JGDM) Ms Y. Macala (SLM) Mister D. Muthelo (ELM)</p>			
2.5.	Members	of	the public present
<p>Mister J. Jonas (Consultant)</p>			

JOE GQABI DISTRICT MUNICIPAL PLANNING TRIBUNAL MEETING
MINUTES
05 APRIL 2022

3.	<p>ADOPTION OF THE AGENDA</p> <p>Dr Williams enquired whether the additional item received after the deadline date from Walter Sisulu LM will be considered in the meeting or not. After discussing the matter, MPT members resolved that an alternative date will be set to look at the application. Mister Coleman suggested the Chairperson appoint a committee of 3 members as provided for in the Act instead of calling a full meeting. It was resolved that the meeting will take place before the end of April 2022, secretariat to provide details.</p> <p>The agenda was proposed for adoption by Mr Coleman and seconded by Dr Williams.</p>
4.	<p>NOTING OF RULES OF ENGAGEMENT</p> <p>Chairperson relayed the rules of engagement of the meeting.</p>
5.	<p>DECLARATION OF INTEREST BY MEMBERS AND OFFICIALS</p> <p>All members and officials present at the meeting declared no interest to the items on the agenda.</p>
6.	<p>CONFIRMATION OF MINUTES</p> <p>The following comments were made:</p> <p>Mr Chaphi raised a concern that most of the items on the minutes were items that were referred back. So he suggested that to avoid going in details to refers in the future, the secretariat to briefly give an introduction to the applications for members to note without necessary going through the application in detail.</p> <p>Dr Williams made reference to his comment from the previous meeting on the site development plan (section 7.1 of the previous minutes). He clarified that the SDP is approved by the local municipality and not by the Tribunal, this is to avoid any possible conflict in terms of who was approving what. The SDP is the last step after developmental rights have been granted by the Tribunal.</p> <p>The minutes were confirmed as a true reflection of the last meeting.</p>
6.1	<p>MATTERS ARISING</p> <p>None.</p>
7.	<p>NEW APPLICATIONS FOR CONSIDERATION</p> <p>7.1. Application for the Subdivision of remainder Erf 1618 Barkly East and the Rezoning thereof from Undetermined to Authority and Utility Zone 1 for the purposes of a cemetery</p> <p>REF. NO.: MPT22/02/01SLM</p> <p>Presentation of the application was done by Ms Macala.</p> <p>DISCUSSIONS</p>

Mister Coleman raised a concern of the detail or quality of technical reports prepared by planners. The following was noted:

1. Under the recommendations on the summary, it states that the application is for rezoning from Agriculture whereas the application is for rezoning from Undetermined to Authority and Utility Zone 1 to permit a cemetery,
2. The summary report reads that there were restrictive conditions whereas none are recorded, and
3. Section A of the Application Form: incorrect property details were provided.

Mister Coleman further indicated that in the public notice, no mention is made that the application is for a cemetery instead the notice is quoted in purely technical terms. In addition, Mister Coleman raised a serious concern in that the development has already taken place without any planning authority. Since development has already taken place, the application should have been framed to the MPT as “formalising an existing development” and not presented as if no development has taken place. Mister Coleman further noted that the municipality should also look into the waste site adjacent to the cemetery as no development rights were granted in that development.

Dr Williams enquired whether there were any other sites that were considered for this development. He explained that when a development is already in existence, the MPT is forced into making a decision having not given the opportunity to consider other planning imperatives. He further emphasised that it is imperative that the planners cover the technical reports truthfully and comprehensively as possible. As these reports are legal documents and are subject to be challenged.

With regards to the comments from JGDM: WSP, Mister Chapfi indicated that further clarity was sought from the district as no clear reason of the rejection was given. Ms Qinisile also added that the JGDM: WSP was part of the EIA processes wherein they could have raised their concern. She further added that the project was initiated in 2008 were other sites where not approved by the Department of Water and Sanitation due to the Barkly East water table that is too high. This site was then approved by the Department after the review of specialist studies were conducted relating to underground water issues

THE JOE GQABI DISTRICT MUNICIPAL PLANNING TRIBUNAL RESOLVED:

That the application for the Subdivision of remainder Erf 1618 Barkly East and the Rezoning thereof from Undetermined to Authority and Utility Zone 1 for the purposes of a cemetery be **APPROVED**.

REASONS FOR DECISION

1. The subject property falls within the urban edge of the Joe Gqabi District SDF.
2. The proposed development is in line with the developmental principles as outlined in the

Spatial Planning and Land Use Management Act.

3. The proposed development is desirable as it responds to the need for additional burial activities in the town of Barkly East.

CONDITIONS OF APPROVAL

- a. The subdivision be submitted to the Surveyor General for approval within a period of five(5) years from the date of this approval;
- b. Compliance with the regulations of the Utility and Authority Zone;
- c. Compliance with the conditions contained in the Environmental Authorisation issued by the Provincial Department of Economic Development, Environmental Affairs and Tourism;
- d. Submission of the Site Development Plan in terms of the Senqu Local Municipality Land Use Scheme Regulations; and
- e. Submission of Building Plan in terms of the National Building Regulations.

7.2

Application for a Town Planning Amendment, Consolidation and Removal of Restrictions which entail the Rezoning of Erven 692 and 693 Maclear from Business Zone I to Business Zone V for the purposes of a service station.

REF. NO.: MPT22/03/01ELM

Presentation of the application was done by Mister Muthelo.

DISCUSSIONS

Mister Coleman raised the following concerns:

Taking into account the following, which are not of the MPT's making:

1. SPLUMA compliance required implementation by municipalities of a Land Use Scheme (LUS) by June 2020.
2. In terms of the National Disaster Management Act the Minister of DALRRD extended the compliance period in Notice 431 of 2020 by 24 months from the gazette date of 07 August 2020.
3. On 04 April 2022 the National Disaster Act was repealed by Presidential announcement.
4. Elundini LM has a council approved draft SPLUMA LUS 2017 but it is not yet gazetted.
5. The SPLUMA application re Erven 692 and 693 Maclear is framed by reference to Land Use Planning Ordinance 15 Of 1985 (LUPO), ELM SPLUM Bylaws, and the LUS implemented ito LUPO.
6. EC Repeal of Local Government Laws Act 1 of 2020 came into effect on 17 December

2020, repealing LUPO as a whole.

The above raises a number of uncertainties for the MPT:

1. Is the 24 month extension for compliance still in force?
2. EC Act 1 of 2020 has no transitional arrangements. Nevertheless one assumes that existing land rights remain in force.
3. Even if LUPO LUS remains in force, can it be used to grant new rights under SPLUMA (as per application)?

Mister Coleman further suggested that, in the above circumstances the MPT defer the application to a tribunal to be held before the end of April 2022. He further suggested that ito SPLUMA Section 40(1), the Chairperson appoints a three person committee of the MPT to consider the above as soon as possible.

Doctor Williams raised a concern that Erf 693 is bonded; therefore the applicant is requested to acquire the bondholders consent. Mr Chaphi also raised a concern on whether the municipality charges tariffs to developers since the municipality does not have a land use scheme in place. He further advised that the municipality be given time to finalise their internal processes or MPT to sought legal advice to deal with the application. Mr Coleman also raised a concern that the zoning certificates issued by the municipality are provided in terms of LUPO and not in terms of SPLUMA.

In response to some of the issues raised, Mister Jonas (Setplan Consulting) clarified that the old order legislation has been repealed on 17 December 2020, which does not mean that the land use scheme is not applicable to the municipality; the new schemes make provision for transitional measures. In response to the bondholders consent issue raised, Mister Jonas further indicated that the bond has been cancelled and proof thereof will be submitted to the municipality.

In response to Mister Chaphi's enquiry on the timeframes for gazetting, Mister Muthelo indicated that the municipality is in the process of consolidating the information in order to finalize for gazetting before the end of April of 2022.

In conclusion, Dr Williams suggested that the municipality and consultant sought advice from the DALRRD for an appropriate way forward with regards to the issues discussed above.

THE JOE GQABI DISTRICT MUNICIPAL PLANNING TRIBUNAL RESOLVED:

That the application for a Town Planning Amendment, Consolidation and Removal of Restrictions which entail the Rezoning of Erven 692 and 693 Maclear from Business Zone I to Business Zone V for the purposes of a service station be **REFERRED** back to the Applicant.

JOE GQABI DISTRICT MUNICIPAL PLANNING TRIBUNAL MEETING
MINUTES
05 APRIL 2022

REASONS FOR DECISION

1. The municipality and consultant sought advice from the DALRRD for an appropriate way forward with regards to the issues discussed above.
2. Elundini LM has a council approved draft SPLUMA LUS in 2017 but it is not yet gazetted. Municipality to provide the MPT with a gazette SPLUMA LUS.
3. Municipality to provide proof of cancelled bond.

Attached Annexures:

1. Annexure A: Attendance Register

The meeting closed at 13h56.

This is to confirm that I _____, the Chairperson/Deputy Chairperson of the Joe Gqabi District Municipal Planning Tribunal confirm that these minutes are correct and final.

Signed at _____ on this ____ day of _____ 2020

Signature: _____

This is to confirm that I _____, the Administrative Officer of the Joe Gqabi District Municipal Planning Tribunal confirm that I received the final approved minutes.

Signed at _____ on this ____ day of _____ 2020

Signature: _____



OFFICE OF THE MUNICIPAL MANAGER

Private Bag X 13
BURGERSDORP
9744

Tel: 051 6530595
Fax: 051 6530742

Email: visa.barnes@wslm.gov.za

File Ref : 15/2/2
Enquiries : Mr. V. Barnes
Date : 30 March 2022

To: The Municipal Manager
Joe Gqabi District Municipality
Private Bag x 102
Barkly East
9786

Dear Sir/ Madam

RE: PROPOSED APPLICATION: SUBDIVISION & REZONING OF RE/ERF 1729, ALIWAL NORTH

The above-mention matter refers

The municipality is hereby making a submission for the proposed subdivision and rezoning of erf 1729 and the submission is made in line with the terms of act 16 of Spatial Planning and Land Use Management Act of 2013. Please find attached herewith is the full application.

I trust the above is in order and we look forward to your positive prompt response.

For any further clarity please do not hesitate to contact Mr. V. Barnes at email: visa.barnes@wslm.gov.za

Hope you will find the above in order.

Yours faithfully


.....

MCEBISI NONJOLA
ACTING MUNICIPAL MANAGER

ANNEXURE A – SUMMARY OF APPLICATION

PROPOSED SUBDIVISION AND REZONING OF RE/ERF 1729, ALIWAL NORTH

1. PURPOSE

The purpose of the application is to obtain a resolution from the Joe Gqabi Municipal Planning Tribunal on the application for land use rights for Re/ Erf 1729 Aliwal North for subdivision and rezoning for a mixed use development comprising of the following zonings: Residential Zone II, Business Zone I, Institutional Zone I, Open Space Zone II and Transport Zone II purposes.

2. BACKGROUND

The application is for a Town Planning subdivision and rezoning of Re/Erf 1729 Aliwal North. The subject property is zoned Agricultural Zone I and is vacant. The property is situated within the urban edge of Aliwal North. Whilst the majority of the properties to the south, north and west are farms, a considerable number of residential properties exist to the north-east of the project site. The applicant distinguished a need for this particular development and developed an interest in utilising re/erf 1729 for residential development with a mixed use component.

3. DISCUSSION

3.1 LACALITY

The proposed development is located on the western side of the N6 at the southern entrance of the town of Aliwal North.

3.2 ACCESS

The proposed primary access to the site is onto the N6 opposite Dan Pienaar Avenue, with a proposed emergency exit only onto the DR02679.

3.3 OWNERSHIP

Re/Erf 1729, Aliwal North is registered to AMAQADI TRUST (See title deed T2979/2021 attached as Annexure C).

3.4 LAYOUT DESIGN AND PROPOSAL

The proposed development is for residential development with a Mixed Use Component comprising of the following (see plan 1: Proposed Subdivisional Plan No. 1968A/1):

- 191 Residential Zone II (Group House) Sites
- 1 Business Zone I Site with a departure for a filling station.
- 1 Institutional Zone I Site for a crèche.
- 2 Private Open Space Zone II Sites for recreational parks.
- 2 Residential Zone II Sites for Private Roadway
- 1 Transport Zone II for Public Roadway

4. FINANCIAL IMPLICATIONS

The any cost that might arise as a result of this approval must be borne by the applicant or owner.

It is envisaged that the increased service connections will be required in the applicant shall be liable for all costs including bulk services contribution as determined by the Municipality.

5. LEGAL IMPLICATIONS

The application is being submitted in terms of the Walter Sisulu Spatial Planning and Land Use Management By-Law (2021) read with the Spatial Planning and Land Use Management Act, 16 of 2013 (SPLUMA).

6. CREDIBILITY

The application, associated motivation report and supporting documentation have been assessed and are confirmed as credible.

7. RECOMMENDATIONS

7.1 That in terms of Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013), Town Planning Amendment by the subdivision and rezoning of Erf 1729 Aliwal North, **BE APPROVED.**

7.2 It is proposed that Re/Erf 1729, Aliwal North be Subdivided and Rezoned for a Mixed Use Development comprising of the following zonings Residential Zone II, Business Zone I, Industrial Zone I, Open Space Zone II and Transport Zone II purposes), **BE APPROVED.**

7.3 The proposed use of the site complies with the spatial proposals in the Maletswai Spatial Development Framework Review undertaken in 2012 and also complies with SPLUMA principles.

7.4 The approvals of the above mentioned subject property be subject to the following conditions:

- 7.4.1 The development being limited to development parameters and restrictions applicable in terms of the Section 8 zoning Scheme Regulations, 1993 applicable to different uses;
 - 7.4.2 That any cost that might arise as a result of this approval must be borne by the applicant or owner,
 - 7.4.3 That the applicant or owner is liable for payment of engineering services contribution as determined by the Municipality,
 - 7.4.4 That if any increased service connections is required in future; the applicant shall be liable for all costs including bulk services contribution;
 - 7.4.5 That all parking be provided onsite parking as per the requirements for each use to developed on site.
 - 7.4.6 That access to the site shall be to the satisfaction of the Director: IPED
 - 7.4.7 The submission of a Site Development Plan in accordance with the requirements of the Zoning Scheme to the Satisfaction of Director IPED
 - 7.4.8 In terms of the National Building Regulations and before the new use rights are exercised, Building Plans showing the change in use of the building and the layout of the parking area being submitted for approval by the Director: IPED. Building plans shall not be signed off until such time as all on-site parking has been physically provided in accordance with the approved Site Development Plan;
 - 7.4.9 That this approval does not exempt the development from complying with other legislative requirements that may be triggered by other legislative requirements.
 - 7.4.10 That all use rights granted will lapse after 5 years, in terms of Section 43(2) of Spatial Planning and Land Use Management Act 2013 (SPLUMA) if conditions imposed are not completed within the above stated period.
- 7.5 That in terms of the Spatial Planning and Land Use Management Act, 2013 (Act No 16 of 2013), the Rezoning and Subdivision of re/erf 1729 to create residential development with mixed use component **BE APPROVED**, subject to the following conditions;
- 7.5.1 that the zoning of the proposed development be in terms of the Section 8 Zoning Scheme as per the above approval;
 - 7.5.2 That the subdivided diagrams be lodged with the Surveyor General Office;
 - 7.5.3 That all requirements of the Surveyor General and the Register of Deeds be complied with.
- 7.6 Land Use Control must be administered in terms of the Aliwal North standard Section 8 Town Planning Scheme.

8. ANNEXURES

- A- Application form
- B- Power of attorney
Resolution
Trustees resolution
Letter of authorization
- C- Tittle deeds
- D- SG Diagrams
- E- Civil Engineering Report
- F- Electrical Engineering Report
- G- Geotechnical Report
- H- Traffic Impact Assessment

ANNEXURE B – TECHNICAL REPORT

MPT Meeting Date :

--	--	--	--	--	--

Venue : _____

Application : REZONING AND SUBDIVISION OF RE/ERF 1729

Property Description : RE/ERF 1729, ALIWAL NORTH

Reference Number	Application Submission Date	Date Report Finalised
	16 September 2021	

Status of Application									
Received	X	Confirmed as complete	X	Circulation	X	Advertised	X	All comments received	X
Responded to comments	X	Assessment report	X	Decision		Applicant / Objectors notified		Appeal received	
Appeal hearing		Final decision		Other					

SECTION A: AUTHOR DETAILS	
First name(s)	Visa
Surname	Barnes
Job title	Director: IPED
Prof body registration number (if applicable & supported by the relevant by-law)	
Directorate/Department	Institutional Planning and Economic Development
Contact details	
Physical Address	WSLM Municipal office
Postal Address	Private Bag X 13, Burgersdorp, 9744
Tel no:	051 6530595
Fax:	051 6530742
E-mail address	
SECTION B: APPLICANT DETAILS	
First name(s)	Piet

Surname	Jonas		
Company name / CC	Setplan EL Trust		
Company / CC Reg. Nr.	IT 1262/2000		
Cipro documents	N/A		
SACPLAN Registration Number	Pr. Pln A/888/1996		
Is the applicant authorised to submit this application	Yes	No	
Power of Attorney & Minutes	See Annexure B of Motivation Report No.: 1968/0-1: Sep 2021		
Registered owner(s)	AMAQADI TRUST		
Contact details			
Physical Address			
Postal Address	c/o Setplan, P.O. Box 19017, Tecoma, 5214		
Tel no:	043 721 1424		
Fax:	086 513 4471		
E-mail address	piet.setplan@iafrica.com		
SECTION C: PROPERTY DETAILS			
Property description (in accordance with Title Deed)	Remainder Erf 1729, Aliwal North		
Physical address	N6		
Town / City	Aliwal North		
Current zoning	Agricultural Zone I		
Extent (m ² /ha)	17,7911Ha		
Are there existing buildings on the property?	Yes	No	
Applicable zoning scheme	Aliwal North standard Section 8 Town Planning Scheme		
Current land use	Vacant		
Title Deed number & date	T2979/2021		
Any restrictive title conditions applicable (if yes, list condition below)	Yes	No	
Any third party conditions applicable? (if yes, specify below)	Yes	No	
Any unauthorised land use/building work (if yes, explain below)	Yes	No	

SECTION D: PRE – APPLICATION CONSULTATION OR WRITTEN ENQUIRY (ATTACHED MINUTES)							
Has pre-application consultation been undertaken? (if yes, provide a brief summary of the outcomes below)					Yes	No	
SECTION E: TYPE OF APPLICATIONS (TICK APPLICABLE)							
Rezoning	✓	Removal suspension or amendment of restrictive conditions		Subdivision	✓	Temporary departure	
Permanent departure		Consent use		Township Development / Division of land		Division of an approved township	
Cancellation of General Plan		Extension of the validity period of an approval		Permissions in terms of the zoning scheme		Closure of public place	
Determination of zoning		Disestablish a home owner's association		Rectify failure by home owner's association to meet obligations		Occasional use	
SECTION F: APPLICATION DESCRIPTION							
<p>The purpose of the application is to obtain a resolution from the Joe Gqabi Municipal Planning Tribunal on the application for land use rights for Re/ Erf 1729 Aliwal North for subdivision and rezoning for a mixed use development comprising of the following zonings: Residential Zone II, Business Zone I, Institutional Zone I, Open Space Zone II and Transport Zone II purposes.</p>							
SECTION G: BACKGROUND							
<p>The application is for a Town Planning subdivision and rezoning of Re/Erf 1729 Aliwal North. The subject property is zoned Agricultural Zone I and is vacant. The property is situated within the urban edge of Aliwal North. Whilst the majority of the properties to the south, north and west are farms, a considerable number of residential properties exist to the north-east of the project site. The applicant distinguished a need for this particular development and developed an interest in utilising re/erf 1729 for residential development with a mixed use component.</p>							
SECTION H: SUMMARY OF APPLICATIONS MOTIVATION							
<p>The application is for rezoning and subdivision of re/erf 1729 with the intension to create residential development and mixed use components. The site is strategically located within the urban edge along the N6 and is registered to AMAQADI TRUST title deed number T2979/2021.</p>							
SECTION I: SUMMARY OF PUBLIC PARTICIPATION							
<u>Method of advertising:</u>				<u>Date published:</u>	<u>Closing date comments:</u>		
Press	Yes	No	N/A	05/11/2021			
Gazette	Yes	No	N/A				

Notices	Yes	No	N/A	11/11/2021			
Site notice	Yes	No	N/A				
Community organisation(s)	Yes	No	N/A				
Public meeting	Yes	No	N/A				
Third parties	Yes	No	N/A				
Other				None			
Total valid comments / objection				None			
Total comments & petitions refused				None			
Valid petition(s)	Yes	No	If yes, number of signatures				
Community organisation(s) response					Yes	No	N/A
Ward councillor response					Yes	No	N/A
Total letters of support							
Was public participation undertaken in accordance with the relevant By-law & policies						Yes	No
SECTION J: COMMENTS RECEIVED DURING PUBLIC PARTICIPATION							
<u>In support:</u>							
NONE							
<u>Objections:</u>							
NONE							
SECTION K: COMMENTS FROM ORGANS OF THE STATE AND/OR MUNICIPAL DEPARTMENTS							
<u>State/Municipal Department Name:</u>	<u>Date Received:</u>	<u>Comments (Attached Annexure?):</u>	<u>Recommendations (v):</u>				
			Supported	Not Supported	N/A		
South African National Roads Agency (SANRAL)	12 October 2021	Application for Subdivision	X				
		The application for subdivision of the subject portion of ERF 1729 Aliwal North is approved in Accordance with recommended site layout as figure 5.1, drawing title: traffic impact study portion of erf 1729 site locality map and prepared by Emonti Consulting Engineer.					
		Application for access					

		<p>The application for indirect access from national road N6 on the portion erf 1729 is approved in accordance with recommended road improvement as Figure 7.1 in the Traffic Impact Assessment with the following conditions.</p> <ol style="list-style-type: none"> 1. No direct vehicular, bicycle or pedestrian access being permitted onto the N6. No direct vehicular access being permitted onto the DR02679 other than at the proposed emergency exit only. 2. Indirect access via an ingress/egress on the N6-5N is accepted, any existing access points/intersection that require upgrades to be for the account of the developer. <p>As indicated in Figure 7.1 recommended road improvements the access must be taken via the proposed indirect access which is to serve the proposed development.</p> <p>Application for Rezoning:</p> <p>The application for rezoning of portion erf 1729 is approved in accordance recommended layout Figure 5.1 and road improvements Fig.7.1 of annexed Traffic Impact Assessment, prepared by Emonti Consulting Engineers cc for portion erf 1729 is approved subject to the following conditions:</p> <p>With the exception of existing structures, no structure or anything whatsoever shall be erected, constructed or established within a distance of 10m, and 20m ,30 m building lines for the residential, business and falling station respectively measured from the national road reserve boundary, without the written approval of the SANRAL.</p> <p>.</p> <p>The proclaimed national road reserve shall not form part of the development. The developer should determine the exact position of the road reserve fence in conjunction with the SANRAL's Regional Manager beforehand or should the</p>			
--	--	--	--	--	--

		<p>road reserve be proclaimed on co-ordinates he should act accordingly.</p> <p>The Site Development Plan (SDP) must be submitted to the SANRAL for approval prior commencement of any works. The SANRAL will use this plan to monitor conditions 1 - 2 of this correspondence</p> <p>A copy of the parking layout being supplied to the Traffic Services Department, once the building plan has been approved</p> <p>SANRAL is empowered to charge a levy, fee or rent for any authorisation, approval or permission that may be granted as a result of any application under the Act.</p> <p>The Developer shall, at his own cost and in accordance with SANRAL's stipulations, establish a permanent 2 metre high brick wall/security fence/palisade fence on the common boundary of the relevant property and the N6 national road reserve, where applicable. Detailed plans of the proposed wall/security fence/palisade fence must be submitted to SANRAL for approval. The maintenance of the wall will be the responsibility of the property owner/successor in title/Home Owners Association.</p> <p>The developer must submit proof of ownership of the properties concerned and that the subdivisions of the properties have been approved by the Walter sisulu municipality</p> <p>All costs associated with the internal roads, as indicated in Figure 5.1 and 7.1, being solely to the developer's account</p> <p>SANRAL will not be liable for any damage or diminishment in value of the land development area arising out of any impact on the proposed development as a result of existing or future storm water drainage from the national road</p>			
--	--	--	--	--	--

		<p>Such facilities, as referred to above in Condition 6, as are necessary for the control and disposal of storm water from the land development area shall be constructed to the satisfaction of the SANRAL. Prior to the establishment of the proposed development a storm water management plan must be submitted to the SANRAL for approval.</p> <p>The SANRAL will not be liable for any damage or diminishment in value of the land development area arising out of any impact on the proposed development as a result of existing or future storm water drainage from the national road.</p> <p>No free-standing advertising signs will be allowed in terms of Regulations on Advertising on or visible from the National Road as published in Government Gazette no 6968 dated 22 December 2000, the South African Road Traffic Signs Manual and Act 7 of 1998. Any advertisement on subject properties along N6-5 must be submitted to the SANRAL for approval prior erection</p> <p>The above conditions shall be registered notarially, at the applicant's own cost, by way of a Bilateral Notarial Deed, such registration to take place by no later than twelve (12) calendar months from the date of this Approval or such extended date as may be agreed in writing by the</p> <p>SANRAL in SANRAL's sole and absolute discretion</p> <p>The applicant shall, at his own cost and in accordance with the provisions of Section 49(5)(a) and</p> <p>(b) of the SANRAL Act, insert conditions 1 - 13 in the Title Deed in respect of the newly formed erf 1729, as indicated on the attached recommended layout annexed as Figure 5.1 in the Traffic Impact Assessment</p>			
--	--	--	--	--	--

	<p>You or the developer should interact with our project manager z.mlangeni – SANRAL RRM Project Manager, email address:mlangeniz@nra.co.za and contact no: (061)848-0326 who is responsible for the routine road maintenance project along N6 section 5</p> <p>The written confirmation from the SANRAL, that the conditions referred to herein have been fulfilled to its satisfaction, shall be required prior to the occupation of the site. The applicant/developer shall provide the SANRAL with a certificate from a Professional Consulting Engineer certifying that the design and construction of all services and other improvements referred to in these conditions have been undertaken to the required standards.</p> <p><u>Notification of Commencement and Completion</u></p> <p>The Developer shall at least fourteen (14) days prior to the commencement of the work advise the Regional Manager in Port Elizabeth in writing of the date upon which the work shall be commenced with. The said Regional Manager shall also be advised in writing, within thirty (30) days after the completion of the work, of the date upon which the work was completed.</p> <p><u>Additional Legal requirements</u></p> <p>b.1. this approval shall bind any successor-in-title to the land to which this approval relates and agree in writing to these conditions.</p> <p>b.2. this approval shall not exempt from the provisions of any other Act.</p> <p>b.3. Should any damage be caused to the national road or a user of the national road or property as a result of the erection, use or removal of any structure erected or established on the site, the property owner shall be liable for such damage and shall compensate SANRAL therefore, and indemnify SANRAL against any claim from a third party.</p>			
--	---	--	--	--

		<p><u>Acceptance of Conditions</u></p> <p>The applicant must first accept the conditions and terms of the approval in writing and provide a copy of the signed document to the SANRAL Route Manager concerned and the writer before commencement of any work inside the national road reserve boundaries.</p>			
Water Services authority (JGDM)	30 March 2022	<p>The Subdivision and Rezoning application received from your office on 29 March 2022 has reference. The municipality can confirm that:</p> <ul style="list-style-type: none"> • Bulk water infrastructure is available from the Springs Reservoir. • Bulk sewer is available as the development will be next to the Springs outfall sewer main pipeline next to the N6. <p>The Joe Gqabi District Municipality can confirm the availability of bulk water services infrastructure in close proximity of the applicable erf and would therefore support this application. However, JGDM wishes to state that:</p> <ul style="list-style-type: none"> • The main water supply pipeline from the Springs Reservoir will have to follow the road reserve of the N6 and as such permission will have to be obtained from SANRAL. • The sewer volumes of the proposed development may pose challenges on the new main and therefore it is recommended that the proposed development include a mechanism to regulate flow into the main. This can be achieved with a storage sump. • The service station and retail shopping centre will also have to comply with fire safety regulations and therefore we are requesting that a fire plan be submitted with the building plans when submitted. • The town of Aliwal North do have water supply challenges and therefore it is recommended that storage be 			

		provided on site for general use and for fire protection			
Technical services: Electricity, Roads and Stormwater Management unit (WSLM)	30 March 2022	<p>Engineering department. The electricity supply determination is from a low income household point of view for the 156 units, yes indeed the municipality has capacity to supply the development but the challenge is on the Eskom side. Eskom supplies the municipality with 12 MVA of which it is almost at capacity. In winter the demand is exceeded and the municipality gets penalized on NMD.</p> <p>Road department If the entrance already exists from N6 then it is good news and if not then the application should be made to SANRAL. If the entrance to the development is closer to entrance into Springs it might pose a challenge on SANRAL requirements.</p>			
Community Department (WSLM): Waste and Environmental Management	30 March 2022	<p>Community department The proposed project must comply environmental compliance as binded by NEMA act 107 of 1998 requirements in relation to liquid spillages, solid waste management inclusive of hazardous waste produced or stored on site. Applicant needs to ensure compliance is adhere to in as far as fire provisions being taken into account and complied with.</p>			
SECTION M: MUNICIPAL ASSESSMENT OF COMMENTS					
The overall comments from the various departments reflect a positive and satisfactory recommendation as the proposed development requires land use rights in terms of SPLUMA and the Municipal SPLUMA By-laws. It is however recommended that a detailed site development plan and building plans will need to be submitted prior to the construction taking place such plans will have to conform to the land use restrictions of the section 8 Town Planning Scheme applicable to each zoning.					
SECTION N: MUNICIPAL PLANNING EVALUATION (REFER TO RELEVANT CONSIDERATIONS GUIDELINE)					
Was the application processed correctly (if no, elaborate below):			Yes	No	

<i>All procedures were adhered to within the prescribed time periods.</i>		
Is the proposal consistent with the principles referred to in chapter 2 of SPLUMA & decision guideline in relevant By-law	Yes	No
<u>Application History:</u>		
NONE		
(In)consistency with the IDP/Various levels of SDF's/Applicable policies?		
The proposed development is in line with the future aspirations of the SDF and IDP as the positioning is influenced by the provisions contained in the municipal SDF especially the position of the urban edge and the provision of existing infrastructure and character of the surrounding area.		
Outcomes of investigations/applications i.t.o other applicable legislation		
Existing and proposed zoning comparison and considerations		
Existing and proposed zoning comparisons and considerations		
The desirability of the proposal		
SECTION O: ADDITIONAL PLANNING EVALUATION FOR REMOVAL OF RESTRICTIONS		
NONE		
SECTION P: SUMMARY OF EVALUATION		
Residential development with a Mixed Use Component comprising of the following: <ul style="list-style-type: none"> • 191 Residential Zone II (Group House) Sites • 1 Business Zone I Site with a departure for a filling station. • 1 Institutional Zone I Site for a crèche. • 2 Private Open Space Zone II Sites for recreational parks. • 2 Residential Zone II Sites for Private Roadway • 1 Transport Zone II for Public Roadway 		
SECTION Q: RECOMMENDATION		
<ul style="list-style-type: none"> ○ That in terms of Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013), Town Planning Amendment by the subdivision and rezoning of Erf 1729 Aliwal North, BE APPROVED. ○ It is proposed that Re/Erf 1729, Aliwal North be Subdivided and Rezoned for a Mixed Use Development comprising of the following zonings Residential Zone II, Business Zone I, Industrial Zone I, Open Space Zone II and Transport Zone II purposes), BE APPROVED. ○ The proposed use of the site complies with the spatial proposals in the Maletswai Spatial Development Framework Review undertaken in 2012 and also complies with SPLUMA principles. ○ The approvals of the above mentioned subject property be subject to the following conditions: 		

- The development being limited to development parameters and restrictions applicable in terms of the Section 8 zoning Scheme Regulations, 1993 applicable to different uses;
 - That any cost that might arise as a result of this approval must be borne by the applicant or owner,
 - That the applicant or owner is liable for payment of engineering services contribution as determined by the Municipality,
 - That if any increased service connections is required in future; the applicant shall be liable for all costs including bulk services contribution;
 - That all parking be provided onsite parking as per the requirements for each use to developed on site.
 - That access to the site shall be to the satisfaction of the Director: IPED
 - The submission of a Site Development Plan in accordance with the requirements of the Zoning Scheme to the Satisfaction of Director IPED
 - In terms of the National Building Regulations and before the new use rights are exercised, Building Plans showing the change in use of the building and the layout of the parking area being submitted for approval by the Director: IPED. Building plans shall not be signed off until such time as all on-site parking has been physically provided in accordance with the approved Site Development Plan;
 - That this approval does not exempt the development from complying with other legislative requirements that may be triggered by other legislative requirements.
 - That all use rights granted will lapse after 5 years, in terms of Section 43(2) of Spatial Planning and Land Use Management Act 2013 (SPLUMA) if conditions imposed are not completed within the above stated period.
- That in terms of the Spatial Planning and Land Use Management Act, 2013 (Act No 16 of 2013), the Rezoning and Subdivision of re/erf 1729 to create residential development with mixed use component **BE APPROVED**, subject to the following conditions;
- that the zoning of the proposed development be in terms of the Section 8 Zoning Scheme as per the above approval;
 - That the subdivided diagrams be lodged with the Surveyor General Office;
 - That all requirements of the Surveyor General and the Register of Deeds be complied with.

SECTION R: REASONS FOR RECOMENTATION

The reasons for recommending the proposed development:

1. The proposed development is in line with the future aspirations of the SDF and IDP as the positioning is influenced by the provisions contained in the municipal SDF especially the position of the urban edge and the provision of existing infrastructure and character of the surrounding area.
2. The proposal is in accordance with the principles of the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013).
3. The subject property is located within the N6 and urban edge which is identified as an activity corridor and as seen as the natural extension of the CBD.
4. The approval of this proposed development does not impose negative impact on the surrounding property owners and the public.

SECTION S: ANNEXURES

ANNEXURES

- A- Application form
- B- Power of attorney

Resolution Trustees resolution Letter of authorization C- Title deeds D- SG Diagrams E- Civil Engineering Report F- Electrical Engineering Report G- Geotechnical Report H- Traffic Impact Assessment


SECTION T: SIGNATURES

Author Name : _____

Author Signature : _____

Date : _____

Director Name : Visa Barnes

Director Signature :  _____

Date : 30 March 2022

*** (Section to be completed post Tribunal)*

APPROVED		APPROVED CONDITIONALLY		APPROVED IN PART		REFUSED	
-----------------	--	-----------------------------------	--	-----------------------------	--	----------------	--

If in Part-Outline Details : _____

Decision Maker Name : _____

Decision Maker Signature : _____

Date : _____

CONDITIONS OF APPROVAL

Provide details of all Department conditions imposed as well as the supporting legislative context:

SECTION U: ANNEXURES (COMMENTS FROM ORGANS OF STATE)

**ANNEXURE C – LAND USE APPLICATION
FORM**

MPT Meeting Date :

--	--	--	--	--	--

Venue : _____

Application : REZONING AND SUBDIVISION OF RE/ERF 1729

Property Description : RE/ERF 1729, ALIWAL NORTH _____

Reference Number	Application Submission Date	Date Report Finalised
	16 September 2021	

Status of Application									
Received	X	Confirmed as complete	X	Circulation	X	Advertised	X	All comments received	X
Responded to comments	X	Assessment report	X	Decision		Applicant / Objectors notified		Appeal received	
Appeal hearing		Final decision		Other					

SECTION A: AUTHOR DETAILS	
First name(s)	Visa
Surname	Barnes
Job title	Director: IPED
Prof body registration number (if applicable & supported by the relevant by-law)	
Directorate/Department	Institutional Planning and Economic Development
Contact details	
Physical Address	WSLM Municipal office
Postal Address	Private Bag X 13, Burgersdorp, 9744
Tel no:	051 6530595
Fax:	051 6530742
E-mail address	
SECTION B: APPLICANT DETAILS	
First name(s)	Piet

Surname	Jonas		
Company name / CC	Setplan EL Trust		
Company / CC Reg. Nr.	IT 1262/2000		
Cipro documents	N/A		
SACPLAN Registration Number	Pr. Pln A/888/1996		
Is the applicant authorised to submit this application	Yes	No	
Power of Attorney & Minutes	See Annexure B of Motivation Report No.: 1968/0-1: Sep 2021		
Registered owner(s)	AMAQADI TRUST		
Contact details			
Physical Address			
Postal Address	c/o Setplan, P.O. Box 19017, Tecoma, 5214		
Tel no:	043 721 1424		
Fax:	086 513 4471		
E-mail address	piet.setplan@iafrica.com		
SECTION C: PROPERTY DETAILS			
Property description (in accordance with Title Deed)	Remainder Erf 1729, Aliwal North		
Physical address	N6		
Town / City	Aliwal North		
Current zoning	Agricultural Zone I		
Extent (m ² /ha)	17,7911Ha		
Are there existing buildings on the property?	Yes	No	
Applicable zoning scheme	Aliwal North standard Section 8 Town Planning Scheme		
Current land use	Vacant		
Title Deed number & date	T2979/2021		
Any restrictive title conditions applicable (if yes, list condition below)	Yes	No	
Any third party conditions applicable? (if yes, specify below)	Yes	No	
Any unauthorised land use/building work (if yes, explain below)	Yes	No	

SECTION D: PRE – APPLICATION CONSULTATION OR WRITTEN ENQUIRY (ATTACHED MINUTES)							
Has pre-application consultation been undertaken? (if yes, provide a brief summary of the outcomes below)					Yes	No	
SECTION E: TYPE OF APPLICATIONS (TICK APPLICABLE)							
Rezoning	✓	Removal suspension or amendment of restrictive conditions		Subdivision	✓	Temporary departure	
Permanent departure		Consent use		Township Development / Division of land		Division of an approved township	
Cancellation of General Plan		Extension of the validity period of an approval		Permissions in terms of the zoning scheme		Closure of public place	
Determination of zoning		Disestablish a home owner's association		Rectify failure by home owner's association to meet obligations		Occasional use	
SECTION F: APPLICATION DESCRIPTION							
<p>The purpose of the application is to obtain a resolution from the Joe Gqabi Municipal Planning Tribunal on the application for land use rights for Re/ Erf 1729 Aliwal North for subdivision and rezoning for a mixed use development comprising of the following zonings: Residential Zone II, Business Zone I, Institutional Zone I, Open Space Zone II and Transport Zone II purposes.</p>							
SECTION G: BACKGROUND							
<p>The application is for a Town Planning subdivision and rezoning of Re/Erf 1729 Aliwal North. The subject property is zoned Agricultural Zone I and is vacant. The property is situated within the urban edge of Aliwal North. Whilst the majority of the properties to the south, north and west are farms, a considerable number of residential properties exist to the north-east of the project site. The applicant distinguished a need for this particular development and developed an interest in utilising re/erf 1729 for residential development with a mixed use component.</p>							
SECTION H: SUMMARY OF APPLICATIONS MOTIVATION							
<p>The application is for rezoning and subdivision of re/erf 1729 with the intension to create residential development and mixed use components. The site is strategically located within the urban edge along the N6 and is registered to AMAQADI TRUST title deed number T2979/2021.</p>							
SECTION I: SUMMARY OF PUBLIC PARTICIPATION							
<u>Method of advertising:</u>				<u>Date published:</u>	<u>Closing date comments:</u>		
Press	Yes	No	N/A	05/11/2021			
Gazette	Yes	No	N/A				

Notices	Yes	No	N/A	11/11/2021	
Site notice	Yes	No	N/A		
Community organisation(s)	Yes	No	N/A		
Public meeting	Yes	No	N/A		
Third parties	Yes	No	N/A		
Other					None
Total valid comments / objection					None
Total comments & petitions refused					None
Valid petition(s)	Yes	No	If yes, number of signatures		
Community organisation(s) response	Yes	No			N/A
Ward councillor response	Yes	No			N/A
Total letters of support					
Was public participation undertaken in accordance with the relevant By-law & policies			Yes	No	
SECTION J: COMMENTS RECEIVED DURING PUBLIC PARTICIPATION					
<u>In support:</u>					
NONE					
<u>Objections:</u>					
NONE					
SECTION K: COMMENTS FROM ORGANS OF THE STATE AND/OR MUNICIPAL DEPARTMENTS					
<u>State/Municipal Department Name:</u>	<u>Date Received:</u>	<u>Comments (Attached Annexure?):</u>		<u>Recommendations (v):</u>	
		Supported	Not Supported	N/A	
South African National Roads Agency (SANRAL)	12 October 2021	Application for Subdivision The application for subdivision of the subject portion of ERF 1729 Aliwal North is approved in Accordance with recommended site layout as figure 5.1, drawing title: traffic impact study portion of erf 1729 site locality map and prepared by Emonti Consulting Engineer. Application for access		X	

