BITOU MUNICIPALITY

OFFICE OF THE MUNICIPAL MANAGER
SEWELL STREET
PLETTENBERG BAY 6600

TO: ALL MEMBERS OF THE EDEN JOINT MUNICIPAL PLANNING TRIBUNAL

Presiding Officer: Carel Venter
Panel Members: Olga Louw (Internal)
               Elina Vreken (External)

EDEN JOINT MUNICIPAL PLANNING TRIBUNAL –
BITOU MUNICIPALITY

Notice is hereby given that a meeting of the Eden Joint Municipal Planning Tribunal for Bitou Municipality will be held in the Council Chambers, Main Building, Sewell Street, Plettenberg Bay on Friday 30 September 2016 at 10:00

C. VENTER
CHAIRMAN
AGENDA: Eden Joint Municipal Planning Tribunal – Bitou Municipality
30 September 2016

<table>
<thead>
<tr>
<th>Item</th>
<th>Agenda</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Confirmation of meeting</td>
</tr>
<tr>
<td>2.</td>
<td>Statements by the Chairperson</td>
</tr>
<tr>
<td>3.</td>
<td>Items for discussion</td>
</tr>
</tbody>
</table>

3. **ITEMS FOR DISCUSSION**

| 3.1  | PROPOSED REZONING: ERF 12624, LADYWOOD, PLETTENBERG BAY, BITOU MUNICIPALITY |
# LAND USE PLANNING REPORT

**PROPOSED REZONING: ERF 12624, LADYWOD, PLETENBERG BAY, BITOU MUNICIPALITY**

<table>
<thead>
<tr>
<th>Reference number</th>
<th>18/12624/ PB</th>
<th>Application submission date</th>
<th>27/06/2016</th>
<th>Date report finalised</th>
<th>21/09/2016</th>
</tr>
</thead>
</table>

## PART A: AUTHOR DETAILS

<table>
<thead>
<tr>
<th>First name(s)</th>
<th>Adél</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surname</td>
<td>Stander</td>
</tr>
<tr>
<td>Job title</td>
<td>Town Planner</td>
</tr>
<tr>
<td>SACPLAN registration number</td>
<td>C/8240/2016</td>
</tr>
<tr>
<td>Directorate/Department</td>
<td>Strategic Services</td>
</tr>
<tr>
<td>Contact details</td>
<td>044 501 3321</td>
</tr>
</tbody>
</table>

## PART B: APPLICANT DETAILS

<table>
<thead>
<tr>
<th>First name(s)</th>
<th>Marlize</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surname</td>
<td>De Bruyn</td>
</tr>
<tr>
<td>Company name</td>
<td>Delplan Urban &amp; Regional Planners</td>
</tr>
<tr>
<td>SACPLAN registration number</td>
<td>A/1477/2011</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Registered owner(s)</th>
<th>Bitou Municipality</th>
</tr>
</thead>
</table>

| Is the applicant authorised to submit this application | Yes |

## PART C: PROPERTY DETAILS

<table>
<thead>
<tr>
<th>Property description (in accordance with Title Deed)</th>
<th>Erf 12624, Plettenberg Bay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical address</td>
<td>N2</td>
</tr>
<tr>
<td>Town/City</td>
<td>Ladywood, Plettenberg Bay</td>
</tr>
</tbody>
</table>

| Current zoning       | Undetermined Zone | Extent (m² /ha) | 2,5839 |
| Are there existing buildings on the property? | Y | No |

| Applicable zoning scheme | Section 8 |

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### Current land use
- Vacant

<table>
<thead>
<tr>
<th>Any restrictive title conditions applicable</th>
<th>Y</th>
<th>No</th>
<th>If Yes, list condition number(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any third party conditions applicable?</td>
<td>Y</td>
<td>No</td>
<td>If Yes, specify.</td>
</tr>
<tr>
<td>Any unauthorised land use/building work</td>
<td>Y</td>
<td>No</td>
<td>If Yes, explain.</td>
</tr>
</tbody>
</table>

### PART D: PRE-APPLICATION CONSULTATION (ATTACH MINUTES)
- Has pre-application consultation been undertaken? | Y | No | If yes, provide a brief summary of the outcomes below. |

No formal pre-application meeting was held as prescribed by the Bylaw, but a number of project meetings were held with the Bitou Project Management team headed by Mr Omar Essa. The Planning office attended some of the meetings. The details of the application were largely informed by the project meetings.

### PART E: LIST OF APPLICATIONS ( TICK APPLICABLE)

<table>
<thead>
<tr>
<th>Rezoning</th>
<th>Y</th>
<th>Permanent departure</th>
<th>Temporary departure</th>
<th>Subdivision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extension of the validity period of an approval</td>
<td></td>
<td>Approval of an overlay zone</td>
<td>Consolidation</td>
<td>Removal, suspension or amendment of restrictive conditions</td>
</tr>
<tr>
<td>Permissions in terms of the zoning scheme</td>
<td></td>
<td>Amendment, deletion or imposition of conditions in respect of existing approval</td>
<td>Amendment or cancellation of an approved subdivision plan</td>
<td>Permission in terms of a condition of approval</td>
</tr>
<tr>
<td>Determination of zoning</td>
<td></td>
<td>Closure of public place</td>
<td>Consent use</td>
<td>Occasional use</td>
</tr>
<tr>
<td>Dissolve a home owner’s association</td>
<td></td>
<td>Rectify failure by home owner’s association to meet its obligations</td>
<td>Permission for the reconstruction of an existing building that constitutes a non-conforming use</td>
<td></td>
</tr>
</tbody>
</table>
1. The rezoning of Erf 12624 from "Undetermined Zone" to "Authority Zone" for a multi-functional Municipal Public Safety Centre which will comprise of the following:

a.) Traffic and Municipal Law Enforcement official offices
b.) Communication and Control Centre
c.) Fire Station
d.) Vehicle Impound Facility
e.) Traffic Centre
f.) Disaster Management Centre
g.) Driving Licence Testing Centre Grounds
h.) Technical facilities with associated parking; including possible basement parking.

The development footprint will be aligned on the southern site boundary of Erf 12624, away from the N2 national road.

PART G: BACKGROUND

Erf 12624 was acquired for the establishment of an office complex for the Bitou Municipality in 2009. It is situated on the southern side of the N2, directly opposite the Saringa Road entrance to New Horizons, where the new Magistrates Court is currently under construction. The property is vacant and is fairly flat, sloping down gradually to the eastern side.

The site is approximately 1.6km due west from the main N2/ Plettenberg Bay traffic Circle, and approximately 1.8km due east from the N2 Kwankusuthu residential area. Access to the site is off the N2, into Saringa Road (Ladywood), via a servitude right of way over the Remainder of Portion 5. The servitude road will eventually become part of the Municipal Road Network.

PART H: SUMMARY OF APPLICANTS MOTIVATION

- The site is ideally situated in terms of accessibility and is positioned central to the greater Plettenberg Bay area.
- According to the Bitou Local Municipality Spatial Development Framework (BLMSDF) the subject property forms part of a "Sub Centre Node" which contains public institutions, and therefore the future development proposal on the subject property will help with integration between the various residential areas within the Bitou Municipality.
- The proposed development on Erf 12624 relates to the New Horizons Precinct (Library and Regional Magistrate's Court) and both precincts will form a node of public institutions.
- The Multi-Functional Public Safety Centre will enhance municipal capabilities by improving service delivery and stimulate employment opportunities for businesses, residents, and the overall community of Bitou Municipality.
- The proposal is consistent and complies with the Bitou SDF.
- The proposed development is aligned with the overall vision of the PSDF.
- The proposed development will not only add to the functional land uses in the area, but also by providing services which can act as a stepping stone to unlock new investment opportunities into Plettenberg Bay; which will result in more jobs and educational opportunities for the local residents.
- The proposed development, as stated in the BLMSDF, is in line with the character of existing developments in this area and will not impact on the rights of any of the surrounding property owners.
- The socio-economic imbalance that is evident in the Bitou Municipality is the result of a combination of apartheid planning and its limited economic base. Creating a more balanced and integrated socio-economy is a key element of the long term sustainability of the settlement. Therefore it is believed that the proposed development will help to contribute to the socio-economic prosperity of the area by providing jobs and decent services.
- There will be very limited impacts on the natural environment. Erf 12624 does not form part of any Critical Biodiversity Areas/Threatened Eco Systems.
- The regional accessibility of the subject property is a significant opportunity and should be capitalised on. The key opportunities in this regard relate to economic potentials resulting from the direct linkages with major markets and surrounding regions, as well as the potential for access for residents to major job opportunities, health services and education.

### PART I: SUMMARY OF PUBLIC PARTICIPATION

<table>
<thead>
<tr>
<th>Methods of advertising</th>
<th>Date published</th>
<th>Closing date for comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Press</td>
<td>30 June 2016</td>
<td>1 August 2016</td>
</tr>
<tr>
<td>Gazette</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Notices</td>
<td>30 June 2016</td>
<td>1 August 2016</td>
</tr>
<tr>
<td>Ward councillor</td>
<td>30 June 2016</td>
<td></td>
</tr>
<tr>
<td>Site notice</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Community organisation(s)</td>
<td>30 June 2016</td>
<td>1 August 2016</td>
</tr>
<tr>
<td>Public meeting</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Third parties</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

Total valid comments: Four (4) Total comments and petitions refused: Zero (0)

Valid petition(s): Y N If yes, number of signatures

Community organisation(s) response: Y N N/A Ward councillor response: Y N N/A

Total letters of support: Zero (0)

Was public participation undertaken in accordance with section 44 - 49 of the Blou Municipal By-law on Municipal Land Use Planning: Y N

### PART J: SUMMARY OF COMMENTS RECEIVED DURING PUBLIC PARTICIPATION

- The estimated cost of the project, R240 million, is extremely expensive and should be avoided. An alternative solution should be sought.
- The population of Plettenberg cannot afford an extra financial burden in the form of extra rates and taxes to fund the project.
- The facility is considered non-essential.
- The Municipal Offices should be constructed on Municipal land where the Housing offices are located, but not the workshops. The sale of the existing Municipal offices should finance the project.
- The current Municipal building can be extended and the land opposite can also be developed for Municipal offices.
- The Ladywood site is not accessible to Bassiesgif, Falweni, New Horizons and Kwanokuthula.
- Worldwide Town Councils build their offices centrally.
- Placing the offices in Ladywood will not solve the separate development model of apartheid. Putting the offices in Ladywood will perpetuate the divisions our society is trying to recover from unless Ladywood or New Horizons are the new centre of town.
- To build the heart of the town on the outskirts is throwing good money after bad.

### PART K: SUMMARY OF COMMENTS FROM ORGANS OF STATE AND/OR MUNICIPAL DEPARTMENTS

<table>
<thead>
<tr>
<th>Name</th>
<th>Date received</th>
<th>Summary of comments</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marcel Minne</td>
<td>13/09/2016</td>
<td>The proposed development is in line with the Bitou Local Municipal Spatial Development Framework (BLMSDF) 2013, and is therefore supported from a spatial planning perspective.</td>
<td>Positive</td>
</tr>
<tr>
<td>Spatial Planner - Bitou Local Municipality, Strategic Services Department, Town Planning Section</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Department of Environmental Affairs and Development Planning; Environment | 01/04/2016    | Environmental Legislation: NEMA Act 107 of 1998 and EIA Regulations 2010

A Basic Assessment Process was undertaken by CapeEAProc to ensure the compliance with the regulations contained in the National Environmental Management Act (NEMA, Act 107 of 1998) and EIA Regulations. The Department of Environmental Affairs and Development Planning as a result granted an Environmental Authorisation to the applicant to undertake a listed activity. | Positive with Condition In the EA |
| Heritage Western Cape                     |               | Heritage Legislation: Section 38 (8) of the National Heritage Resource Act (Act 25 of 1999)