		<p>The application for indirect access from national road N6 on the portion erf 1729 is approved in accordance with recommended road improvement as Figure 7.1 in the Traffic Impact Assessment with the following conditions.</p> <ol style="list-style-type: none"> 1. No direct vehicular, bicycle or pedestrian access being permitted onto the N6. No direct vehicular access being permitted onto the DR02679 other than at the proposed emergency exit only. 2. Indirect access via an ingress/egress on the N6-5N is accepted, any existing access points/intersection that require upgrades to be for the account of the developer. <p>As indicated in Figure 7.1 recommended road improvements the access must be taken via the proposed indirect access which is to serve the proposed development.</p> <p>Application for Rezoning:</p> <p>The application for rezoning of portion erf 1729 is approved in accordance recommended layout Figure 5.1 and road improvements Fig.7.1 of annexed Traffic Impact Assessment, prepared by Emonti Consulting Engineers cc for portion erf 1729 is approved subject to the following conditions:</p> <p>With the exception of existing structures, no structure or anything whatsoever shall be erected, constructed or established within a distance of 10m, and 20m ,30 m building lines for the residential, business and falling station respectively measured from the national road reserve boundary, without the written approval of the SANRAL.</p> <p>.</p> <p>The proclaimed national road reserve shall not form part of the development. The developer should determine the exact position of the road reserve fence in conjunction with the SANRAL's Regional Manager beforehand or should the</p>			
--	--	--	--	--	--

		<p>road reserve be proclaimed on co-ordinates he should act accordingly.</p> <p>The Site Development Plan (SDP) must be submitted to the SANRAL for approval prior commencement of any works. The SANRAL will use this plan to monitor conditions 1 - 2 of this correspondence</p> <p>A copy of the parking layout being supplied to the Traffic Services Department, once the building plan has been approved</p> <p>SANRAL is empowered to charge a levy, fee or rent for any authorisation, approval or permission that may be granted as a result of any application under the Act.</p> <p>The Developer shall, at his own cost and in accordance with SANRAL's stipulations, establish a permanent 2 metre high brick wall/security fence/palisade fence on the common boundary of the relevant property and the N6 national road reserve, where applicable. Detailed plans of the proposed wall/security fence/palisade fence must be submitted to SANRAL for approval. The maintenance of the wall will be the responsibility of the property owner/successor in title/Home Owners Association.</p> <p>The developer must submit proof of ownership of the properties concerned and that the subdivisions of the properties have been approved by the Walter sisulu municipality</p> <p>All costs associated with the internal roads, as indicated in Figure 5.1 and 7.1, being solely to the developer's account</p> <p>SANRAL will not be liable for any damage or diminishment in value of the land development area arising out of any impact on the proposed development as a result of existing or future storm water drainage from the national road</p>			
--	--	--	--	--	--

		<p>Such facilities, as referred to above in Condition 6, as are necessary for the control and disposal of storm water from the land development area shall be constructed to the satisfaction of the SANRAL. Prior to the establishment of the proposed development a storm water management plan must be submitted to the SANRAL for approval.</p> <p>The SANRAL will not be liable for any damage or diminishment in value of the land development area arising out of any impact on the proposed development as a result of existing or future storm water drainage from the national road.</p> <p>No free-standing advertising signs will be allowed in terms of Regulations on Advertising on or visible from the National Road as published in Government Gazette no 6968 dated 22 December 2000, the South African Road Traffic Signs Manual and Act 7 of 1998. Any advertisement on subject properties along N6-5 must be submitted to the SANRAL for approval prior erection</p> <p>The above conditions shall be registered notarially, at the applicant's own cost, by way of a Bilateral Notarial Deed, such registration to take place by no later than twelve (12) calendar months from the date of this Approval or such extended date as may be agreed in writing by the</p> <p>SANRAL in SANRAL's sole and absolute discretion</p> <p>The applicant shall, at his own cost and in accordance with the provisions of Section 49(5)(a) and</p> <p>(b) of the SANRAL Act, insert conditions 1 - 13 in the Title Deed in respect of the newly formed erf 1729, as indicated on the attached recommended layout annexed as Figure 5.1 in the Traffic Impact Assessment</p>			
--	--	--	--	--	--

	<p>You or the developer should interact with our project manager z.mlangeni – SANRAL RRM Project Manager, email address:mlangeniz@nra.co.za and contact no: (061)848-0326 who is responsible for the routine road maintenance project along N6 section 5</p> <p>The written confirmation from the SANRAL, that the conditions referred to herein have been fulfilled to its satisfaction, shall be required prior to the occupation of the site. The applicant/developer shall provide the SANRAL with a certificate from a Professional Consulting Engineer certifying that the design and construction of all services and other improvements referred to in these conditions have been undertaken to the required standards.</p> <p><u>Notification of Commencement and Completion</u></p> <p>The Developer shall at least fourteen (14) days prior to the commencement of the work advise the Regional Manager in Port Elizabeth in writing of the date upon which the work shall be commenced with. The said Regional Manager shall also be advised in writing, within thirty (30) days after the completion of the work, of the date upon which the work was completed.</p> <p><u>Additional Legal requirements</u></p> <p>b.1. this approval shall bind any successor-in-title to the land to which this approval relates and agree in writing to these conditions.</p> <p>b.2. this approval shall not exempt from the provisions of any other Act.</p> <p>b.3. Should any damage be caused to the national road or a user of the national road or property as a result of the erection, use or removal of any structure erected or established on the site, the property owner shall be liable for such damage and shall compensate SANRAL therefore, and indemnify SANRAL against any claim from a third party.</p>			
--	---	--	--	--

		<p><u>Acceptance of Conditions</u></p> <p>The applicant must first accept the conditions and terms of the approval in writing and provide a copy of the signed document to the SANRAL Route Manager concerned and the writer before commencement of any work inside the national road reserve boundaries.</p>			
Water Services authority (JGDM)	30 March 2022	<p>The Subdivision and Rezoning application received from your office on 29 March 2022 has reference. The municipality can confirm that:</p> <ul style="list-style-type: none"> • Bulk water infrastructure is available from the Springs Reservoir. • Bulk sewer is available as the development will be next to the Springs outfall sewer main pipeline next to the N6. <p>The Joe Gqabi District Municipality can confirm the availability of bulk water services infrastructure in close proximity of the applicable erf and would therefore support this application. However, JGDM wishes to state that:</p> <ul style="list-style-type: none"> • The main water supply pipeline from the Springs Reservoir will have to follow the road reserve of the N6 and as such permission will have to be obtained from SANRAL. • The sewer volumes of the proposed development may pose challenges on the new main and therefore it is recommended that the proposed development include a mechanism to regulate flow into the main. This can be achieved with a storage sump. • The service station and retail shopping centre will also have to comply with fire safety regulations and therefore we are requesting that a fire plan be submitted with the building plans when submitted. • The town of Aliwal North do have water supply challenges and therefore it is recommended that storage be 			

		provided on site for general use and for fire protection			
Technical services: Electricity, Roads and Stormwater Management unit (WSLM)	30 March 2022	<p>Engineering department. The electricity supply determination is from a low income household point of view for the 156 units, yes indeed the municipality has capacity to supply the development but the challenge is on the Eskom side. Eskom supplies the municipality with 12 MVA of which it is almost at capacity. In winter the demand is exceeded and the municipality gets penalized on NMD.</p> <p>Road department If the entrance already exists from N6 then it is good news and if not then the application should be made to SANRAL. If the entrance to the development is closer to entrance into Springs it might pose a challenge on SANRAL requirements.</p>			
Community Department (WSLM): Waste and Environmental Management	30 March 2022	<p>Community department The proposed project must comply environmental compliance as binded by NEMA act 107 of 1998 requirements in relation to liquid spillages, solid waste management inclusive of hazardous waste produced or stored on site. Applicant needs to ensure compliance is adhere to in as far as fire provisions being taken into account and complied with.</p>			
SECTION M: MUNICIPAL ASSESSMENT OF COMMENTS					
The overall comments from the various departments reflect a positive and satisfactory recommendation as the proposed development requires land use rights in terms of SPLUMA and the Municipal SPLUMA By-laws. It is however recommended that a detailed site development plan and building plans will need to be submitted prior to the construction taking place such plans will have to conform to the land use restrictions of the section 8 Town Planning Scheme applicable to each zoning.					
SECTION N: MUNICIPAL PLANNING EVALUATION (REFER TO RELEVANT CONSIDERATIONS GUIDELINE)					
Was the application processed correctly (if no, elaborate below):			Yes	No	

<i>All procedures were adhered to within the prescribed time periods.</i>		
Is the proposal consistent with the principles referred to in chapter 2 of SPLUMA & decision guideline in relevant By-law	Yes	No
<u>Application History:</u>		
NONE		
(In)consistency with the IDP/Various levels of SDF's/Applicable policies?		
The proposed development is in line with the future aspirations of the SDF and IDP as the positioning is influenced by the provisions contained in the municipal SDF especially the position of the urban edge and the provision of existing infrastructure and character of the surrounding area.		
Outcomes of investigations/applications i.t.o other applicable legislation		
Existing and proposed zoning comparison and considerations		
Existing and proposed zoning comparisons and considerations		
The desirability of the proposal		
SECTION O: ADDITIONAL PLANNING EVALUATION FOR REMOVAL OF RESTRICTIONS		
NONE		
SECTION P: SUMMARY OF EVALUATION		
Residential development with a Mixed Use Component comprising of the following: <ul style="list-style-type: none"> • 191 Residential Zone II (Group House) Sites • 1 Business Zone I Site with a departure for a filling station. • 1 Institutional Zone I Site for a crèche. • 2 Private Open Space Zone II Sites for recreational parks. • 2 Residential Zone II Sites for Private Roadway • 1 Transport Zone II for Public Roadway 		
SECTION Q: RECOMMENDATION		
<ul style="list-style-type: none"> ○ That in terms of Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013), Town Planning Amendment by the subdivision and rezoning of Erf 1729 Aliwal North, BE APPROVED. ○ It is proposed that Re/Erf 1729, Aliwal North be Subdivided and Rezoned for a Mixed Use Development comprising of the following zonings Residential Zone II, Business Zone I, Industrial Zone I, Open Space Zone II and Transport Zone II purposes), BE APPROVED. ○ The proposed use of the site complies with the spatial proposals in the Maletswai Spatial Development Framework Review undertaken in 2012 and also complies with SPLUMA principles. ○ The approvals of the above mentioned subject property be subject to the following conditions: 		

- The development being limited to development parameters and restrictions applicable in terms of the Section 8 zoning Scheme Regulations, 1993 applicable to different uses;
 - That any cost that might arise as a result of this approval must be borne by the applicant or owner,
 - That the applicant or owner is liable for payment of engineering services contribution as determined by the Municipality,
 - That if any increased service connections is required in future; the applicant shall be liable for all costs including bulk services contribution;
 - That all parking be provided onsite parking as per the requirements for each use to developed on site.
 - That access to the site shall be to the satisfaction of the Director: IPED
 - The submission of a Site Development Plan in accordance with the requirements of the Zoning Scheme to the Satisfaction of Director IPED
 - In terms of the National Building Regulations and before the new use rights are exercised, Building Plans showing the change in use of the building and the layout of the parking area being submitted for approval by the Director: IPED. Building plans shall not be signed off until such time as all on-site parking has been physically provided in accordance with the approved Site Development Plan;
 - That this approval does not exempt the development from complying with other legislative requirements that may be triggered by other legislative requirements.
 - That all use rights granted will lapse after 5 years, in terms of Section 43(2) of Spatial Planning and Land Use Management Act 2013 (SPLUMA) if conditions imposed are not completed within the above stated period.
- That in terms of the Spatial Planning and Land Use Management Act, 2013 (Act No 16 of 2013), the Rezoning and Subdivision of re/erf 1729 to create residential development with mixed use component **BE APPROVED**, subject to the following conditions;
- that the zoning of the proposed development be in terms of the Section 8 Zoning Scheme as per the above approval;
 - That the subdivided diagrams be lodged with the Surveyor General Office;
 - That all requirements of the Surveyor General and the Register of Deeds be complied with.

SECTION R: REASONS FOR RECOMENTATION

The reasons for recommending the proposed development:

1. The proposed development is in line with the future aspirations of the SDF and IDP as the positioning is influenced by the provisions contained in the municipal SDF especially the position of the urban edge and the provision of existing infrastructure and character of the surrounding area.
2. The proposal is in accordance with the principles of the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013).
3. The subject property is located within the N6 and urban edge which is identified as an activity corridor and as seen as the natural extension of the CBD.
4. The approval of this proposed development does not impose negative impact on the surrounding property owners and the public.

SECTION S: ANNEXURES

ANNEXURES

- A- Application form
- B- Power of attorney

Resolution Trustees resolution Letter of authorization C- Title deeds D- SG Diagrams E- Civil Engineering Report F- Electrical Engineering Report G- Geotechnical Report H- Traffic Impact Assessment


SECTION T: SIGNATURES

Author Name : _____

Author Signature : _____

Date : _____

Director Name : Visa Barnes

Director Signature :  _____

Date : 30 March 2022

*** (Section to be completed post Tribunal)*

APPROVED		APPROVED CONDITIONALLY		APPROVED IN PART		REFUSED	
-----------------	--	-----------------------------------	--	-----------------------------	--	----------------	--

If in Part-Outline Details : _____

Decision Maker Name : _____

Decision Maker Signature : _____

Date : _____

CONDITIONS OF APPROVAL

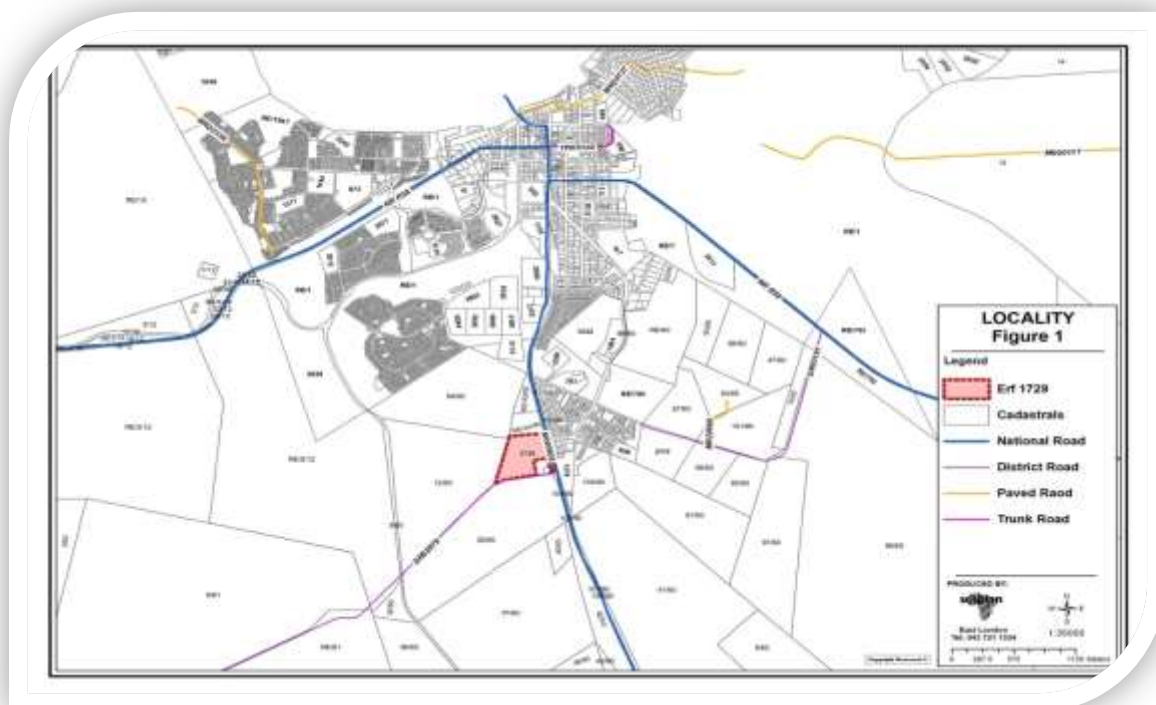
Provide details of all Department conditions imposed as well as the supporting legislative context:

SECTION U: ANNEXURES (COMMENTS FROM ORGANS OF STATE)

ANNEXURE D – MOTIVATION REPORT

MOTIVATION REPORT

SPLUMA Application: Subdivision & Rezoning of Re/Erf 1729, Aliwal North



CLIENT: AMAQADI TRUST

PREPARED BY: SETPLAN, EAST LONDON

PROJECT NO.: 1968



SEPTEMBER 2021

CONTENTS

1.	PURPOSE OF THIS REPORT.....	1
2.	BACKGROUND	1
3.	LOCALITY.....	1
4.	SUPPLEMENTARY INFORMATION	2
5.	SURVEYOR GENERAL DIAGRAM.....	3
6.	THE SITE IN CONTEXT	4
6.1	Natural and Topographical Features	4
6.2	Existing Land Use and Character.....	5
7.	EXISTING POLICY FRAMEWORKS.....	6
7.1	Zoning Scheme	6
8.	DEVELOPMENT PROPOSAL	7
8.1	Design Principles	7
8.2	Subdivision and Rezoning.....	7
9.	LAND USE CONTROL	11
10.	SPATIAL DEVELOPMENT FRAMEWORK	11
11.	CIVIL ENGINEERING	12
11.1	Water Supply	12
11.2	Sewerage	12
11.3	Existing Roadways and Traffic Impact	12
11.4	Stormwater Drainage	12
12.	ELECTRICAL ENGINEERING	13
12.1	Planned development.....	13
12.2	Existing services on site.....	13
12.3	Power requirements	13
12.4	Power Supply.....	14
12.5	Power Distribution.....	14
13.	GEOTECHNICAL INVESTIGATION.....	14
14.	TRAFFIC ENGINEERING	15

15.	MOTIVATION - COMPLIANCE WITH DEVELOPMENT PRINCIPLES	16
15.1	Spatial Structuring Elements	16
15.2	Compliance with Development Principles	16
15.2.1	<i>Spatial Sustainability</i>	16
15.2.2	<i>Spatial Efficiency and resilience</i>	16
16.	CONCLUSION	16

FIGURES

Figure 1: Locality.....	1
Figure 2: Locality Image.....	2
Figure 3: Slope Analysis	4
Figure 4: Land Use	5
Figure 5: Zoning	6

PLANS

Plan 1: Subdivision Plan No. 1968 A/1	10
Plan 2: Aliwal North SDF Proposals.....	11

ANNEXURES

ANNEXURE A	<u>APPLICATION FORM</u> Spatial Planning and Land Use Management Act, 16 of 2013 (SPLUMA)
ANNEXURE B	<u>AMAQADI TRUST</u> <ul style="list-style-type: none"> ○ Power of Attorney ○ Resolution <u>SETPLAN</u> <ul style="list-style-type: none"> ○ Trustees Resolution ○ Letter of Authorization
ANNEXURE C	<u>TITLE DEEDS</u> T2979/2021
ANNEXURE D	<u>S.G. DIAGRAMS</u> 7258/1976
ANNEXURE E	Civil Engineering Report
ANNEXURE F	Electrical Engineering Report
ANNEXURE G	Geotechnical Report
ANNEXURE H	Traffic Impact Assessment

PROFESSIONAL TOWN PLANNER: Piet Jonas (Pr. Pln A/888/1996)

SPLUMA Application: Subdivision & Rezoning of Re/Erf 1729, Aliwal North

1. PURPOSE OF THIS REPORT

SETPLAN, East London has been appointed to prepare and submit an application and motivation for the Subdivision and Rezoning of Remainder Erf 1729, Aliwal North for a Mixed Use Development comprising of the following zonings (Residential Zone II, Business Zone I, Institutional Zone I, Open Space Zone II and Transport Zone II purposes).

The application is being made in terms of the provisions of the Spatial Planning and Land Use Management Act, 16 of 2013 (SPLUMA).

(See Power of Attorney attached as **Annexure B**).

2. BACKGROUND

Re/Erf 1729, Aliwal North was registered to AMAQADI TRUST in February 2021 (See Title Deed T2979/2021 attached as **Annexure C**).

The aim of the application is to create residential development with a Mixed Use Component.

3. LOCALITY

As depicted in **Figure 1: Locality** and **Figure 2: Locality Image**, the site is situated on the western side of the N6 at the southern entrance to the town of Aliwal North.

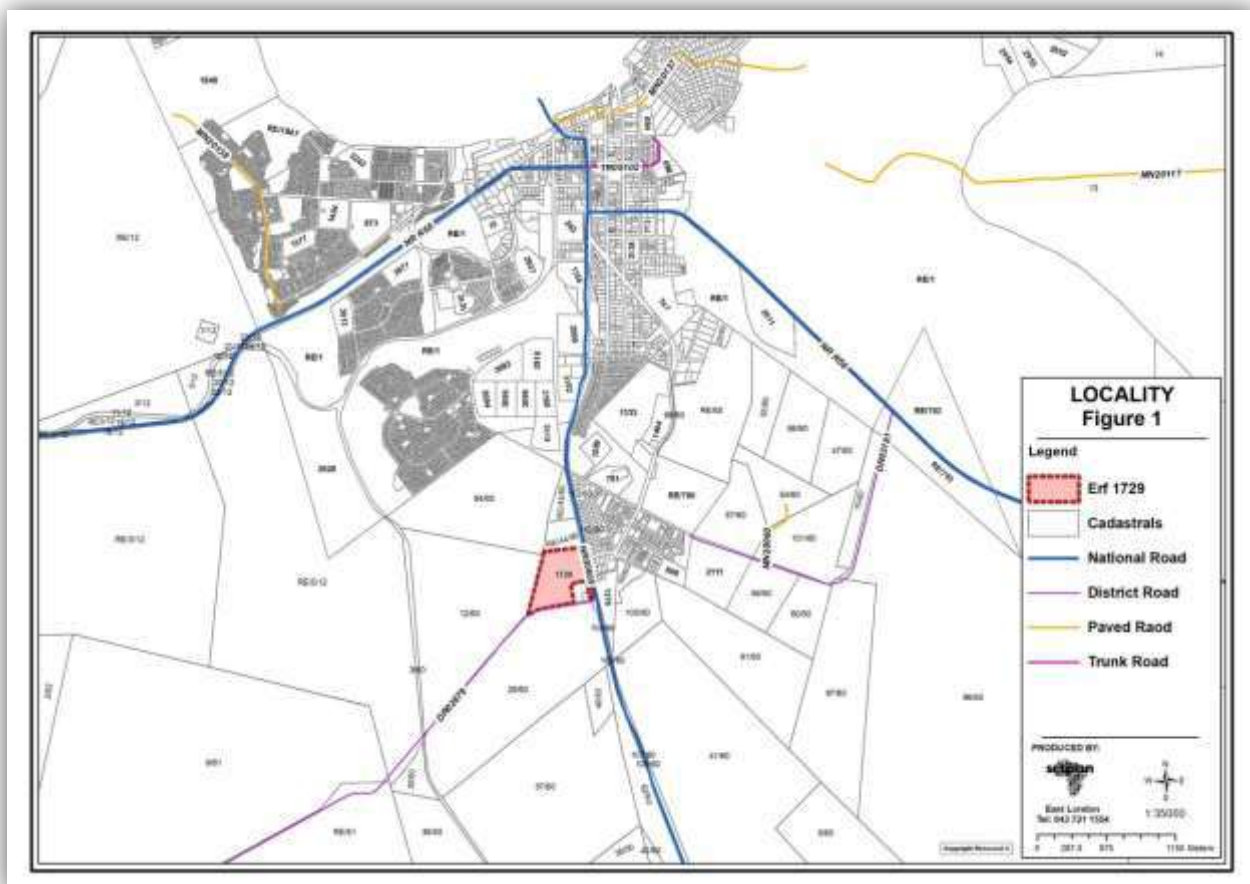


Figure 1: Locality

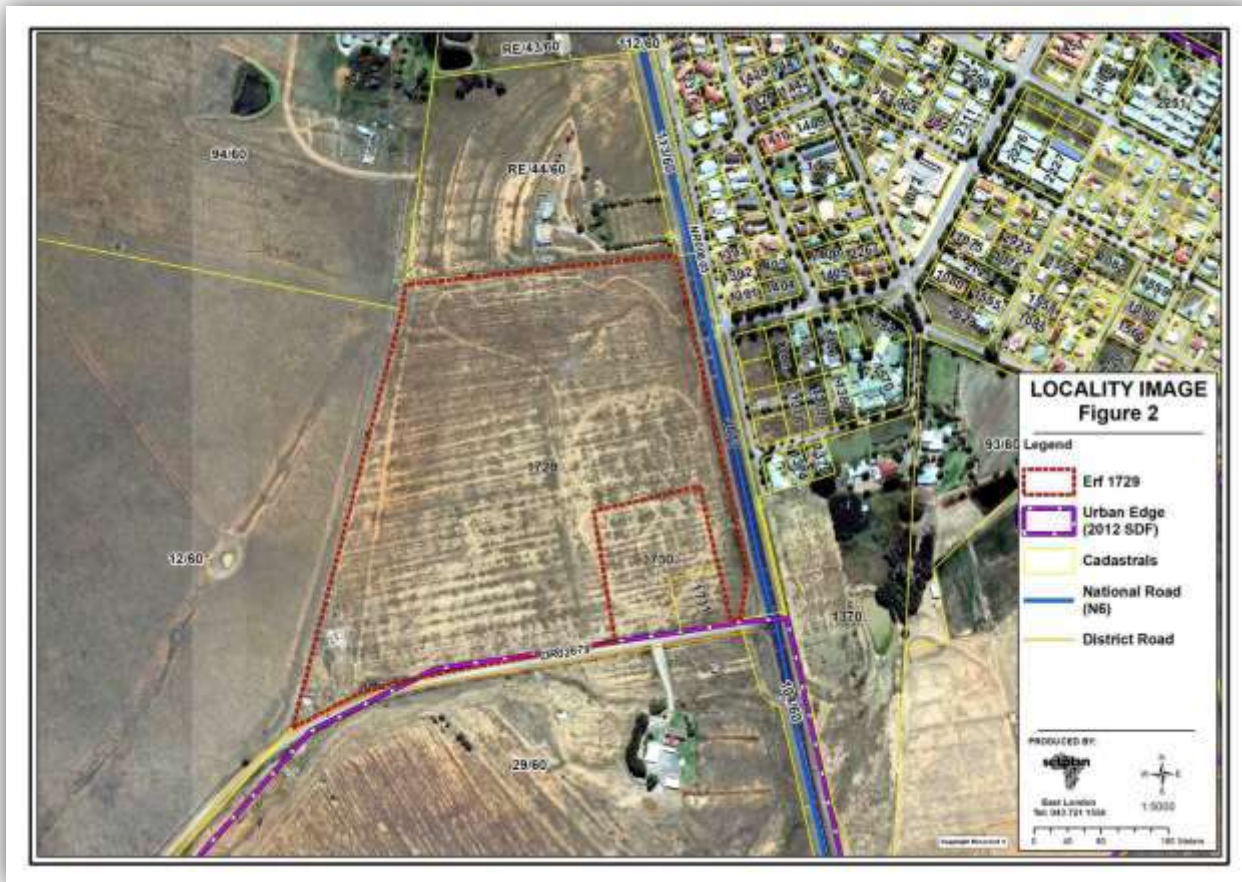


Figure 2: Locality Image

4. SUPPLEMENTARY INFORMATION

Property Description :	Re/Erf 1729, Aliwal North
Extent :	17,791Ha
Ownership :	AMAQADI TRUST
Title Deed :	T2979/2021
Restrictive Conditions :	None
Bond :	None
S.G. Diagrams :	The site was surveyed in Sep 1976 (See S.G. Diagram No. 7258/1976 attached as Annexure D).
Servitudes :	None

6. THE SITE IN CONTEXT

6.1 Natural and Topographical Features

The vegetation cover on the site consists mainly of grass cover. There is no conservation worthy flora or fauna on the site. Observations made from aerial images confirm that the land would have been subjected to cultivation in the past. The gradient can be described as very gentle which slopes in an easterly direction. See **Figure 3: Slope Analysis**. The gradient can be described as favourable when considering the development potential of the site.



Figure 3: Slope Analysis

6.2 Existing Land Use and Character

The current land use in the immediate area is depicted in **Figure 4: Land Use**.

Whilst the majority of the properties to the south, north and west are farms, a considerable number of residential properties exist to the north-east of the project site.

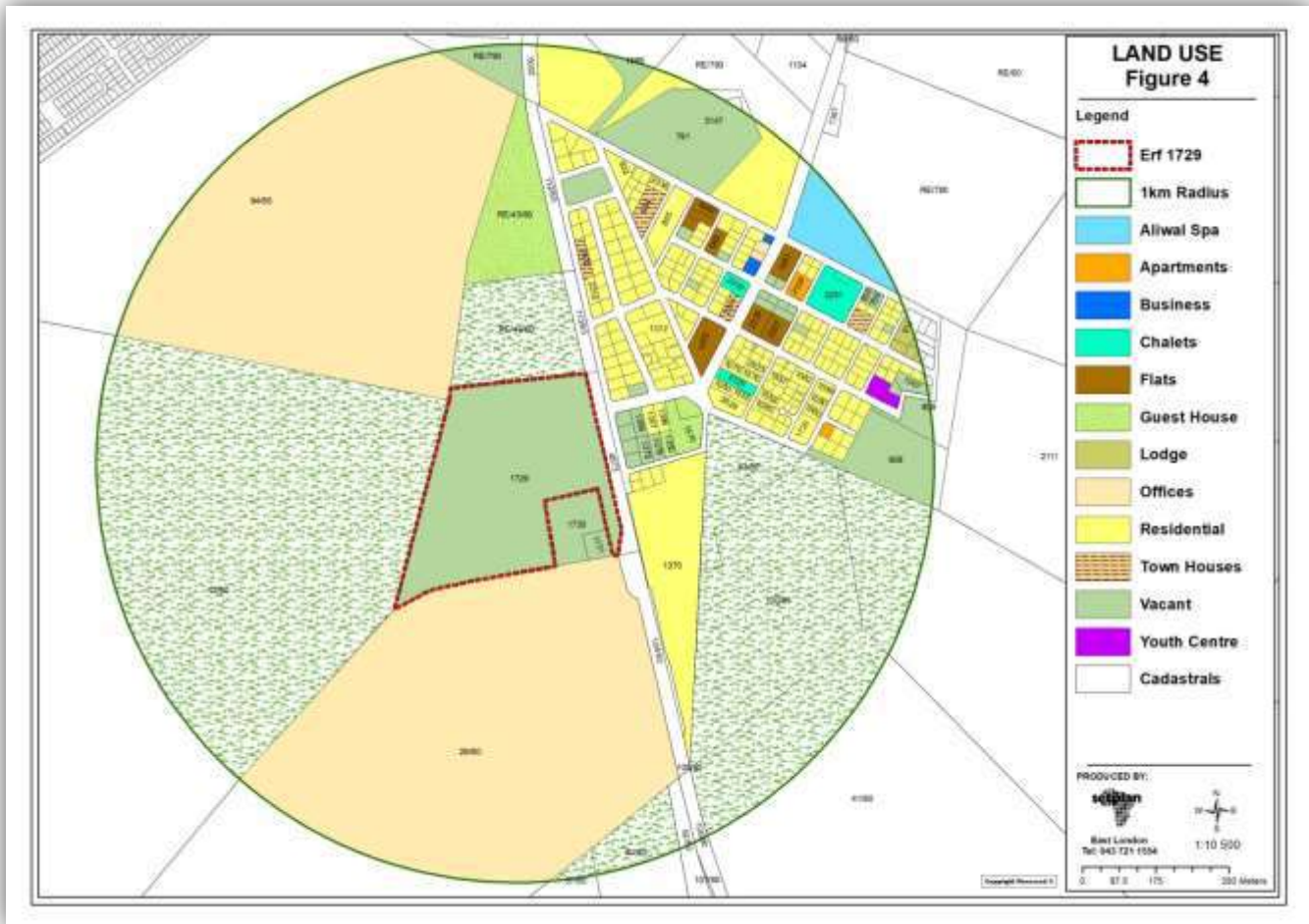


Figure 4: Land Use

7. EXISTING POLICY FRAMEWORKS

7.1 Zoning Scheme

In terms of the Aliwal North standard Section 8 Town Planning Scheme, Re/Erf 1729, Aliwal North is currently zoned Agricultural Zone I (refer **Figure 4: Existing Zoning**).

The property is situated within the urban edge of Aliwal North.

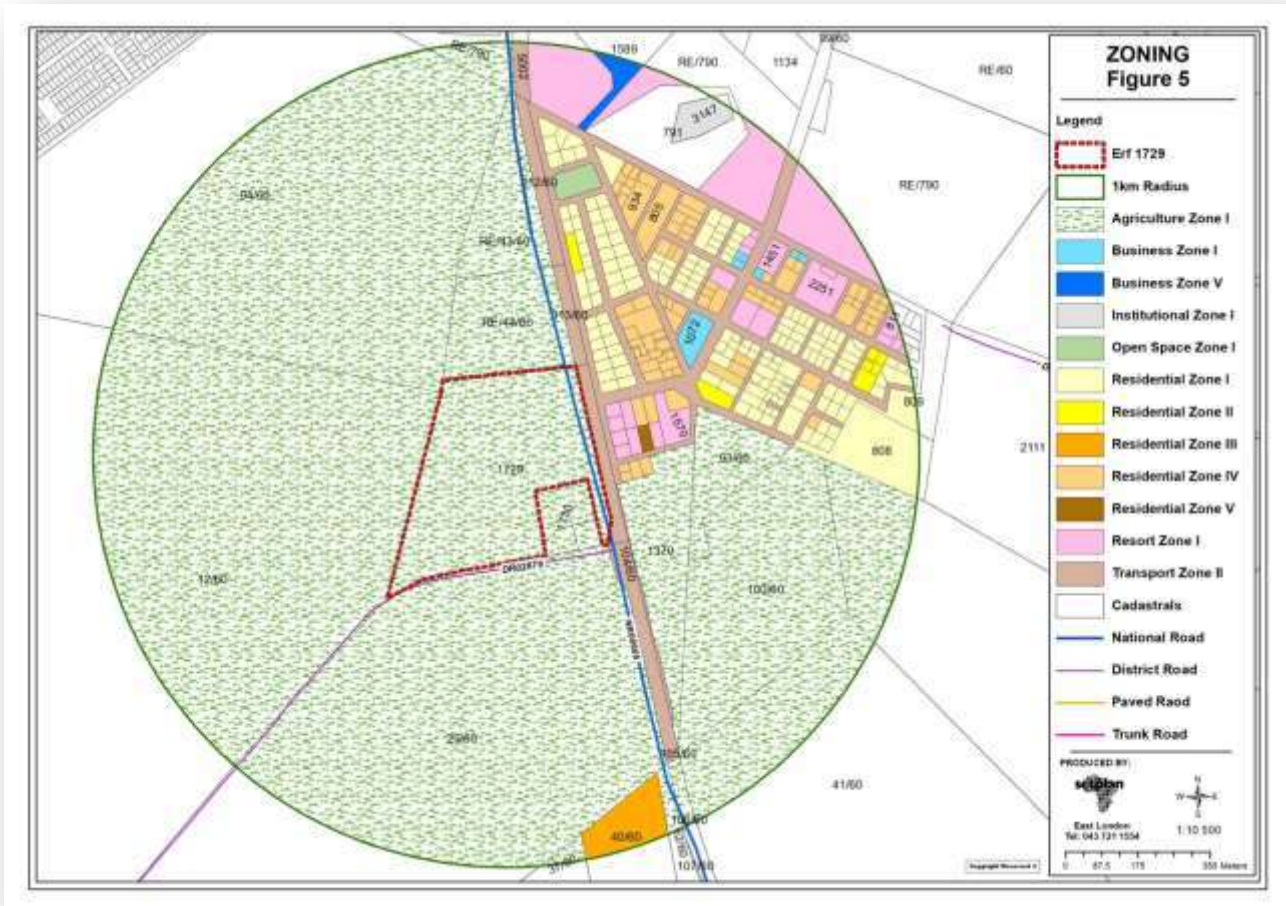


Figure 5: Zoning

As depicted in **Figure 5**, the subject site is directly abutting properties with the following Zonings:

- N6 to the east,
- Agricultural Zone I to the north south and west.

Other zonings in a radius of 1km around the site include:

- Agricultural Zone I
- Business Zone I and V
- Institutional Zone I
- Open Space Zone II
- Residential Zone I, II, III, IV and V
- Resort Zone I
- Transport Zone II

8. DEVELOPMENT PROPOSAL

8.1 Design Principles

Design principles that are normally considered when development proposals are formulated takes into account the optimal use of existing facilities, development which is sensitive to the environmental constraints and slope of the land and planning for efficient and cost effective provision of services.

The positioning of the proposed development was influenced by the provisions contained in the municipal SDF, especially the position of the urban edge and the provision of existing infrastructure and character of the surrounding area. The proposal is for a residential development together with a mixed use component.

The mixed use component which includes business use and a filling station is in response to the favourable location along the N6 as the N6 enters the urban edge of Aliwal North. The proposed development will make use of existing road and other civil and electrical engineering services.

8.2 Subdivision and Rezoning

As depicted on **Plan 1: Proposed Subdivisional Plan No. 1968 A/1**, the specific development proposals are noted as follows:

The application is for the subdivision and rezoning of the subject site in terms of the provisions of the Spatial Planning and Land Use Management Act, 16 of 2013 (SPLUMA) to create:

- 191 Residential Zone II (Group House) Sites
- 1 Business Zone I Site with a departure for a filling station.
- 1 Institutional Zone I Site for a crèche.
- 2 Private Open Space Zone II Sites for recreational parks.
- 2 Residential Zone II Sites for Private Roadway
- 1 Transport Zone II for Public Roadway

The proposed sub-divisional plan will create a large Business Zone 1, with a departure for a filling station and which will furthermore include a filling station, restaurants, conference venue and retail shops.

The residential component of the proposed development will be in the form of a residential estate with access control and internal private roadway. The development includes residential erven of various sizes to cater for a wide spectrum of the residential types and segments in the property market.

Internal residential access roads are provided with road reserves of 12m. The erf dimensions will enable some flexibility with the positioning and orientation of top structures whilst the 12m road reserve will provide sufficient space for the construction of internal roads and internal electrical and civil engineering infrastructure.

A 5m building line will be applied along the District Road on the southern boundary as per the Traffic Guidelines.