As response to the notification of intent to develop, Heritage Western Cape (HWC) has no objections regarding the proposed development on Erf 12624. HWC asserts that there are no reasons to believe that the proposed development will impact on heritage resources. However, should any heritage resources, | Positive with conditions |
<table>
<thead>
<tr>
<th>Organisation</th>
<th>Date</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>SANRAL</td>
<td>16/09/2016</td>
<td>No objection to proposal. Supports the construction of a traffic circle at the intersection with the N2</td>
</tr>
<tr>
<td>Bitou Community Services</td>
<td>19/09/2016</td>
<td>The application for rezoning is supported more so in the light of the fact that the objections submitted are quite irrelevant as they apply to the bigger municipal offices project and not the Public Safety Centre.</td>
</tr>
<tr>
<td>Bitou Municipality Engineering Services</td>
<td>15/09/2016</td>
<td>Perused the report and the recommendation is supported.</td>
</tr>
<tr>
<td>Bitou Municipality Building Control</td>
<td>21/09/2016</td>
<td>The application is supported as per conditions in the report. I would also suggest that at building plan stage the application be in conformance with the Green Building Initiatives and or requirements for offices.</td>
</tr>
</tbody>
</table>

**PART I: SUMMARY OF APPLICANT'S REPLY TO COMMENTS**

All four objections concern the relocation of the Municipal Offices to Ladywood. The application however concerns the Municipal Public Safety Centre (PSC) and not the Municipal Offices. There is a possibility that the Municipal Offices will be relocated to the same site, but this proposal is still undergoing a feasibility study. The proposed PSC and its functions are not usually found in Town Centres, due to the need for accessibility (for the fire brigade), large tracts of flat land (for the vehicle testing centre an Impound facility). Applicant is of the opinion that comment from the public are not valid objections.

**PART II: MUNICIPAL ASSESSMENT OF COMMENTS**

The proposed project aims to provide Municipal services that are currently either fragmented, and under capacity, or not available at all. It is a legal requirement for Municipalities to provide these functions and it is therefore necessary to incur the costs that are implied. The land was specifically purchased for this purpose because the Municipality does not own suitable land for the site specific requirements that many of the proposed land uses require.

The objectors focussed their objections on the Municipal Offices which is not proposed in this application. The site is highly accessible to all communities in the greater Plettenberg Bay area.
It is agreed with the applicant that none of the objections can be considered valid reasons not to approve the application.

**PART N: MUNICIPAL PLANNING EVALUATION (REFER TO RELEVANT CONSIDERATIONS GUIDELINE)**

<table>
<thead>
<tr>
<th>Was the application processed correctly (if no, elaborate below):</th>
<th>Yes</th>
<th>N</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the proposal consistent with the principles referred to in chapter 2 of SPLUMA and Chapter VI of LUPA?</td>
<td>Yes</td>
<td>N</td>
</tr>
</tbody>
</table>

**Application history**

The subject property was subdivided and transferred from Pearl Star Investments 81 CC to the Bitou Municipality in 2010, for the purpose of municipal offices and associated use. The Title Deed holds conditions **Section III (A-E)** summarised below, which were imposed by the Controlling Authority under the Act 21 of 1940 contained in the said Deed of Transfer Number 111242/1952.

- **Section III A (c)** states that the subject property shall only be used for residential and agricultural purposes and does not permit it to be used for business or industry purposes unless a written consent from the controlling authority (as defined in the Act 21 of 1940) is obtained;
- **Section III C (a)**, however revoked the previous conditions by asserting that unless SANRAL granted written approval to the contrary, the land use for erf 12624 should be that of municipal offices and associated use.

**Inconsistency with the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)**

The following concepts are taken into consideration (as contained in Section 42 of SPLUMA and read in conjunction with Chapter 2 of SPLUMA):

- **Spatial justice** – Erf 12426 forms part of the “Coming Together” project of Bitou Municipality. This project aims to spatially integrate previously separated communities. The “Ladywood” area is ideally situated for this initiative as it forms a link between Kwanakuthula, New Horizons and Plettenberg Bay.

- **Spatial sustainability** – The development of Erf 12624 for local government purposes will strengthen the administrative node that is developing around the Saringa Road/ N2 intersection where the New Horizons library is located and where the regional Magistrate’s Court is currently under construction. It is believed that these developments would act as a catalyst for further development in the Ladywood area and in so doing further integrate and correct spatial injustices within the greater Plettenberg Bay area.

- **Efficiency** – Erf 12624 was specifically purchased for the development of essential Municipal services in a highly accessible locality. The proposed fire department requires optimal accessibility, and the vehicle licence testing centre (VLTC) requires a large flat area and so does the impound facility. Currently Bitou Municipality does not have a VLTC and the community is thus required to make use of the Knysna Municipality facility. The development of Erf 12624 would provide this additional Municipal service in close proximity to the local communities of greater Plettenberg Bay.

- **Spatial resilience** – The proposed development is in close proximity and highly accessible to less affluent communities, thus reducing travel cost and time to access these Municipal services.
• **Good administration** - All relevant Government Departments commented/provided approval for the proposed development within the required time frames. The correct administrative procedures were followed in processing the application.

• **Public Interest** - The Multi-Functional Public Safety Centre will enhance municipal capabilities by improving service delivery and stimulate development in the Ladywood area thereby creating employment opportunities, opportunities for businesses, residents of the area, and the overall community of Bitou. The development of the PSC will ensure a safer living environment due to additional municipal services in a more central location. This development is seen to bring a socio-economic relief to the most vulnerable members of the Bitou Municipality as the facilities are more accessible and centrally located to less affluent communities thereby reducing transport cost and time.

• **Constitutional transformation** - The application is consistent with Section 24 to 27 of the Constitution.

• **Respective rights and obligations of all those affected** - All affected parties were informed of the application, the relevant approvals/comments were received. The objections from members of the public were taken into consideration.

• **State and impact of engineering services, social infrastructure and open space requirements** - The Bitou Municipality Engineering Services has indicated that the service infrastructure can accommodate the proposed development.

• **Compliance with environmental legislation** - An Environmental Authorisation has been issued by the Western Cape Department of Environmental Affairs and Development Planning.