The Development will consist of the following phases:

- Phase 1

- Erf 1 (business)
- Erf 198 (public roadway)
- Phase 2
 - Erven 2 – 102 (residential)
 - Erf 193 (crèche)
 - Erven 194 & 195 (open space)
 - Erf 196 (private roadway)
- Phase 3
 - Erven 103 – 192 (residential)
 - Erf 197 (private roadway)

The following parcels will be created:

LAND USE	ZONING	NUMBER OF PORTIONS	AREA IN M ²	% ALLOCATION
Residential Dwelling Unit	Residential Zone II	191	102472.27	57.60
Business Premises	Business Zone I	1	35241.72	19.81
Crèche	Institutional Zone I	1	2069.99	1.16
Private Open Space	Open Space Zone II	2	4767.58	2.68
Private Roadway	Residential Zone II	2	29518.75	16.59
Public Roadway	Transport Zone II	1	3840.68	2.16
TOTAL		198	177911.00	100%

The land use management guidelines contained in the Section 8 Town Planning Scheme related to the proposed zonings, are as follows:

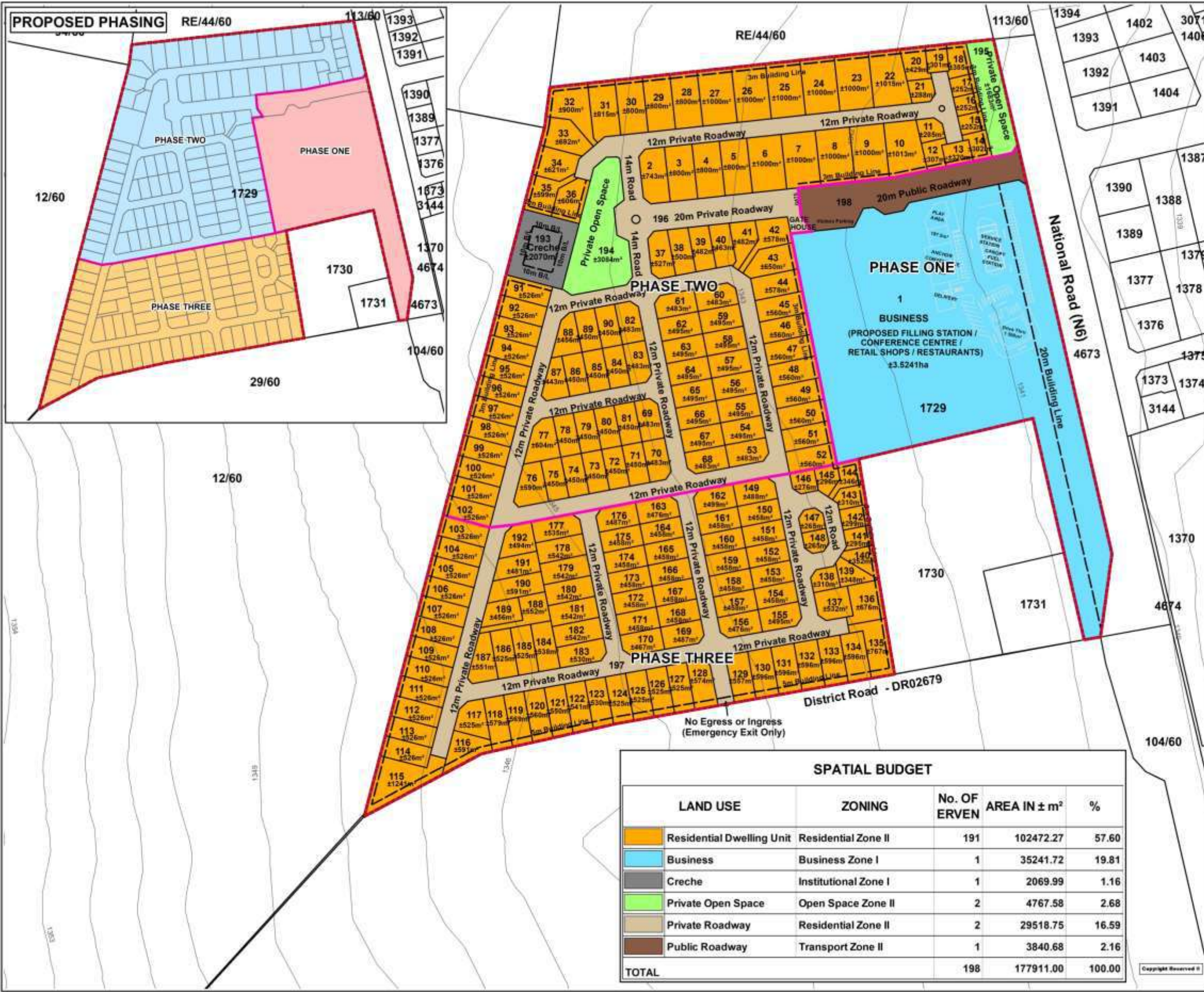
RESIDENTIAL ZONE II	AS PER SCHEME	AS PER SITE PLAN
Primary Use	Group House	Group House
Density	Maximum 20 units / Gross Hectare	10,7 units / Gross Hectare
Combined Open Space	130m ² per dwelling unit (24830.00m ²)	34286.33m ²
Height	2 storeys - maximum	2 storeys - maximum
Building Lines: Street	2m	2m
Building Lines: Side	3m	3m
Parking	2 parking bays per group house	2 parking bays per group house
Street Width	10m (minimum)	12m

BUSINESS ZONE I	AS PER SCHEME	AS PER SITE PLAN
Primary Use	Business Premises	Filling Station, Conference Centre, Retail Shops, Restaurants
Building Lines: Street	0m	20m along N6
Building Lines: Side	0m	0m
Coverage	100 %	To be determined
Floor Factor	3,0	To be determined
Parking	1 parking bay per 25m ² of the total floor space	1 parking bay per 25m ² of the total floor space

INSTITUTIONAL ZONE I	AS PER SCHEME	AS PER SITE PLAN
Primary Use	Place of Instruction	Crèche
Building Lines: Street	10m	10m
Building Lines: Side	10m	10m
Coverage	50 %	50 %
Parking	As required by the council	As required by the council

OPEN SPACE ZONE II	
Primary Use	Private Open Space
Note:	No structure shall be erected or use practised except such as is compatible with “private open space”, as defined in the zoning scheme

TRANSPORT ZONE II	
Primary Use	Public Road
Note:	No structure shall be erected or use practised except such as is compatible with “public road”, as defined in the zoning scheme



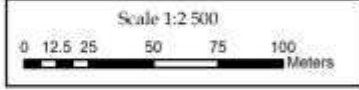
SUBDIVISION AND REZONING OF ERF 1729, ALIWAL NORTH
PROPOSED SUBDIVISIONAL PLAN
 Plan 1968 A/1

Legend

- Erf 1729
- Arrow
- Building Lines
- Proposed Layout
- Proposed Phasing
- Example of Filling Station Layout
- SG Cadastrals
- Generated 1m Contours

Proposed Phasing

- Phase One
- Phase Two
- Phase Three



Date: September 2021
 Project No.: D\1968
 Project Ref.: D\1968 Sub and Rez of Erf 1729
 Aliwal North, AY Projects
 Plan 1968 A/1 Layout plan.rvt

PRODUCED FOR: **AMAQADI TRUST**

PRODUCED BY: **setplan**

East London
 Tel: 043 721 1248

Limits of Liability and Warranty Disclaimer:
 Setplan makes no warranty of any kind, expressed or implied, with regards to the data illustrated, and shall not be liable to any extent for any incidental or consequential damage resulting from its use.
 The data remains the sole property of the client & may only be used for the purpose of a project, with the prior written approval of the client.

SPATIAL BUDGET				
LAND USE	ZONING	No. OF ERVEN	AREA IN ± m ²	%
 Residential Dwelling Unit	Residential Zone II	191	102472.27	57.60
 Business	Business Zone I	1	35241.72	19.81
 Creche	Institutional Zone I	1	2069.99	1.16
 Private Open Space	Open Space Zone II	2	4767.58	2.68
 Private Roadway	Residential Zone II	2	29518.75	16.59
 Public Roadway	Transport Zone II	1	3840.68	2.16
TOTAL		198	177911.00	100.00

Plan 1: Subdivision Plan No. 1968 A/1



9. LAND USE CONTROL

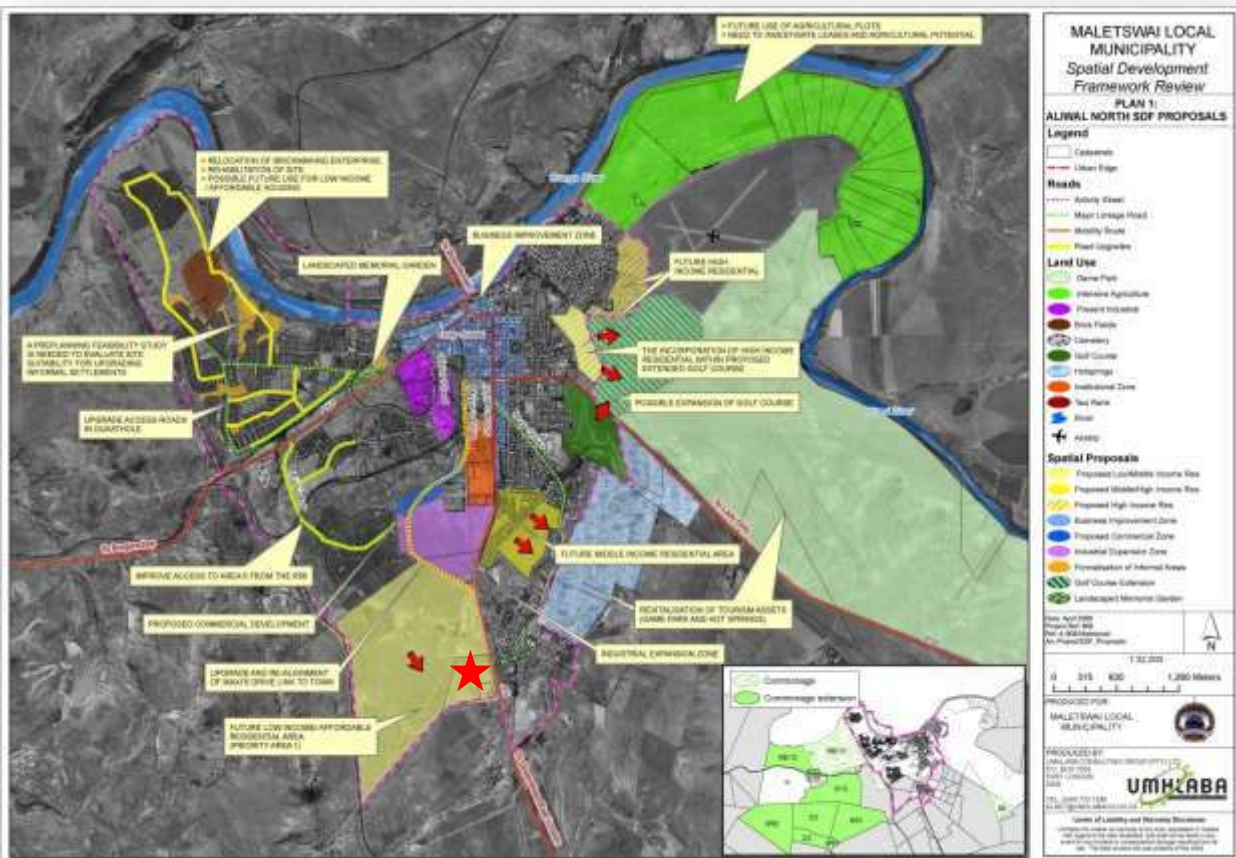
Land Use Control will be administered in terms of the Aliwal North standard Section 8 Town Planning Scheme which was established in terms of the Land Use Planning Ordinance (Ordinance 15 of 1985).

Detail site development plans and building plans will need to be submitted prior to construction taking place, such plans will have to conform to the land use restrictions of the Section 8 Town Planning Scheme applicable to each zoning.

10. SPATIAL DEVELOPMENT FRAMEWORK

The Maletswai Spatial Development Framework Review undertaken in 2012 proposes residential use.

The site, which is marked with this star  on Plan 2, falls within the defined urban edge for Aliwal North.



Plan 2: Aliwal North SDF Proposals

11. CIVIL ENGINEERING

A Civil Engineering report was prepared by Sinakho Consulting (refer **Annexure E**):

11.1 Water Supply

Summary and Recommendations

The purpose of this investigation is to confirm the required Daily Water Demand as well as the required Fire Demand for the development. We can also confirm we will connect into the 2 Meg reservoir at Springs which is approximately 20m Higher than the site.

- The total daily domestic water demand is 271,600 litres with a peak flow of 10.85 litres/second.
- The fire water demand is 100 litres/second for the duration of four hours.
- A new connection would be required off the existing Springs Reservoir which has a 200mm outlet pipe. The reservoir is located approximately one km from the site.

11.2 Sewerage

Summary and Recommendations

A summary of the sewage reticulation are as follows:

- The design daily sewage volume for the upgraded development would be 271,600 litres/day.
- The waste water treatment works is currently running above capacity and two options are available. These options are as follows:
 - Sewer package plant
 - Upgrade of existing treatment works

11.3 Existing Roadways and Traffic Impact

The N6 national road currently runs on the Western boundary of our site with a regional road running along the Southern boundary.

The traffic impact assessment investigation is being done by Deon McQuirk from Emonti Consulting and is currently underway. Once the traffic impact assessment has been completed we will have a clear understanding of the affects the development has on the current roadway network. The traffic impact assessment will determine if there are any upgrades needed to the existing roadway infrastructure.

11.4 Stormwater Drainage

The site currently drains to the South Eastern boundary which is the current low point. At this position there is a box culvert which diverts the stormwater under the regional road discharging onto a reno matress on the Southern side of the road. The stormwater then flows South along the reno matress before being caught by a culvert running along the N6 national road. The stormwater then gets discharged on the Eastern side of the N6 into an existing earth channel. This can be seen in Figure 4 below.

All stormwater on site would be either surface drains or piped and would drain to this point on the site.

12. ELECTRICAL ENGINEERING

An Electrical Engineering report was prepared by Clinkscales Maughan-Brown (refer Annexure F).

12.1 Planned development

The development planned comprises 191 residential sites, 1 creche site and 1 commercial site, which is likely to include filling station, restaurant and related services. The location of the site is south of the existing town, on the western side of the N6, opposite Umtali Country Inn.

12.2 Existing services on site

a. Medium Voltage Electrical (Eskom):

From the B&B south of the site there are 2 wooden structures that carry medium voltage power lines approximately 160m from into the centre of the site and terminate. It is proposed that these lines are removed and the supply to the development be connected to the Maletswai network as described below

b. Telkom overhead cables:

Along the southern part of the N6 road there are Telkom cables and structures which are along the road. These are within the existing site fence line. An accurate survey will determine if these are within the property or in the road reserve. But, either way, these should have no impact on the development.

c. Low Voltage Power Lines

To the north of the site, there are low voltage power lines. These lines are part of the Walter Sisulu Local Municipality (WSLM) network and originate on the other side of the N6 and run below the road. These appear to be on the neighbouring property and will not affect the development.

These existing services on shown on the diagram further in this document.

12.3 Power requirements

1.	Retail/Fuel site		315 kVA
2.	Residential		
2.1	24 erven ± 700 – 1000m ² calculated with a connection of 60A single phase and an overall diversity of 0.3.	99 kVA	
2.2	156 erven ± 400 – 600m ² calculated with a connection of 60A single phase and an overall diversity of 0.3.	646 kVA	
2.3	11 erven ± 200 – 400m ² calculated with a connection of 45A single phase and an overall diversity of 0.3.	34 kVA	
2.4	1 Creche site of 2070m ²	15 kVA	

	Total for Residential portion		794 kVA
	Total Electrical Demand for Development		1109 kVA

12.4 Power Supply

The Walter Sisulu Local Municipality Electrical Department have confirmed verbally that there is capacity on their network and the supply can be taken at 11kV from the MV system along Dan Pienaar Avenue directly opposite the site. (Behind Umatli Country Inn)

We await confirmation of the above in writing.

The 11kV supply will possibly be installed overhead from the point of connection to the N6, but SANRAL will likely need this to be cabled underground across the N6.

12.5 Power Distribution

The detailed design of the power reticulation on the site has not been concluded. It is however, envisaged that a mini sub would be provided to supply power to the commercial site, while overhead MV and LV reticulation, with several pole mounted transformers, will be used to supply the residential portion.

13. GEOTECHNICAL INVESTIGATION

A geotechnical investigation was prepared by AGES Pty Ltd (refer **Annexure G**) and based on the investigation and conclusions it was recommended that:

Following the completion of this preliminary geotechnical investigation, a detailed geotechnical investigation will have to be conducted on selected most favourable and intermediate sites to confirm and quantify identified potential adverse geotechnical soil conditions, such as heave potential, collapse potential, consolidation settlement etc, that will impact the proposed development(s). These parameters will be essential to ensure the most cost effective and site suitable foundations / structures and designed as well as the optimisation of the site development layout.

The geotechnical investigation(s) will also identify any possible on-site materials that can be used as construction materials. The following further investigations are required. Please note these investigations can only be quoted for once the site boundaries are confirmed as well as the general type of developments are made available:

The required geotechnical investigations and general actions as discussed above are summarised below. Please note that these investigations have to be conducted in sequence:

- Detailed Geotechnical Investigations and/or SANS634:2012 / GFSH-2 Phase 1 geotechnical investigation (Design phase) on selected sites (most favourable and intermediate sites from Prelim investigation), comprising:
 - Site specific geological and geotechnical mapping
 - Excavation of test pits for detailed soil profiling and materials sampling
 - Optional geotechnical drilling (depending on structure bearing requirements)
 - Dynamic Cone Penetrometer or DPSH testing

- Laboratory analysis of selected soil / rock materials
- Reporting with detailed results and recommendations
- SANS634:2012 / GFSH-2 Phase 2 Geotechnical Investigation (Construction phase) on all sites
 - Contractor training on site conditions, construction materials etc.
 - Confirmative soil profiling in open excavations and trenches
 - Confirmative laboratory testing and construction monitoring
 - Foundation nominations and quality control
 - Reporting with detailed results and recommendations

14. TRAFFIC ENGINEERING

A TIA was prepared by Emonti Consulting Engineers CC (refer **Annexure H**) and based on the investigation and conclusions it was recommended that:

- i. This Traffic Impact Study (TIS) be submitted to the Walter Sisulu Local Municipality (WSLM) and the South African National Roads Agency Limited (SANRAL) for their perusal.
- ii. The development proposal, that is the subdivision and rezoning of Erf 1729 Maletswai, as submitted and reflected herein, being approved in principle from a traffic impact perspective by the WSLM and SANRAL.
- iii. The site layout changes, as shown in Figure 5.1, (in the TIA) being made a condition of approval. The required internal road network improvements to be made by the development are as follows:
 - a. disabled parking bays,
 - b. disabled bays,
 - c. public transport,
 - d. control strategy,
 - e. pedestrian facilities, and
 - f. loading bays.
- iv. The road network improvements, as listed below and shown in Figure 7.1, (in the TIA) to being made a condition of approval. It should however be noted that these improvements may change subject to subsequent investigations in consultation with the road authority. The required public road network improvements to be made to accommodate the development are as follows:
 - a. A 5m building line being imposed along the DR02679.
 - b. A 10m, 20m and 30m building line being imposed along the N6 for the residential, commercial and filling station components of the development respectively.
 - c. No direct vehicular, bicycle or pedestrian access being permitted onto the N6. It is therefore recommended that a suitable barrier be erected to prohibit such access. In this regard an adequate pedestrian and vehicle proof fence/wall is to be erected along the property boundary with the N6.
 - d. No direct vehicular access being permitted onto the DR02679 other than at the proposed emergency exit only.
 - e. The existing access to the site off the N6, north of the N6/Dan Pienaar Avenue intersection, is to be closed off once the proposed primary access is constructed.
 - f. The remarking of the N6/Dan Pienaar Avenue intersection to allow for a right turn lane into the proposed primary access. In addition, the construction of a left auxiliary lane along the N6.
 - g. The construction of two public transport bays, one on both of the exits to the N6/Dan Pienaar Avenue/Access intersection.
- v. Parking and loading bays being provided as per Table C.1. (in the TIA)

- vi. Details of parking and loading bays being finalised at the design stage.
- vii. All costs associated with the internal roads, as indicated in Figure 5.1, (in the TIA) being solely to the Developer's account.
- viii. All costs associated with the recommendations as listed in "iv", being solely to the Developer's account.

15. MOTIVATION - COMPLIANCE WITH DEVELOPMENT PRINCIPLES

15.1 Spatial Structuring Elements

The use of the subject site for the purposes of a mixed development was informed by a number of factors, including the following:

- Location within the urban edge.
- Topographical features of the site, which is deemed favourable.
- Proximity to high order roads which can accommodate the traffic volumes that is associated with a mixed use development.
- The character of the area which resembles an area of mixed use and mixed density.

15.2 Compliance with Development Principles

15.2.1 *Spatial Sustainability*

The following spatial sustainability principles are promoted:

- the introduction of land use which will complement the topographical characteristics and physical attributes of the site;
- it promotes and stimulates the effective and equitable functioning of land markets;
- it considers all current and future costs to all parties for the provision of infrastructure and social services in the development;
- it promotes land development in a location that is sustainable and in line with spatial development policy of the municipality.

15.2.2 *Spatial Efficiency and resilience*

The following spatial efficiency and resilience principles are promoted:

- optimal use of the site to ensure the maximum thresholds achieved to optimize required investment in infrastructure;
- investment will ensure sustainable livelihoods in the immediate and broader community.

16. CONCLUSION

In conclusion, the following points are noted for attention:

- It is proposed that Re/Erf 1729, Aliwal North be Subdivided and Rezoned for a Mixed Use Development comprising of the following zonings (Residential Zone II, Business Zone I, Institutional Zone I, Open Space Zone II and Transport Zone II purposes).

- The proposed use of the site complies with the proposals in the Maletswai Spatial Development Framework Review undertaken in 2012 and also complies with SPLUMA principles.
- Accordingly, we request the Walter Sisulu Local Municipality to consider this application for approval in terms of the provisions of SPLUMA.

ANNEXURE A

APPLICATION FORM

Spatial Planning and Land Use Management
Act, 16 of 2013 (SPLUMA)

LAND USE APPLICATIONS

(Place a cross in all the appropriate blocks)

TYPE OF APPLICATION:

	Rezoning to subdivisinal area (LUPO)
X	Rezoning which does not comprise a rezoning to subdivisinal area
	Departure
X	Subdivision and consolidation
	Consent Use
	Extension of approval (Ordinance 33 of 1934)
	Any other application, give details:

TYPE OF LEGISLATION APPLICABLE :

	Land Use Planning Ordinance 15 of 1985 (Former CPA areas)
	Townships Ordinance 33 of 1934 (Former Transkei areas)
	Land Use Regulation act 15 of 1987 (Former Ciskei areas)
	Townships Proclamation R293 of 1962
	Black Communities Development Act 4 of 1984 (Regulations)
X	Spatial Planning and Land Use Management Act, 16 of 2013 (SPLUMA)

COMPLETE THE FOLLOWING :

Local Authority: **Walter Sisulu Local Municipality**

Description of Land: **Re/Erf 1729, Aliwal North**

Registered owner(s): **AMAQADI TRUST**

Postal address: **c/o P.O. Box 19017**
Tecoma
5214

Applicant: **Setplan**

Postal address: **P.O. Box 19017**
Tecoma
5214

INSTRUCTIONS

(These instructions should be read before completing this form)

1. GENERAL REMARKS

- 1.1 If any application requires approval in terms of various types of legislation and two or more of the applications have to be advertised, the applicant must inform the town clerk, secretary or executive officer accordingly so that all applications may be Advertised and submitted for approval simultaneously.
- 1.2 All applications should comply with the Chapter one Principles of the Development Facilitation Act of 1995.
- 1.3 All applications should take cognizance of the requirements for the change of land use in terms of the Environment Conservation Act of 1997.
- 1.4 Incorrect and incomplete applications will be returned to the Applicant. The applicant's attention is drawn to the plans and other documentation that must accompany their application.
- 1.5 Applicants must note that until such time that an approval has been approved in writing, any correspondence or discussions pertaining to this application must not be regarded as an indication that it will in fact be approved and do not bind the local authority, or the Premier, in any way.
- 1.6 The Premier reserves the right to have an approval declared null and void if it was based on wrong information supplied by the applicant. Applicants must therefore ensure that information about restricting factors that could influence the application, is provided.
- 1.7 Applications in terms of Land Use Regulation Act 15 of 1987 and the Townships Ordinance 33 of 1934 require 10 copies for the Land Use Planning Board and Townships Board respectively.
- 1.8 Applicants may supply any additional information, on a particular issue, if they want to.

2. PRIOR LIAISON WITH OTHER INTERESTED PARTIES

- 2.1 Prior liaison with interested bodies including National and Provincial Departments, is strongly recommended, as the processing of applications will be expedited in this way. Where an applicant submits proof that an interested party is satisfied with a proposal, it will not be necessary to again approach such interested party for comments.
- 2.2 A list of the different authorities and other interested parties effected by the development, together with the names, telephone numbers and addresses of contact persons may be available from the local authority.

3. SUBMISSION OF APPLICATION

- 3.1 If the application must be submitted in duplicate, together with all the required annexes, to the local authority in whose area of jurisdiction the land unit is situated. If the land is to be incorporated within the jurisdiction of a local authority the application form must also be submitted to the local authority concerned.
- 3.2 If the relevant local authority does not have the delegated powers to finalize the application, a copy of the application must also be submitted to :

The Regional Director: Department of Housing and Local Government
Private Bag X 6005
PORT ELIZABETH
6000

The Regional Director: Department of Housing and Local Government
2 Floor Metropolitan Life Building
Drury Lane
EAST LONDON
5200

The Regional Director: Department of Housing and Local Government
Private Bag X 5030
UMTATA
5100

The Regional Director: Department of Housing and Local Government
Private Bag X 7086
QUEENSTOWN
5320

- 3.3 Lack of information leads to delays and add to the workload of the Department. It is essential that all applications that are submitted for consideration contain all of the information necessary for the relevant authority to take a rational decision. Ideally applications should include the following information ;

3.3.1 Details in respect of the application

- A locality sketch showing clearly the details of the application;
- A description of the site that is to be developed;
- What does the owner intend to do with the land;
- What are the envisaged development parameters (for instance the proposed floor area and coverage);
- What portion of the site is to be developed;
- What is the existing zoning and use of the subject land;
- A copy of the advertisement of the proposal;
- A site development plan.

3.3.2 Details in relation to the existing and proposed development of the land in the vicinity of the subject land

- the existing uses and zonings to be shown on separate map;
- the visual or historical characteristics of the area;
- topographical and physical features;
- details of illegal and non-conforming uses.

3.3.3 Details in respect of the planning proposals for the subject area

- what is the existing and proposed conditions applicable to the subject land (servitudes, title deed and / or zoning scheme conditions);
- relevant details contained in Land Development Objectives, or any other policy proposals for the area.

3.3.4 Details in respect of the application

- the applicant's motivation and comments on the objections and / or the appeal;
- the comments of relevant government departments;
- details of the objections received.

3.3.5 Evaluation of the application by the Council

- The evaluation of the application in relation to the DFA principles, Land Development Objectives, desirability, precedents, the council's policies et cetera;
- In case of land zoned for public purposes, the reasons why such land is no longer required for the use by the public;
- Desirability is usually considered in terms of the following:
 - physical characteristics of the area;
 - potential of the site;
 - character of the surrounding area;
 - planning proposals for the area (LDO / Framework / Structure Plan etc.) ;
 - location and accessibility of the site;
 - provision of services;
 - environmental impact of the proposal;
 - impact of the construction phase.

3.3.6 The decision of the Council

- Council's decision, including the conditions that must be imposed if the application is approved. (Note that the application must contain these conditions, even if the relevant council recommends that the application be refused by the Premier).

Note that applications that are submitted to District of Local Council's for a decision must also contain all of the relevant details. A copy of the item submitted to the aforementioned authorities must be attached to any application that is submitted to this Department. The above information can serve as a check list for the purpose

SECTION A

TO BE COMPLETED BY THE APPLICANT

(* ANSWER YES, NO, OR NOT APPLICABLE)

1. PERSONAL PARTICULARS OF APPLICANT

Your reference number	1968
Name of person to whom correspondence should be addressed :	Piet Jonas
Address :	P.O. Box 19017 Tecoma 5214
Telephone number :	043-721 1424
Facsimile number :	043-721 1423

1.1. Is the applicant the only registered owner of the property? **No**

If not, attach the power of attorney from the registered owner(s) to the application.
This is also applicable if the person who is applying is still in the process of obtaining the land unit, or if the land unit is owned by a company or more than one person.
(See Annexure B)

1.2. Name the registered owner(s): **AMAQADI TRUST**1.3. Is the property encumbered with a bond? **No**

If so, please attach the authorization of the mortgage holder to the application.

2. DETAILS OF LAND UNIT

2.1. Registered description of the property, as shown on title deed :

Re/Erf 1729, Aliwal NorthNumber and date of the title deed: **T2979/2021** Dated: **2021/02/22**Area of land: **17,7911Ha**2.2. What is the present zoning of land unit : **Agricultural Zone I**2.3. Are any departures applicable to the land unit? : **No**

If so, give a full explanation:

2.4. Is there any building or other development on the land unit? : **No**

If so, what are the nature and condition of these improvements?

2.5. Is the site being used in accordance with its present zoning? **Yes**

If not, how is the land being utilized?

3. DETAILS OF APPLICATION

3.1. Describe the proposed development in detail (A separate motivational report may be added): **(See Motivation Report 1968/0-1 Dated: Sep 2021)**

3.2. Does the proposal development involve the entire land unit? **Yes**

If not, indicate the position and size of the portion of the land unit that is not included in the proposed development and for what purpose it is, or will be used :

3.3. Is a departure being applied for in order to obtain a temporary change of use on the land unit? **No**

If so, explain why rezoning is not being considered and supply reasons for the proposed period of the departure:

4. RESTRICTING FACTORS

(A separate report may be added to address the restricting factors)

4.1. Are there any title deed restrictions that, which may have an effect on this application in terms of the Removal of Restrictions Act, 1967 (Act 84 of 1967)? **No**

If so, furnish full details:

4.2. Is any portion of the land unit subject to tidal flow or situated under the high-water mark? **No**

If so, furnish details:

4.3. Is any portion of the land unit situated in a flood-plain of a river under the 1 in 50 year's flood-line or subject to any floods? **No**

If so, explain why rezoning is not being considered and supply reasons for

If so, furnish details:

4.4. Are there any physical restrictions (such as steep slopes, unstable soil formations, swamps, etc.) which could affect the development? **No**

If so, furnish details and state how the problem can be solved:

4.5. Are there any other restrictions of which you are aware, but which were not mentioned above? **No**

If so, furnish full details:

5. POSSIBLE REFERRAL TO OTHER BODIES

5.1. Does the application fall within the area of a land Development Objective (LDO) and / or Policy Plan (Structure Plan, Framework Plan etc.)? **Yes**

If so, please give details in so far as they affect the application under consideration:

Maletswai Spatial Development Framework Review, prepared in 2012

5.2. Are the provisions of the Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) applicable in the case of this application? **No**

5.3. Is the land unit situated within the boundaries of a nature area reserved in terms of section 4 of the Physical Planning Act, 1967 (Act 88 of 1967), or a mountain catchment area reserved in terms of the Mountain Catchment Areas Act, 1970 (Act 63 of 1970), or a nature reserve reserved in terms of the Former Nature and Environmental

Conservation Ordinance, 1974 (Ordinance 19 of 1974), or a national park reserved in terms of the Nature Parks Act, 1978 (Act 57 of 1976). **No**

If so, furnish details:

- 5.4. Does the land unit abut on the area of jurisdiction of another local authority or does any other local authority have an interest in this application? **No**

If so, state the name of the local authority and its interest in the application:

- 5.5. Does the property abut on any national, trunk, main or divisional road or such proposed road? **Yes**

If so, furnish full details (including status of the road and full statutory width): **N6**

- 5.6. Is the land situated in a metropolitan transport area in terms of the Urban Transport Act, 1977 (Act 78 of 1977)? **No**

If so, has it been referred to the relevant transport authority?

- 5.7. Is the land unit close to, or is it affected by, a power line, a power station, a railway line, a railway station, airport or harbor? **No**

If so, furnish details:

- 5.8. Are there any conservation worthy buildings / graves / rock engravings / archeological finds on the property including those that have not been declared national monuments? **No**

If so, furnish details:

- 5.9. Is the land unit situated within 1000 m from the high-water mark of the sea or tidal river? **No**

If so, has nature conservation been consulted?

- 5.10. Does the land unit abut on, or is it in any way influenced by any property belonging to the S.A. National Defence Force? **No**

If so, please supply details:

ANNEXURES

HAVE THE FOLLOWING ANNEXURES BEEN ATTACHED?

(* ANSWER YES, NO, OR NOT APPLICABLE)

ANNEXURE	YES	NO	NOT APPLICABLE
Power of attorney	✓		
Authorization from mortgagee			✓
Flood-line certificate			✓
Regional map			✓
Locality map	✓		
Extract from zoning map	✓		
Land-use map	✓		
Layout plan	✓		
Motivation report	✓		
Title deed	✓		
Copy of advertisement		*1 ✓	
Any other annexures, give details:.....			

If any of the above questions, answers are no, give reasons:

***1 Notice to be approved by municipality before placement**

I, the undersigned, certify that the information appearing in this section of the form and the information in the annexures is correct and complete, and that I understand the application. (Please note the contents of paragraph 1.6 of the Instructions).

SIGNATURE:  DATE: **15/09/2021**FULL NAME: **Piet Jonas**

DATE ON WHICH THE APPLICATION WAS SUBMITTED TO THE LOCAL AUTHORITY

.....

SECTION B

TO BE COMPLETED BY THE LOCAL AUTHORITY WHEN APPLICATIONS ARE
SUBMITTED TO THE PREMIER IN TERMS OF SECTION 2.2 BELOW

(* ANSWER YES, NO, OR NOT APPLICABLE)

1. DETAILS OF LOCAL AUTHORITY

Name :
Address : Postal Code:
Name of contact person :
Telephone number :
Facsimile number :
Reference number :

2. DETAILS OF PREVIOUS ACCOMPANYING APPLICATIONS

2.1 Has there been previous correspondence with the Department of Housing and Local Government in respect of this land unit or a land unit of which this one forms part?
 *

If so, furnish all reference numbers of the Department and the date of the most recent correspondence :

.....

2.2 Does the current application also involve an application to the Premier for :

	YES	NO	NOT APPLICABLE
The removal of restrictions in terms of Act 84 of 1967?			
The expropriation / sale / long term lease of land by a local authority?			
The closure of street / public places?			

Application for land that is within 1000 m of the high water mark of the sea			
A rezoning which may not be approved by the local authority in terms of the General Structure Plan?			

If the answer is YES to any of the above questions, please supply details and the motivation for the applications:

.....

.....

.....

- 2.3** If the answer is YES to any of the above questions, were all the applications advertised simultaneously? (it is required that advertising should be done simultaneously in such cases.)
- 2.4** Have any of the above applications already been submitted to the Eastern Cape Provincial Administration?
- If so, state which applications were given and furnish the relevant Department's Reference number(s) in respect of each such application and the date of submission:
-

3. ADVERTISING

- 3.1** Has notices been served on the owners of adjacent properties? *
- If so, attach a map indicating the names of those property owners on whom notices have been served and a copy of the notice.
- 3.2** Indicate whether it was necessary to advertise in the press and the Provincial Gazette? * If so, attach a copy of the advertisement
- 3.3** Have any objections been received? *
- If so, attach a map indicating the name of every objector on his erf as well as copies of the objections and the comments of the applicant and the local authority on each issue of objection.

4. LAND DEVELOPMENT OBJECTIVES AND POLICY PLANS

- 4.1** Is there Land Development Objectives or a Policy Plan for the local authority's area of jurisdiction, or the area within which the subject erf is situated?
- 4.2** If so, what is the status of such objectives / plan?
-
- 4.3** Furnish any applicable reference number(s) of the Department of Housing and Local Government in respect of the plans concerned and the date of the most recent correspondence :
-
-
- 4.4** To what extent does the proposal comply with the Land Development Objectives or

Policy Plans?

.....

5. APPLICANT'S INFORMATION

5.1 Is the information supplied by the applicant correct and complete? *

5.2 If not, provide the correct information:

.....

.....

5.3 Are any problems envisaged with the provision of the following services?

	YES	NO	NOT APPLICABLE
Water			
Electricity			
Sewerage			
Storm water drainage			
Refuse removal			
Roads			

If the answer to any of the above is YES, furnish full details regarding the problem and how it will be solved:

.....

.....

6. COMMENTS OF THE COUNCIL

6.1 Does the Council recommend the application for approval?..... *

6.2 Date of Council's resolution:

6.3 Furnish a copy of the item considered by Council and the reasons for the above-mentioned resolution (on a separate sheet, if necessary).

.....

.....

.....

.....

.....

.....

A copy of the proposed conditions of approval, must be attached, irrespective of

Whether or not the Council supports the application.

7. ANNEXURES

7.1 Have the following annexures been attached ?

	YES	NO	NOT APPLICABLE
Map indicating those persons on whom notices have been served.			
Copy of notice			
Copy of press notice			
Map of objectors properties			
Copies of objections received			
Comments of applicant on objections			
Comments of Council on objections			
List of conditions			
Scoping report if required			
Comments from other government Departments			
Any other documents / correspondence Please give full details ? :			

I CERTIFY THAT THE APPLICATION IS COMPLETE AND CORRECT.

.....

SIGNATURE

CHIEF EXECUTIVE OFFICER : LOCAL AUTHORITY

NAME :

DATE :

ANNEXURE B

AMAQADI TRUST

Power of Attorney
Resolution

SETPLAN

Trustees Resolution
Letter of Authorization


SPECIAL POWER OF ATTORNEY

Appointment 1, the undersigned, Cynthia Nompumelelo Retje, duly authorised hereto by a resolution of the trustees for the time being of the **AMAQADI TRUST** (Registration No. IT000123/2018 (B)), do hereby appoint SETPLAN E.L. TRUST, IT1262/2000/2, the proprietor of SETTLEMENT PLANNING SERVICES trading as SETPLAN (hereinafter called "the Agent") to be my lawful agent with full power and authority and in my name:

- 1 To apply for the **Subdivision and Rezoning of Erf 1729, Allwal North** in terms of Subdivision of Agricultural Land Act 70 of 1970 (SALA) and the Spatial Planning and Land Use Management Act, 16 of 2013 (SPLUMA).
- 2 To apply for copies of the latest approved **Building Plans for Erf 1729, Allwal North**, from the Walter Sisulu Local Municipality, Building Plans Department, should this be necessary.
- 3 To sign all documents as may be necessary in connection therewith.

SIGNED at Allwal North on this 06th day of September 2021.

Witnesses:

1 Zelle A. Williams 

2 Ningweni E. Williams  
(Signatures of witnesses) (Signature of principal)

**RESOLUTION TABLED AT A MEETING OF THE TRUSTEES FOR THE TIME
BEING OF AMAQADI TRUST (Registration No. IT000123/2018 (B))**


RESOLUTION PASSED BY THE TRUSTEES ON 06 September 2021

RESOLVED:

- 1 That the trustees apply for the **Subdivision and Rezoning of Erf 1729, Aliwal North** in terms of Subdivision of Agricultural Land Act 70 of 1970 (SALA) and the Spatial Planning and Land Use Management Act, 16 of 2013 (SPLUMA).
- 2 That the trustees appoint SETPLAN E.L. TRUST, IT1262/2000/2, the proprietor of SETTLEMENT PLANNING SERVICES trading as SETPLAN to make the necessary applications in terms of the provisions of the Land Use Planning Ordinance No. 15/1985 or in terms of any other Statutes, Enactments, Ordinances and Regulations;
- 3 That Cynthia Nompumelelo Retjie in her/his capacity as a trustee is hereby authorised to execute on behalf of the trustees any power of attorney appointing SETPLAN, and to sign all further documents and perform any acts and make any representations, that may reasonably be required in connection with this matter;
- 4 And that the trustees hereby ratify and adopt as valid any documentation already signed and acts performed by any of the trustees in connection herewith.

Cynthia N. RETJIE 
Trust Member

Zobie-A Williams 
Trust Member

MAYELISI YAKA 
Trust Member

Trust Member

RESOLUTION TABLED AT A MEETING OF THE TRUSTEES FOR THE TIME BEING OF
SETPLAN E.L. TRUST II 1262/2000/2, THE PROPRIETOR OF
SETTLEMENT PLANNING SERVICES TRADING AS SETPLAN

At EAST LONDON

On 16/05/2014

RESOLVED


1. That PETRUS JACOBUS JONAS and JOHAN KARL JONAS as trustees of SETPLAN E.L. TRUST be and are hereby authorized to act on behalf of the trust in any application in terms of the relevant Town Planning Legislation where a power of attorney has been granted appointing SETPLAN to represent a client, and to sign all further documents and perform any acts and make any representations, that may reasonably be required in connection with the matter;
2. And that the trustees hereby ratify and adopt as valid, any documentation already signed and acts performed by any of the trustees in connection herewith.



Petrus Jacobus Jonas



Johan Karl Jonas



Gary Brian Klinkradt representing KA Administrators (Pty) Ltd



DEPARTMENT OF JUSTICE & CONSTITUTIONAL DEVELOPMENT
REPUBLIC OF SOUTH AFRICA

ENDORSEMENT

TRUST : SETPLAN E L TRUST
NUMBER : IT 1262/2000

This is to certify that as

ANTONIUS WILHELMUS GEORGE MEULEMAN
is no longer a trustee of the above-mentioned trust,

JOHAN KARL JONAS
(ID: 650423 5008 08 8)

is authorised to act as trustee of the said trust together with

PETRUS JACOBUS JONAS
(ID: 630928 5004 08 0)

and

GARY BRIAN KLINKRADT
(ID: 680701 5046 08 1)

as nominee of

KA ADMINISTRATORS PTY LTD
(Registration No: 2005/018733/07)


ASST. MASTER OF THE EASTERN CAPE HIGH COURT
GRAHAMSTOWN

MEESTER VAN DIE HOOGGEREGSHOF
GRAHAMSTAD
29 MAY 2014
GRAHAMSTOWN
MASTER OF THE HIGH COURT

ANNEXURE C

TITLE DEED

T2979/2021

A. VIR AKTEBESORGER SE GEBRUIK/FOR CONVEYANCER'S USE:

(a) Gelyktydigers met ander registrasiekantore/deeltitels: Simu's with other registries/sectional titles:

Kode Code	Firma/Firm	Eiendom/Property	Kantoor/Office
1			
2			
3			
4			

(b) Kliënt afskrifte van aktes permanent in Aktekantoor geliasseer: Clients copies of deed filed permanently in Deeds Office:

Aard en nommer van akte Nature and number of deed	Kode Code	Parawe van ondersoekers Initials of examiners

(c) Notas/Notes:

Clu Lloyd

B. VIR AKTEKANTOOR GEBRUIK/DEEDS OFFICE USE

Opmerkings Remarks	Paraaf Initials
Interdikte nagesien deur Interclics checked by.....	
Datum Date.....	
Interdikte nagesien deur Interclics checked by.....	
Datum Date.....	

Kantoor instruksies/Office instructions:

Asië Section: *DATA - Purge UA 1762/2006 (cm)*

SMITH TABATA
1
043-6434214

(Kort beskrywing van eiendom (slegs para. 1 in Akte)/ Brief description of property (only para 1 in Deed))
 Erf 1729 A (W) North

A. VIR AKTEKANTOOR GEBRUIK/FOR DEEDS OFFICE USE:

(a) Datum van inligging/Date of lodgment: **2021-02-12**

KING WILLIAM TOWN
REGISTER OF DEEDS

(b)

Ondersoekers/Examiners	Kamers Rooms	Skakeling/Linking	Verwerp/Reject	Passeer/Pass
C. CARELSE	<i>56</i>			
G. HITSKY ASSISTANT REGISTRAR	<i>44</i>	<i>/ /</i>		<i>W/C</i>

B. VIR AKTEBESORGER SE GEBRUIK/FOR CONVEYANCER'S USE:
Aard van die Akte byv.: Transport, Verband, ens.
Nature of Deed e.g.: Transfer, Bond, etc.