(If) consistency with the principles referred to in Chapter VI of the Land Use Planning Act, 2014 (Act 3 of 2014), AND (If) consistency with the IDP/Various levels of SDFs/Applicable policies

The Bitou Spatial Development Framework identified the area as "Mixed Use" and also fall within the "Coming Together Initiative". The key objective of the project is to bring economic development, government services and social services and facilities closer to the majority of the region's people. The initiative aims to shift the centre of economic investment, job creation, and development in the coming decades towards the townships. Municipal and governmental services will be relocated closer to where the majority of the residents are located, with easy access. The development proposal on the subject property will integrate the various residential areas within the Bitou Municipality.

The proposal is therefore consistent with the objectives of the Bitou SDF.

(If) consistency with guidelines prepared by the Provincial Minister

No guidelines available at present time.
Impact on Municipal engineering services

A traffic impact assessment was conducted by SMEC international and the following recommendations were made:

- That a traffic circle, similar to the one operating roughly 1.6km to the east of the N2/ Ladywood Access Road intersection, be constructed to regulate traffic at the N2/ Ladywood Access Road intersection.
- The proposed roundabout will act as a traffic calming measure, much needed given the number of pedestrians illegally crossing the road in the vicinity of the intersection.
- That the speed limit be reduced from 60km/h to 40km/h
- Refuge islands in the eastern and western approaches on the N2 will facilitate safer pedestrian crossing.

Bulk Sewer: It is envisaged that a gravity fed sewer line could be installed to run parallel with the N2 in the direction of Blouberg Bay, up to a point where an existing culvert or crossing can be utilised to cross under the N2.

Electricity: An extension to the Bitou Municipality 11kV reticulation network is needed in order to make a bulk Low Voltage (LV) supply available to the complex.

Bulk Water Supply: A 200mm diameter water pipe runs along the eastern border of the site. It is recommended that the pipeline be used to supply water to a small on-site reservoir.

Outcomes of investigations/applications in terms of other legislation

Environmental Legislation: NEMA Act 107 of 1998 and EIA Regulations 2010

A Basic Assessment Process was undertaken by CapeEAProc to ensure the compliance with the regulations contained in the National Environmental Management Act (NEMA, Act 107 of 1998) and EIA Regulations. The Department of Environmental Affairs and Development Planning as a result granted an Environmental Authorisation to the applicant to undertake a listed activity.

Heritage Legislation: Section 3B (8) of the National Heritage Resource Act (Act 25 of 1999)

As response to the notification of intent to develop, Heritage Western Cape (HWC) has no objections regarding the proposed development on Ref 12624. HWC asserts that there are no reasons to believe that the proposed development will impact on heritage resources. However, should any heritage resources, including evidence of graves and human burials, archaeological material and palaeontological material be discovered during the execution of the activities pertaining to Section 2 of this report, all works must be stopped immediately and HWC must be notified without delay.

SANRAL:
During the Basic Assessment SANRAL had the following comment:
The National Roads Act does not specify a maximum height next to a national road. SANRAL would however prefer the tower to be as far away from the road reserve as possible. If the tower is situated more than 60m from the road reserve fence you don’t need to obtain approval in terms of Act 7 of 1998 as it will be outside SANRAL jurisdiction.

Comment on LUPA application: No objection to the proposed rezoning on condition that a traffic circle be constructed at the N2/ Ladywood Road intersection.
Existing and Proposed Zoning Comparisons and Considerations

The subject property is currently zoned "Undetermined Zone". Application is made for rezoning to "Authority Zone". Opposite the site in New Horizons the new Regional Magistrate's Court is under construction that also has "Authority Zone". A number of properties have development rights for Group Housing but none has commenced yet. The majority of properties in Ladywood are zoned Agriculture Zone I. Although many properties still have an agricultural zoning the majority are used for rural residential purposes and no intensive farming activities are taking place. Towards the north of the Regional Magistrate's Court and New Horizons Library is the New Horizons residential area. It is envisaged that Ladywood would in future develop into mixed use development with a large GAP housing component.

The PSC is considered compatible with the current Government, residential and rural residential land uses of the surrounding area.

The Desirability of the Proposal

A Considerations Guideline is not available at present but the report has clearly shown that the proposed rezoning is compatible with the surrounding land uses, no property rights are adversely affected, there is very little to no environmental impact, and it is consistent and complies with SPLUMA and LUPA.

PART P: SUMMARY OF EVALUATION

The proposal is considered desirable and in the interest of the population of Bilou Municipality by providing essential Municipal services in a highly accessible locality. The proposal will lead to a greater integration of currently disparate areas and will provide Municipal Services in close proximity to less affluent communities. The proposal will also strengthen the development of an "administrative node" in the area along with the Regional Magistrate's Court that has the potential of a development catalyst.

Due consideration was given to the legislative framework concerning land use planning and the proposal is deemed to be consistent with the relevant acts and policies.

The Consideration of desirability impacts has revealed that no obvious impacts exists, other than those of traffic and the required services that can be mitigated by a proposed traffic circle and infrastructure upgrades.

The proposal has complied with the legislative requirements of the Environmental Management Act and the Heritage Resources Act and has followed the correct administrative process in terms of the Bilou Municipal Land Use Bylaw.

The objections received was misplaced in that talk of the entire Municipality moving its offices to Ladywood was objected too and not the application under discussion.

PART Q: RECOMMENDATION

That the rezoning of Erf 12624 from "Undetermined Zone" to "Authority Zone" in terms of Section 2(a) of the Bilou Land Use Planning Bylaw (2015) for a multi-functional Municipal Public Safety Centre be approved in terms of Section 60 of the Bilou Land Use Planning Bylaw (2015).