Transfer.

Verw. No./Ref. No.: **01D060139**

Skakeling/Linking: **T 2979 / 2021**

Kode Code	Name van Partye/Names of Parties	Firma No. Firm No.	No. in stel/batch	Titelaktes ens. binne Titles etc. Within
1	T Est Lombard/Amagadi Tr.	1	1	T16331/1980 CTN VA1762/2006
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				

DATA / VERIFY
2021-03-04
G. MBELEKANE


DATA / CAPTURE
2021-02-01
T. MAHEBE

070000392532

Registrasie Versoek deur:
Registration requested by:
DATUM:
DATE:

SMITH TABATA INC 1 TEL: 043 643 4214	Fee Endorsement Amount		Office Fee
	Purchase Price/Value	R / 381,000.00	R 1220.00
	Mortgage Capital Amt.	R	R
ALL OTHER REGISTRATIONS			
Reason For Exemption	Category Exemption	Exempt i.t.o Sect/Reg Act/Proc	

Prepared by me


 CONVEYANCER
 GEORGE DANIEL SCHWULST
 LPCM Number 86203

T 2979 / 2021

DEED OF TRANSFER

BE IT HEREBY MADE KNOWN THAT

George Daniel Schwulst
 LPC Practice No: 86203

appeared before me, REGISTRAR OF DEEDS at KING WILLIAM'S TOWN, the said appearer being duly authorised thereto by a Power of Attorney granted to him/her by

The Executor in the Estate Late
J. N HENDRIK LOMBAARD
 Number 94/2020

which said Power of Attorney was signed at ALIWAL NORTH on 30 September 2020

And the appearer declared that his/her said principal had, on 24 March 2020, truly and legally sold by Private Treaty, and that he/she, the said Appearer, in his/her capacity aforesaid, did, by virtue of these presents, cede and transfer to and on behalf of:

**The Trustees for the time being of AMAQADI TRUST
Registration Number IT000123/2018 (B)**

its Successors in Office or assigns, in full and free property

REMAINDER ERF 1729 ALI WAL NORTH
IN THE WALTER SISULU LOCAL MUNICIPALITY
DIVISION OF ALI WAL NORTH
EASTERN CAPE PROVINCE

IN EXTENT 17,7911 (SEVENTEEN COMMA SEVEN NINE ONE ONE)
Hectares

FIRST TRANSFERRED by Deed of Transfer number T2885/1977CTN with diagram number 7258/1976 relating thereto and held by Deed of Transfer number T16331/1980CTN

- A. SUBJECT to the conditions as contained in Certificate of Registered Title Number T748/1921CTN save insofar as these may have since lapsed or been cancelled
- B. FURTHER SUBJECT to the Conditions as mentioned in Deed of Transfer number T2885/1977 dated 21 February 1977 and imposed by the Administrator in Terms of the Provisions of Section 9 of the Ordinance 33 of 1934, at the time of approval of the subdivision herein, namely;
- " (a) The owner of this erf shall without compensation be obliged to allow electricity cables and/or wires and main and/or other waterpipes and the sewage and drainage, including stormwater of any other erf or even to be conveyed across this erf if deemed necessary by the local authority and in such manner and position as may from time to time be reasonably required. This shall include the right of access to the erf at any reasonable time for the purpose of constructing, altering, removing or inspecting any works connected with the above.
- (b) The owner of this erf shall be obliged without compensation, to receive such material or permit such excavation on the erf, as may be required to allow use of the full width of the street and provide a safe and proper slope to its bank owing to difference between the levels of the street as finally constructed and the erf, unless he elects to build retaining walls to the satisfaction of and within a period to be determined by the local authority.

WHEREFORE the said Appearer, renouncing all rights and title which the said

Estate Late JAN HENDRIK LOMBAARD

heretofore had to the premises, did in consequence also acknowledge him to be entirely dispossessed of, and disentitled to the same, and that by virtue of these presents, the said

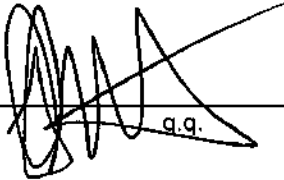
**The Trustees for the time being of AMAQA TRUST
Registration Number IT000123/2018 (B)**

its Successors in Office or assigns, now is and hereafter shall be entitled thereto, conformably to local custom, the State, however reserving its rights, and finally acknowledging the purchase price to be the sum of R1 200 000,00 (ONE MILLION TWO HUNDRED THOUSAND RAND) plus vat in the amount of R180 000,00, the total consideration being R1 380 000,00 (ONE MILLION THREE HUNDRED AND EIGHTY THOUSAND RAND).

IN WITNESS WHEREOF, I the said Registrar, together with the Appearer, have subscribed to these presents, and have caused the Seal of Office to be affixed thereto.


THUS DONE and EXECUTED at the Office of the REGISTRAR OF DEEDS at KING WILLIAM'S TOWN on

22 FEB 2024



q.q.

In my presence



REGISTRAR OF DEEDS

For Information Only

A

↑

Handwritten initials: "L6" and "N"

Handwritten signature: "Lai"

CONVEYANCER
IAN DOUGLAS LAING

POWER OF ATTORNEY TO PASS TRANSFER

I, the undersigned

JAN HENDRIK LOMBAARD (Identity number 700527 5075 08 5), in my capacity as Executor in the Estate Late **JAN HENDRIK LOMBAARD** (Identity number 360329 5078 08 1), who died on the 27th of October 2020, acting under Letters of Executorship Number 94/2020 issued by the Master of the High Court of South Africa Northern Cape Division, Kimberley at Kimberley on 20 January 2020

do hereby nominate and appoint

BRIAN HENRY VON DER DECKEN AND/OR MELISSA BOTTCHER AND/OR VENETHEO VEPONICA GOOSEN AND/OR GEORGE DANIEL SCHWULST AND/OR MICHAEL JAMES SMITH AND/OR ANDREW GEDDES CONROY AND/OR HERMANUS CHRISTIAAN JONKER

Handwritten note: "LRM 86203"

with power of substitution to be my true and lawful Attorney and Agent in my name, place and stead to appear at the Office of the REGISTRAR OF DEEDS at KING WILLIAM'S TOWN or any other competent official in the Republic of South Africa and then and there to act as my Attorney and Agent and

to pass transfer to:

THE TRUSTEES FOR THE TIME BEING OF THE AMAQADI TRUST
Registration Number IT000123/2018 (B)

the property described as:

REMAINDER ERF 1729 ALI WAL NORTH
IN THE WALTER SISULU LOCAL MUNICIPALITY
DIVISION OF ALI WAL NORTH
EASTERN CAPE PROVINCE

IN EXTENT 17,7911 (SEVENTEEN COMMA SEVEN NINE ONE ONE) Hectares

HELD BY Deed of Transfer Number T16331/1980CTN

Handwritten signatures: "Lai" and "Lombard"
Lexis® Convey 17.2.9.9

MASTER OF THE HIGH COURT
PRIVATE BAG 11
2021
29
KIMBERLEY
MEESTER VAN DIE

MASTER OF THE HIGH COURT
PRIVATE BAG 11 MAATSAK X5015
2021-01-18
29
KIMBERLEY 8300
MEESTER VAN DIE HOOGGEREGSHOF

SEKURITEITSBRIEF / CERTIFICATE
Hiermee sertifiseer ek hiermee in terme van artikel 42 (2) van die Wet 96 van 1966 dat daar geen beswaar is teen transport van hierinverrekte goeder hierheen. I hereby certify that in terms of section 42 (2) of Act 96 of 1966 there is no objection to transfer as stated herein.

[Signature]
MEESTER VAN DIE HOOGGEREGSHOF
MASTER OF THE HIGH COURT
18 January 2021
KIMBERLEY



01-18
EX 8300
HDGGREGSHDF
E HIGHREG
WATSAX 3505


said property having been sold by me in my Capacity as Executor on March 2020, to the said Transferee for the sum of R1 200 000,00 (one Million Hundred Thousand Rand) plus VAT in the amount of R100 000,00 the total consideration being R1 300 000,00 (ONE MILLION THREE HUNDRED AND EIGHTY THOUSAND RAND).

and further cede and transfer the said property in full and free property to the said Transferee; to renounce all right, title and interest which the Transferor heretofore had in and to the said property, to promise to free and warrant the said property and also to clear the same from all encumbrances and hypothecations according to law, to draw, sign and pass the necessary acts and deeds, or other instruments and documents; and generally, for effecting the purposes aforesaid, to do or cause to be done whatsoever shall be requisite, as fully and effectually, to all intents and purposes, as the Transferor might or could do if personally present and acting therein; hereby ratifying, allowing and confirming all and whatsoever the said Agent/s shall lawfully do or cause to be done in the premises by virtue of these presents.

Signed at ALIWAL NORTH on 30th SEPTEMBER 2020 in the presence of the undersigned witnesses.

AS WITNESSES:

1. 
2. 



Executor
JAN HENDRIK LOMBAARD

For Information





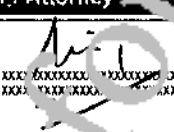
Transfer Duty Declaration **TDREP**

Reference Details

Transfer Duty Reference Number: TDE03EC7CD

Details	
Details of Seller / Transferor / Time Share Company	
Surname / Registered Name	LOMBAARD
ID Number	3603295079001
Passport Country	SOUTH AFRICA
Company / CC / Trust Reg No.	
Full Name	ESTATE L TE JAN HENDRIK
Date of Birth (CCYYMMDD)	1936-03-21
Passport Number	
Marital Status	NOT MARRIED
Details of Purchaser / Transferee	
Full Name	
Company / CC / Trust Reg No.	IT12320180
Marital Notes if applicable	
Details of the Property	
Date of Transaction/Acquisition (CCYYMMDD)	2020-03-24
Total Fair Value	R 1380000.00
Total Consideration	R 1380000.00
Calculation of Duty and Penalty / Interest	
Transfer Duty Payable on Natural Person	R 0.00
Property Description	
1 REMAINDER BRF 1729 ALI WAL NORTH IN THE WALTER SISULU LOCAL MUNICIPALITY DIVISION OF ALI WAL NORTH EASTERN CAPE PROVINCE IN EXTENT. 17.7911 (SEVENTEEN COMMA SEVEN NINE ONE ONE) HECTARES	

Exemption Certificate	
Exemption Certificate Details	
Transfer Duty Reference No.	TDE03EC7CD
Exempt in terms of Section 9 of the Transfer Duty Act	OTHER
Exemptions allowed by another Act	EXEMPT IN TERMS OF SECTION 9(1)

Declaration by Conveyancer / Attorney	
<p>I certify that this is a true copy of the transfer duty declaration / receipt / exemption certificate drawn from the SARS eFiling site, which will be retained by me for 5 years from the date of registration of transfer.</p>	 <p>XXX XXXXXXXX XXXXXXXX XXX XXXXXXXX XXXXXXXX</p> <p>Please ensure you sign over 2 lines of 'X' above</p> <p>t: 22100 70071264cd f: 2250843ev / 50604</p>
Date (CCYYMMDD)	20210205
For enquiries go to www.sars.gov.za or call 0800 00 SARS (7277)	

IAN DOUGLAS LAING
 78 Smithstr Aliwal North-/Noord
 Commissioner of Oaths/Kommissaris van Ede
 Practising Attorney/Praktiserende Prokureur
 Conveyancer/Akisbesorger



57

WALTER SISULU LOCAL MUNICIPALITY

**CERTIFICATE IN TERMS OF SECTION 118 OF THE LOCAL GOVERNMENT:
MUNICIPAL SYSTEMS ACT, 2000 (Act 32 of 2000) (as prescribed in terms of section 120
of Act no 32 of 2000)**

ISSUED BY WALTER SISULU LOCAL MUNICIPALITY

Authority is hereby granted, in terms of Section 118 of Act 32 of 2000 for registration of transfer of the under mentioned property.

DESCRIPTION OF PROPERTY (see definition of property in section 1 of Act 32 of 2000)

Erven: REMAINDER ERV 1729 ALIWAL NORTH
SITUATED IN THE WALTER SISULU LOCAL
MUNICIPALITY, DIVISION OF ALIWAL NORTH
EASTERN CAPE PROVINCE

Extension: IN EXTENT 17, 7911 HECTARES

Zoning: AGRIC

Valuation: R105 000.00

Town: ALIWAL NORTH

Registered owner: The Executor in the Estate of the Late JAN HENDRIK
LONBAARD Estate Number: 000094/2020 (Kimberly)

Name and Identity /Registration Number of all purchaser/s:

The Trustees for the time being of the AMAQADI TRUST
Number IT000123/2018 (B)

This Certificate is valid until: 30 APRIL 2021

**WALTER SISULU
MUNICIPALITY**
2021-01-26
Tel. 051 633 2441
Fax: 051 - 634 1307


.....
Municipal Manager :

.....
Date issued: .

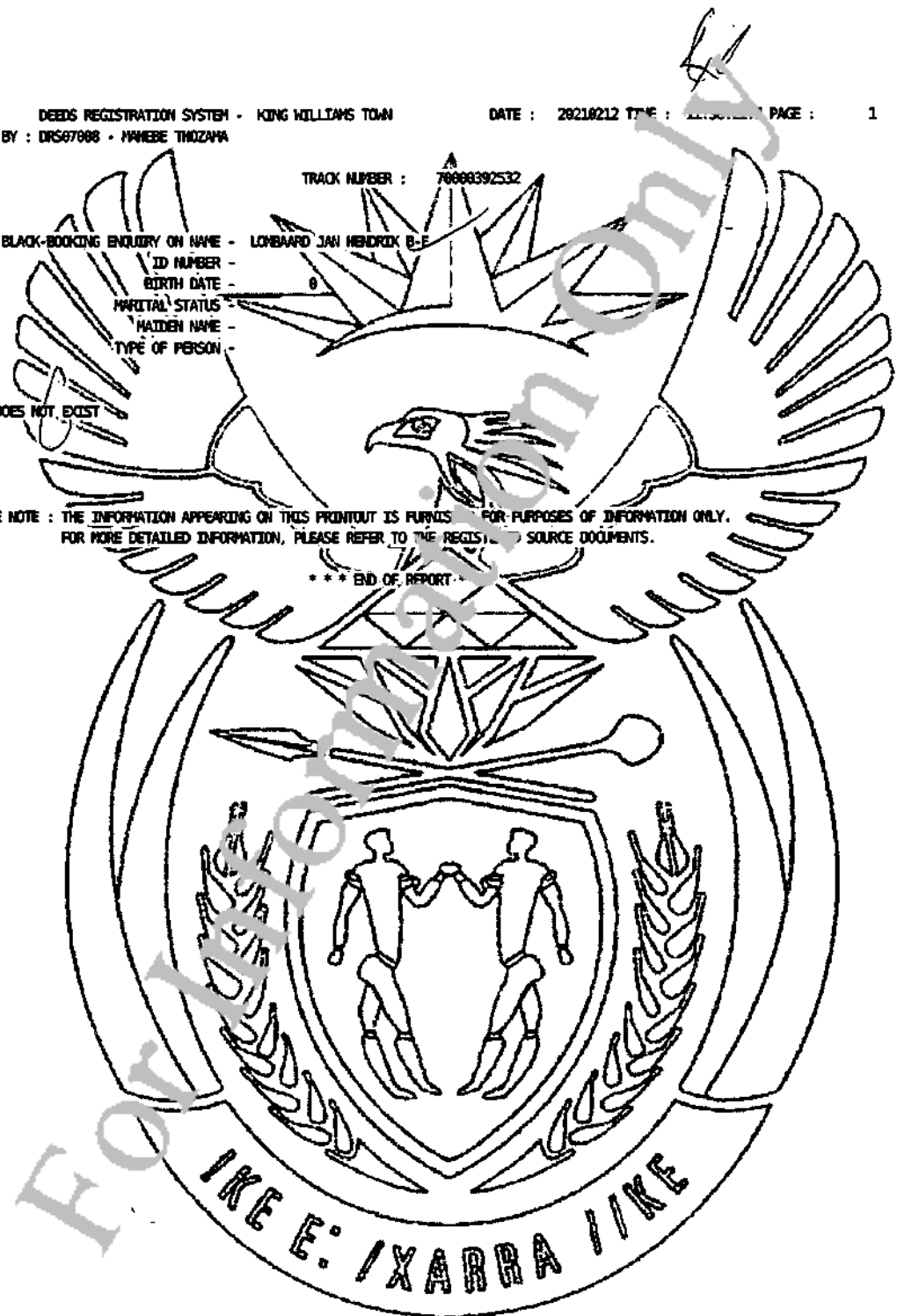
TRACK NUMBER : 70000392532

BLACK-BOOKING ENQUIRY ON NAME - LOMBAARD JAN HENDRIK B-E
ID NUMBER -
BIRTH DATE - 0
MARRITAL STATUS -
MAIDEN NAME -
TYPE OF PERSON -

PERSON DOES NOT EXIST

** PLEASE NOTE : THE INFORMATION APPEARING ON THIS PRINTOUT IS FURNISHED FOR PURPOSES OF INFORMATION ONLY.
FOR MORE DETAILED INFORMATION, PLEASE REFER TO THE REGISTERED SOURCE DOCUMENTS.

*** END OF REPORT ***



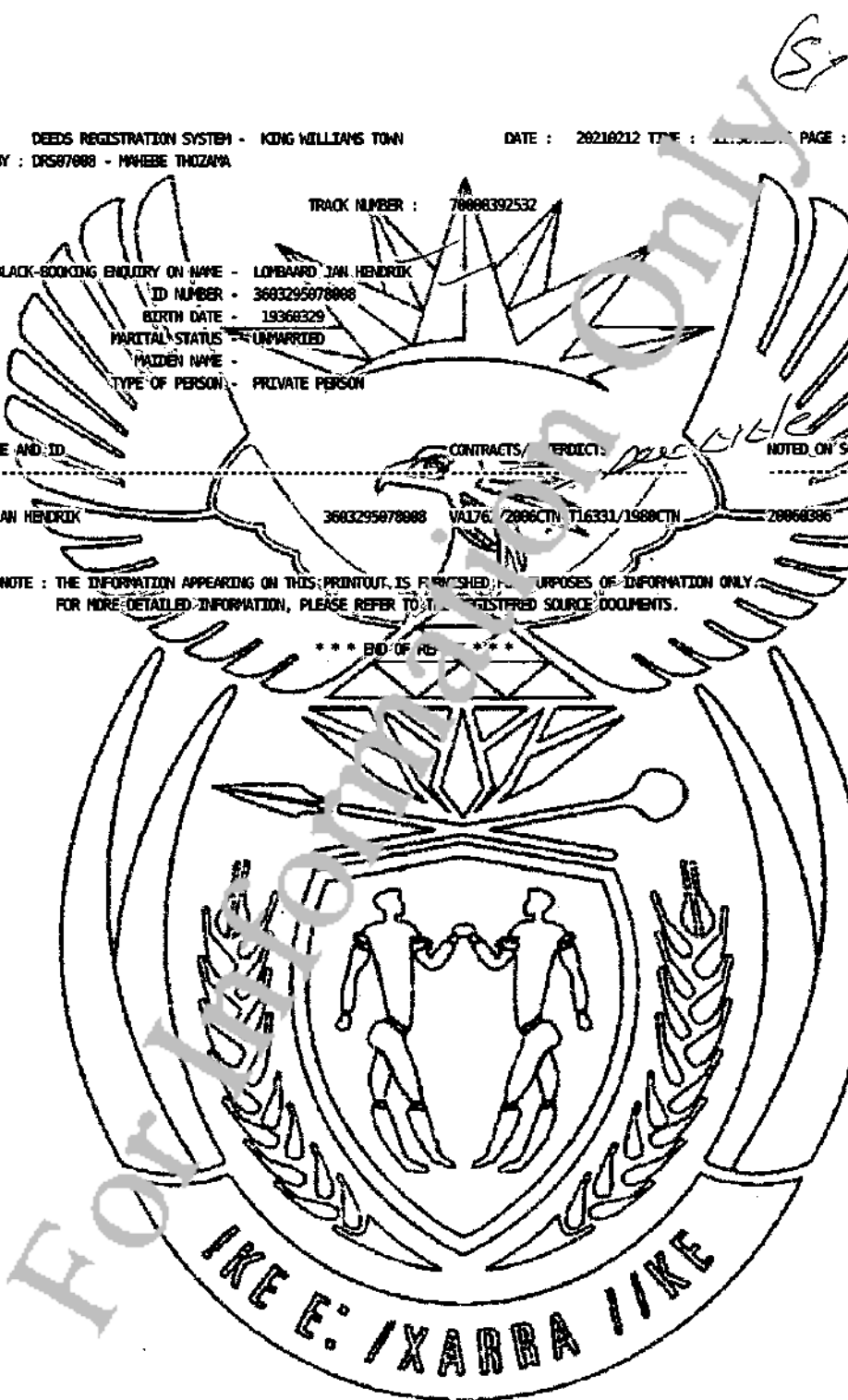
TRACK NUMBER : 78888392532

BLACK-BOOKING ENQUIRY ON NAME - LOMBAARD JAN HENDRIK
ID NUMBER - 3683295078808
BIRTH DATE - 19360329
MARITAL STATUS - UNMARRIED
MAIDEN NAME -
TYPE OF PERSON - PRIVATE PERSON

PERSON NAME AND ID	CONTRACTS/PROJECT	NOTED ON SCAN/MICRO REF
LOMBAARD JAN HENDRIK	3683295078808 VAL76 / 2886CTH TL6331/1988CTH	28860396

** PLEASE NOTE : THE INFORMATION APPEARING ON THIS PRINTOUT IS FURNISHED FOR PURPOSES OF INFORMATION ONLY.
FOR MORE DETAILED INFORMATION, PLEASE REFER TO THE REGISTERED SOURCE DOCUMENTS.

*** END OF REPORT ***



8C

TRACK NUMBER: 78888392532

PROPERTY DETAILS FRONT FOR PORTION 9 (R/E)
ERF NO 1729
TOWNSHIP AEDRAL NORTH
REG DIV NOT AVAILABLE

PROVINCE EASTERN CAPE
PREV DESCRIPTION
DIAGRAM DEED NO T2885/1977
EXTENT 17.7911 H
CLEARANCE AEDRAL NORTH MUN

SUBDIVISION TO TOWN: AEDRAL NORTH, ERF 4673, PRTN 9
NO INTERDICTS

DOCUMENTS HOLDER & SHARE AMOUNT O/P/A SCAN/MICRO REF FNOD
VAL762/2886CTN T16331/1988CTN 8662

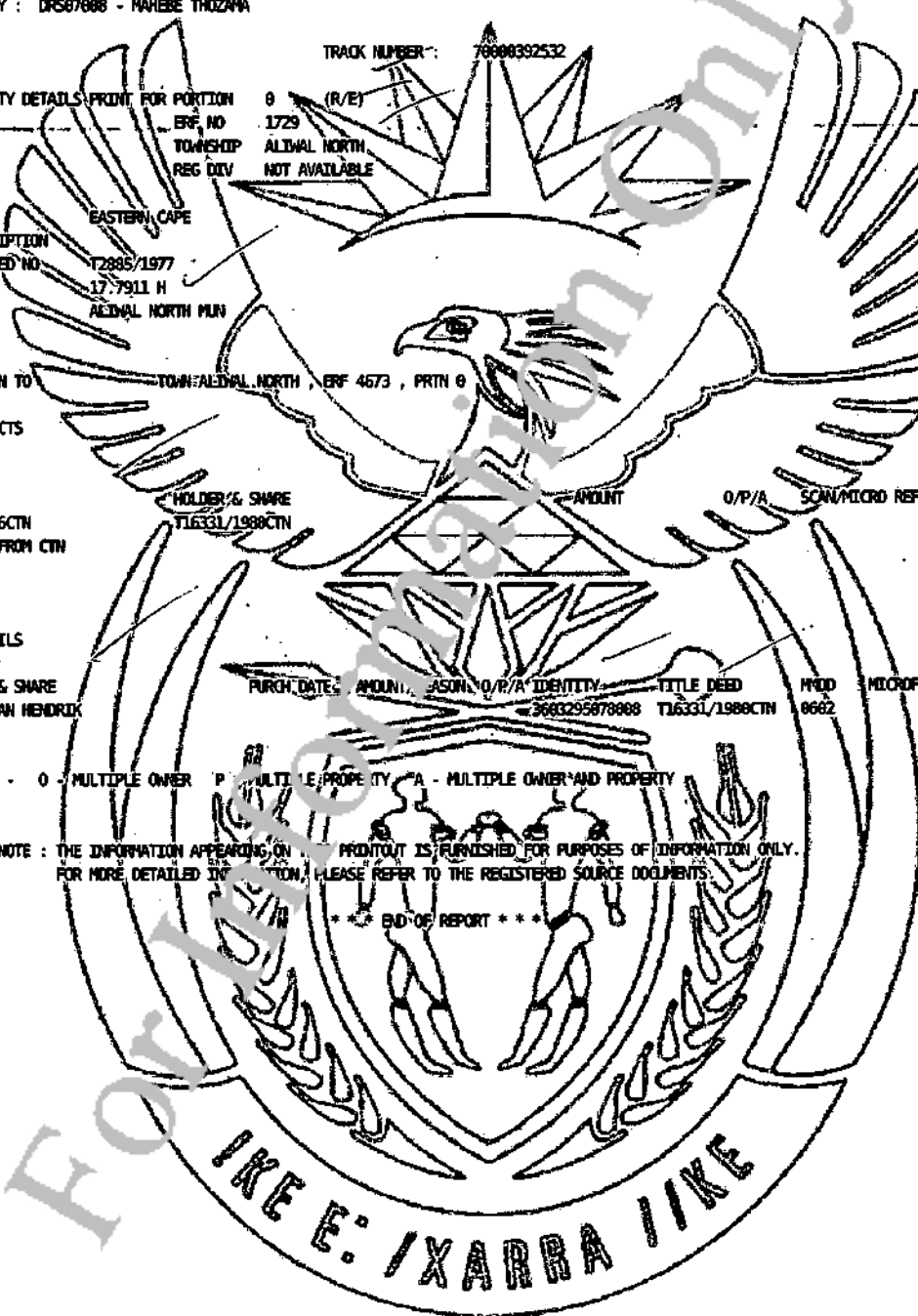
OWNER DETAILS

FULL NAME & SHARE PURCH DATE AMOUNT REASON O/P/A IDENTITY TITLE DEED FNOD MICROFILM REF
LOPEARD JAH HENDRIX 3683295878888 T16331/1988CTN 8662

* O/P/A - 0 - MULTIPLE OWNER P - MULTIPLE PROPERTY A - MULTIPLE OWNER AND PROPERTY

** PLEASE NOTE : THE INFORMATION APPEARING ON THIS PRINTOUT IS FURNISHED FOR PURPOSES OF INFORMATION ONLY.
FOR MORE DETAILED INFORMATION, PLEASE REFER TO THE REGISTERED SOURCE DOCUMENTS.

*** END OF REPORT ***



ANNEXURE D

S.G. DIAGRAM

7258/1976

SYE Meter	RIGTINGS- HOEKE	Y	KOORDINATE	
			Stelsel	Lo. 27° X
	Konstante		G,0	+ 3 300 000,0
AB	354,25	A	+ 28 233,41	+ 99 558,68
BC	439,24	B	+ 27 881,22	+ 99 520,49
CD	63,79	C	+ 27 782,50	+ 99 948,49
DE	364,98	D	+ 27 843,30	+ 99 359,70
EF	129,95	E	+ 27 882,40	+ 99 738,96
FG	158,25	F	+ 28 009,02	+ 99 828,18
GH	205,40	G	+ 27 983,08	+ 99 984,29
HI	100,08	H	+ 28 185,28	+100 020,38
JK	96,51	J	+ 28 282,97	+100 042,14
KL	515,75	K	+ 28 368,09	+100 087,62
LA	30,30	L	+ 28 237,35	+ 99 588,72
▲ 101 Tenerife			+ 30 030,25	+ 99 614,84
▲ 104 Vaalkop			+ 28 614,76	+104 014,77

Die figuur A. B. C. D. E. F. G. H. J. K. L.

stel voor 19,1717 hektaar

grond, synde

Erf 1729 ALIWAL NOORD

geleë in die Munisipaliteit en
ALIWAL NOORD

Administratiewe Distrik

Provinsie Kaap die Goeie Hoop.

Opgemets in September 1976

deur my.

J. H. van Oosterhout

Landmeter

Hierdie kaart is geheg aan

Die oorspronklike kaart is.

Lêer No. ALW. 860.

No. 2885/77

gedateer

t.g.v.

Registreseur van Aktes

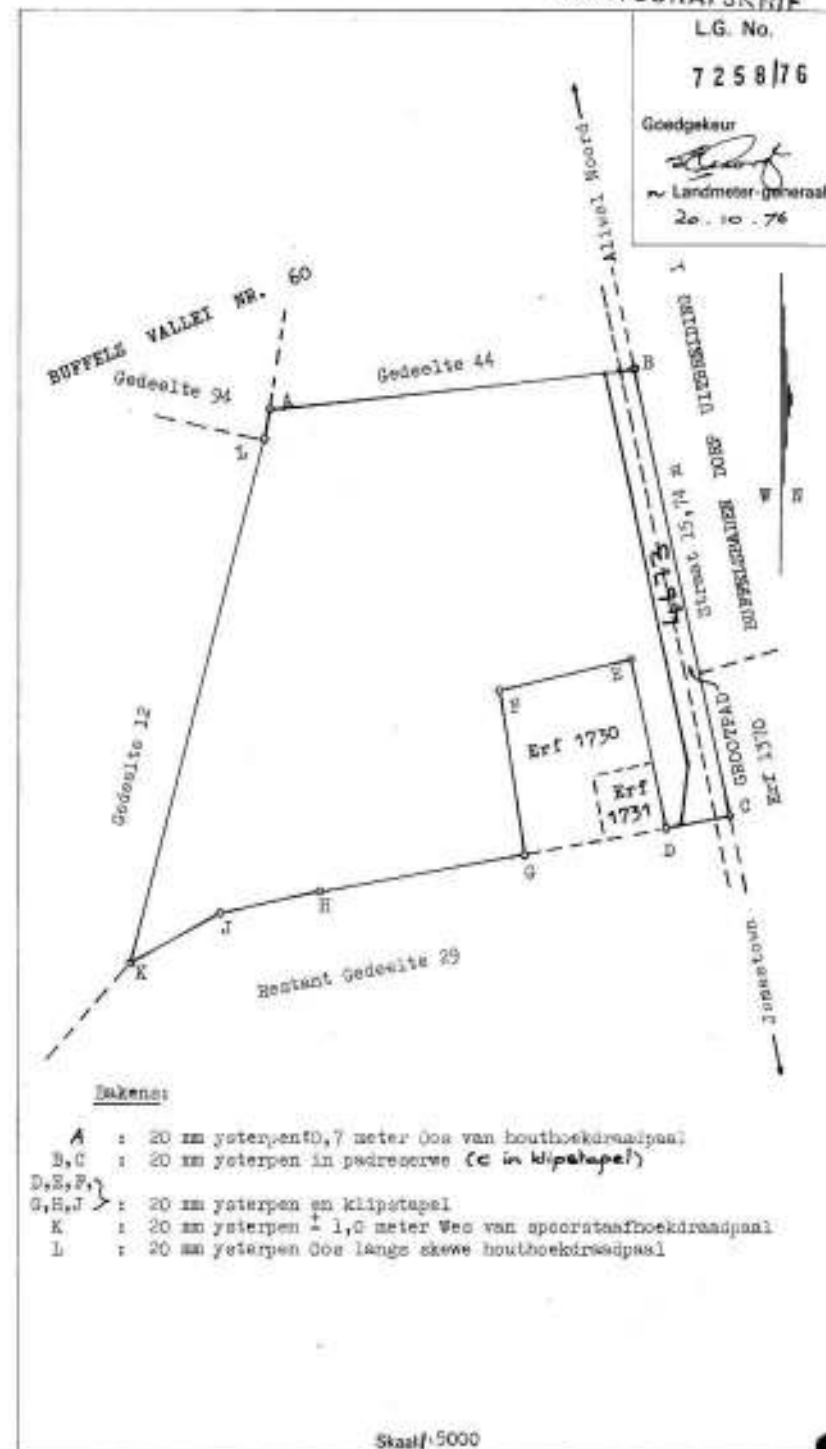
No. A. 3964/28 geheg aan
Transport/Grondbrief
No. 1930.10.453

M.S. No. B. 1972/76.

Komp. EP-6CD/X41(2940)
EP-6CD/X43(2942)

Goedgekeur

[Handwritten Signature]
Landmeter-Generaal
20.10.76



DIE VOLGENDE AFTREKKINGE IS VAN HIERDIE KAART GEDOEN

MEET- STUKKE	KAARTNO.	ONDERVER- DELING	GROOTTE HA./VK. M.	AKTENO.	DEPARA- FEE	RESIDANT
E 2465/03	5381/2003	Erf 4673	1,3806 Ha	15662/06	ND	17,7911 Ha

COEDCEKEUR KRADENS	VOORWAARDES	
	MET	SONDER
ART. 9 ORD. 33/1934	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ART. 193 ORD. 17/1932	<input type="checkbox"/>	<input type="checkbox"/>
VERWYSING.....	AF. 5/4/7	
GEDATEER.....	18-8-1976	
	 LANDMETER-GENERAAL	

ANNEXURE E

Civil Engineering Report

Table of Contents

1	INTRODUCTION	2
2	SITE DESCRIPTION.....	3
3	WATER SUPPLY	4
3.1	Development Land Use.....	4
3.2	Daily Domestic Water Demand.....	4
3.3	Fire Fighting Water Demand	5
3.4	Total Daily Water Demand and Peak Flow	5
3.5	Existing Water Supply	6
3.6	Summary and Recommendations	7
4	SEWAGE RETICULATION	8
4.1	Daily Sewage Volume.....	8
4.2	Existing Sewage System.....	8
4.3	Summary and Recommendations	9
5	EXISTING ROADWAYS AND TRAFFIC IMPACT	10
6	STORMWATER DRAINAGE.....	10

1 INTRODUCTION

Sinakho Consulting have been appointed by the Amaqadi Trust to prepare a Civil Engineering Services report for the proposed Aliwal North Development. The site is located in an open land with no existing structures.

The purpose of this report is as follows:

- Investigate the existing capacity of the following services and prevailing conditions:
 - Water supply,
 - Sewage reticulation,
 - Stormwater, and
 - Geotechnical conditions
- Make recommendations for the upgrading of the above services to meet the required demand.

This report has been prepared for presentation to Setplan who are the appointed Town Planners for inclusion in their rezoning application.

2 SITE DESCRIPTION

The land is situated on ERF No. 1729 in Aliwal North under the administrative district of Joe Gqabi Municipality. The site is located adjacent to the N6 national road on the West as you enter Aliwal North from the South, as shown in Figure 1.

The physical properties of the site can be summarized as follows:

- The site is currently undeveloped.
- Topographically, the area of the site is 178 592m² and has a relatively flat slope of 1.65% (1:60) over the 500m length in direction from the West to East.

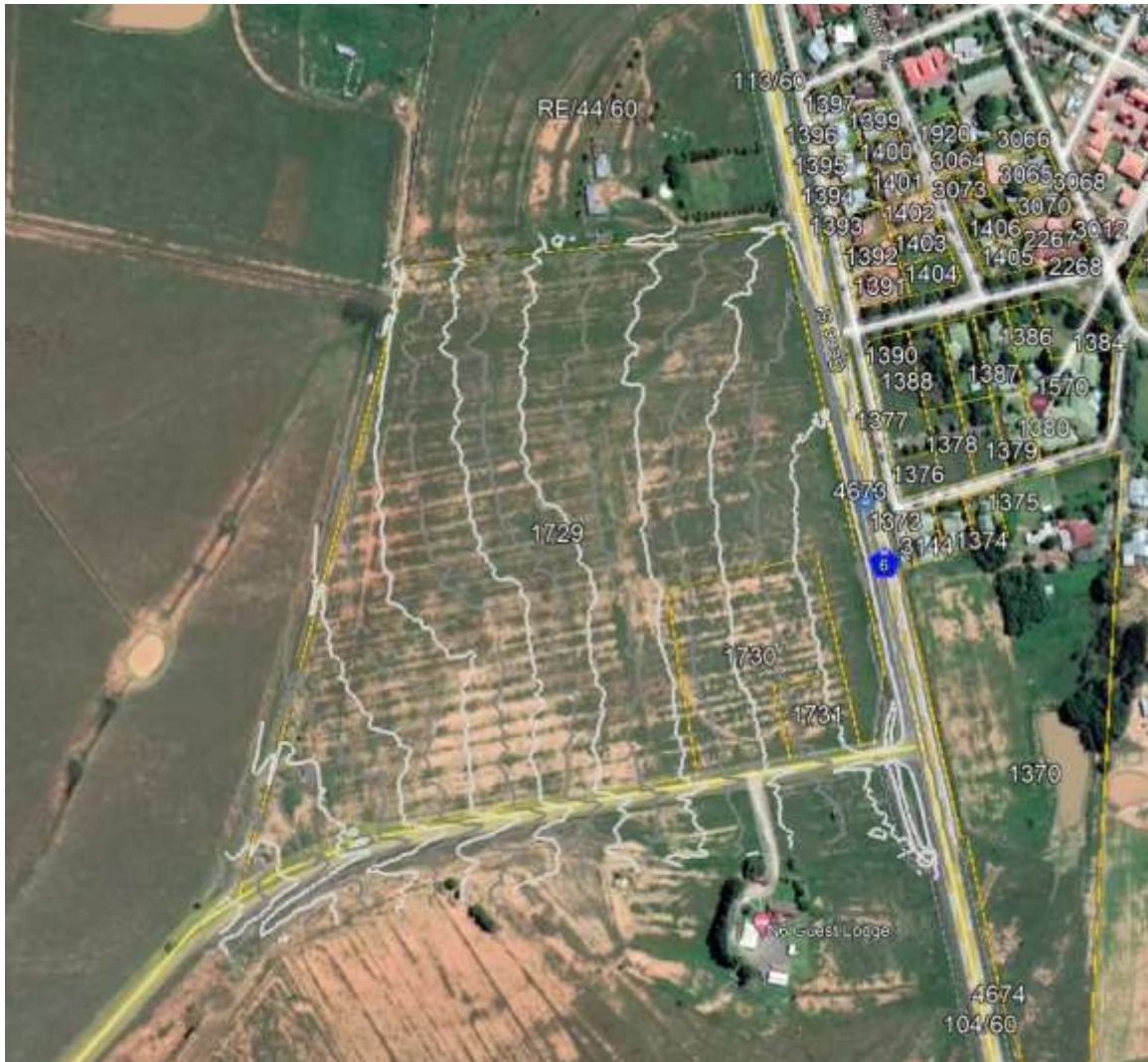


Figure 1: Site Location

3 WATER SUPPLY

All specifications for Domestic and Fire Water Supply are in terms of the following documents:

- SANS 10252-1:2004 - Water Supply and Drainage for Buildings - Part 1
- Guidelines for Human Settlement Planning and Design (Red Book)

The above standard documents are regarded as being sufficient for the purpose of this investigation.

3.1 Development Land Use

The development will consist of residential and commercial use. The residential will be 191 erven. The commercial portion will be on a site covering a total area of 35,500 m² and will include a filling station, conference centre, restaurants, retail shops, office and a crèche. The final extent of the commercial development has not yet been finalised and hence the total site area has been used for calculation of the water demand. There will also be public open space covering an area of 25,000 m² in the development.

3.2 Daily Domestic Water Demand

Table 1 provides the land use type as well as the annual average water demand for the specified land use.

Table 1: Specifications for Daily Domestic Water Demand

Standard	Description	Unit	Specification (Litres / day)
Red Book	Lower Limit Housing	400 - 600m ²	600
Red Book	Offices and Shops	400l per 100m ²	400
Red Book	Government and Municipal	400l per 100m ²	400
Red Book	Developed Parks/ Crèche	<2ha : 15kl	15 000

It has recommended that the above values from Table 2 be used for the required water demands of the development, the values are taken from the Red Book which would suffice for our required calculations.

The minimum pressure of the water mains is provided in Table 2.

Table 2: Minimum Pressure Specifications for Daily Domestic Water Demand

Standard	Unit	Specification
SANS 10252-1:2004	kPa	70
Red Book	kPa	100 to 240

The absolute minimum allowable water pressure is therefore 70 kPa.

3.3 Fire Fighting Water Demand

The “Red Book” defines the development in Aliwal North as a combination of Moderate and Low-risk - Group 2. We will use moderate-risk for the entire development as it is worst case. Below are regulations as stated in The Red Book:

- Minimum available flow through trunk main from local authority \geq 100 litres/second.
- Minimum required simultaneous fire water flow from fire hydrants to be 25 litres/second for all hydrants in a 270m radius.
- Hydrants to be sluice-valve type and minimum of 75mm diameter.
- Minimum duration of fire flow of four hours for which on site storage will be provided if there is a shortfall.
- Minimum residual head to be 15m or 1.5 bar.

If the minimum available flow from the local authority is reliable and at least 100 litres/second, with a pressure of 1.5 bar, then no on-site augmentation by storage would be required, alternatively on-site storage and augmentation would be required.

Water demand for firefighting is calculated based on a Fire-risk Category as described in The Red Book. The development is described as an urban area.

The total demand for fire flow is calculated as 100 litres/second for four hours, this equates to 1,440,000 litres. This is however not a daily demand.

3.4 Total Daily Water Demand and Peak Flow

Table 3 provides the total Daily Water Demand. The recommended Instantaneous Peak Factor for Residential Domestic Water is 4 and for Commercial 2.5.

Table 3: Calculation of Total Daily Water Demand

No	Description	Total Area (m ²) and or Number	Average Daily Water Demand (litres)
1	Lower Limit Housing	191	114 600
2	Commercial Area	35 500	142 000
3	Developed Parks & Creche	25 000	15 000
4	Total	N/A	271 600
5	Total Daily Domestic Demand (litres)		271 600

The total daily domestic water demand for the new development is therefore 271,600 litres/day. Using the Peak Factors based on The Red Book we can calculate the Instantaneous Peak Flow for the domestic water to be 935,990 litres/day which is equal to 10.85 litres/second.

3.5 Existing Water Supply

The existing Springs reservoir will be used for the water supply that is operated and maintained by Joe Gqabi District Municipality. The information provided by Joe Gqabi District Municipality indicates the following:

- The main storage for this area is Spring reservoir
- The reservoir is located approximately one km from the site
- The outlet pipe is a 200mm diameter which we will connect onto.
- Reservoir Elevation 1,367m

Fire hydrants would have to be provided for the development in the vicinity of the site. Figure 2 below shows the location of the Springs reservoir relative to our site.



Figure 2: Reservoir Position

3.6 Summary and Recommendations

The purpose of this investigation is to confirm the required Daily Water Demand as well as the required Fire Demand for the development. We can also confirm we will connect into the 2 Meg reservoir at Springs which is approximately 20m Higher than the site.

- The total daily domestic water demand is 271,600 litres with a peak flow of 10.85 litres/second.
- The fire water demand is 100 litres/second for the duration of four hours.
- A new connection would be required off the existing Springs Reservoir which has a 200mm outlet pipe. The reservoir is located approximately one km from the site.

4 SEWAGE RETICULATION

4.1 Daily Sewage Volume

Sewer demand was calculated as 100% of daily water demand which amounts to 271,600 litres per day.

4.2 Existing Sewage System

There is an existing sewer line running to the site (erf 1729). The connection is a 315mm uPVC pipe and can be seen in Figure 3 below.



Figure 3: Sewer Connection

The waste water treatments works has a capacity of 5.5 ML/day and is currently running over capacity. Various options are available for the treatment of the sewage generated by the development and they are as follows:

- A sewer package plant system that would be supplied and erected on-site by manufacturer with the discharge of the wastewater treated such that it could be discharged to stormwater.
- Upgrade of the existing treatment works to facilitate the additional wastewater generated by the development.

4.3 Summary and Recommendations

A summary of the sewage reticulation are as follows:

- The design daily sewage volume for the upgraded development would be 271,600 litres/day.
- The waste water treatment works is currently running above capacity and two options are available. These options are as follows:
 - Sewer package plant
 - Upgrade of existing treatment works

5 EXISTING ROADWAYS AND TRAFFIC IMPACT

The N6 national road currently runs on the Western boundary of our site with a regional road running along the Southern boundary.

The traffic impact assessment investigation is being done by Deon McQuirk from Emonti Consulting and is currently underway. Once the traffic impact assessment has been completed we will have a clear understanding of the affects the development has on the current roadway network. The traffic impact assessment will determine if there are any upgrades needed to the existing roadway infrastructure.

6 STORMWATER DRAINAGE

The site currently drains to the South Eastern boundary which is the current low point. At this position there is a box culvert which diverts the stormwater under the regional road discharging onto a reno mattress on the Southern side of the road. The stormwater then flows South along the reno mattress before being caught by a culvert running along the N6 national road. The stormwater then gets discharged on the Eastern side of the N6 into an existing earth channel. This can be seen in Figure 4 below.

All stormwater on site would be either surface drains or piped and would drain to this point on the site.



Figure 4: Existing Stormwater Drainage

ANNEXURE F

Electrical Engineering Report

Clink scales
Maughan - Brown

DEVELOPMENT OF ERF 1729 MALETSWAI (Aliwal North)

CONCEPTUAL DESIGN
REPORT FOR THE

**ELECTRICAL
ENGINEERING
SERVICES**

Report Prepared by

CLINKSCALES MAUGHAN-BROWN
5-(b) Smartt Road
Nahoon
East London

September 2021



Clinkscales Maughan-Brown have been appointed as electrical consulting engineers for the initiation phase of the proposed development on erf 1729, Maletswai (Aliwal North)

1. Planned development

The development planned comprises 191 residential sites, 1 creche site and 1 commercial site, which is likely to include filling station, restaurant and related services.

The location of the site is south of the existing town, on the western side of the N6, opposite Umtali Country Inn.

2. Existing services on site

a. Medium Voltage Electrical (Eskom):

From the B&B south of the site there are 2 wooden structures that carry medium voltage power lines approximately 160m from into the centre of the site and terminate. It is proposed that these lines are removed and the supply to the development be connected to the Maletswai network as described below

b. Telkom overhead cables:

Along the southern part of the N6 road there are Telkom cables and structures which are along the road. These are within the existing site fence line. An accurate survey will determine if these are within the property or in the road reserve. But, either way, these should have no impact on the development.

c. Low Voltage Power Lines

To the north of the site, there are low voltage power lines. These lines are part of the Walter Sisulu Local Municipality (WSLM) network and originate on the other side of the N6 and run below the road. These appear to be on the neighbouring property and will not affect the development.

These existing services on shown on the diagram further in this document.

3. Power requirements

The electrical power requirements for the development have been determined as follows:

1.	Retail/Fuel site		315 kVA
2.	Residential		
2.1	24 erven ± 700 – 1000m ² calculated with a connection of 60A single phase and an overall diversity of 0.3.	99 kVA	
2.2	156 erven ± 400 – 600m ² calculated with a connection of 60A single phase and an overall diversity of 0.3.	646 kVA	
2.3	11 erven ± 200 – 400m ² calculated with a connection of 45A	34 kVA	

3.

	single phase and an overall diversity of 0.3.		
2.4	1 Creche site of 2070m ²	15 kVA	
	Total for Residential portion		794 kVA
	Total Electrical Demand for Development		1109 kVA

4. Power Supply

The Walter Sisulu Local Municipality Electrical Department have confirmed verbally that there is capacity on their network and the supply can be taken at 11kV from the MV system along Dan Pienaar Avenue directly opposite the site. (Behind Umatli Country Inn)

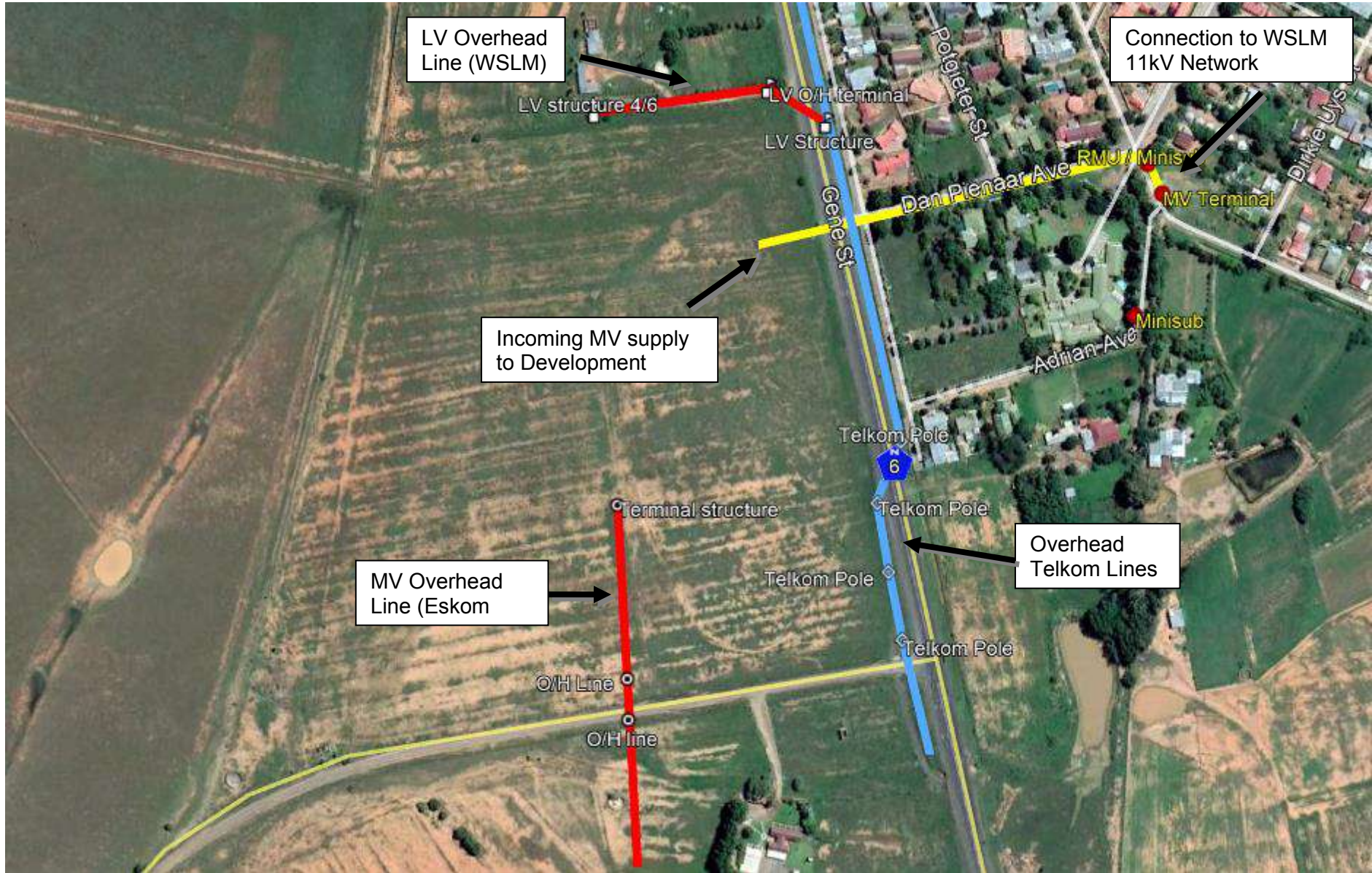
We await confirmation of the above in writing.

The 11kV supply will possibly be installed overhead from the point of connection to the N6, but SANRAL will likely need this to be cabled underground across the N6.

5. Power Distribution

The detailed design of the power reticulation on the site has not been concluded. It is however, envisaged that a minisub would be provided to supply power to the commercial site, while overhead MV and LV reticulation, with several pole mounted transformers, will be used to supply the residential portion.

6. Site Services Plan



ANNEXURE G

Geotechnical Report



GEOHYDROLOGY

GEOTECHNICAL

ENVIRONMENTAL

SOCIAL DEVELOPMENT

Technical Report

2021 / 09 / 05 / IGTA

Aliwal North Erf 1729

Desktop geotechnical study as part of the feasibility study for planned development of Erf 1729 in Aliwal North, Joe Gcabi District Municipality

September 2021

Prepared for: Sinakho Consulting
Document version 1.0 – Final Draft
Compiled by: AGES Omega (Pty) Ltd



Proudly Supporting
TOUCHING AFRICA



Prepared by



Aliwal North Erf 1729

Desktop geotechnical study as part of the feasibility study for planned development of Erf 1729 in Aliwal North, Joe Gcabi District Municipality

September 2021

Compile for:

Sinakho Consulting
93 Western Avenue
P.O. Box 13101
Vincent
EAST LONDON
5217

For attention:

Mr. Garth Luyt
Tel: 043 726 4389
Fax: 043 726 4391
Email: info@sinakhoconsulting.co.za

Compiled by:

Mr. Frederick N. De Jager Pr.Sci.Nat; MSAIEG

Project team:

Mr. Frederick N. De Jager; Pr. Sci. Nat; BSc Hons Engineering Geology

*AGES Omega (Pty) Ltd: 10 Sansom Road, Vincent, East London, Postnet Suite 203, Private Bag X 9063,
East London, 5200, Tel: +27 43 726 2070
Email: omega@ages-group.com Website: www.ages-omega.co.za*

AGES Group Offices: Eastern Cape North West Limpopo Gauteng KwaZulu Natal Namibia

AGES Omega Directors & Management: JA Myburgh FN de Jager O Skenjana J Clark Z Pemba

REPORT DISTRIBUTION LIST

Name	Institution
Mr. Garth Luyt	Sinakho Consulting

DOCUMENT HISTORY

Report no	Date	Version	Status
2021 / 09 / 05 / IGTA	September 2021	1.1	Final Draft

Although AGES (Pty) Ltd exercises due care and diligence in rendering services and preparing documents, AGES (Pty) Ltd accepts no liability, and the client, by receiving this document, indemnifies AGES (Pty) Ltd and its directors, managers, agents and employees against all actions, claims, demands, losses, liabilities, costs, damages and expenses arising from or in connection with services rendered, directly or indirectly by AGES (Pty) Ltd and by the use of the information contained in this document.



This document contains confidential and proprietary information of AGES (Pty) Ltd and is protected by copyright in favour of AGES (Pty) Ltd and may not be reproduced or used without the written consent of AGES (Pty) Ltd, which has been obtained beforehand. This document is prepared exclusively for **Sinakho Consulting** on behalf of their client Amaqadi Trust, and is subject to all confidentiality, copyright and trade secrets, rules, intellectual property law and practices of South Africa.

Table of Contents

1 BACKGROUND	1
2 TOPOGRAPHICAL OVERVIEW.....	2
3 GEOLOGICAL OVERVIEW	3
3.1 DRAINAGE	4
3.2 CLIMATE	4
3.3 REGIONAL NATURAL SEISMIC HAZARD	4
3.4 GENERALISED SOIL CONDITIONS.....	5
4 GEOTECHNICAL OVERVIEW	6
4.1 MOST FAVOURABLE TO LEAST FAVOURABLE AREAS	8
4.1.1 ZONE A.....	8
4.2 UNSUITABLE AREAS.....	9
4.2.1 ZONE D.....	9
5 GEOTECHNICAL RECOMMENDATIONS	10

List of figures

Figure 1: Regional locality of Erf 1729 Aliwal North.....	1
Figure 2: Study area topography	2
Figure 3: Regional geology of study area	3
Figure 4: Preliminary Geotechnical Classification Zonation of Erf 1729.....	6

List of tables

Table 1: Summary of Geotechnical Constraints in Urban Development	7
Table 2: Preliminary Geotechnical Classification – Erf 1729 Aliwal North.....	7

1 BACKGROUND

A desktop geotechnical investigation was conducted on a proposed mixed use development site in the Walter Sisulu Local Municipality of the Joe Gcabi District Municipality, Eastern Cape Province.

The study area comprises Erf 1729 in Aliwal North that is currently vacant land.

The locality of the study area is indicated in the figure below.



Figure 1: Regional locality of Erf 1729 Aliwal North

2 TOPOGRAPHICAL OVERVIEW

The site is situated on a pediment slope / alluvial plain associated with the regionally prominent Orange River and its tributaries. The area exhibits gentle slope conditions.

The study area is located at an elevation between approximately 1340 and 1350 mamsl with the highest elevation occurring at the south-western part of the site, and the lowest elevation occurring at the south- and north-eastern portions of the site.

The site generally slopes to the east with flat to gentle slope conditions measured generally between 0 and 2 degrees. There are no steep slope conditions in excess of 12 degrees.



Figure 2: Study area topography

3 GEOLOGICAL OVERVIEW

According to the 1: 250 000 geological map 3026 ALIWAL NORTH the study area is generally covered by alluvium and underlain by sedimentary rocks of the Tarkastad Subgroup that is part of the Beaufort Group of the Karoo Supergroup sequence. The sedimentary rocks comprise brownish-red and grey mudstone and sandstone. The formation generally exhibits horizontal bedding in the study area.

Dolerite intruded into the sedimentary rocks the late Karoo volcanism event. A prominent dolerite sill intrusion occurs approximately 1 km to the west of the site with no prominent dolerite dyke intrusions present. According to the geology map no dolerite intrusions intersect the study area.

A thermal spring occurs approximately 700 m east of the site. This spring is expected to be the source of the Aliwal Spa (warm baths).

No other prominent geological structures such as Fault Zones or LANDSAT derived lineaments intersect the study area.

The area does not reflect any risk for the formation of sinkholes or subsidence's caused by the presence of water-soluble rocks (for example: dolomite or limestone).



Figure 3: Regional geology of study area

The available information does not indicate any geological or geotechnical fatal flaw conditions that will render the site or portions thereof unsuitable for development.

3.1 DRAINAGE

The study area is drained by means of surface flow in a basic easterly direction with run-off water draining into tributaries of the regionally prominent Orange River that drains to the west into the Atlantic Ocean.

3.2 CLIMATE

The study area is located in the Summer Rainfall Zone of the Republic of South Africa, within quaternary catchment D14A that is part of the Upper Orange Catchment Management area. This catchment receives a mean annual precipitation in the order of 493 mm.

The climatic N-value (Weinert, 1980) of the area is between 5 and 10, indicating that mechanical disintegration rather than chemical decomposition of the constituent minerals of the underlying bedrock is the prominent mode of weathering. This generally results in less clay-rich soils depending on the host rock material.

3.3 REGIONAL NATURAL SEISMIC HAZARD

According to Fernandez *et al* (1979) the regional natural seismic hazard in the study area can be defined as follows:

- The area exhibits a 90 % probability of the occurrence of a seismic event not exceeding Class VII-intensity¹ (i.e.: equivalent to a seismic event registering 5.5 to 6.1 on the Richter Scale) within a period of 100 years.

In this light, the seismic hazard and -risk of the study area can be classified as SLIGHT, and as such requires that Masonry Class B design and construction measures be implemented, incorporating good workmanship and reinforced mortar work, but specific design and construction measures to resist the effect of lateral forces on the proposed development is not deemed necessary.

¹ The effects of a Class VII-intensity event (categorized as strong to very strong) can be summarized as follows:

- Difficult to stand
- Noticed by drivers of motorcars
- Hanging objects quiver
- Furniture broken
- Damage to weak materials (such as adobe: poor mortar; low standards of workmanship; weak horizontally) including cracks
- Weak chimneys broken at roof line
- Fall of plaster, loose bricks, stones, tiles, cornices, unbraced parapets and architectural ornaments
- Some cracks in ordinary workmanship and mortar
- Small slides and caving-in along sand or gravel banks and concrete irrigation ditches will be damaged

3.4 GENERALISED SOIL CONDITIONS

Based on desktop analysis the following expected soil conditions are briefly discussed. Please note that detailed test pit profiling and materials sampling by a competent geotechnical person (minimum registered professional Pr.Sci.Nat) is required and recommended to verify and quantify actual soil conditions and properties, as per SANS634 requirements.

The site is expected to be covered by alluvium / colluvium material that is composed of sandy clay to clayey sand with scattered dolerite gravel and cobbles that exhibits a firm to stiff and weakly-slickensided to micro-shattered structure. The alluvium material is expected to extend to a depth up to 0.60 to > 1.50 mbgl.

The transported materials are expected to be underlain by residual siltstone / mudstone that is composed of sandy clay. The material is expected to exhibit a firm to stiff consistency and micro-shattered structure, with a thickness of approximately 0.5 m.

Siltstone / sandstone bedrock material can be expected from a depth generally in excess of 1.0 mbgl. The bedrock material is expected to be highly to slightly weathered, very fine grained, thinly jointed / bedded and highly fractured with a very soft to moderately hard rock hardness.

4 GEOTECHNICAL OVERVIEW

The following preliminary Geotechnical Classification for Urban Development is made based on the results of the Preliminary Geotechnical Site Investigation (*based on SANS 634:2012 & GFSH-2:2002*).

The study area can be divided into the following development potential zones based on the specified Geotechnical Constraints (A-L) as summarized in Table 1 below and illustrated in Figure 4.



Figure 4: Preliminary Geotechnical Classification Zonation of Erf 1729

Table 1: Summary of Geotechnical Constraints in Urban Development

Constraint	Most favourable (1)	Intermediate (2)	Least favourable (3)
A Collapsible Soil	Any collapsible horizon or consecutive horizons totalling a depth of less than 750mm in thickness*	Any collapsible horizon or consecutive horizons with a depth of or more than 750mm in thickness	A least favourable situation for this constraint does not occur
B Seepage	Permanent or perched water table more than 1.5m below ground surface	Permanent or perched water table less than 1.5 m below ground surface	Swamp and marshes
C Active Soil	Low soil-heave potential predicted*	Moderate soil heave potential predicted	High soil heave predicted
D Highly compressible soil	Low soil compressibility expected*	Moderate soil compressibility expected	High soil compressibility expected
E Erodability of soil	Low	Intermediate	High
F Difficulty of excavation to 1.5m depth	Scattered or occasional boulders less than 10% of the total volume	Rock or hardpan pedocretes between 10 and 40 % of the total volume	Rock or hardpan pedocretes more than 40% of the total volume
G Undermined ground	Undermining at a depth greater than 100 m below surface (except where total extraction mining has not occurred)	Old undermined areas to a depth of 100 m below surface where slope closure has ceased	Mining within less than 100 m of surface or where total extraction mining has taken place
H Instability in areas of soluble rock	Possibly unstable	Probably unstable	Known sinkholes and dolines
I Steep slopes	Between 2 and 6 degrees (all regions)	Slopes between 6 and 18 degrees and less than 2 degrees (Natal and Western Cape) Slopes between 6 and 12 degrees and less than 2 degrees (all other regions)	More than 18 degrees (Natal and Western Cape) More than 12 degrees (all other regions)
J Areas of unstable natural slopes	Low risks	Intermediate risk	High risk (especially in areas subject to seismic activity)
K Areas subject to seismic activity	10% probability of an event less than 100 cm/s ² within 50 years	Mining-induced seismic activity more 100 cm/s ²	Natural seismic activity more than 100 cm/s ²
L Areas subject to flooding	A "most favourable" situation for this constraint does not occur	Area adjacent to a known drainage channel or floodplain with slope less than 1%	Area within known drainage channel or floodplain

The zones are indicated in Figure 4. The following constraints have not been classified as they are not applicable to the study area:

- Undermined Ground – Constraint G
- Instability in areas of soluble rock – Constraint H

Table 2: Preliminary Geotechnical Classification – Erf 1729 Aliwal North

Preliminary Geotechnical Classification Zones	Most Favourable Constraints (1)	Intermediate Constraints (2)	Least favourable Constraints (3)	Conclusions
Zone A	BFJK	ACIL	DE	This zone is suitable for development with precautions pending a Phase 1 Geotech investigation.
Zone D	-	-	-	Not applicable. Potential drainage on site to be confirmed by Environmental Professional.

4.1 MOST FAVOURABLE TO LEAST FAVOURABLE AREAS

4.1.1 ZONE A

The portions of the study area designated as ZONE A classify as most favourable to Intermediate for development and exhibit the following Geotechnical Classification for Urban Development.

Constraints - Most Favourable Conditions

- B:Seepage – Permanent or perched water table more than 1.5m below ground surface
- F:Difficulty of excavation to 1.5m depth – Scattered or occasional boulders less than 10% of the total volume
- J:Areas of unstable natural slopes – Low risks
- K:Areas subject to seismic activity – 10% probability of an event less than 100 cm/s² within 50 years

Constraints - Intermediate Conditions

- A:Collapsible soil – Any collapsible horizon or consecutive horizons with a depth of or more than 750 mm in thickness
- C:Active soil – Moderate soil heave potential predicted
- I:Steep slopes – Slopes less than 2 degrees
- L:Areas subject to flooding – Area adjacent to a known drainage channel or floodplain with slope less than 1%

Constraints - Least Favourable Conditions

- D:Highly compressible soil – High soil compressibility expected
- E:Erodibility of soil – High erodibility expected

Zone A is therefore designated as **Class 3DE 2ACIL 1BFJK** and can be classified as Most Favourable to Intermediate for urban development pending Phase 1 Geotechnical investigations and the implementation of precautionary measures.

4.2 UNSUITABLE AREAS

4.2.1 ZONE D

The portions of the study area designated as ZONE D classify as Unsuitable for development and exhibit the following Geotechnical Classification for Urban Development.

No portions of the study area were designated as Zone D. There is a potential for this area to occur based on the appearance of drainage channels that intersect the study area. These potential drainages will have to be inspected and identified by a competent Environmental Practitioner if they occur. An environmental screening assessment will suffice in the identification of unsuitable areas.

5 GEOTECHNICAL RECOMMENDATIONS

Following the completion of this preliminary geotechnical investigation, a detailed geotechnical investigation will have to be conducted on selected most favourable and intermediate sites to confirm and quantify identified potential adverse geotechnical soil conditions, such as heave potential, collapse potential, consolidation settlement etc, that will impact the proposed development(s). These parameters will be essential to ensure the most cost effective and site suitable foundations / structures and designed as well as the optimisation of the site development layout.

The geotechnical investigation(s) will also identify any possible on-site materials that can be used as construction materials. The following further investigations are required. Please note these investigations can only be quoted for once the site boundaries are confirmed as well as the general type of developments are made available:

The required geotechnical investigations and general actions as discussed above are summarised below. Please note that these investigations have to be conducted in sequence:

- Detailed Geotechnical Investigations and/or SANS634:2012 / GFSH-2 Phase 1 geotechnical investigation (Design phase) on selected sites (most favourable and intermediate sites from Prelim investigation), comprising:
 - Site specific geological and geotechnical mapping
 - Excavation of test pits for detailed soil profiling and materials sampling
 - Optional geotechnical drilling (depending on structure bearing requirements)
 - Dynamic Cone Penetrometer or DPSH testing
 - Laboratory analysis of selected soil / rock materials
 - Reporting with detailed results and recommendations

- SANS634:2012 / GFSH-2 Phase 2 Geotechnical Investigation (Construction phase) on all sites
 - Contractor training on site conditions, construction materials etc.
 - Confirmative soil profiling in open excavations and trenches
 - Confirmative laboratory testing and construction monitoring
 - Foundation nominations and quality control
 - Reporting with detailed results and recommendations

ANNEXURE H

Traffic Impact Assessment

TRAFFIC IMPACT STUDY

FOR PROPOSED DEVELOPMENT

OF

ERF 1729

MALETSWAI (ERSWHILE ALIWAL NORTH)

WITHIN

WALTER SISULU LOCAL MUNICIPALITY

SEPTEMBER 2021

PREPARED FOR:

Amaqadi Trust

6 Elm Street
Maletswai
9750

Telephone: 066 024 4837

PREPARED BY:



31 Galway Road
Nahoon
East London
5241

Telephone: 043 735 0890
Cellular: 083 465 1558
E-mail: deonmcquirk@telkomsa.net

CONTENTS

	Page
1. INTRODUCTION AND BACKGROUND.....	1
1.1 Introduction.....	1
1.2 Proposed development.....	1
2. EXISTING OPERATING CONDITIONS.....	2
2.1 Intersection control.....	2
2.2 Capacity along access roads.....	2
2.3 Traffic calming.....	3
2.4 Pedestrian and cycle facilities.....	3
2.5 Public transport facilities.....	3
3. EXISTING TRAFFIC VOLUMES.....	4
4. FUTURE TRAFFIC VOLUMES.....	5
4.1 Traffic generation.....	5
4.2 Trip assignment/distribution.....	6
5. INTERNAL CIRCULATION AND PARKING.....	12
5.1 Internal circulation.....	12
5.2 Parking and loading facilities.....	12
6. ACCESS PROPOSALS.....	13
6.1 Vehicular access.....	13
6.2 Pedestrian and bicycle access.....	13
6.3 Access control.....	13
7. ANALYSIS RESULTS.....	14
8. CONCLUSIONS.....	16
9. RECOMMENDATIONS.....	17
10. REFERENCES.....	19

LIST OF FIGURES

Figure 1.1	Site locality map
Figure 1.2	Proposed site layout
Figure 4.1	AM and PM peak 2022, without development trips
Figure 4.2	AM and PM development generated trips
Figure 4.3	AM and PM peak 2022, with development trips
Figure 4.4	AM and PM peak 2027, without development trips
Figure 4.5	AM and PM peak 2027, with development trips
Figure 5.1	Recommended layout
Figure 7.1	Recommended road improvements

LIST OF TABLES

Table 2.1	Existing intersection control
Table 3.1	Traffic count data used
Table 7.1	SIDRA LOS colour codes
Table 7.2	Level of service definitions - HCM Method
Table 7.3.1 - 7.3.2	LOS results AM and PM peak hours
Table 7.3.3	Intersection control types
Table C.1	Land use, trip generation, parking and loading

LIST OF APPENDICES

Appendix A	Figures
Appendix B	SIDRA Intersection LOS Reports
Appendix C	Land use, trip generation, parking and loading
Appendix D	Traffic volumes

LIST OF ABBREVIATIONS

CBD	Central Business District
GLA	Gross Leasable Area
HCM	Highway Capacity Manual
LOS	Level of Service (as defined by Highway Capacity Manual)
NA	Not Analysed
ped	pedestrian
SANRAL	South African National Roads Agency Limited
SAT	Saturday
SIDRA	Software for the design and evaluation of traffic/ pedestrian intersections
TIS	Traffic Impact Study
veh/h	vehicles per hour
WSLM	Walter Sisulu Local Municipality

1. INTRODUCTION AND BACKGROUND

1.1 Introduction

Emonti Consulting Engineers CC was approached to prepare a Traffic Impact Study (TIS) for the proposed subdivision and rezoning of the following property: Erf 1729 Aliwal North – situated within the Walter Sisulu Local Municipality (WSLM) area.

Following the investigation and study, recommendations regarding site access from the public road network, road network improvements, internal site layout, traffic safety, on-site circulation, parking and any loading facilities, will be made.

The approach and methodology followed in conducting this study were in terms of the references included in Chapter Ten.

1.2 Proposed development

The site is located in Maletswai, a town situated within the WSLM area. A site locality map can be seen in Figure 1.1. The site is located near to the SANRAL route marker N6-5 53.2N, depicted in the photograph below.



Route number

The current use of the site, coupled with the existing structures found thereon, generate very limited trips for the peak hours.

The proposed development comprises residential, filling station, retail, conference facility, restaurants, private open space and private roadway. This will commonly be referred to hereafter as “the site” and/or “the development”.

The proposed land uses of the property in question are given in Table C.1 in Appendix C. The proposed site layout is illustrated in Figure 1.2.

It should be noted that currently the site layout for the various sites have not been finalised and therefore a realistic size, as indicated in Table C.1, has been assumed. It is proposed that the site layout would only be finalised once the various Developers submit their building plans for approval.

2. EXISTING OPERATING CONDITIONS

2.1 Intersection control

Control strategies at the existing intersections relevant to this study are presented in Table 2.1.

Table 2.1: Control strategies

No.	Intersection	Control
1	N6/Dan Pienaar Avenue	Priority /stop
2	N6/Van Der Horst Street	
3	N6/DR02679	

The following photographs reveal a number of intersections that will be utilised by traffic generated by the development.



N6/Dan Pienaar Avenue intersection



N6/Van Der Horst Street intersection



N6/DR02679 intersection

2.2 Capacity along access roads

The N6 is a road of national significance and provides access to Bloemfontein in the north and East London in the south. However, in the vicinity of the site it provides mobility and to a lesser degree accessibility to the areas/suburbs surrounding Maletswai. The DR02679 runs along the

southern side of the site and provides a link for a number of villages in the west, and to the N6 in the east.

From on-site observations sufficient spare capacity appears to exist along the road network to cater for the medium to long term future regarding anticipated traffic growth, including future trips relating to this development. This will however be analysed and commented on later in this report.

2.3 Traffic calming

No traffic calming exists along the road network near the site and the posted speed limit is 60 km/h and 80km/h along the N6 and the DR02679 respectively. From on-site observations the vehicular speeds passed the proposed access, often appear to exceed the posted speed limit.

2.4 Pedestrian and cycle facilities

No formalised pedestrian or cycle facilities are currently available on the surrounding road network.

2.5 Public transport facilities

No formalised public transport facilities are currently available in close proximity to the site.

3. EXISTING TRAFFIC VOLUMES

In order to establish the current traffic conditions relevant traffic count information was used. This traffic count information is available in Appendix D.

Table 3.1 provides a summary of the traffic count information utilised in this study.

Table 3.1 Traffic count data used

No.	Station	Data Type	Date
1	N6/Von Der Horst	12 hr manual unclassified traffic volume	16-Jan-19
2	N6/Dan Pienaar Avenue		
3	N6/DR02679		18-Aug-21
4	N6/DR02679		
5	N6, just south of Dan Pienaar Avenue	Speed survey	

The analysis of current traffic performance is based on the observed traffic data that, when necessary, have been adjusted and smoothed in order to represent a balance network of traffic volumes for 2022. The balanced peak hour traffic flow volumes are displayed as network diagrams in Figures 4.1 to 4.5.

Speed surveys

In order to determine the magnitude of possible speeding, speed surveys were conducted along the N6, just south of its intersection with Dan Pienaar Avenue. The surveys were conducted during the midday (off peak) period in order to determine the speeds that can be achieved under “less than congested” conditions. The current speed limit along this section of the N6 is 60km/h. The 85th percentile speeds suggest the appropriate speed limit should be around 100 km/h (see Table 3.2).

The detailed speed surveys are included in Appendix D. From the results it can be seen that speeding occurs along the N6.

Table 3.2: Speed summary

Speed		
Location	N6, just south of Dan Poenaar Avenue	
Direction	Northbound	Southbound
Highest Speed	124	115
Average Speed	92	86
85th percentile Speed	104	98

4. FUTURE TRAFFIC VOLUMES

For purposes of this study it was assumed that the development will be functional in 2022 and therefore a design horizon of five years (i.e. 2027) was used for the future operational LOS analysis.

The recommended critical peak hours for analysing retail developments are weekday PM and SAT peak hours and weekday AM and PM peak hours for most other land uses. In this study the analyses were made for both the future weekday AM and PM peaks to address anticipated capacity problems in the peak hours most relevant to the development.

It is acceptable to project future traffic volumes by taking the recorded growth history of traffic counts into consideration. The generally accepted growth rate in the study area is 3% per annum. Applying the growth rate of 3% from the base year to the design horizon year, the growth factor would be 1.16, meaning an increase in background traffic volume of 16% over the five year design horizon.

For the future scenario analysis the current traffic volumes were maintained as background traffic and increased by an annual growth factor. New trips relating to the proposed development were added to obtain the future estimated traffic volumes for 2027.

4.1 Traffic generation

The recommended vehicle trip generation rates (as per References One and Four) for the land uses listed in Table C.1 were used to calculate the estimated number of trips for the various peak hours in order to determine the critical peak hour. Note the values used are based on Reference Four.

The recommended vehicle trip generation rates were then adjusted to take into account site specifics. The following factors, amongst others, were considered when making the trip generation adjustments:

- i. public transport,
- ii. predicted car ownership, and
- iii. land use mix.

Based on these factors trip reductions, as illustrated in Table C.1, were assumed. The recommended in/out split for the peak hours can be seen in Table C.1 which also shows details of trip generation calculations for the various peak hours.

Further, for business developments, the trip generation and assignment depends on whether the trips are primary, diverted, pass-by or transferred. Based on the current traffic volumes on the adjacent roads and road network pass-by and transferred trips have been considered and the resultant volumes are regarded as new trips as reflected in Table C.1.

From Table C.1 it can be seen that the PM peak hour, in terms of trips generated, is greater than the AM peak hour for a regular week day. When the projected future traffic volumes and predicted traffic generated are added together, the combined effect changes the critical peak period from the AM peak currently experienced to the PM peak hour.

The following are the scenarios that were analysed, where necessary:

- i. existing 2022 critical peak hour traffic,
- ii. existing 2022 critical peak hour traffic **with development** traffic,
- iii. projected 2027 critical peak hour **without development** traffic, and
- iv. projected 2027 critical peak hour **with development** traffic.

4.2 Trip assignment/distribution

The generated trips, as identified in Section 4.1, have been distributed to the road network manually, based on the principles of the gravity model and taking into account knowledge of local conditions, Reference Five.

The resultant trip assignments are illustrated as network diagrams in Figures 4.1 to 4.5 for the various scenarios and time horizons tested.

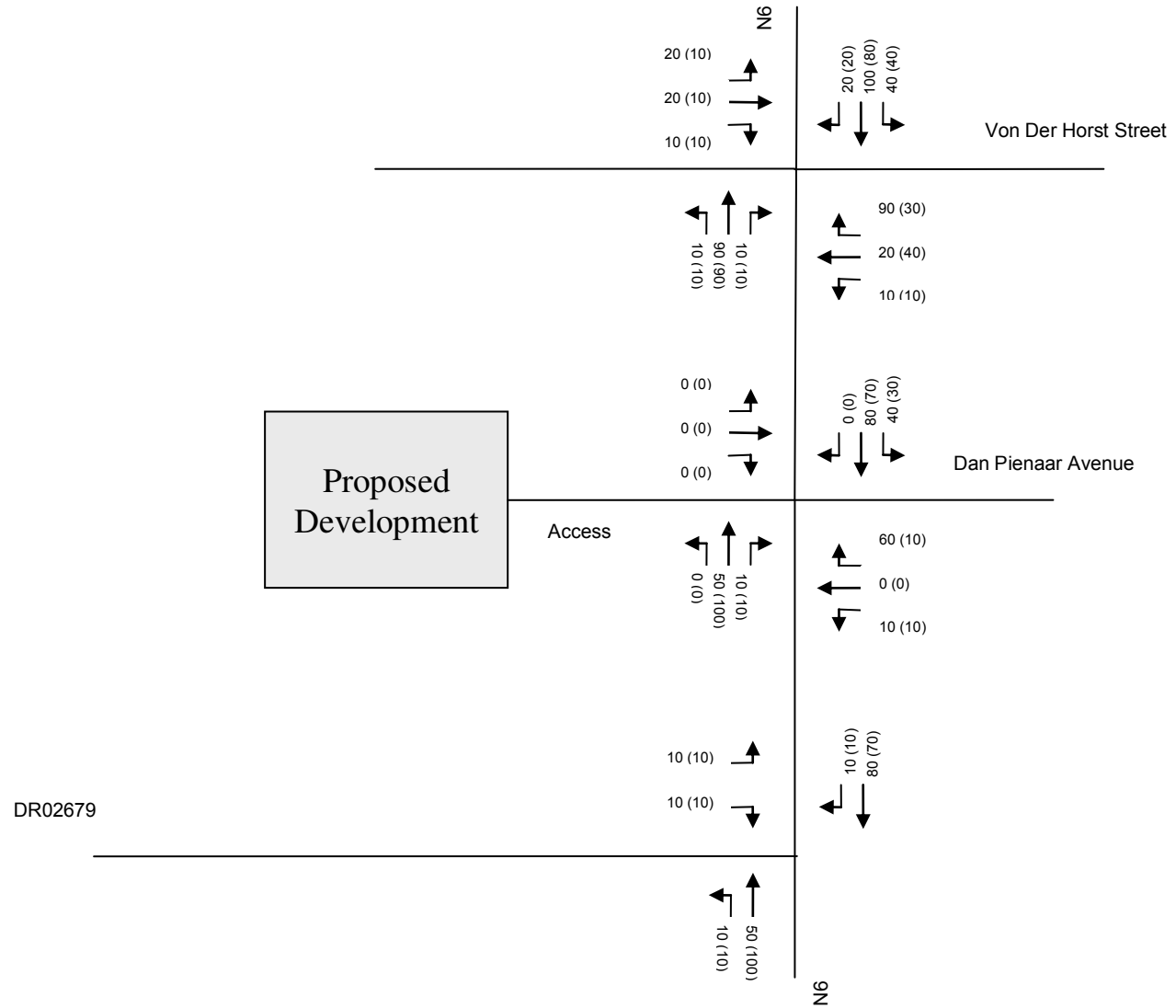
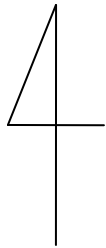


Figure 4.1: AM and PM 2022, without development trips.