The above approval is subject to the following conditions of approval in terms of Section 66 of the Bilou Land Use Planning Bylaw (2015):
1. That a Site Development Plan is submitted to the Town Planning office for approval in conjunction with all the relevant Municipal Departments.
2. That the current service road over the Remainder of Portion 5 of the Farm Ladywood Nr. 423 is incorporated into the Municipal road network infrastructure.
3. That the recommendations of the Traffic Impact Assessment (SMEC 3 July 2015) are implemented by the Municipal Engineering Department.
4. That municipal services be provided to the satisfaction of the Municipality, and according to the recommendation in the Feasibility Report Revision 2 by SMEC dated March 2015.
5. That Paragraph 14 to 20 of the Environmental Authorisation dated 30 March 2016 be adhered to.
6. That a traffic circle be constructed at the intersection of the N2/ Ladywood Road intersection as per the conditions from SANRAL dated 16 September 2016.
7. Building plans must be in conformance with the Green Building Initiatives and/or requirements for offices.

PART R: REASONS FOR RECOMMENDATION

1. The proposed rezoning is consistent with both SPLUMA and LUPA.
2. The proposal is consistent with the Provincial and Bitou Municipal SDF.
3. The rezoning and development of the site will allow the Municipality to provide services and Municipal functions required by the Constitution and the Municipal Systems Act.
4. No other property rights will be adversely affected.
5. The rezoning and development of the site will improve integration of areas and communities that are currently functioning separately.

PART S: ANNEXURES

<table>
<thead>
<tr>
<th>Annexure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annexure A</td>
<td>Locality Plan</td>
</tr>
<tr>
<td>Annexure B</td>
<td>Proposed Site Development Plan</td>
</tr>
<tr>
<td>Annexure C</td>
<td>Copy of Title deed</td>
</tr>
<tr>
<td>Annexure D</td>
<td>Application by D Elplan Urban &amp; Regional Planners</td>
</tr>
<tr>
<td>Annexure E</td>
<td>Objections</td>
</tr>
<tr>
<td>Annexure F</td>
<td>Applicant Response to Objections</td>
</tr>
<tr>
<td>Annexure G</td>
<td>Comments/ Approvals from Government Departments</td>
</tr>
</tbody>
</table>

PART T: SIGNATURES

Adél Stander
Author signature

Date: 21/09/2016
Chris Schilemann  
Registered planner signature

SACPLAN registration number: A/944/1997

Date: 21/09/2016
Annexure A
Locality Plan
Annexure B
Site Development Plan
Annexure C
Title Deed
DEED OF TRANSFER

BE IT HEREBY MADE KNOWN THAT

HENK NOTHNADEL

appeared before me, REGISTRAR OF DEEDS at Cape Town, the said appearer being duly authorised thereto by a Power of Attorney which said Power of Attorney was signed at Sedgefield on 26 July 2010 granted to him by

PEARL STAR INVESTMENTS 81 CC
Registration Number 2003/067698/23

T 070871/10
DATA/VERIFI:
31 JAN 2011
TAL/PAART 1/1 INC

DATA/VERIFI:
13 JAN 2011
SIMULATETOPLAN

SherrConvey 12.5.4.2
And the appealer declared that his said principal had, on 23 February 2009, truly and legally sold by Private Treaty, and that he, the said Appealer, in his capacity aforesaid, did, by virtue of these presents, cede and transfer to and on behalf of:

BITOU MUNICIPALITY

its Successors in Title or assigns, in full and good property

ERF 12624 PLETTENBERG BAY
situated in Bitou Municipality and District of Knysna
Province of the Western Cape

IN EXTENT 2,5839 (TWO COMMA FIVE EIGHT THREE NINE) HECTARES

AS WILL APPEAR FROM Diagram S.G. No. 1560/2010 and held by Deed of Transfer Number T14861/2004

I. In respect of the house marked ‘H’ on Diagram S.G. No. 1560/2010:
   A. Subject to such conditions as are referred to in Deed of Transfer Number T11000/1940.

II. In respect of the figure ABCDEFGH on Diagram S.G. No. 1560/2010:
   A. Subject to such conditions as are referred to in Deed of Transfer Number T11170/1947.

III. In respect of the whole of the property on Diagram S.G. No. 1560/2010:
   A. Subject to the following conditions imposed by the Controlling Authority under Act 21 of 1940, contained in the said Deed of transfer Number T11249/1952:
      (a) The land may not be subdivided without the written approval of the controlling authority as defined in Act Number 21 of 1940.
      (b) Not more than one dwelling house, together with such outbuildings as are ordinarily required to be used in connection therewith, shall be erected on the land except with the written approval of the Controlling Authority as defined in Act Number 21 of 1940.
      (c) The land shall be used for residential and agricultural purposes only and no store or place of business or industry whatsoever may be opened or conducted on the land without the written approval of the controlling Authority as defined in Act Number 21 of 1940.
(d) No building or any structure whatsoever shall be erected within a distance of 300 Cape feet from the centre line of the National Road, without the written approval of the Controlling Authority as defined in Act Number 21 of 1950.

B. SUBJECT to the following special conditions contained in the said Deed of Transfer number T11060/1948 imposed by the Transferor thereunder (namely Cuthbert Trevlyn Toplis born on 7th October 1926) as owner of the remaining extent of LADYWOOD, portion of the farm Hillview, in extent as S.no.3356 (five comma six three nine six) hectares, held by him under paragraph 2 of Deed of Transfer Number T11060/1948, and his successors in title.

"The transferor shall not be liable to contribute to the costs of fencing the boundaries of the land above or the costs of repairs of fences, but he may call upon the transferee to reasonably enclose the land."

C. SUBJECT to the conditions imposed in terms of Section 49(6)(a) and (b) of Act 7 of 1966 by the South African National Roads Agency Limited, which approving the subdivision of Portion 5 of the farm Ladywood Estate No. 436, which reads as follows:

a. With the exception of existing structures and/or any essential farm, water drainage structures, noise barriers, boundary walls and fences, no structure or other thing, including anything that is attached to the land, shall be erected constructed, laid or established without the written approval of SANRAL within a distance of 10 metres for residential and 20m for offices measured from boundary of the national road reserve.

b. Unless SANRAL granted written approval to the contrary, the land-use for the following subparagraph shall be limited as follows:

(i) Remainder Residential

(ii) Portion A Municipal, Offices & Associated Use

D. Entitled to a temporary servitude road over the Remainder Portion 5 of the farm Ladywood Estate No. 436 in Extent 3,0497 (Three Comma Zero Four Nine Seven) Hectares, Held by Deed of Transfer No. T14881/2004, which servitude is indicated by the figure ABCDEFGH on Servitude Diagram No. SG.1581/2010.