Traffic Volume key:
 AM (PM) = 1234 (1234) veh/h

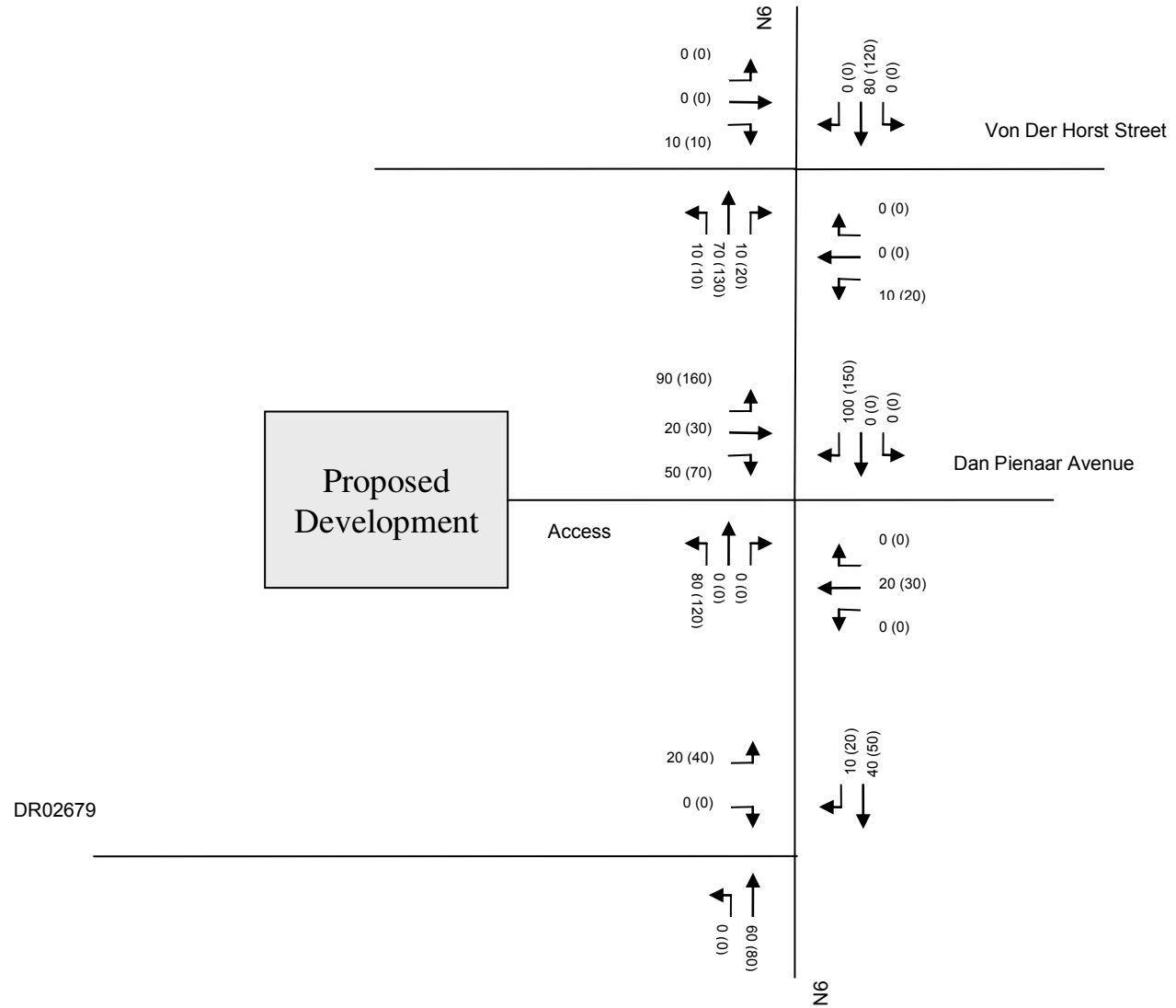
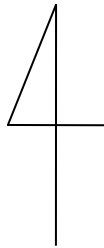


Figure 4.2: AM and PM 2022, development generated trips.

Traffic Volume key:
AM (PM) = 1234 (1234) veh/h

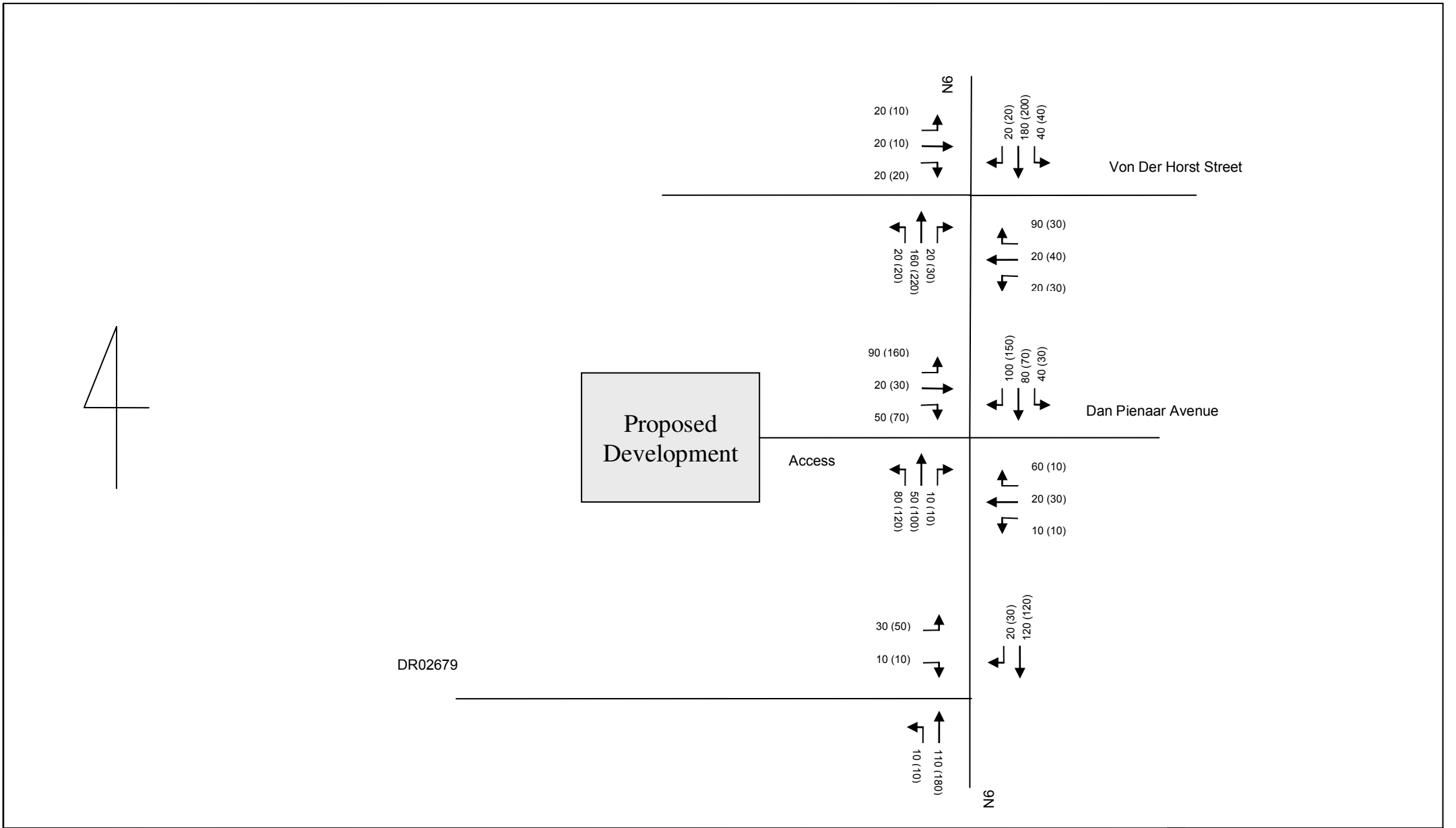


Figure 4.3: AM and PM 2022, development with generated trips.

Traffic Volume key:
 AM (PM) = 1234 (1234) veh/h

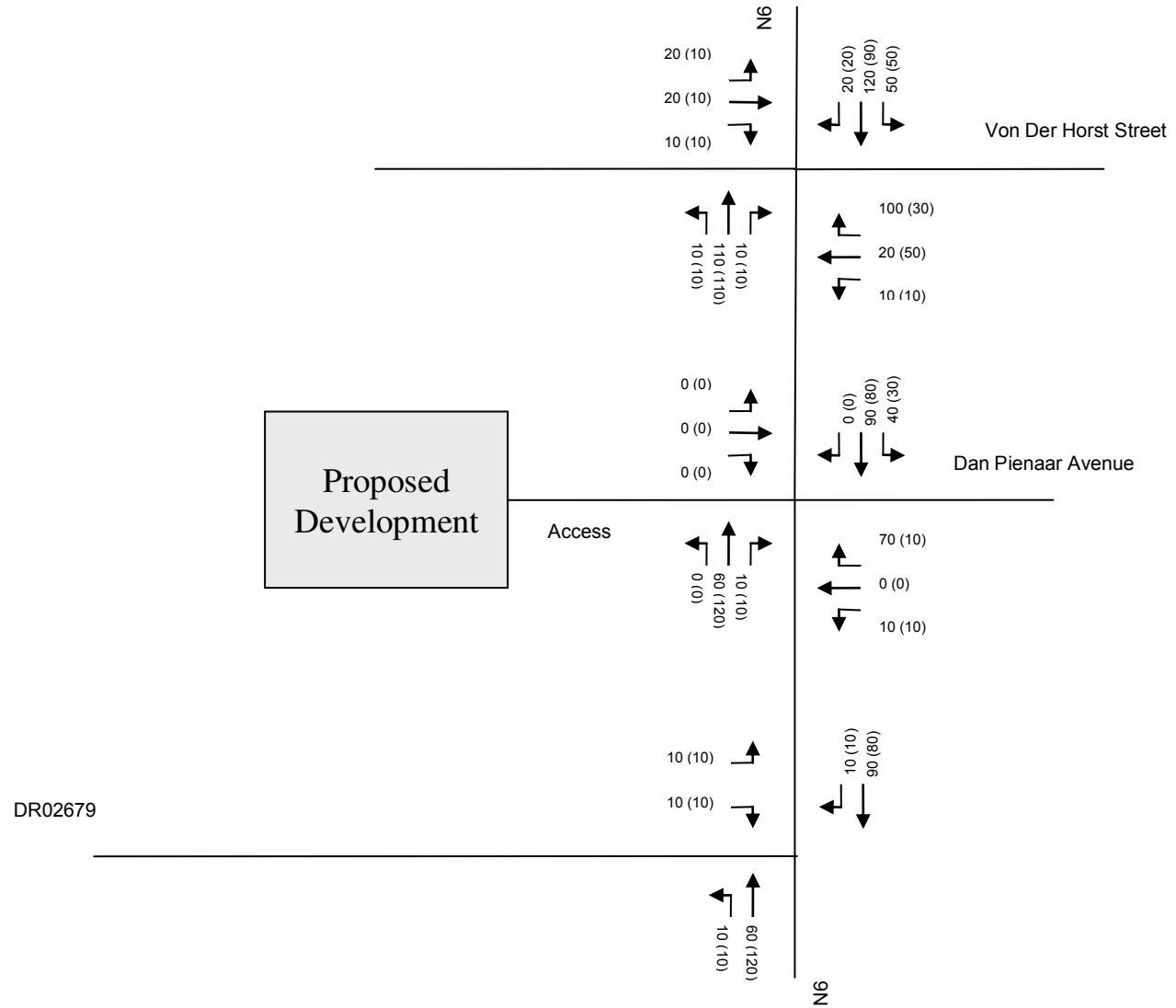
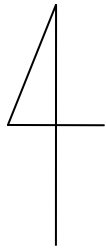


Figure 4.4: AM and PM 2027, without development trips.

Traffic Volume key:
 AM (PM) = 1234 (1234) veh/h

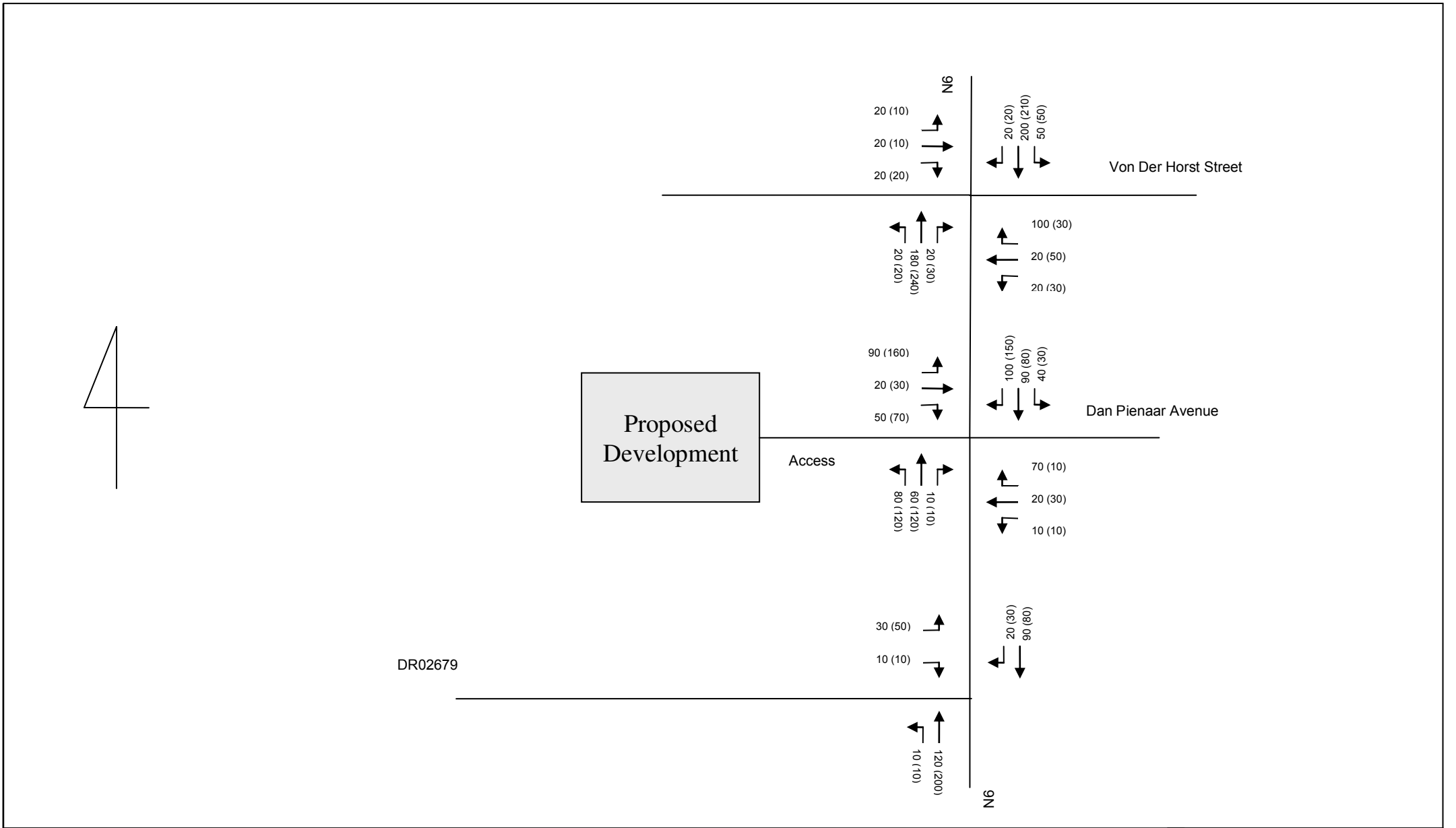


Figure 4.5: AM and PM 2027, development with generated trips.

Traffic Volume key:
 AM (PM) = 1234 (1234) veh/h

5. INTERNAL CIRCULATION AND PARKING

5.1 Internal circulation

The internal circulating network proposed is shown in Figure 1.2 and the recommended layout in Figure 5.1. Some minor changes to improve the overall efficiency of the development, as listed below, have been included in Figure 5.1.

- i. parking layout,
- ii. disabled bays,
- iii. public transport,
- iv. control strategy,
- v. pedestrian facilities, and
- vi. loading bays.

It would be advisable for the Developer to plan, design and build the internal layout to a standard acceptable by the municipality in order to allow for accessibility of service and emergency vehicles, etc. The layout, as recommended in Figure 5.1, should meet these requirements and provides acceptable internal circulation.

5.2 Parking and loading facilities

Refuse loading and other loading associated with deliveries, removals etc. will occur near the main accesses to the residential component of the development.

However, for the commercial components of the development the loading will occur from the dedicated load bays indicated. All parking and loading requirements are to be catered for on the individual sites.

The Department of Transport Parking Standards (Reference Six) make allowance for parking reductions. The following are some of the factors that can be considered when applying for a parking reduction:

- i. public transport,
- ii. bicycle utilisation,
- iii. mixed land use,
- iv. predicted car ownership, and
- v. location of development.

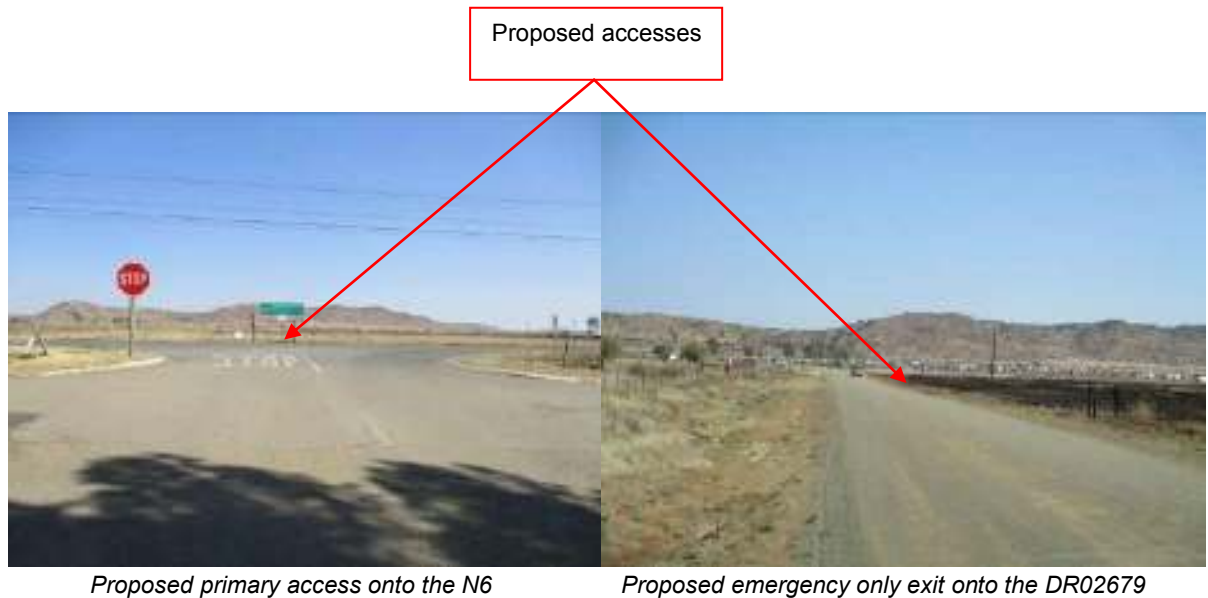
In terms of Reference Six the required minimum parking and loading bays are as set out in Table C.1, which also includes recommended reductions that may be granted.

Details of parking bays at these sites should be finalised at the design stage.

6. ACCESS PROPOSALS

6.1 Vehicular access

The proposed primary access to the site is onto the N6 opposite Dan Pienaar Avenue, with a proposed emergency exit only onto the DR02679. The positions of the proposed accesses to the site are shown in the photographs below.



Currently the site has access off the N6 just north of the N6/Dan Pienaar Avenue intersection. This access will be closed off once the proposed primary access is constructed.

Adequate intersection sight distance is available at both the proposed intersections.

6.2 Pedestrian and bicycle access

Pedestrian and bicycle access to the site is via the proposed access.

Due to the relatively remote location of the site, linked with the anticipated generated pedestrian traffic, it is not warranted to construct a formal surfaced sidewalk. The current very wide grassed verges along the N2 should adequately cater for the expected pedestrian traffic.

6.3 Access control

The development indicates that most of the internal roads will be zoned private. The proposed access control is illustrated in Figure 1.2. The proposed position of the access control should provide security to the development while keeping the relevant road network open to traffic.

7. ANALYSIS RESULTS

Tables 7.3.1 to 7.3.3 contain a summary of the SIDRA analysis results. More detail may be viewed in Appendix B. This includes all aspects of the input data used in the analyses including items such as lane configuration, control strategy, etc. The colour coding used in the graphic representations found in Appendix B is explained in Table 7.1.

Table 7.1: SIDRA LOS colour codes

Colour	Rating	Level of Service
Used in displays		Control delay, LOS
Green	Excellent	LOS A
Light blue	Very good	LOS B
Dark blue	Good	LOS C
Magenta	Acceptable	LOS D
Orange	Poor	LOS E
Red	Very poor	LOS F

The presented Level of Service (LOS) results are based on control delay and are illustrated in Table 7.2.

Table 7.2: Level of service definitions - HCM Method

Level of Service	Control delay per vehicle in seconds (d) (including geometric delay)	
	Signals and roundabouts	Stop and yield
A	$d \leq 10$	$d \leq 10$
B	$10 < d \leq 20$	$10 < d \leq 15$
C	$20 < d \leq 35$	$15 < d \leq 25$
D	$35 < d \leq 55$	$25 < d \leq 35$
E	$55 < d \leq 80$	$35 < d \leq 50$
F	$80 < d$	$50 < d$

Note: Above Tables 7.1 and 7.2 and explanation courtesy of Reference Three.

Tables 7.3.1 to 7.3.2 contain a summary of the SIDRA analysis results as undertaken at the various intersections, where Table 7.3.3 shows the control types assumed for the analysis for the various scenarios.

From the results it is clear that while the two peak periods test similarly, the current critical peak hour is the AM peak hour. On completion of the development the PM peak hour becomes the more critical in terms of volume and LOS at intersections.

The anticipated impact of the proposed development varies depending on the road segment under review. From the SIDRA analyses results, together with on-site observations, the following road segments require mentioning and are displayed in Figure 7.1.

N6/DR02679 intersection

Based on traffic volumes this intersection does not require any upgrading. However, it is recommended that the N6/Dan Pienaar Avenue intersection be remarked to allow for a right turn lane into the proposed primary access. In addition, it would be advisable to construct a left auxiliary lane along the N6.

Table 7.3.1 Intersection Level of Service (AM) peak

		KEY A-C D E F NA									
No.	Intersections	Level of Service									
		2022 AM status quo		2022 AM develop.		2022 AM improved		2027 AM option 1		2027 AM option 2	
		APPR.	INTERS.	APPR.	INTERS.	APPR.	INTERS.	APPR.	INTERS.	APPR.	INTERS.
1	N6/Dan Pienaar Avenue/Primary Access	NA	NA	NA	NA	NA	NA	B	A	B	A
2	N2/DR02679	NA	NA	NA	NA	NA	NA	A	A	NA	NA

Table 7.3.2: Intersection Level of Service (PM peak)

		KEY A-C D E F NA									
No.	Intersections	Level of Service									
		2022 PM status quo		2022 PM develop.		2022 PM improved		2027 PM option 1		2027 PM option 2	
		APPR.	INTERS.	APPR.	INTERS.	APPR.	INTERS.	APPR.	INTERS.	APPR.	INTERS.
1	N6/Dan Pienaar Avenue/Primary Access	NA	NA	NA	NA	NA	NA	B	A	B	A
2	N2/DR02679	NA	NA	NA	NA	NA	NA	B	A	NA	NA

Table 7.3.3: Intersection control type

No.	Intersections	Intersection control type				
		2022 status quo	2022 develop.	2022 improved	2027 option 1	2027 option 2
1	N6/Dan Pienaar Avenue/Primary Access	NA	NA	NA	Priority/stop	Turning lanes
2	N2/DR02679	NA	NA	NA	Priority/stop	NA

Note: LOS is indicated per approach and per intersection. Movement LOS are reflected in Appendix B.

Limited access

It is essential to ensure that no vehicular accesses are permitted onto the DR02679 other than at the proposed emergency exit only access.

Similarly, no vehicular, bicycle or pedestrian accesses are permitted onto the N6 other than at the proposed primary access which is to be located directly opposite the N6/Dan Pienaar Avenue intersection. It is therefore recommended that a suitable barrier be erected to prohibit such access. In this regard an adequate pedestrian and vehicle proof fence/wall is to be erected along the property boundary with the N6.

Building lines

Due to the DR02679 being a road of district significance within an urban area, a 5m building line will most likely to be imposed along this road.

Due to the N6 being a road of national significance SANRAL will most likely impose a 10m, 20m and 30m building line along the N6 for the residential, commercial and filling station components of the development respectively.

Public transport bays

Due to the location and nature of the development it is expected to generate public transport. It is essential for public transport bays to be introduced, with the associated pedestrian facilities. It is therefore recommended that two public transport bays be constructed, one on both of the exits to the N6/Dan Pienaar Avenue/Access intersection. On-site public transport is also to be provided in the form of approximately ten taxi bays.

8. CONCLUSIONS

Following the investigation and analysis it is concluded that:

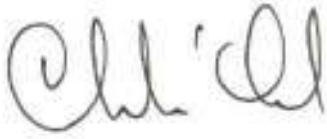
- i. The current operating conditions on the road network within the study area are found to be acceptable with no LOS or capacity failures.
- ii. The speed limit of 60 km/h along the N6, in the vicinity of the site primary access, is appropriate for the current and expected future traffic conditions. .
- iii. The existing critical peak, in terms of traffic volume, was found to be the AM peak hour while the PM peak hour tested similarly but with marginally lower demands.
- iv. Once developed and fully occupied, the proposed development may be expected to generate in the order of 310 and 480 new vehicle trips in AM and PM commuter peak hours respectively.
- v. The combined critical peak hour of existing and development trips is found to be the PM peak hour.
- vi. The network is not overloaded when development trips are assigned for any of the given tested peak hours, subject to the recommended road network improvements being undertaken.
- vii. The proposed changes to the layout and road network, as shown in Figures 5.1 and 7.1 respectively, adequately serve the proposed development.

9. RECOMMENDATIONS

Based on the investigation and conclusions it is recommended that:

- i. This Traffic Impact Study (TIS) be submitted to the Walter Sisulu Local Municipality (WSLM) and the South African National Roads Agency Limited (SANRAL) for their perusal.
- ii. The development proposal, that is the subdivision and rezoning of Erf 1729 Maletswai, as submitted and reflected herein, being approved in principle from a traffic impact perspective by the WSLM and SANRAL.
- iii. The site layout changes, as shown in Figure 5.1, being made a condition of approval. The required internal road network improvements to be made by the development are as follows:
 - a. disabled parking bays,
 - b. disabled bays,
 - c. public transport,
 - d. control strategy,
 - e. pedestrian facilities, and
 - f. loading bays.
- iv. The road network improvements, as listed below and shown in Figure 7.1, to being made a condition of approval. It should however be noted that these improvements may change subject to subsequent investigations in consultation with the road authority. The required public road network improvements to be made to accommodate the development are as follows:
 - a. A 5m building line being imposed along the DR02679.
 - b. A 10m, 20m and 30m building line being imposed along the N6 for the residential, commercial and filling station components of the development respectively.
 - c. No direct vehicular, bicycle or pedestrian access being permitted onto the N6. It is therefore recommended that a suitable barrier be erected to prohibit such access. In this regard an adequate pedestrian and vehicle proof fence/wall is to be erected along the property boundary with the N6.
 - d. No direct vehicular access being permitted onto the DR02679 other than at the proposed emergency exit only.
 - e. The existing access to the site off the N6, north of the N6/Dan Pienaar Avenue intersection, is to be closed off once the proposed primary access is constructed.
 - f. The remarking of the N6/Dan Pienaar Avenue intersection to allow for a right turn lane into the proposed primary access. In addition, the construction of a left auxiliary lane along the N6.
 - g. The construction of two public transport bays, one on both of the exits to the N6/Dan Pienaar Avenue/Access intersection.
- v. Parking and loading bays being provided as per Table C.1.
- vi. Details of parking and loading bays being finalised at the design stage.
- vii. All costs associated with the internal roads, as indicated in Figure 5.1, being solely to the Developer's account.
- viii. All costs associated with the recommendations as listed in "iv", being solely to the Developer's account.

It should be noted that all figures represented in this Traffic Impact Study are concept drawings only and are not to be used for construction purposes. These concept drawings are to be developed into engineering drawings by the Developer's appointed civil engineer. The engineering drawings are then to be approved by the relevant road authority officials prior to construction.

A handwritten signature in black ink, appearing to read 'D M McQuirk', written in a cursive style.

D M McQUIRK Pr. Eng.

MSc. Transportation & Traffic Eng., BSc Civil Eng, Dipl Traffic Safety Management
Registered with ECSA 970660, member of IMESA

10. REFERENCES

- Reference 1 South African Trip Generation Rates. 2nd Edition, June 1995.
- Reference 2 Manual for Traffic Impact Studies RR93/635, October 1995.
- Reference 3 SIDRA operators manual.
- Reference 4 South African Traffic Impact and Site Traffic Assessment Manual, Volumes 1 and 2 (TMH16) August 2012.
- Reference 5 South African Trip Data Manual, Volume 1 (TMH 17), September 2012.
- Reference 6 Department of Transport Parking Standards, November 1985.

APPENDIX A

FIGURES



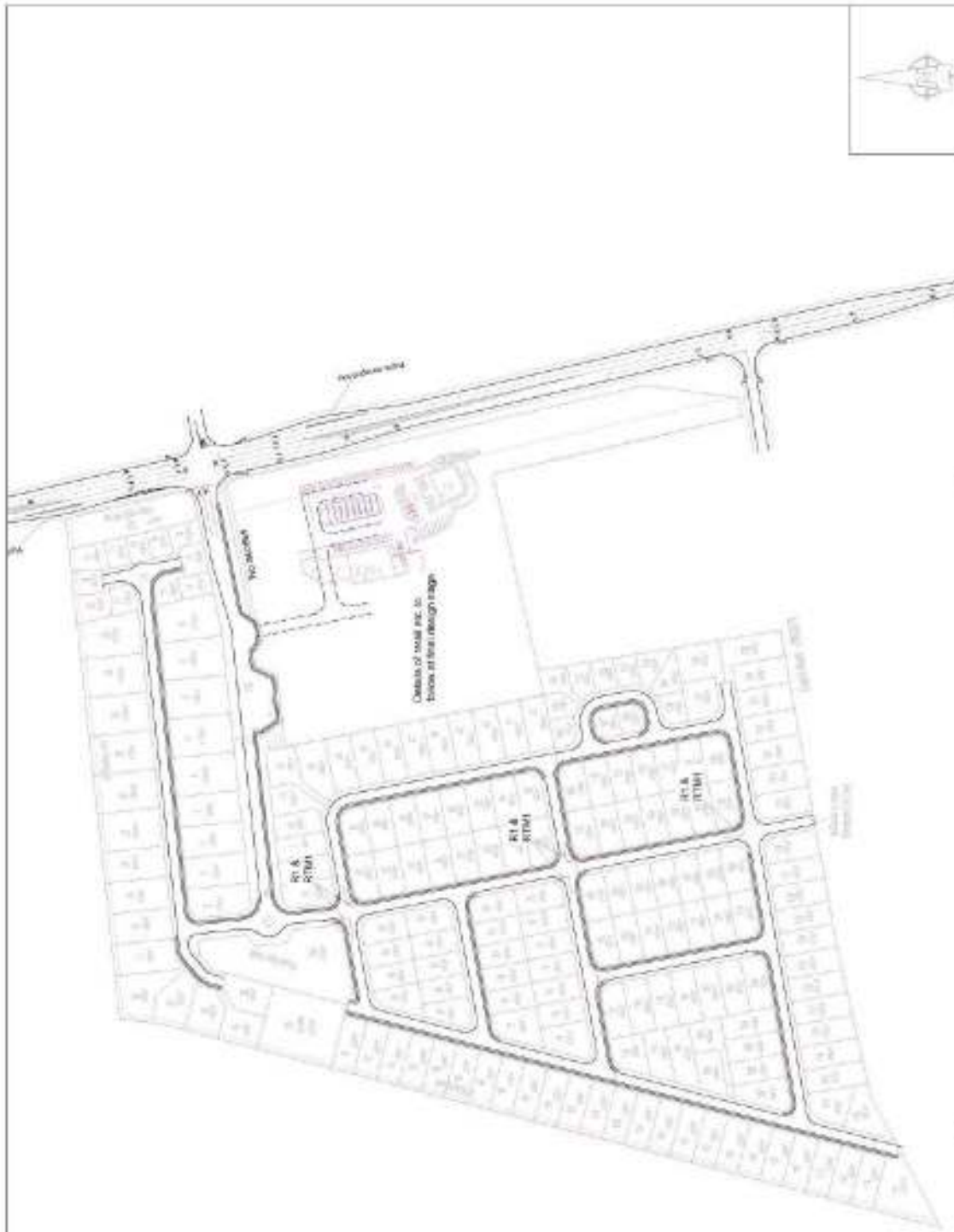
EMONTI
CONSULTING
Engineers cc

31 Gateway Road Tel: 043-7360890
 Nahcon Cell: 0834651558
 East London
 5241
 e-mail: deonnoquik@telkomsa.net

Project / Drawing Title:
Traffic Impact Study for Erf 1729 -
Maletswai
SITE LOCALITY PLAN

Scale: 1:40 000
 Drawn By: P Farrant
 Project No:
 Drawing No: **Figure 1.1**

CONCEPT DRAWING



- Notes:**
1. Sidewalks on at least 1 side of all roads
 2. 10 x taxi bays on-site
 3. 8 x strategically located disabled bays
 4. Parking layout to be finalised at detailed design stage
 5. Loading bays:
 - 1 x small
 - 6 x medium
 - 1 x large

31 Gateway Road
 Nainhoun
 East London
 5241
 e-mail: deonmcquirk@telkomsa.net



Project / Drawing Title:

**Traffic Impact Study for Erf 1729 -
 Maletswai**

RECOMMENDED LAYOUT

Scale:

1:1 500

Drawn By:

P Farrant

CONCEPT DRAWING

Project No:

Drawing No:

Figure 5.1



EMONTI CONSULTING Engineers cc	31 Gateway Road Nakhon East London 5241 e-mail: deonmcquinn@bellkamsa.net	Project / Drawing Title: Traffic Impact Study for Erf 1729 - Maletswai	Scale: 1:1 000	CONCEPT DRAWING
	Tel: 043-7350890 Cell: 0834651558	RECOMMENDED ROAD IMPROVEMENTS	Drawn By: P Farrant	Project No:
Drawing No: Figure 7.1				

SIDRA INTERSECTION LOS RESULTS

Figure B.1.A: Level of Service (LOS)

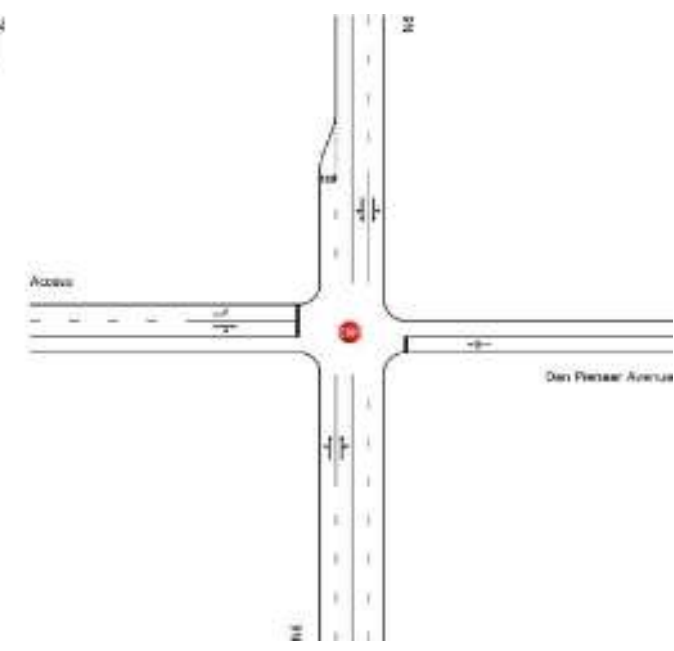

Intersection: N6/Dan Pienaar Avenue/Primary Access		Peak	Design year	
			2022	2027
Without improvements		AM (without development trips)	NA	NA
			PM (without development trips)	NA
Design year		AM (with development trips)		2022
NA			PM (with development trips)	NA

Figure B.1.B: Level of Service (LOS)

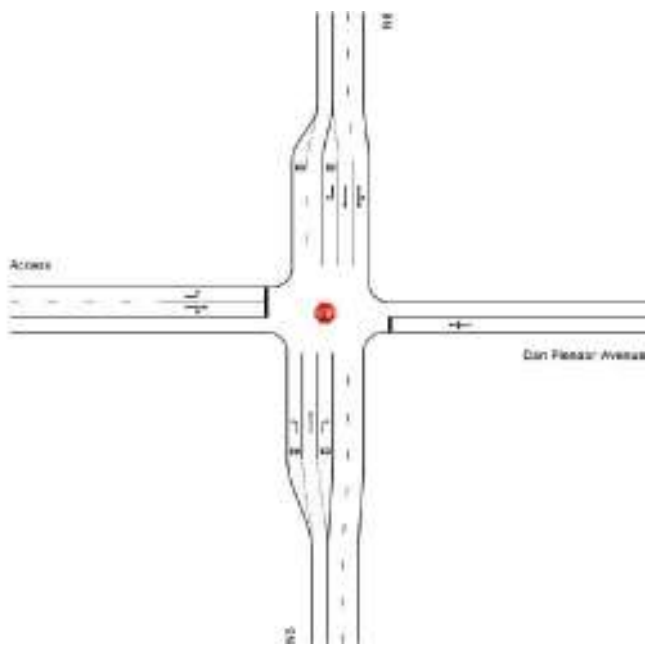
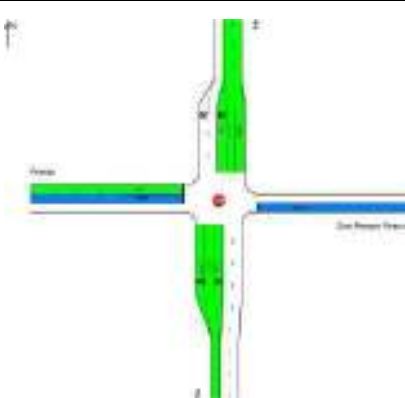
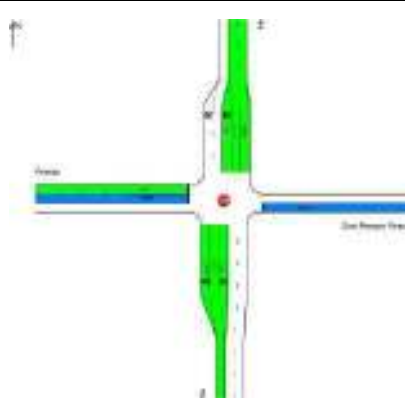
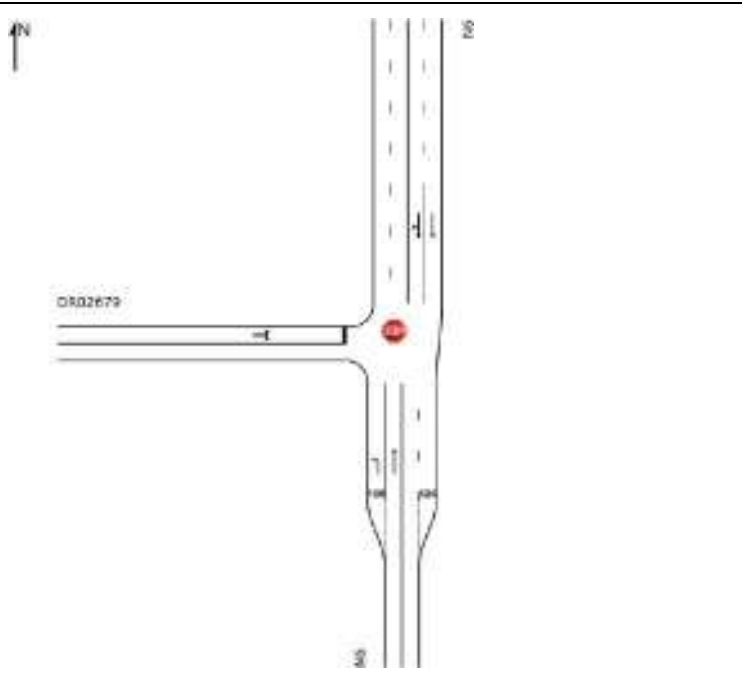
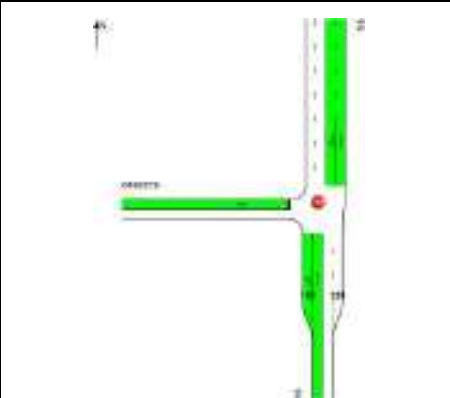
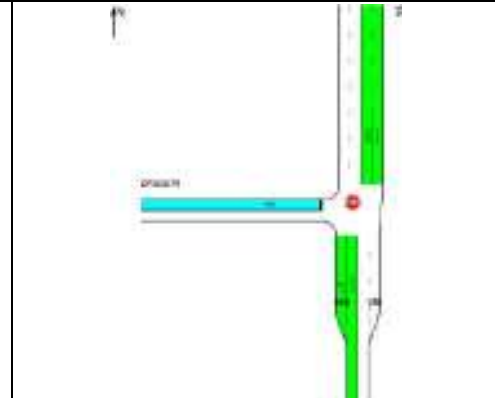
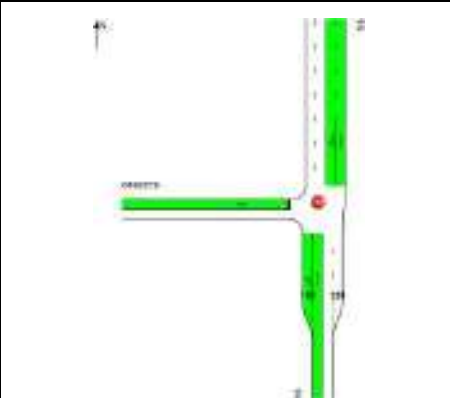
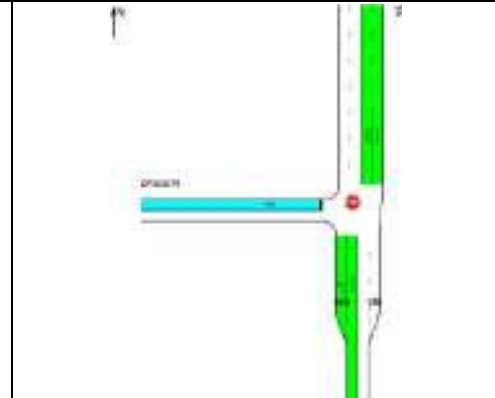
Intersection:		N6/Dan Pienaar Avenue/Primary Access		Peak	Design year	
With improvements		2022	2027		2022	2027
				AM (without development trips)	NA	NA
				PM (without development trips)	NA	NA
Design year						
2022		2027				
AM (with development trips)	NA			PM (with development trips)	NA	

Figure B.2.A: Level of Service (LOS)

Intersection: N2/DR02679		Peak	Design year		
Without improvements			2022	2027	
		AM (without development trips)	NA	NA	
		PM (without development trips)	NA	NA	
Design year					
2022					
2027					
AM (with development trips)	NA				
		PM (with development trips)	NA		

APPENDIX C

LAND USE, TRIP GENERATION, PARKING AND LOADING

APPENDIX D
TRAFFIC VOLUMES

Speed Survey along the N6, just south of Dan Poenaar Avenue

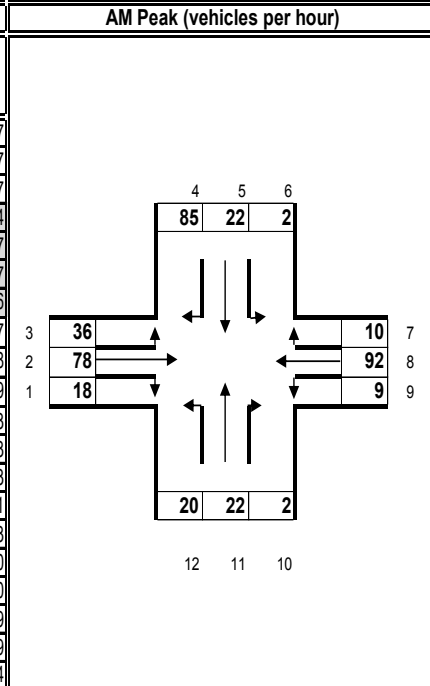
No. surveyed	Location	N6, just south of Dan Poenaar Avenue
	Northbound	Southbound
	Speed (km/h)	Speed (km/h)
	All vehicles	
1	55	65
2	70	71
3	71	72
4	75	72
5	77	73
6	78	74
7	79	74
8	79	77
9	79	78
10	86	79
11	88	80
12	92	80
13	92	82
14	93	82
15	94	83
16	95	83
17	97	84
18	98	86
19	98	87
20	98	87
21	98	91
22	100	96
23	102	96
24	102	97
25	102	97
26	104	98
27	107	99
28	114	103
29	115	110
30	124	115
Highest Speed	124	115
Average Speed	92	86
85th percentile Speed	104	98

Project : Intersection : N6 and van der Horst St No.: 1 Day & date : 16/01/2019 Time period: 6:00- 18:00

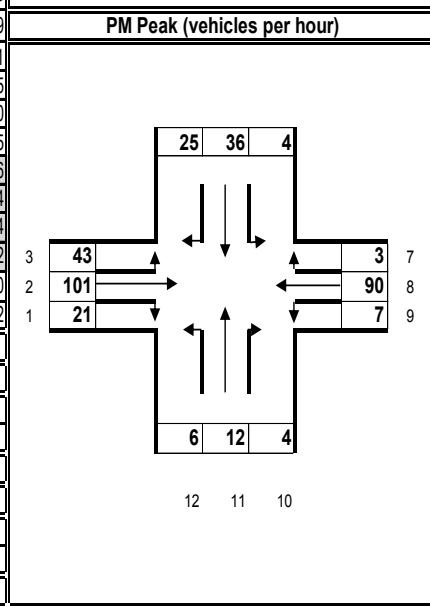


ENDING TIME	N6 Southbound				van der Horst St Westbound				N6 Northbound				van der Horst St Eastbound				INTER-SECTION	
	1	2	3		4	5	6		7	8	9		10	11	12		Total	Hour
	Right	Through	Left	Total	Right	Through	Left	Total	Right	Through	Left	Total	Right	Through	Left	Total		

06:15	3	9	2	14	4	3	0	7	0	5	1	6	0	0	0	0	27	27
06:30	4	12	5	21	4	6	0	10	0	14	4	18	1	4	6	11	60	87
06:45	3	7	3	13	4	4	0	8	2	3	0	5	2	7	5	14	40	127
07:00	4	22	6	32	18	5	1	24	6	23	4	33	1	10	7	18	107	234
07:15	6	26	15	47	25	3	1	29	0	32	0	32	1	7	4	12	120	327
07:30	4	16	9	29	28	9	0	37	1	23	1	25	0	4	5	9	100	367
07:45	4	14	6	24	14	5	0	19	3	14	4	21	0	1	4	5	69	396
08:00	1	13	10	24	10	2	0	12	3	22	2	27	0	7	8	15	78	367
08:15	3	21	1	25	6	4	0	10	2	28	2	32	0	4	0	4	71	318
08:30	2	11	6	19	7	1	0	8	0	9	1	10	0	1	3	4	41	259
08:45	0	12	3	15	7	1	0	8	1	16	0	17	0	1	2	3	43	233
09:00	2	16	4	22	10	2	1	13	3	24	0	27	0	3	3	6	68	223
09:15	4	20	5	29	13	3	1	17	5	31	0	36	0	5	4	9	91	243
09:30	0	18	3	21	2	1	0	3	1	16	1	18	0	2	5	7	49	251
09:45	1	19	9	29	5	2	0	7	0	16	2	18	0	0	1	1	55	263
10:00	1	17	2	20	2	1	0	3	0	10	0	10	0	1	1	2	35	230
10:15	1	21	2	24	3	0	0	3	1	12	0	13	0	0	1	1	41	180
10:30	1	20	5	26	7	1	0	8	1	18	0	19	0	0	5	5	58	189
10:45	1	13	3	17	3	4	0	7	0	9	0	9	0	1	1	2	35	169
11:00	2	15	3	20	6	5	0	11	0	18	0	18	1	0	0	1	50	184
11:15	1	22	6	29	1	2	0	3	0	9	0	9	0	3	2	5	46	189
11:30	2	11	4	17	5	1	0	6	0	16	1	17	0	2	4	6	46	177
11:45	2	21	6	29	6	1	1	8	0	21	1	22	0	3	3	6	65	207
12:00	1	30	7	38	7	1	1	9	0	26	0	26	0	4	2	6	79	236
12:15	2	25	5	32	6	1	1	8	0	20	0	20	0	3	2	5	65	255
12:30	1	19	8	28	8	2	0	10	0	19	1	20	1	0	1	2	60	269
12:45	2	23	7	32	8	1	0	9	0	14	0	14	0	2	0	2	57	261
13:00	4	20	9	33	10	2	1	13	0	16	0	16	0	4	2	6	68	250
13:15	7	19	15	41	9	2	0	11	0	15	0	15	0	2	2	4	71	256
13:30	3	17	12	32	3	3	1	7	0	26	1	27	1	6	0	7	73	269
13:45	3	20	6	29	15	6	1	22	0	23	1	24	3	6	5	14	89	301
14:00	2	16	3	21	13	2	0	15	0	12	2	14	0	4	5	9	59	292
14:15	4	18	8	30	8	8	0	16	27	26	4	57	2	3	1	6	109	330
14:30	5	40	16	61	16	3	1	20	2	25	2	29	0	1	2	3	113	370
14:45	3	22	9	34	13	5	1	19	2	23	3	28	0	1	1	2	83	364
15:00	1	4	2	7	9	6	0	15	1	21	3	25	0	0	0	0	47	352
15:15	3	20	9	32	4	0	0	4	0	13	2	15	0	2	2	4	55	298
15:30	1	3	2	6	2	2	1	5	2	5	2	9	0	3	1	4	24	209
15:45	3	12	7	22	4	4	2	10	0	13	0	13	0	0	0	0	45	171
16:00	1	19	5	25	9	1	0	10	0	11	1	12	0	2	2	4	51	175
16:15	3	26	6	35	9	1	0	10	0	24	0	24	0	0	1	1	70	190
16:30	3	19	2	24	7	5	0	12	0	12	2	14	0	2	7	9	59	225
16:45	4	16	6	26	8	13	0	21	0	26	0	26	0	3	0	3	76	256
17:00	7	22	13	42	4	0	1	5	0	24	1	25	2	3	2	7	79	284
17:15	9	43	14	66	8	11	3	22	1	20	5	26	1	4	1	6	120	334
17:30	1	20	10	31	5	12	0	17	2	20	1	23	1	2	3	6	77	352
17:45	3	16	8	27	6	10	0	16	0	23	2	25	2	3	1	6	74	350
18:00	6	15	8	29	5	6	1	12	0	15	1	16	0	2	2	4	61	332
Totals	134	880	315	1329	386	173	20	579	66	861	58	985	19	128	119	266	3159	




ORIENTATION



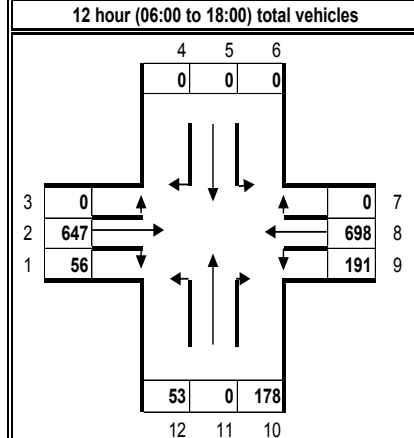
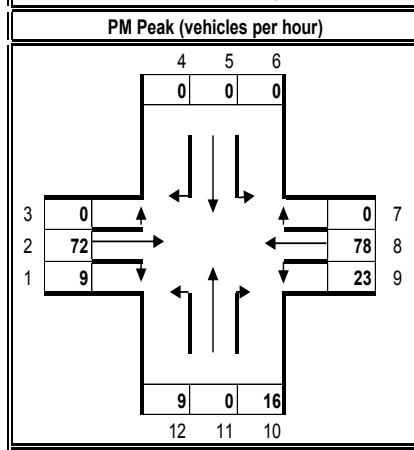
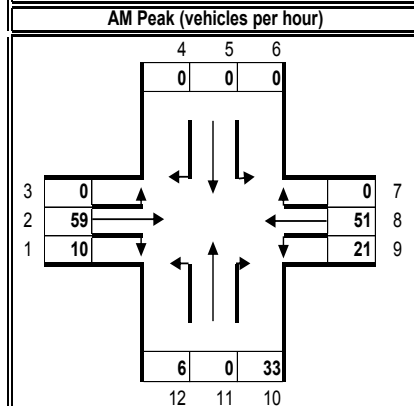
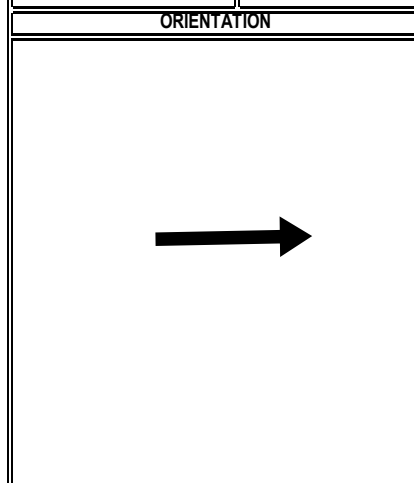
AM Peak																		
Peak hour	18	78	36	132	85	22	2	109	10	92	9	111	2	22	20	44	396	
Peak 15 m	6	26	15	47	28	9	1	37	6	32	4	33	1	10	7	18	120	
PHF				0,70				0,74				0,84				0,61	0,83	
PM Peak																		
Peak hour	21	101	43	165	25	36	4	65	3	90	7	100	4	12	6	22	352	
Peak 15 m	9	43	14	66	8	13	3	22	2	26	5	26	2	4	3	7	120	
PHF				0,63				0,74				0,96				0,79	0,73	

Project : 16/01/2019
 Intersection : N6 and Dan Pienaar Ave No.: 2 Time period: 6:00- 18:00
 Day : Wednesday

All vehicles




ENDING TIME	N6 Northbound				Dan Pienaar Ave Eastbound				N6 Southbound				Dan Pienaar Ave Westbound				INTER-SECTION	
	1	2	3		4	5	6		7	8	9		10	11	12		Total	Hour
	Right	Through	Left	Total	Right	Through	Left	Total	Right	Through	Left	Total	Right	Through	Left	Total	Total	Hour
06:15	0	5		5				0		9	4	13	4		0	4	22	22
06:30	1	12		13				0		12	0	12	2		3	5	30	52
06:45	2	3		5				0		20	0	20	0		1	1	26	78
07:00	4	13		17				0		9	6	15	7		2	9	41	119
07:15	2	22		24				0		16	12	28	10		1	11	63	160
07:30	2	14		16				0		14	2	16	9		2	11	43	173
07:45	2	10		12				0		12	1	13	7		1	8	33	180
08:00	2	18		20				0		9	7	16	4		2	6	42	181
08:15	0	20		20				0		18	3	21	7		2	9	50	168
08:30	0	11		11				0		10	2	12	1		2	3	26	151
08:45	0	13		13				0		13	2	15	2		0	2	30	148
09:00	1	12		13				0		15	2	17	2		0	2	32	138
09:15	1	10		11				0		16	1	17	2		0	2	30	118
09:30	0	14		14				0		15	2	17	4		2	6	37	129
09:45	1	12		13				0		16	1	17	3		1	4	34	133
10:00	1	11		12				0		12	4	16	2		0	2	30	131
10:15	1	6		7				0		22	1	23	6		1	7	37	138
10:30	1	16		17				0		13	6	19	1		1	2	38	139
10:45	0	5		5				0		12	2	14	2		1	3	22	127
11:00	1	14		15				0		12	2	14	5		0	5	34	131
11:15	0	8		8				0		19	1	20	0		0	0	28	122
11:30	1	14		15				0		15	2	17	3		1	4	36	120
11:45	1	12		13				0		14	3	17	3		1	4	34	132
12:00	1	10		11				0		13	3	16	3		1	4	31	129
12:15	1	10		11				0		14	4	18	2		1	3	32	32
12:30	1	11		12				0		12	5	17	1		0	1	30	62
12:45	1	12		13				0		14	6	20	2		0	2	35	97
13:00	2	14		16				0		11	5	16	1		1	2	34	131
13:15	3	16		19				0		13	8	21	1		1	2	42	141
13:30	1	23		24				0		13	5	18	5		2	7	49	160
13:45	1	33		34				0		27	11	38	12		3	15	87	212
14:00	2	16		18				0		14	5	19	8		0	8	45	223
14:15	0	7		7				0		9	4	13	6		1	7	27	208
14:30	1	4		5				0		5	2	7	2		0	2	14	173
14:45	1	11		12				0		14	1	15	4		3	7	34	120
15:00	2	11		13				0		18	2	20	3		0	3	36	111
15:15	2	7		9				0		5	3	8	5		2	7	24	108
15:30	0	14		14				0		11	4	15	3		2	5	34	128
15:45	2	12		14				0		14	3	17	2		0	2	33	127
16:00	0	14		14				0		21	5	26	5		1	6	46	137
16:15	0	16		16				0		18	8	26	3		0	3	45	158
16:30	1	23		24				0		24	2	26	2		2	4	54	178
16:45	0	12		12				0		16	7	23	5		0	5	40	185
17:00	2	22		24				0		10	4	14	2		2	4	42	181
17:15	3	20		23				0		25	4	29	5		1	6	58	194
17:30	3	17		20				0		31	10	41	7		2	9	70	210
17:45	1	13		14				0		12	5	17	2		4	6	37	207
18:00	1	24		25				0		11	9	20	1		0	1	46	211
AM Peak (vehicles per hour)																		
Peak hour	10	59	0	69	0	0	0	0	0	51	21	72	33	0	6	39	180	
PM Peak (vehicles per hour)																		
Peak hour	9	72	0	81	0	0	0	0	0	78	23	101	16	0	9	25	207	
12 hour (06:00 to 18:00) total vehicles																		
Totals	56	647	0	703	0	0	0	0	0	698	191	889	178	0	53	231	1823	

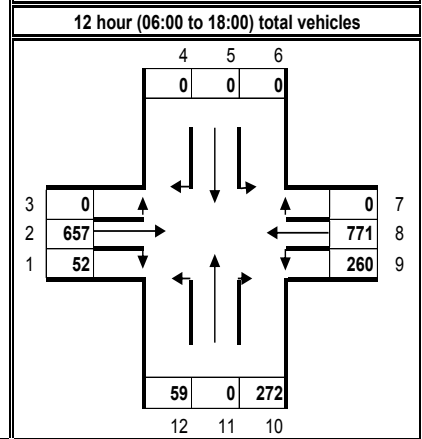
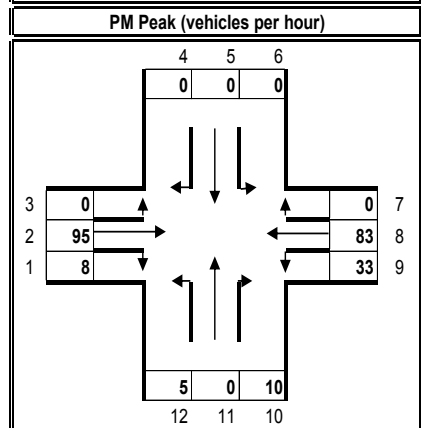
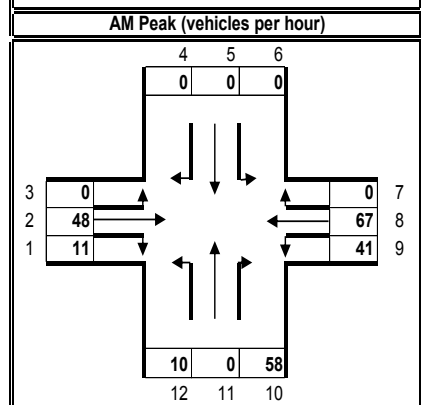
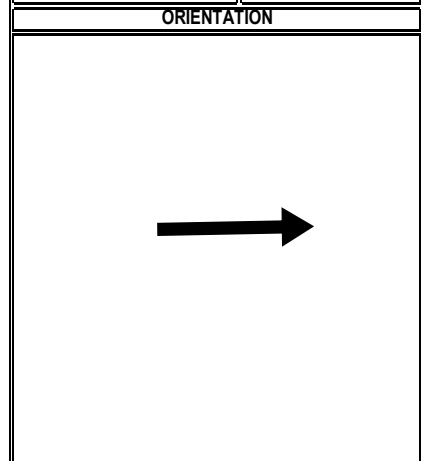


Project : TIS for Erf 1729
 Intersection : N6 and Dan Pienaar Ave No.: 2 Time period: 18/08/2021 6:00- 18:00
 Day : Wednesday

All vehicles



ENDING TIME	N6 Northbound				Dan Pienaar Ave Eastbound				N6 Southbound				Dan Pienaar Ave Westbound				INTER-SECTION	
	1	2	3		4	5	6		7	8	9		10	11	12		Total	Hour
	Right	Through	Left	Total	Right	Through	Left	Total	Right	Through	Left	Total	Right	Through	Left	Total	Total	Hour
06:15	2	1		3				0					2	1	3	17	17	
06:30	2	1		3				0					3	1	4	20	37	
06:45	2	8		10				0					7	2	9	47	84	
07:00	2	15		17				0					11	2	13	49	133	
07:15	5	11		16				0					11	3	14	59	175	
07:30	2	14		16				0					29	3	32	80	235	
07:45	1	18		19				0					10	1	11	39	227	
08:00	0	18		18				0					6	2	8	45	223	
08:15	1	16		17				0					2	0	2	32	196	
08:30	1	8		9				0					4	0	4	30	146	
08:45	4	4		8				0					2	1	3	33	140	
09:00	1	16		17				0					3	0	3	32	127	
09:15	1	9		10				0					4	2	6	35	130	
09:30	0	15		15				0					5	1	6	43	143	
09:45	0	6		6				0					2	1	3	28	138	
10:00	2	1		3				0					4	1	5	35	141	
10:15	1	9		10				0					4	2	6	35	141	
10:30	0	15		15				0					4	1	5	42	140	
10:45	0	6		6				0					3	2	5	29	141	
11:00	2	6		8				0					4	1	5	36	142	
11:15	1	10		11				0					2	0	2	27	134	
11:30	0	11		11				0					1	0	1	22	114	
11:45	1	9		10				0					2	0	2	28	113	
12:00	0	19		19				0					0	0	0	50	127	
12:15	0	21		21				0					4	1	5	54	54	
12:30	0	22		22				0					1	1	2	50	104	
12:45	1	13		14				0					4	1	5	33	137	
13:00	1	12		13				0					14	1	15	46	183	
13:15	1	18		19				0					5	0	5	55	184	
13:30	1	20		21				0					4	2	6	55	189	
13:45	1	14		15				0					23	0	23	61	217	
14:00	1	14		15				0					9	2	11	46	217	
14:15	1	13		14				0					8	0	8	56	218	
14:30	2	12		14				0					9	1	10	48	211	
14:45	1	9		10				0					5	0	5	37	187	
15:00	0	22		22				0					8	2	10	59	200	
15:15	0	23		23				0					7	0	7	52	196	
15:30	0	19		19				0					4	1	5	50	198	
15:45	2	18		20				0					3	1	4	37	198	
16:00	0	15		15				0					4	1	5	47	186	
16:15	0	11		11				0					7	5	12	37	171	
16:30	3	23		26				0					3	2	5	57	178	
16:45	3	23		26				0					2	0	2	61	202	
17:00	0	19		19				0					1	0	1	50	205	
17:15	2	30		32				0					4	3	7	66	234	
17:30	1	23		24				0					7	4	11	54	231	
17:45	0	9		9				0					6	2	8	36	206	
18:00	0	8		8				0					5	2	7	31	187	



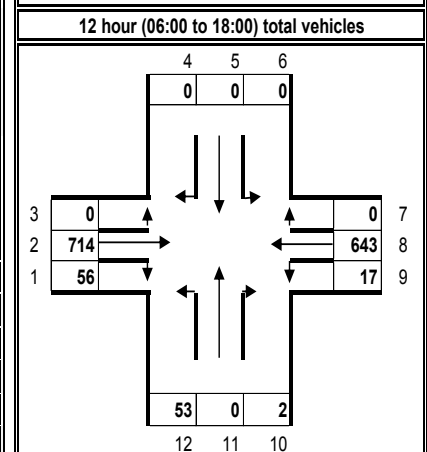
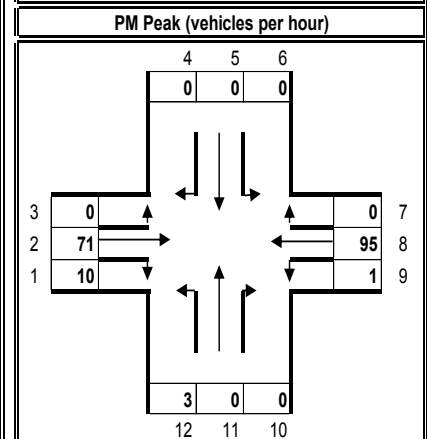
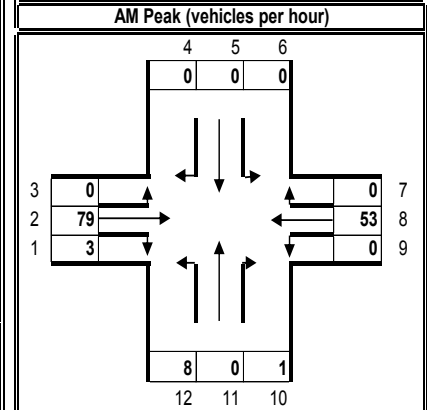
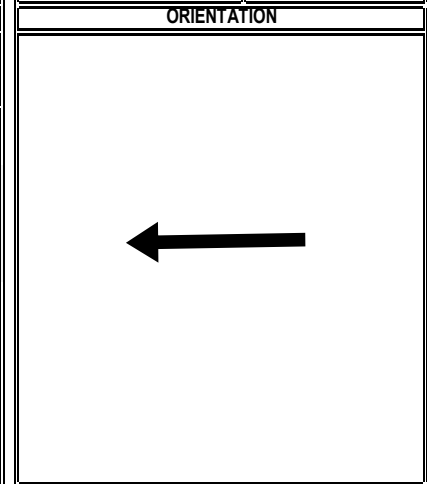
AM Peak (vehicles per hour)																	
Peak hour	11	48	0	59	0	0	0	0	0	67	41	108	58	0	10	68	235
PM Peak (vehicles per hour)																	
Peak hour	8	95	0	103	0	0	0	0	0	83	33	116	10	0	5	15	234
12 hour (06:00 to 18:00) total vehicles																	
Totals	52	657	0	709	0	0	0	0	0	771	260	1031	272	0	59	331	2071

Project : TIS for Erf 1729
 Intersection : N6 and DR02679 No.: 3 Time period: 18/08/2021 6:00- 18:00
 Day : Wednesday

All vehicles



ENDING TIME	N6 Southbound				DR02679 Westbound				N6 Northbound				DR02679 Eastbound				INTER-SECTION	
	1	2	3		4	5	6		7	8	9		10	11	12		Total	Hour
	Right	Through	Left	Total	Right	Through	Left	Total	Right	Through	Left	Total	Right	Through	Left	Total		
06:15	1	4		5				0		2	0	2	0		0	0	7	7
06:30	1	5		6				0		3	0	3	0		0	0	9	16
06:45	0	21		21				0		9	0	9	1		1	2	32	48
07:00	1	28		29				0		18	0	18	0		3	3	50	98
07:15	0	15		15				0		11	0	11	0		2	2	28	119
07:30	2	15		17				0		15	0	15	0		2	2	34	144
07:45	1	8		9				0		20	0	20	0		1	1	30	142
08:00	0	17		17				0		11	0	11	0		0	0	28	120
08:15	0	10		10				0		13	0	13	0		2	2	25	117
08:30	0	15		15				0		6	0	6	0		1	1	22	105
08:45	1	16		17				0		5	0	5	0		3	3	25	100
09:00	1	7		8				0		6	0	6	0		3	3	17	89
09:15	1	14		15				0		10	0	10	0		0	0	25	89
09:30	2	16		18				0		10	2	12	0		1	1	31	98
09:45	1	11		12				0		7	0	7	0		0	0	19	92
10:00	0	15		15				0		6	0	6	0		1	1	22	97
10:15	1	16		17				0		7	0	7	0		3	3	27	99
10:30	1	18		19				0		12	1	13	0		3	3	35	103
10:45	1	14		15				0		6	0	6	0		0	0	21	105
11:00	2	16		18				0		7	2	9	0		1	1	28	111
11:15	1	11		12				0		7	0	7	0		0	0	19	103
11:30	0	12		12				0		20	3	23	0		1	1	36	104
11:45	1	13		14				0		8	1	9	0		1	1	24	107
12:00	1	20		21				0		19	0	19	0		1	1	41	120
12:15	0	12		12				0		21	0	21	0		0	0	33	33
12:30	4	15		19				0		17	0	17	0		1	1	37	70
12:45	0	16		16				0		12	0	12	0		1	1	29	99
13:00	1	9		10				0		13	1	14	0		2	2	26	125
13:15	1	15		16				0		18	0	18	0		0	0	34	126
13:30	3	21		24				0		25	0	25	0		1	1	50	139
13:45	1	12		13				0		11	0	11	0		0	0	24	134
14:00	4	20		24				0		20	0	20	0		2	2	46	154
14:15	3	19		22				0		13	0	13	0		0	0	35	155
14:30	0	21		21				0		11	0	11	0		1	1	33	138
14:45	0	11		11				0		10	1	11	0		1	1	23	137
15:00	0	21		21				0		23	1	24	0		1	1	46	137
15:15	1	18		19				0		20	0	20	0		3	3	42	144
15:30	1	11		12				0		19	1	20	1		2	3	35	146
15:45	1	14		15				0		17	0	17	0		0	0	32	155
16:00	1	14		15				0		12	0	12	0		1	1	28	137
16:15	1	16		17				0		15	0	15	0		1	1	33	128
16:30	1	12		13				0		19	0	19	0		1	1	33	126
16:45	4	28		32				0		26	1	27	0		1	1	60	154
17:00	1	19		20				0		19	0	19	0		0	0	39	165
17:15	4	12		16				0		31	0	31	0		1	1	48	180
17:30	0	17		17				0		22	2	24	0		1	1	42	189
17:45	2	13		15				0		6	0	6	0		1	1	22	151
18:00	2	11		13				0		5	1	6	0		1	1	20	132
AM Peak (vehicles per hour)																		
Peak hour	3	79	0	82	0	0	0	0	0	53	0	53	1	0	8	9	144	
PM Peak (vehicles per hour)																		
Peak hour	10	71	0	81	0	0	0	0	0	95	1	96	0	0	3	3	180	
12 hour (06:00 to 18:00) total vehicles																		
Totals	56	714	0	770	0	0	0	0	0	643	17	660	2	0	53	55	1485	



**ANNEXURE E – COMMENTS FROM ORGAN
OF STATE**



cnr Cole & Graham Streets
Private Bag X102
Barkly East, 9786

An improved quality of life for all residents

Tel : (045) 979 3000
Fax: (045) 971 0251
www.jgdm.gov.za

Our Reference : 16/5/R
Date : 30 March 2022
Enquiries : Sicelo Pongoma
E-mail : sicelop@jgdm.gov.za
Cell: : 084 957 6860

The Municipal Manager
Walter Sisulu Local Municipality
P.O. Box 13
Burgersdorp
9744

Attention: Director Technical Services
Cc: Building Control

CONFIRMATION OF BULK SERVICES FOR THE LAND USE APPLICATION ON ERF 1729 ALIWAL NORTH

The Subdivision and Rezoning application received from your office on 29 March 2022 has reference. The municipality can confirm that:

- Bulk water infrastructure is available from the Springs Reservoir.
- Bulk sewer is available as the development will be next to the Springs outfall sewer main pipeline next to the N6.

The Joe Gqabi District Municipality can confirm the availability of bulk water services infrastructure in close proximity of the applicable erf and would therefore support this application. However, JGDM wishes to state that:

- The main water supply pipeline from the Springs Reservoir will have to follow the road reserve of the N6 and as such permission will have to be obtained from SANRAL.
- The sewer volumes of the proposed development may pose challenges on the new main and therefore it is recommended that the proposed development include a mechanism to regulate flow into the main. This can be achieved with a storage sump.
- The service station and retail shopping centre will also have to comply with fire safety regulations and therefore we are requesting that a fire plan be submitted with the building plans when submitted.
- The town of Aliwal North do have water supply challenges and therefore it is recommended that storage be provided on site for general use and for fire protection



All enquiries regarding the contents of the letter can be directed to the Manager: Water Services Authority, Mr Sicelo Pongoma, at 045 979 3000/3141, Cell 084 957 6860.

Yours faithfully



^ **Z.A. WILLIAMS**
MUNICIPAL MANAGER
.../rf

17 September 2021

27 Ukhozi Street
Southernwood
Mthatha
5099
Tel: +2747 531 0970
Mob: +2771 042 1674
Email: info@efec.co.za
Website: www.efec.co.za

Department of Economic Development, Environmental Affairs and Tourism
Private Bag X1016
Aliwal North
9750

PROPOSED ALI WAL NORTH MIXED LAND USE WITHIN WALTER SISULU LOCAL MUNICIPALITY.
REFERENCE NUMBER: EC144/JG/LN1&3/M/21/02.

Please find herewith Final Basic Assessment Report (BAR) for the abovementioned proposed development. The package includes Environmental Management Programme (EMPr), Engineering Services report, Specialist Studies and the associated Public Participation Documents.

Please contact the undersigned if submissions are insufficient, and for any additional information required. All enquiries must be directed to the undersigned:

Earth Free Environmental Consultancy
Attention: Mr Lwando Runeyi
27 Ukhozi Street
Southernwood
Mthatha
5099
Tel: 047 531 0970
Email: info@efec.co.za or lrunevi@efec.co.za

Kind Regards
Lwando Runeyi
Senior Environmental Scientist

I, A. P. NESHINKA acknowledge receipt of this document.

Signature: 

Date: 17/09/2021

Reference: S11/5/3-N6/5-3 Fax Number: +27 (0) 41 492 0200/01
Date: 12 October/2021 Direct Line: **+27 (0) 41 398 3233**
Email: mboniswaa@nra.co.za Website: www.nra.co.za

Emonti Consulting Engineers CC
31 Galway Road
NAHOON
5241

Attention: Mr Deon McQuirk
Email: deonmcquirk@telkomsa.n

Dear Sir

THE SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED AND NATIONAL ROADS ACT, 1998 (ACT 7 OF 1998); NATIONAL ROUTE N6 SECTION 5: APPLICATION FOR PROPOSED DEVELOPMENT OF ERF 1729

Your application dated, 21 September 2021, received on 05-October-2021 and all subsequent correspondence to yourself and consultants.

The South African National Roads Agency SOC Limited (SANRAL) has considered your application in terms of Section 44, 48 and 49 of The South African National Roads Agency Limited and National Roads Act 7 of 1998 (SANRAL Act) 1998 in principle approves your application for proposed development of a portion of erf 1729 within Walter sisulu university and you may proceed to the final stage design.

Application for Subdivision

The application for subdivision of the subject portion of ERF 1729 Aliwal North is approved in Accordance with recommended site layout as figure 5.1, drawing title: traffic impact study portion of erf 1729 site locality map and prepared by Emonti Consulting Engineer.

Application for access

The application for indirect access from national road N6 on the portion erf 1729 is approved in accordance with recommended road improvement as Figure 7.1 in the Traffic Impact Assessment with the following conditions.

1. No direct vehicular, bicycle or pedestrian access being permitted onto the N6. No direct vehicular access being permitted onto the DR02679 other than at the proposed emergency exit only.
2. Indirect access via an ingress/egress on the N6-5N is accepted, any existing access points/intersection that require upgrades to be for the account of the developer.

3. As indicated in Figure 7.1 recommended road improvements the access must be taken via the proposed indirect access which is to serve the proposed development.

Application for Rezoning:

The application for rezoning of portion erf 1729 is approved in accordance recommended layout Figure 5.1 and road improvements Fig.7.1 of annexed Traffic Impact Assessment, prepared by Emonti Consulting Engineers cc for portion erf 1729 is approved subject to the following conditions:

1. With the exception of existing structures, no structure or anything whatsoever shall be erected, constructed or established within a distance of 10m, and 20m ,30 m building lines for the residential, business and falling station respectively measured from the national road reserve boundary, without the written approval of the SANRAL.
2. The proclaimed national road reserve shall not form part of the development. The developer should determine the exact position of the road reserve fence in conjunction with the SANRAL's Regional Manager beforehand or should the road reserve be proclaimed on co-ordinates he should act accordingly.
3. The Site Development Plan (SDP) must be submitted to the SANRAL for approval prior commencement of any works. The SANRAL will use this plan to monitor conditions 1 - 2 of this correspondence
4. A copy of the parking layout being supplied to the Traffic Services Department, once the building plan has been approved
5. SANRAL is empowered to charge a levy, fee or rent for any authorisation, approval or permission that may be granted as a result of any application under the Act.
6. The Developer shall, at his own cost and in accordance with SANRAL's stipulations, establish a permanent 2 metre high brick wall/security fence/palisade fence on the common boundary of the relevant property and the N6 national road reserve, where applicable. Detailed plans of the proposed wall/security fence/palisade fence must be submitted to SANRAL for approval. The maintenance of the wall will be the responsibility of the property owner/successor in title/Home Owners Association.
7. The developer must submit proof of ownership of the properties concerned and that the subdivisions of the properties have been approved by the Walter sisulu municipality
8. All costs associated with the internal roads, as indicated in Figure 5.1 and 7.1, being solely to the developer's account
9. SANRAL will not be liable for any damage or diminishment in value of the land development area arising out of any impact on the proposed development as a result of existing or future storm water drainage from the national road

10. Such facilities, as referred to above in Condition 6, as are necessary for the control and disposal of storm water from the land development area shall be constructed to the satisfaction of the SANRAL. Prior to the establishment of the proposed development a storm water management plan must be submitted to the SANRAL for approval.
11. The SANRAL will not be liable for any damage or diminishment in value of the land development area arising out of any impact on the proposed development as a result of existing or future storm water drainage from the national road.
12. No free-standing advertising signs will be allowed in terms of Regulations on Advertising on or visible from the National Road as published in Government Gazette no 6968 dated 22 December 2000, the South African Road Traffic Signs Manual and Act 7 of 1998. Any advertisement on subject properties along N6-5 must be submitted to the SANRAL for approval prior erection
13. The above conditions shall be registered notarially, at the applicant's own cost, by way of a Bilateral Notarial Deed, such registration to take place by no later than twelve (12) calendar months from the date of this Approval or such extended date as may be agreed in writing by the SANRAL in SANRAL's sole and absolute discretion
14. The applicant shall, at his own cost and in accordance with the provisions of Section 49(5)(a) and (b) of the SANRAL Act, insert conditions 1 - 13 in the Title Deed in respect of the newly formed erf 1729, as indicated on the attached recommended layout annexed as Figure 5.1 in the Traffic Impact Assessment
15. You or the developer should interact with our project manager z.mlangeni – SANRAL RRM Project Manager, email address:mlangeniz@nra.co.za and contact no: (061)848-0326 who is responsible for the routine road maintenance project along N6 section 5
16. The written confirmation from the SANRAL, that the conditions referred to herein have been fulfilled to its satisfaction, shall be required prior to the occupation of the site. The applicant/developer shall provide the SANRAL with a certificate from a Professional Consulting Engineer certifying that the design and construction of all services and other improvements referred to in these conditions have been undertaken to the required standards.

A) Notification of Commencement and Completion

The Developer shall at least fourteen (14) days prior to the commencement of the work advise the Regional Manager in Port Elizabeth in writing of the date upon which the work shall be commenced with. The said Regional Manager shall also be advised in writing, within thirty (30) days after the completion of the work, of the date upon which the work was completed.

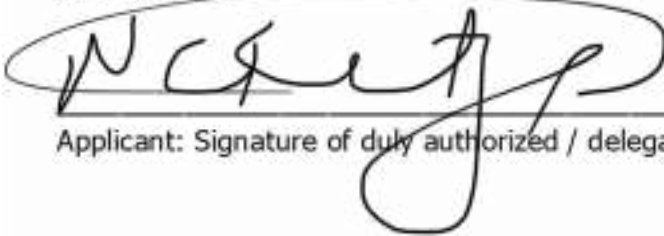
B) Additional Legal requirements

- b.1. this approval shall bind any successor-in-title to the land to which this approval relates and agree in writing to these conditions.
- b.2. this approval shall not exempt from the provisions of any other Act.
- b.3. Should any damage be caused to the national road or a user of the national road or property as a result of the erection, use or removal of any structure erected or established on the site, the property owner shall be liable for such damage and shall compensate SANRAL therefore, and indemnify SANRAL against any claim from a third party.

C) Acceptance of Conditions

The applicant must first accept the conditions and terms of the approval in writing and provide a copy of the signed document to the SANRAL Route Manager concerned and the writer before commencement of any work inside the national road reserve boundaries.

I hereby accept all above conditions and confirm that all other mandatory requirements have been / will be met.