E. SUBJECT to the following condition imposed in terms of the abovementioned Deed of Sale dated 23 February 2009 in favour of the Transferor:

1. That the property herein transferred shall be zoned to make provision for authority use within 6 (six) months of date of registration of transfer;
2. That the Transferee shall not unreasonably withhold approval of the rezoning of the Remainder of Portion 5 of the farm Ladywood Estate No. 436, to commercial retail, subject to only such conditions as would normally apply to such rezoning approval.

3. The Transferee shall be obliged to commence construction of municipal and/or government buildings within a period of 12 (twelve) months reckoned from the date of registration of transfer upon the property hereby transferred, subject to the Transferee granting an extension of this period, in writing upon such bona fide reasonable grounds submitted in writing by the Transferee to the Transferor.

4. Failing any of the above conditions being fulfilled within the stated time period and remaining in default within 21 (twenty-one) days after receipt of notice, or if the Transferee fails to rectify the said breach, the Transferee shall immediately upon demand at the cost of, and pay the necessary transfer/approval fees and related costs, in order to effect transfer back to the Seller, at the purchase price of R5 000 000.00 (Five million rand) VAT inclusive, of the property and attend to and rectify and consequent registration of the zoning and/or use of the property for commercial retail use in keeping with the zoning of Portion 5 of the farm Ladywood Estate No. 436 retained by the Transferor. Should the Transferee fail to sign the said transfer documents upon demand, the Sheriff of the District of Plettenberg Bay shall be authorized to sign the same on behalf of the Transferee.
WHEREFORE the said Appearer, renouncing all right and title which the said
PEARL STAR INVESTMENTS 81 CC
Registration Number 2003/067559/23
hereofore had to the premises, did in consequence and acknowledge it to be entirely
dispossessed of, and disentitled to the same, and thereby virtue of these presents, the
said

BITOU MUNICIPALITY

its Successors in Title or assigns, now is, and henceforth 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 R5 000 000,00 (FIVE MILLION
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
thereon.

THUS DONE and EXECUTED in the Office of the REGISTRAR OF DEEDS at Cape
Town on 23 December 2010

In my presence

[Signature]

Registrar of Deeds

[Handwritten Remarks]
Annexure D
Application submitted by
DELPplan Urban & Regional
Planners
PROPOSED REZONING: ERF 12624, PLETENBERG BAY, BITOU MUNICIPALITY AND DIVISION OF KNYSNA

FOR: SMEC South Africa (PTY) Ltd, on behalf of Bitou Municipality

DELplan
URBAN & REGIONAL PLANNING
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June 2016
ANNEXURES

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2. TITLE DEED
3. SG-DIAGRAM
4. LOCALITY PLAN
5. DRAFT SITE DEVELOPMENT PLAN
6. PROVISION OF SERVICES REPORT
7. TRAFFIC IMPACT ASSESSMENT
8. ENVIRONMENTAL AUTHORISATION
9. RESPONSE TO NOTIFICATION - HWC
10. BITOU MUNICIPALITY APPLICATION FORM

GLOSSARY OF TERMS

BMLSDF: Bitou Municipality Local Spatial Development Framework
SDP: Site Development Plan
SPLUMA: The Spatial Planning and Land Use Management
NEMA: National Environmental Management Act
HWC: Heritage Western Cape
LUPA: Land Use Planning Act
LUPO: Land Use Planning Ordinance
PSDF: Provincial Spatial Development Framework

REFERENCES


Cover: Extract from Aerial Satellite Imagery (Google Earth, 2015) depicting the extent of the subject property.
PROPOSED REZONING: ERF 12624, PLETtenberg Bay, BITou MUNICIPALITY AND DIVISION OF KnYSNA

1. INTRODUCTION

DELplan Consulting was appointed by the service provider for Erf 12624, Plettenberg Bay, referred here as the “subject property”, namely SMEC South Africa (PTY) Ltd, on behalf of the property owner, Bitou Municipality, to prepare and submit the required land use application to allow for the rezoning of Erf 12624. A copy of the Power of Attorney is attached as Annexure 1.

2. APPLICATION

The application for Erf 12624, Plettenberg Bay entails the following:

- Rezoning in terms of Section 15(2)(a) of the Bitou Municipality: Land Use Planning By-Law, 2015 for the rezoning of Erf 12624 from “Undetermined Zone” to “Authority Zone” to accommodate a multi-functional municipal public safety centre which comprises of:
  a) Traffic and municipal law enforcement official offices;
  b) Communication and control centre;
  c) Fire station;
  d) Vehicle Impound facility;
  e) Traffic centre;
  f) Disaster management centre;
  g) Driving License Testing Centre Ground;
  h) Technical facilities with associated parking; including possible basement parking.

3. TITLE DEED (Property description and Ownership)

According to the Title Deed T070871/10, Erf 12624, Plettenberg Bay is registered in the name of Bitou Municipality. The subject property was subdivided and transferred from Pearl Star Investments 81 CC to the Bitou Municipality in 2010, for the purpose of municipal offices and associated use. A copy of the Title Deed is attached and presented in this report as Annexure 2. The Title Deed refers to the size of the subject property being 2, 5839 Ha. Also, the Title Deed holds conditions Section III (A-E) summarised below, which were imposed by the Controlling Authority under the Act 21 of 1940 contained in the said Deed of transfer Number T11242/1952.

- Section III A (a) refers to the controlling authority which needs to approve any subdivision of the subject property;
- Section III A (c) states that the subject property must be used for residential and agricultural purposes but does not permit the use for business or industry purposes unless a written consent from the controlling authority (as defined in the Act 21 of 1940) is submitted;

- Section III C (a) however revoked the previous conditions by asserting that unless SANRAL granted written approval to the contract, the land use for erf 12624 should be of municipal, offices and associated use.