Applicant: Signature of duly authorized / delegated person

Date: 15 October 2021

Position:	Trustee
Initials / surname:	N.C Retjie
Tel./fax number:	066 0244 837
Postal address:	P o Box 388 Aliwal North 9750

Yours sincerely



M.S. Peterson

Regional Manager: Southern Region

Project Manager: Zanele Mlangeni

Email: mlangeniz@nra.co.za

LIST OF REGISTERED LETTERS

SETPLAN EL TRUST

P.O. BOX 19017

TECOMA

5214

SETPLAN E.L. TRUST


P.O. BOX 19017
TECOMA
5214

**SURROUNDING PROPERTY OWNERS TO BE NOTIFIED: SPLUMA APPLICATION -
SUBDIVISION & REZONING OF RE/ERF 1729, ALI WAL NORTH (PROJECT 1968)**

N6 Guest Lodge	Ptn 29 of Farm 60	N6 Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 188 ZA CUSTOMER COPY 301016
Agewell Investments CC	Ptn 94 of Farm 60	P.O. Box 232 Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 174 ZA CUSTOMER COPY 301016
M.J. Meje	Ptn 44 of Farm 60	P.O. Box 644 Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 165 ZA CUSTOMER COPY 301016
Dept of Public Works	Ptn 12 of Farm 60,	Private Bag 0022 Bhisho 5605	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 157 ZA CUSTOMER COPY 301016
Slip Knot Inv 777 Pty Ltd	Erven 1730 & 1731	Beacon Bay Crossing Cnr N2 Bonza Bay Road East London 5241	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 130 ZA CUSTOMER COPY 301016
Flamingo Primary School	Erf 1370	Adriaan Street Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 143 ZA CUSTOMER COPY 301016
P.G. Kruger	Erf 3144	49 Gene Street Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 112 ZA CUSTOMER COPY 301016
W.J. Welgemoed	Erf 1373	1 Adriaan Street Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 126 ZA CUSTOMER COPY 301016
F.J. Van Zyl	Erf 1374	2 Adriaanstraat Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 090 ZA CUSTOMER COPY 301016
Umtali Country Inn	Erven 1376, 1377, 1389 and 1390	47 Dan Pienaar Road Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 109 ZA CUSTOMER COPY 301016
D.P. & N.V. Makehle	Erf 1391	39 Gene Street Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 072 ZA CUSTOMER COPY 301016
M.L. Mdleleni	Erf 1392	37 Gene Street Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 086 ZA CUSTOMER COPY 301016
C.S.P. Mpalisa	Erf 1393	35 Gene Street Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 055 ZA CUSTOMER COPY 301016
M.J. & P.A. Mpela	Erf 1394	33 Gene Street Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 069 ZA CUSTOMER COPY 301016
L.M. & S.L. Nkolongwane	Erf 1395	31 Gene Street Aliwal North 9750	ORDINARY PARCEL ShareCall 0800 111 802 www.setplan.co.za PE 896 064 038 ZA CUSTOMER COPY 301016

N.H. Nel	Erf 1396	29 Gene Street Aliwal North 9750	ORDINARY PARCEL <small>Free Call 0800 111 822 www.kopie.co.za</small> PE 896 064 041 ZA <small>CUSTOMER COPY 301016</small>
----------	----------	--	--

TOTAL 16

SIGNATURE OF ACCEPTING OFFICER 

DATE STAMP.....

OFFICE COPY

ANNEXURE F – PROOF OF PAYMENT

CUSTOMER ALL PAYMENTS FINAL AUDIT REPORT

Customer No	81086679	User Name	SETPLAN EL TRUST
User ID	QGE07	Reference	2021272001
Sub Module	SSVS	Action date	20210929
Description	2021.09.29 SETPLAN PAYMENTS		
Finalreleasingoperators	WET21 J JONAS		N/A

Sub-batch	001	From Account no	0000081086679	From Account Name	SETPLAN E.L. TRUST
------------------	-----	------------------------	---------------	--------------------------	--------------------

Trans No	1
Acc No / CDI	62476326965
Branch No	210120
Statement Ref	ERF 1729, ALIWAL NORTH
Account Name	WALTER SISULU LOCAL MUNICIPALI
Creditor Code	WALT02
Amount	13,821.82
StatusDescription	FINAL AUDIT TO BE DOWNLOADED
RTGS/RTC	
ISN/Bus Ref	0
Pay Alert	N



Province of the
EASTERN CAPE
ECONOMIC DEVELOPMENT
ENVIRONMENTAL AFFAIRS & TOURISM

✉ Thozamile Babane
☎ 066 485 0493
✉ Thozamile.Babane@dedea.gov.za
Ref: EC 144/JG/LN1&3/M/21/02

Attention: Mrs Cynthia Nompumelelo Retjie
Amaqandi Trust
6 Elm Street,
Aliwal North
9750

Tel: 066 024 4837
Fax:

PER FACSIMILE

Dear Sir

ENVIRONMENTAL AUTHORISATION ISSUED IN TERMS OF LISTING NOTICE 327; 2014; ACTIVITY 14, 27, AND ACTIVITY 28 OF EIA REGULATIONS PROMULGATED UNDER SECTION 24 OF NMA 107 OF 1998 AS AMENDED

ECONOMIC DEVELOPMENT
ENVIRONMENTAL AFFAIRS AND TOURISM
JOE QOABI REGION

2022 -01- 18

PRIVATE BAG X1016 ALIWAL NORTH 9750
EASTERN CAPE PROVINCE

With reference to the above-mentioned application, please be advised that the Department has decided to grant authorisation. The environmental authorisation and reasons for the decision are attached herewith.

In terms of regulation 4(2) of the Environmental Impact Assessment Regulations, 2014 amended, you are instructed to notify all registered interested and affected parties, in writing and within 14 days of the date of this letter, of the Department's decision in respect of your application as well as the provisions regarding the making of appeals that are provided for in the regulations.

Your attention is drawn to Regulation 4 of the National Appeal Regulations, 2014 which regulates appeal procedures.

Should you wish to appeal any aspect of the decision, you must, *inter alia*, lodge an appeal with the MEC as per sections 6.1 to 6.7 of the attached authorisation, within twenty (20) days from the date the decision was sent. Appeals may be lodged by email **ONLY** to comply with COVID-19 protocol.

Should you decide to appeal, you must serve a copy of your appeal to all registered interested and affected parties as well as a notice indicating where, and for what period, the appeal submission will be available for inspection.

Yours faithfully

Ms A.G Qinisile

Regional Manager: Environmental Affairs (Joe Gqabi)

Date

Environmental Authorisation

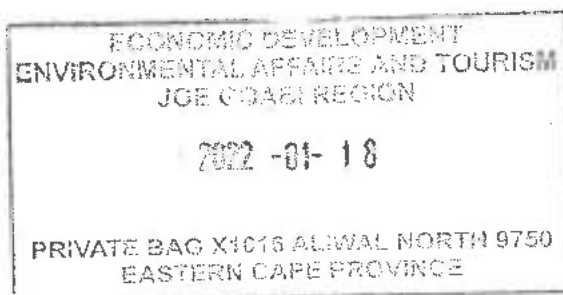
Authorisation register number : EC 144/JG/LN1&3/M/21/02

NEAS number : ECP/EIA/0001051/2021

Last amended :

Holder of authorisation : Amaqandi Trust

Location of activity : Erf 1729, Ward 11, Walter Sisulu
Local Municipality, Joe Gqabi
District, Eastern Cape.



A.O.O

F.P

1. Decision

The Department is satisfied, based on information available to it and subject to compliance with the conditions of this environmental authorisation, that the applicant should be authorised to undertake the activity specified below.

Details regarding the basis on which the Department reached this decision are set out in Annexure 1.

2. Activities authorised

By virtue of the powers conferred on it by the National Environmental Management Act, 1998 (Act No. 107 of 1998) and the Environmental Impact Assessment Regulations, 2014 as amended the Department hereby authorises – Amaqandi Trust

With the following contact details –

Attention: Mrs. C.N. Retjie

Amaqandi Trust

6 Elm Street

Aliwal North

9750

Tel: 066 024 4837

Email: trust@amaqandi.org

to undertake the following activities (hereafter referred to as "the activities") indicated in Government Notice R 327, listed activity 14, 27, and 28.

Listing Notice	Activity Description
GN R 327 Listing Notice 1 Activity 14	<i>The development and related operations of facilities or infrastructure, for the storage, of for the storage and handling, of a dangerous goods where such storage occurs in containers with a combined capacity of 80 m³ or more but not exceeding 500 m³.</i>

Handwritten signature/initials

<p><i>GN R 327 Listing Notice 1 Activity 27</i></p>	<p><i>The clearance of an area of 1 ha or more, but less than 20 ha of indigenous vegetation, except such clearance of indigenous vegetation is required for-</i></p> <p><i>(i) the undertaking of a linear activity; or</i></p> <p><i>(ii) Maintenance purposes undertaken in accordance with a maintenance management plan.</i></p>
<p><i>GN R 327 Listing Notice 1 Activity 28</i></p>	<p><i>Residential, mixed, retail, commercial, industrial or institutional developments where such land was used for agriculture, game farming, equestrian purposes or afforestation on or after 01 April 1998 and where such development:</i></p> <p><i>(i) Will occur inside an urban area, where the total land to be developed is bigger than 5 hectares.</i></p> <p><i>Excluding where such land has already been developed for residential, mixed, retail, commercial, industrial or institutional purposes.</i></p>

as described in the Basic Assessment Report (BAR): 17 September 2021 and contained in the additional Information received on the 01 December 2021.

Point	Point Description	Latitude (S)	Longitude (E)
Point	1 st Corner	30° 43' 14.54"	26° 42' 25.47"
	2 nd Corner	30° 43' 8.21"	26° 42' 17.33"
	3 Corner	30° 43' 7.26"	26° 42' 29.47"
	4 th Corner	30° 43' 21.28"	26° 42' 33.44"

Amaqandi Trust is proposing to develop the following activities in phased approach, the development of a fuel station and middle to high income houses i.e. residential settlements. The fuel station will sell both petroleum products 93 and 95 (unleaded and leaded) and low Sulphur diesel. The tanks will be located underground and constructed according to the applicable SANS (1535,10400TT, 10131:2004, 10089 Parts i, ii, and iii) for the storage of underground petroleum products. The total fuel to be stored in the site at any given time will be 115 m³ combined. The fuel station will include commercial entities (convenience stores, restaurants, vehicle wash bays and public ablution facilities). The total area to be occupied by the fuel station and associated retailing outlets is 3.52 ha. Then houses development will occupy 17 hectares of the site.

Acid *G.P*

3. Exemptions

The granting of this Environmental Authorisation is subject to the conditions set out below.

4. Conditions of Environmental Authorisation

Scope of authorisation

- 4.1 Authorisation of the activity is subject to the conditions contained in this authorisation, which form part of the environmental authorisation and are binding on the holder of the authorisation.
- 4.2 The holder of the authorisation shall be responsible for ensuring compliance with the conditions contained in this environmental authorisation. This includes any person acting on the holder's behalf, including but not limited to, an agent, servant, contractor, sub-contractor, employee, consultant or person rendering a service to the holder of the authorisation.
- 4.3 The activity authorised here may only be carried out in Ward 11, Aliwal North in Walter Sisulu Local Municipality, Joe Gqabi District Municipality in the Eastern Cape.
- 4.4 Any changes to, or deviations from, the project description set out in this authorisation must be approved, in writing, by the Department before such changes or deviations may be affected.
- 4.5 In assessing whether to grant such approval or not, the Department may request such information as it deems necessary to evaluate the significance and impacts of such changes or deviations and it may be necessary for the holder of the authorisation to apply for further authorisation in terms of the regulations.
- 4.6 Conditions of authorization relating to the project are valid in perpetuity.
- 4.7 Relevant legislation that must be complied with by the holder of this authorisation includes, *inter alia*:
 - i. Provisions contained in the principles of National Environmental Management Act (Act 107 of 1998) as amended and its Regulations (2014 EIA Regulations as amended).
 - ii. National Environmental Management: Waste Act, 2008 (Act No 59 of 2008)
 - iii. National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004), Dust control regulations.
- 4.8 An integrated waste management approach must be implemented that is based on waste minimisation and must incorporate reduction, recycling, re-use and disposal where appropriate. Any solid waste shall be disposed of at a landfill site licensed in terms of section 20 (b) of the National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008).
- 4.9 The holder of an environmental authorisation has the responsibility to notify the competent authority of any alienation, transfer and change of ownership rights in the property on which the activity is to take place.

ACD FP

Management of the activity

- 4.10 The Environmental Management Programme (EMPr) for Aliwal North Mixed Land Use Development, submitted as part of application for Environmental Authorization, is hereby approved.
- 4.11 The recommendations and mitigation measures recorded in the Basic Assessment Report received on 19 September 2021 and 29 November 2021 must be adhered to and must be incorporated as part of the EMPr.
- 4.12 Any updates or amendments to the EMPr must be submitted to the Department of Economic Development, Environmental Affairs and Tourism and will be decided upon within a period of 30 days of the submission.
- 4.13 All correspondence regarding this application must be forwarded for attention of The Deputy Director: Environmental Affairs within the regional office, except an appeal

Monitoring

- 4.12 The applicant **may** appoint a suitably experienced Environmental Control Officer (ECO) for the Aliwal North Mixed Land Use Development that will have the responsibility to ensure that the mitigation/rehabilitation measures and recommendations referred to in this authorisation are implemented; -
 - 4.12.1 The ECO shall be appointed before commencement of any construction activities.
 - 4.12.2 The ECO shall keep records of all activities on site, problems identified, transgressions noted, and schedule of tasks undertaken by the ECO.
 - 4.12.3 The ECO shall remain employed until all rehabilitation measures, as required for implementation due to construction damage, are completed and the site is ready for operation.

Recording and reporting to the Department

- 4.13 The holder of the authorisation must submit an environmental audit report to the Department upon completion of the construction and rehabilitation activities. The environmental audit report must –
 - i. Indicate the date of the audit, the name of the auditor and the outcome of the audit in terms of compliance with the environmental authorisation conditions as well as the requirements of the EMPr.
 - ii. Records relating to monitoring and auditing must be kept on site and made available for inspection to any relevant and competent authority in respect of this development.

Commencement of the activity

- 4.14 This activity must commence within a period of thirty-six (36) months from the date of issue. If commencement of the activity does not occur within thirty (36) months, the holder of the authorisation may apply for an extension before the authorisation lapses.
- 4.15 If no extension is applied for and granted, the authorisation lapses and a new application for environmental authorisation must be made for the activity to be undertaken; and
- 4.16 Should you be notified by the MEC of a suspension of the authorisation pending appeal procedures, you shall not commence with the activity unless authorised by the MEC in writing.

Notification

- 4.17 Fourteen (14) days written notice must be given to the Department that the activity will commence. Commencement for the purposes of this condition includes site preparation. The notice must include a date on which it is anticipated that the activity will commence.

Operation of the activity

- 4.18 Fourteen (14) days written notice must be given to the Department that the activity's operational phase will commence.
- 4.19 The applicant must compile an operational EMPr for the operational phase of the activity or alternatively, if an operational EMPr exists for the area or for infrastructure maintenance, it must be amended to include the proposed activity as applied for authorisation.

Site closure and decommissioning

- 4.20 Should the activity cease or become redundant, the applicant shall undertake the required actions as prescribed by legislation at the time and comply with all relevant legal requirements administered by any relevant and competent authority at that time.

Project Specific conditions

- 4.20 Prior to any construction taking place, the Environmental Control Officer (ECO)/ contractor must conduct environmental awareness training programmes to staff on environmental compliance, environmental impacts related to construction.
- 4.21 Construction camps and staff accommodation facilities on sites may be established prior to commencement of construction, within already disturbed areas.
- 4.22 A permit must be obtained from the Eastern Cape Heritage Resource Agency (ECHRA) for the relocation of any Heritage Resource importance's.

- 4.23 Construction must be stopped upon the discovery of previously undetected archaeological or cultural remains and the contractor must report immediately to the Eastern Cape Heritage Resource Agency (ECHRA).
- 4.24 Collection or Harvesting of any heritage resources is prohibited which may include but not limited for the purpose of education, preservation, selling and consumption.
- 4.25 No employee/s of the project must engage in the deformation, marking, painting or defacing any materials or objects that has heritage and cultural importance.
- 4.26 No fires are allowed on site and cooking must be done in demarcated areas that are safe from runaway fires.
- 4.27 Emergency fires must be reported to the local authority.
- 4.28 Rehabilitation plan must be implemented during and after construction activities to restore area to its near natural conditions.
- 4.29 Clearing, blading, and cutting of the topsoil must be confined and limited to the areas of impact zones of the project.
- 4.30 Mixing of cement must take place on an impervious surface not directly on the soil.
- 4.31 Earth stockpile or soil stockpile must be reused as far as possible within the site for rehabilitation and stockpile must not exceed 5 m height.
- 4.32 The earth stockpile must be covered to prevent wind-blown dust and must be provided with a storm water diversion trench or berm to control storm water run-off entering the stockpile and causing erosion.
- 4.33 Any stockpile left behind after construction phase must be removed from site and disposed of at landfill site as covering material if there is no further use for it on site.
- 4.34 The storage of general and hazardous waste at the site must be registered to the department and national department of Environmental Affairs respectively only if the waste will be stored more than ninety days, and the storage falls under the ambit of category C activities published under section 7 (1) (c) of NEM: WA 59 of 2008.
- 4.35 It is the responsibility of the contractor working on site to maintain site free of litter.
- 4.36 Under no circumstances the waste that is generated by the activities authorized be burned at the site or used making for fire or shelter or as backfilling material, but recycling and reclaiming waste material may be allowed at the site.
- 4.37 If no refuse removal service on the site, authorisation holder must empty the waste bins and disposed of the waste at permitted landfill site.
- 4.38 Compacted soil should be re-vegetated with local indigenous vegetation to prevent alien vegetation infestation and reoccurrence.
- 4.39 The eradication of regrowth must be done once a month or before flowering takes place.
- 4.40 Occupational Health and safety measures for installation of fuel tanks must be accordance with SANS 4500s.

- 4.41 The selling of petroleum products without a retail licence issued by Department of Mineral Resource and Energy is prohibited.
- 4.42 The operations of fuels station must be in accordance with the requirements and provision of Petroleum Products Acts, act No 20 of 1977 as amended.
- 4.43 Dangerous goods (fuels) storage area must be provided with the following measures; -
 - 4.43.1 The surface of the storage area must be impervious,
 - 4.43.2 Storm and surface water runoff diversion berms, and
 - 4.43.3 Impervious surface/ concrete floor during constructions phase
- 4.44 The underground fuel tanks must be installed according to the SANS standards.
- 4.45 The leaks detection systems for underground tanks or equipment must be provided with the automotive alarm system.
- 4.46 A leak detection system should be installed, including observation and monitoring wells situated around the tank to facilitate early warning that a leak has occurred.
- 4.47 The underground storage tanks must be fitted with an overfill protection system and leak detectors on the pressure systems.
- 4.48 The storage fuel tanks must be dipped monthly and reconciled against volume to check for losses due to leakage.
- 4.49 Pressure testing of the fuel tanks must be performed annually from the day of installation.
- 4.50 If pressure testing in 4.50 is not a viable option, an alternative method of testing leaks must be available and submitted to the Department for approval.
- 4.51 The condition of the storage fuel tanks, associated piping and the monitoring wells must be inspected on a monthly basis.
- 4.52 The installation of the fuel storage tanks must include a spill containment slab. Both the spill slab and the bund wall must be connected to a SANS specified separator pit.
- 4.53 Any water containing waste (wastewater) generated as a result of the spillage and associated clean-up must be disposed of safely and in a way that will not be harmful to the environment.
- 4.54 A spill contingency plan must be drawn up and must include but not be limited to the following action plans; stop spill at source, contain spill, report spill to site manager.
- 4.55 The forecourt area must be provided with a roof cover and pumps must be protected from overheating.
- 4.56 The Contractor must prevent the discharge of any pollutants, such as cement, concrete, lime, chemicals, fuels or contaminated water which might infiltrate into the ground, resulting in deterioration of groundwater quality.
- 4.57 The collection sump must be constructed and underlined with impervious material.
- 4.58 The forecourt must be drained into collection sump.
- 4.59 The collection sump must be emptied every time it reaches 1½ of its capacity at any given time.
- 4.60 The collection sump of the forecourt area must be protected from storm water entering the sump.

Alad

T.P

- 4.61 The infilling and disposal of any materials including discharge of used water or rubble to wetlands, veld or vacant plots is prohibited.
- 4.62 The use of natural veld including river and wetlands by the workers as ablution facility is prohibited.
- 4.63 Hunting by capturing, shooting, trapping, snaring poisoning, fishing and harvesting of wild animals including birds, dead or alive by workers is an offence unless authorized by the department.
- 4.64 The alien vegetation management plan must be developed; the implementation of the plan must also be included in the audit report.
- 4.65 The use of river water or stream for human consumption, washing bodies of workers, including swimming and washing cement contained equipment is prohibited.
- 4.66 Construction activities must be confined to the designated working areas. The work area must be demarcated with a danger tape and marked as a NO-GO area for the duration of the project.
- 4.67 High noise producing activities should be approved by the relevant authority prior the commencement.
- 4.68 Blasting using any form or any chemicals the consent/ approval must obtained from the relevant authority prior to blasting take place.

General

- 4.69 **A copy of this authorisation must be kept at the property where the activity will be undertaken. The authorisation must be produced to any authorised official of the Department who requests to see it and must be made available for inspection by any employee or agent of the holder of the authorisation who works or undertakes work at the property.**
- 4.70 Where any of the applicant's contact details change, including the name of the responsible person, the physical or postal address and telephonic details, the applicant must notify the Department as soon as the new details become known to the applicant.
- 4.71 The holder of the authorisation must notify the Department, in writing and within 48 (forty-eight) hours, if any condition of this authorisation cannot be or is not adhered to. Any notification in terms of this condition must be accompanied by reasons for the non-compliance. Non-compliance with a condition of this authorisation may result in criminal prosecution or other actions provided for in the National Environmental Management Act, 1998 and the regulations.
- 4.72 This authorisation does not negate the holder of the authorisation from responsibility to comply with other statutory requirements that may be applicable to the undertaking of the activity including local authority by-laws.
- 4.73 The provincial government shall not be held responsible for any damages or losses suffered by the applicant or his successor in title in any instance where construction or operation subsequent to construction be temporarily or permanently stopped for reasons of non-

Acad T.P

compliance by the applicant with the conditions of authorisation as set out in this document or any other subsequent document emanating from these conditions of authorisation.

- 4.74 You are advised to consider vulnerability of the project infrastructure to the climate change i.e. infrastructure of the project should be installed and constructed to resist impacts of the climate change.
- 4.75 It recommended that during construction phase, warning for road users must be placed at all entrances where the construction vehicles enter public roads.
- 4.76 All vehicles that are transporting material that is susceptible to wind-blown must covered when entering public roads.
- 4.77 The use of existing roads/ tracks by the construction vehicles must be encouraged.
- 4.78 Training or workshops of the project employee/e on the environmental protection in general be promoted and is encouraged.
- 4.79 Operations of food outlet/s without certificate of competence or compliance from Joe Gqabi District Municipality is prohibited.
- 4.80 The connection to the N6 route must be approved by relevant authority as per the recommendation of Traffic Impact Assessment Study (TIA).

5. Reasons for Decision

5.1 Background

The application from Amaqandi Trust is for Government Notice R 327, listed activity 14, 27, and 28.

Listing Notice	Activity Description
GN R 327 Listing Notice 1 Activity 14	<i>The development and related operations of facilities or infrastructure, for the storage, of for the storage and handling, of a dangerous goods where such storage occurs in containers with a combined capacity of 80 m³ or more but not exceeding 500 m³.</i>
GN R 327 Listing Notice 1 Activity 27	<i>The clearance of an area of 1 ha or more, but less than 20 ha of indigenous vegetation, except such clearance of indigenous vegetation is required for-</i> <i>(i) the undertaking of a linear activity; or</i> <i>(ii) Maintenance purposes undertaken in accordance with a maintenance management plan.</i>

Acad T.P

<p><i>GN R 327 Listing Notice 1 Activity 28</i></p>	<p><i>Residential, mixed, retail, commercial, industrial or institutional developments where such land was used for agriculture, game farming, equestrian purposes or afforestation on or after 01 April 1998 and where such development:</i></p> <p><i>(i) Will occur inside an urban area, where the total land to be developed is bigger than 5 hectares.</i></p> <p><i>Excluding where such land has already been developed for residential, mixed, retail, commercial, industrial or institutional purposes.</i></p>
---	---

The proposed development mixed development in Erf 1729, Ward11, Walter Sisulu Local Municipality, Joe Gqabi District, Eastern Cape. Amaqadi Trust appointed Earth Free Environmental Consultants to undertake BAR process as required by Regulation 16 of the EIA Regulations, 2014 as amended

5. 2. Information considered in making the decision

In reaching its decision, the Department took, *inter alia*, the following into consideration-

- a) The information contained in the application form received on 16 April 2021.
- b) Information contained in the BAR and EMPr received on 17 September 2021.
- c) Additional information received on the 29 November 2021.
- d) The site visit that was conducted on 18 February 2021 by Athenkosi Ntshinka (DEDEAT), Thozamile Babane (DEDEAT), Lwando Runeyi Earth Free Environmental Consultants.
- e) The mitigation measures as proposed in the BAR and revised EMPr submitted on the 25 November 2021.
- f) Comments from SANRAL dated 12 August 2021.
- g) The comments from Joe Gqabi District and Walter Sisulu Local Municipality.
- h) The recommendations from the specialist studies conducted that are attached to the Final BAR received 17 September 2021.
- i) The objectives and requirements of relevant legislation, policies and guidelines, including Section 2 of the National Environmental Management Act, 1998 (Act No. 107 of 1998).

5.3 Key factors considered in making the decision

All information presented to the Department was considered in the Department's consideration of the application. A summary of the issues which, in the Department's view, were of the most significance is set out below:

- a) The proposed development will not conflict with land use plan of Walter Sisulu Local Municipality.
- b) There are existing bulk services in the close proximity to the site.
- c) Details provided about the qualifications of the EAP indicate that the EAP is competent to carry out the environmental impact assessment procedures.
- d) The development of Aliwal North Fuel Station will create socio-economic benefits within the area.
- e) The development will provide temporary employment for the community which will uplift the community's economic front.
- f) No objections to the proposed development have been received from the interested and affected parties; all comments have been reviewed and taken into consideration once a decision has been taken.
- g) The mitigation measures and rehabilitation plans contained in the EMPr.
- h) Sufficient public participation process was undertaken, and the applicant has satisfied the minimum requirements as prescribed in the EIA regulations, 2014 as amended for public participation.

5.4 Findings

After consideration of the information and factors listed above, the Department made the following findings –

- The proposed development will provide better use of the site and reducing illegal dumping.
- Community members will get temporary jobs during the construction phase and thus improving the economy of the area and the standard of living for the beneficiaries.
- Most impacts on the natural environment associated with the proposed development are of low significance compared.
- The development will contribute to better use of the open space within the urban areas.
- The procedure followed for impact assessment is adequate for decision making process.
- All legal and procedural requirements have been met.

In view of the above, the Department is satisfied that, subject to compliance with the conditions contained in the environmental authorisation, the proposed activity will not conflict with the general objectives of integrated environmental management laid down in Chapter 5 of the National Environmental Management

Act, 1998 and that any potentially detrimental environmental impacts resulting from the proposed activity can be mitigated to acceptable levels. The application is accordingly granted

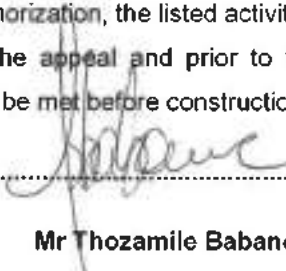
6. Appeal of authorisation

- 6.1 The holder of the authorisation must notify every registered interested and affected party, in writing and within 14 days of the date of this environmental authorisation, of its decision to authorise the activity.
- 6.2 The notification referred must –
- a) specify the date on which the authorisation was issued;
 - b) inform the interested and affected party of the appeal procedure provided for in Chapter 6 of the regulations;
 - c) advise the interested and affected party that a copy of the authorisation will be furnished on request; and
 - d) give the reasons for the decision.
- 6.3 The holder of the authorisation must publish a notice –
- a) informing interested and affected parties of the decision;
 - b) informing interested and affected parties where the decision can be accessed;
 - c) drawing the attention of interested and affected parties to the fact that an appeal may be lodged against this decision; and
 - d) in the newspapers contemplated and used in terms of regulation 56(2)(c) and which newspaper was used for the placing of advertisements as part of the public participation process.
- 6.4 An appeal against the decision contained in this authorization must be addressed in writing, to the MEC for Economic Development, Environmental Affairs and Tourism (hereinafter referred to as “the MEC”) in terms of Regulation 4(1)b of the National Appeal Regulations, 2014 and within 20 (twenty) days after the appellant has been notified.
- 6.5 An appeal submission must be made in the form obtainable from the Departmental website on www.dedea.gov.za or relevant Regional Office.
- 6.6 The appellant must also serve a copy of the appeal to the decision maker in the relevant office.
- 6.7 The address, to which the **original** copies of any such appeal must be mailed, is outlined below. Please note that originals may also be delivered per hand or courier.

Ace T.P

Department	Department of Economic Development & Environmental Affairs
Attention	Office of the Appeal Administrator: Phumeza Gxala
Address	Private Bag X0054, BHISHO, 5605
In order to facilitate efficient administration of appeals <u>copies</u> of the notice of intention to appeal and any subsequent appeal documentation must also be submitted as follows:	
Office of the Appeal Administrator: Phumeza Gxala	Phumeza.gxala@dedea.gov.za
Senior Manager Environmental Impact Management per fax:	0866192858
It is strongly recommended that electronic copies of all appeal documentation also be e-mailed	

If an appeal is lodged regarding this authorization, the listed activities described in this authorization may not commence prior to the resolution of the appeal and prior to the Department's written confirmation of compliance with all conditions that must be met before construction can commence.



Mr Thozamile Babane

Control Environmental Officer Grade A - Joe Gqabi Region

DEDEAT


Ms A.G. Qinisile
Regional Manager (Joe Gqabi Region)

DEDEAT


Date of issue of environmental authorisation

Subject: Fwd: Proposed filling station LUA for comment
From: Sibongile Dambuza <dambuzasibongile@gmail.com>
Date: 2022/04/22, 11:02
To: Tsepiso Ntwanambi <tsepiso@jgdm.gov.za>, Tsepiso Ntwanambi <tsepiso.ntwanambi@gmail.com>

----- Forwarded message -----

From: Visa Barnes <visabarnes@gmail.com>
Date: Wed, 30 Mar 2022 at 13:14
Subject: Fwd: Proposed filling station LUA for comment
To: <Letshego.Mabena@dmre.gov.za>
Cc: Visa Barnes <visa_barnes@wslm.gov.za>, Sibongile Dambuza <dambuzasibongile@gmail.com>

Good day Mr. Mabena.

I hoping this email finds you well.

My name is Visa Barnes the Director: Institutional Planning and Economic Development (IPED) from Walter Sisulu Local Municipality. I am kindly making a follow up on land development application for a subdivision and rezoning to permit for a Mixed use development Erl 1729 Aliwal North. The application in question was submitted by Ms S Dambuza our seconded town planner to Walter Sisulu Local Municipality.

I kindly seeking for your urgent assistance with the application as it is currently outstanding comments from the Department to finalise its approval process through the MPT. Please find attached herewith is the land use application for reference.

I trust the above is in order, thank you in advance and should there be any question please do not hesitate to contact Ms. S. Dambuza at dambuzasibongile@gmail.com.

Yours in Service Delivery

(Mr) Visa Barnes
Director: Institutional Planning and Economic Development
Walter Sisulu Local Municipality
Email: visa.barnes@wslm.gov.za

----- Forwarded message -----

From: Sibongile Dambuza <dambuzasibongile@gmail.com>
Date: Tue, Feb 8, 2022 at 11:54 AM
Subject: Fwd: Proposed filling station LUA for comment
To: <Letshego.Mabena@dmre.gov.za>
Cc: Visa Barnes <visabarnes@gmail.com>

Good day,

I hope this email finds you well, as per our telephonic conversation please find below motivation report for your attention.

Regards

Sibongile Dambuza

0797234411/ 061 638 1685

040 940 7331

----- Forwarded message -----

From: **Sibongile Dambuza** <dambuzasibongile@gmail.com>

Date: Mon, 17 Jan 2022 at 13:53

Subject: Re: Proposed filling station LUA for comment

To: <Letshego.Mabena@dmre.gov.za>

PDF file 1968 0-1 Motivation Report &...

Afternoon,

Please find attached report for comments.

Thank you

On Mon, 17 Jan 2022 at 13:45, Sibongile Dambuza <dambuzasibongile@gmail.com> wrote:

Good afternoon,

I hope this email finds you well. I am Sibongile Dambuza seconded Town Planner for Walter Sisulu Local Municipality in Aliwal North. I would like to forward you a filling station land use application to comment on.

Is there a certain procedure that needs to be followed?

Regards

Sibongile Dambuza

079 7234411

Subject: Fwd: Engineering and Traffic comments - Erf 1729
From: Sibongile Dambuzza <dambuzasibongile@gmail.com>
Date: 2022/04/22, 11:01
To: Tsepiso Ntwanambi <tsepiso@jgdm.gov.za>, Tsepiso Ntwanambi <tsepiso.ntwanambi@gmail.com>

----- Forwarded message -----

From: Themba Mosompha <mosomphat@gmail.com>
Date: Wed, 30 Mar 2022 at 15:31
Subject: Re: Engineering and Traffic comments - Erf 1729
To: Visa Barnes <visabarnes@gmail.com>
Cc: denzil rooi <denzil.rooi@gmail.com>, Sibongile Dambuzza <dambuzasibongile@gmail.com>

Colleagues

I have looked at the report and browsed through the electricity supply to the area. Secondly I also looked at the entrance to the development. The electricity supply determination is from a low income household point of view for the 156 units, yes indeed the municipality has capacity to supply the development but the challenge is on the Eskom side. Eskom supplies the municipality with 12 MVA of which it is almost at capacity. In winter the demand is exceeded and the municipality gets penalized on NMD. The electricity unit still has to confirm in writing the availability. If the entrance already exists from N6 then it is good news and if not then the application should be made to SANRAL. If the entrance to the development is closer to entrance into Springs it might pose a challenge on SANRAL requirements.

I hope you find the above comments in order.

Regards

Themba Mosompha

On Wed, Mar 30, 2022 at 9:49 AM Visa Barnes <visabarnes@gmail.com> wrote:

Good morning,

Please find the attached land use application for internal engineering and traffic comments for submission tomorrow to the district tribunal.

Regards

Visa Barnes

ANNEXURE G – ADVERT

Smalls • Smalls • Smalls **SMALLS** Smalls • Smalls • Smalls

Allerlei Misc.

SUPA KLEEN DROOGSKOON-MAKERS IN WAS-GOED DIENSTE:
 •Kwaliteit bekostigbare skoonmaakdiens van badkamers, verandere, oos-
 •NUIT: Ingevoerde handjies te koop vanaf slegs R80, kom later gerus na ons winter voorrade. •HERSTELWERK: Herstel op klere, bv. ritsluiters, sooms, knope, nate, ens. (Lange Slagpruit, Bridgeway Sentrum) 051 633 3001.

MARLENE'S CARPET CLEANING:
 Aliwal-Noord. Vir die was van sitkamerstelle, huis- en kantoormatte. Bedien ook Lady Grey, Burgersdorp en Zastron. Sel 060 847 0078.

Eiendom te Huur Property for Rent

BRONNE AREA:
 Akkommodasie vir die Bronne area, woonstelsel van kamers te huur. Skakel 082 762 6548.

AKKOMMODASIE:
 Vir akkommodasie by Buffelsbron Woonstelle in die Bronne area, kontak Theo by 051 633 3129 of alternatiewelik Lisma by 051 634 2111.

ACCOMMODATION:
 For accommodation at Buffelsbron Flats in the Springs area, please contact Theo at 051 633 3129 or alternatively Lisma at 051 634 2111.

TO RENT: Springs:
 •Flat to rent: R2200. •1 Bedroom flat: R2800. •2 Bedroom flat: R3100. •1 Bedroom flat in town: R2800. Contact 082 325 1150.

Skoonheid Beauty

HAIR, NAIL & BEAUTY @ MIL-LION FACES:
 64 South Street. Tel: 051 634 2674. •Full service unisex hair salon. •Gel and acrylic nails. •Full beauty spa. •Professional body piercing.

Note!
 Our deadline: **Tuesday, 13:00**

Form JJJ Lost or Destroyed Deed

(Form JJJ added by GNR 62 of 25 January 2019)

Notice is hereby given in terms of regulation 68 of the Deeds Registries Act, 1937, of the intention to apply for the issue of a certified copy of Deed of Transfer No. T49830/2017 passed by LULEKA NGANASE, ID No: 871122 0718 08 8 in respect of certain ERF 1933 ALIWAL NORTH which has been lost or destroyed.

All interested persons having objection to the issue of such copy are hereby required to lodge the same in writing with the Registrar of Deeds at KING WILLIAM'S TOWN within two weeks after the date of publication of this notice.

DATED at ALIWAL NORTH this 1st day of November 2021

o/o DVHS Attorneys, Bellville
 E-mail: lize@dvh.law.za
 Telephone: 021 810 1911
 Reference: M11582LE

Betrekking

THERON DU PLESSIS

Junior Rekenmeesterskerk

- Pilgite behels:**
- Opskrif van kasboeke
 - Uitvoer van rekonsiasies
 - Berekening van verskillende belings betaalbaar
 - Voorberei van opsommings
 - Uitvoer van verskeie rekeningkundige pilgite, beide per hand en op rekenaar

Vereistes:

- Senior Sertifikaat met Wiskunde (nie Wiskunde Geletterdheid nie). Rekeningkunde sal as aanbeveling dien

Aansoekvorms beskikbaar by: 051-633 8000, Bankstraat 15, Aliwal-Noord of tdp@an.idp.co.za

Handig voltooiende aansoekvorm, CV, afskrifte van matrieksertifikaat / toepaslike kwalifikasies en ID dokument in.

Indien geen terugvoer ontvang is teen 30 November 2021 nie, kan u aanvaar dat u aansoek onsuksesvol was.

WALTER SISULU LOCAL MUNICIPALITY
 ALIWAL NORTH / BURGERSDORP / JAMESTOWN / STEYNSBURG / VENTERSTAD



Notice

Subdivision and Rezoning: Remainder Erf 1729, Aliwal North

An application has been received for the Subdivision and Rezoning of Remainder Erf 1729, Aliwal North for a Mixed Use Development comprising of the following zonings (Residential Zone II, Business Zone I, Institutional Zone I, Open Space Zone II and Transport Zone II purposes) in terms of the provisions of the Land Use Management Act, 16 of 2013 (SPLUMA).

The plan and details of the proposal may be inspected in the Municipal Manager's Office at 5 Young Street, Aliwal North during normal office hours.

Any objections to this proposal must be lodged in writing with the Municipal Manager by no later than 30 days from the date of publishing of this notice.

ISAZISO

UKWAHLULWA KUNYE NOKUHLAZIYWA: INTSALELA YESIZA 1729, ALIWAL NORTH

Kufunyenwe isicelo sokuCandwa ngokutsha kunye noKuhlaziya kweNtsalela yeSiza 1729, e-Aliwal North uphuhliso oluxubeneyo oluquka ezi zilandelayo (iNdawo yokuHlala II, uMmandla woShishino I, uMmandla weZiko I, uMmandla oVulekileyo weSithuba II kunye nendawo yezoThutho) ngokwemigaqo yoMthetho woLawulo lokuSetyenziswa koMhlaba, we-16 ka-2013 (SPLUMA).

Isicwangciso kunye neenkukacha zesandululo zinokuhlolwa kwiOfisi yoMphathi kaMasipala e-5 Young Street, e-Aliwal North ngamaxesha omsebenzi aqhelekileyo.

Neziphi na izichaso kwesi siphakamiso kufuneka zifakwe ngokubhaliweyo kuMphathi kaMasipala zingadlulanga iintsuku ezingama-30 ukususela kumhla wokuphaphashwa kwesi saziso.

ZE PUNGWANI
 ACTING MUNICIPAL MANAGER

Private Bag X 13
 Burgersdorp
 9744

Estate Notice

In the estate of the late **PETRUS NICOLAAS OOSTHUIZEN** who died on 15 January 2021. Identity Number: 560916 5119 085, of 102 Cathcart Street, Aliwal North, 9750, Province Eastern Cape.

Estate number: 000766/2021

Notice is hereby given to all creditors & debtors in the above estate to file their claims and settle outstanding debts with the undersigned within 30 days from 05 November 2021

Willem Adriaan Lotter
 51 Tiendelaan, Kleinmond, 7195
willem.adriaan.lotter@gmail.com



Our Emergency Numbers are:
 Cell: 079 292 3336
 082 878 6572
 078 599 5953

FOR A FREE QUOTE ON ALL ALUMINIUM PRODUCTS, SHOP FRONTS, SHOWERS DOORS AND WINDOWS CONTACT US

We also specialize in **smash & grab on vehicles**

ENQUIRE IN STORE: (051) 633 2889 / 082 878 6572

Maletswai Police Station
IMPORTANT NUMBERS

- Detective Commander - Capt Modise
Tel: 071 351 8019
- CSC Commander - Lt Col Molokwane
Tel: 082 302 6145
- CIO - W/O Inande
Tel: 082 447 3898
- CPO - Cst Letsosha
Tel: 071 475 1583
- Sector Manager 1 & 2 - Cst. Mhlegi
Tel: 072 599 0136

Betrekking

2x Administratiewe Klerke

Masakhane Sales & Services
 Masakhane Sales & Services benodig die dienste van 2 x administratiewe klerke.

Moet rekenaavaardig wees en vriendelike kliente diens kan lewer.

Stuur CV na allen@masakhanesales.co.za of admin@masakhanesales.co.za of lewer per hand af by 11 Queen Terracestraat, Aliwal-Noord.

Invitation to all schools



The Aliwal Weekly would like to invite all schools to share their student's achievements and activities with the community. Articles may be faxed, emailed or hand delivered before the deadline on Tuesdays

@ 13:00. Please contact us for any further information.

ALIWAL WEEKBLAD
 Tel: 051 633 2815
 Fax: 086 600 2389 / 051 633 2389
 E-mail: weekly@aliwalprinters.co.za

Snuffels • Snuffels **SNUFFELS** Snuffels • Snuffels