The land use application will be referred to SANRAL whereby they will give their written consent pertaining to the conditions referred in the title deed. Finally, a copy of the SG diagram is attached as Annexure 3 to this report.

![Figure 1: Erf 12624, Plettenberg Bay in relation to its broader context (Source: Cape Farm Mapper, 2015).](image)

4. LOCALITY

Erf 12624, Plettenberg Bay is located at the junction of the N2 National Road and Saringa Road, as depicted in Figure 1 and 2. The subject property is positioned directly opposite the New Horizons Precinct and residential area, roughly 1.6km due west from the main N2, Plettenberg Bay traffic Circle, and roughly 1.8km due east from the N2 Kwanokuthula residential area. Access to the site is off the N2, into Saringa Road.
The site is therefore ideally situated in terms of accessibility and is positioned central to the greater Plettenberg Bay area. According to the Bitou Municipality Local Spatial Development Framework (BMLSDF) the subject property forms part of a “Sub Centre Node” which contains public institutions, and therefore we believe that the future development proposal on the subject property will further help with integration between the various residential areas within the Bitou Municipality. A locality plan is attached as Annexure 4 to this report.

Figure 2: Extract from satellite imagery (Google Earth, 2015) showing the closer context of Erf 12624, Plettenberg Bay in relation to its surrounding land use. The New Horizons Precinct is located opposite Erf 12624, on the northern side of the N2. The New Horizons precinct includes public institutions such as a library. We believe that the proposed development on Erf 12624 relates to the New Horizons Precinct as on a long term phase, both precincts will form a node of public institutions.

5. PROPOSED LAND USE

As previously mentioned in Section 2 of this report the proposed land use application entails a rezoning of Erf 12624 from “Undetermined Zone” to “Authority Zone”. The new rezoning will accommodate a multi-functional municipal public safety centre which will comprise of:

- Traffic and municipal law enforcement official offices;
- Communication and control centre;
- Fire station;
- Vehicle impound facility;
- Traffic centre;
- Disaster management centre;
- Driving License Testing Centre Ground;
- Technical facilities with associated parking; including possible basement parking.

The draft site development plan (SDP), by SDK Architects is presented here as Annexure 5. The development footprint will be aligned on the southern site boundary of Erf 12624, away from the N2 national road. The subject property is entitled to right of way servitudes on the Remainder Portion 5 of 48 of Ladywood Estate (Saringa Road). The right of way will in future become part of the municipal roads.

6. CONSIDERATION OF THE APPLICATION – RELEVANT ACTS, POLICIES & GUIDELINES

Following the most recent legislative and procedural changes that have become applicable to the management of land use planning in South Africa and consequently, the Western Cape Province, it is considered necessary to summarise the implications of the current statutory framework within the context of this land use planning application. Set out below are sets of principles and ethical conventions pertaining to this application.

6.1 SPLUMA [The Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)]

Section 7 of this Act sets out the following five development principles that are applicable to spatial planning, land development and land use management, as follows:

- **Spatial justice** refers to the need for improved access and use of land in order to readdress past spatial and development imbalances as well as the need for SDP’s and relevant planning policies, spatial planning mechanisms, land use management systems and land development procedures to address these imbalances.

- **Spatial sustainability** refers to, inter alia, the need for spatial planning and land use management systems to promote land development that is viable and feasible within a South African context, to ensure protection of agricultural land and maintain environmental management mechanisms. It furthermore relates to the need to promote effective/ equitable land markets, whilst considering the cost implications of future development on infrastructure and social services as well as the need to limit urban sprawl and ensure viable communities.

- **Efficiency** relates to the need for optimal use of existing resources and infrastructure, decision-making that minimises negative financial, social, economic or environmental impacts and development application procedures that are efficient and streamlined.
• **Spatial resilience** refers to the extent to which spatial plans, policies and land use management systems are flexible and accommodating to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

• **Good administration** refers, inter alia, to the obligation on all spheres of government to ensure implementation of the above efficiently, responsibly and transparently.

Furthermore, Section 42 of SPLUMA refers to the factors that must be considered by a municipal tribunal when adjudicating a land use planning application, which include (but are not limited to):

• Five SPLUMA development principles as listed above;
• Public interest;
• Constitutional transformation;
• Respective rights and obligations of all those affected;
• State and impact of engineering services, social infrastructure and open space requirements;
• Compliance with environmental legislation.

### 6.2 Public Interest

The public interest is evaluated in this report in terms of the location and the nature of the proposed land use application which will house a public institution. The Multi-Functional Public Safety Centre will ensure a safe living environment and will enhance municipal capabilities by improving service delivery and stimulate employment opportunities for businesses, residents and the overall community of Bitou Municipality.

As per the Census (2011) the average population growth of Bitou Municipality was at 4.8% and in 2013 Bitou had the second smallest population size in the Eden District consisting of 51,294 individuals. As a result, the demand for housing and public infrastructure has increased dramatically. Over the December summer holidays the population increase considerably. Therefore a development catering for the members of the public is seen to bring a socio-economic relief to the municipality.

### 6.3 Municipal Engineering Services

The provision of services is addressed in the attached reports (Annexure 6) provided by SMEC and CMB.

#### 6.3.1 Civil Engineering Services

The information below was extracted from the "Feasibility Report" compiled by SMEC.
Bulk Water Supply
Information received from Bitou Municipality’s IMQS Infrastructure Management System Database, indicates a 200mm diameter water pipe running along the Eastern Border of the site. It is not clear what the current flow rate and pressure in the pipeline is and what role this pipeline plays in the greater Bitou Town planning scheme. It is therefore recommended that this pipeline be used to supply water to a small on-site reservoir. This reservoir should be sized to accommodate the following:

- Daily water requirements of the public and officials making use of the Public Safety Centre
- Water for washing official vehicles and fire engines
- Fire fighting water for filling of fire engines
- Water for ad hoc fire fighting drills and training

Bulk Earthworks
The topographic survey indicated that there is a gentle slope across the site, with a fall of roughly 1:36 in the South Easterly direction. It is therefore envisaged that it will not be required to perform major bulk earthworks and terracing to create building platforms on the site.

Bulk Sewer Reticulation
The information available at the time of this report indicates that there are no bulk sewer lines crossing Erf 12624. The closest bulk sewer line available for tie-in, is on the Northern side of the N2 in the New Horizons Precinct. It is very unlikely that sewer will be able to gravity feed into the bulk line and it is envisaged that a small sewer pump station will be required to pump sewer into the outfall line. A relatively small holding chamber will need to be constructed below ground level, from which sewer will be pumped across the N2. To minimize inconvenience to traffic making use of the N2, horizontal drilling will be required to cross the N2 and reach the sewer manholes.

Structural Engineering Services
The Geotechnical Investigation (report attached hereto as Annexure 6) indicates that the ground conditions on the site are generally consistent and comprise two distinct layers of silty clay, the upper being significantly sander than the lower layer. Due to the potentially expansive nature of the underlying clayey soils, normal foundations may not be adopted for the site. The geotechnical report recommends two alternative foundation solutions in the form of either a soil raft or a stiffened/cellular raft. Based on the lack of availability and current cost of proper backfill material in the Bitou and surrounding area, it is therefore recommended that the foundation design for all structures to be in the form of a stiffened raft foundation. In order to reduce over break and increased concrete costs, it is recommended that the in-situ soil be sifted of unsuitable material and undergo a re-compaction procedure. (Refer to the Bulk Earthworks section of this report for more information regarding this process.)
Mechanical Engineering services
Allowance will be made for the following mechanical services in the buildings as part of the responsibility of the Mechanical Consulting Engineer:

(i) Fire plan for buildings.
(ii) Air conditioning installation of the inverter split type to offices and meeting / training and disaster management / control rooms.
(iii) Fresh air supply of the mechanical type to larger areas.
(iv) Extraction system of the mechanical type to showers, toilets, etc, where natural ventilation is not available.
(v) Fire detection system where required, which will consist of smoke and heat detection and manual call points.
(vi) Mains system for domestic water reticulation inside buildings.

The installations will comply with the relevant SANS codes and the National Building Regulations. No allowance has been made at this stage for ordinary or wheelchair lifts.

Electrical Engineering services
The information pertaining to the electrical engineering services is referred in the report attached hereto as Annexure 6.

Traffic Impact Assessment
The traffic impact assessment was conducted by SMEC. The report is presented here as Annexure 7. As conclusion, it is therefore recommended that the option of upgrading the existing stop controlled intersection to a roundabout intersection should be further investigated. Provided the roundabout is introduced, the impact of the trips generated by the proposed development will not adversely affect the traffic flow of the adjacent road network but will serve to improve the safety of pedestrian and vehicular traffic.


A Basic Assessment Process was undertaken by CapeFAPrac to ensure the compliance with the regulations contained in the National Environmental Management Act (NEMA, Act 107 of 1998) and EIA Regulations. The Department of Environmental Affairs and Development Planning as a result granted an Environmental Authorisation to the applicant to undertake the listed activity specified in Section 2 of this report. The Environmental Authorisation is attached as Annexure 8.

6.5 Heritage Legislation: Section 38 (8) of the National Heritage Resource Act (Act 25 of 1999)

As response to the notification of intent to develop, Heritage Western Cape (HWC) has no objections regarding the proposed development on Erf 12624. HWC asserts that there are no reasons to believe that the proposed development will impact on heritage resources. However, should any heritage resources, including evidence of graves and human burials,
archaeological material and palaeontological material be discovered during the execution of the activities pertaining to Section 2 of this report, all works must be stopped immediately and HWC must be notified without delay. The "Response to Notification of Intent to Develop" letter is attached here as Annexure 9.

6.6 LUPA (Land Use Planning Act, 2014 (Act 3 of 2014))

The development objectives entrenched in SPLUMA have been assimilated into the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) and sets out a basis for the adjudication of land use planning applications in the province. It requires that local municipalities have due regard to at least the following when doing so:

- Applicable spatial development frameworks;
- Applicable structure plans;
- Land use planning principles referred to in Chapter VI (Section 59);
- Desirability of the proposed land use; and
- Guidelines that may be issued by the Provincial Minister regarding the desirability of proposed land use.

The land use planning principles of LUPA (Section 59) is in essence the expansion of the five development principles of SPLUMA listed above. With regards to this application, no further assertions are to be added.

6.6.1 Consistency and Compliance with LUPA, 2014 (Act 3 of 2014)

Section 19(1) and (2) of LUPA states that the following:

“(1) If a spatial development framework or structure plan specifically provides for the utilisation or development of land as proposed in a land use application or a land development application, the proposed utilisation or development is regarded as complying with that spatial development framework or structure plan;

(2) If a spatial development framework or structure plan does not specifically provide for the utilisation or development of land as proposed in a land use application or a land development application, but the proposed utilisation or development is not conflict with the purpose of the relevant designation in the spatial development framework or structure plan, the utilisation or development is regarded as being consistent with that spatial development framework or structure plan.”

Therefore, we believe that the proposed land use application complies with the existing surrounding land use and the Bitou Municipality LSDF. The BMLSDF is discussed later in Section 6.7.1 of this report.
6.7 Bitou Municipality Land Use Planning Bylaw

Following from the legislative frameworks put in place through SPLUMA and LUPA, the Bitou Municipality Land Use Planning By-Law, 2015 proceeds to set out the general criteria for the consideration of applications in terms of the by-law (Section 65) which, inter alia, includes:

- Desirability of the proposed utilisation of land;
- Impact of the proposed land development on municipal engineering services;
- Integrated development plan, including the municipal spatial development framework, the applicable local spatial development framework and/or local structure plans;
- Relevant municipal policies;
- Western Cape Provincial Spatial Development Framework;
- Section 42 of SPLUMA (public interest, constitutionality);
- Land use planning principles transposed in LUPA; and
- Provisions of the applicable zoning scheme.

These considerations listed above are discussed fully elsewhere in this section.

6.8 Western Cape Provincial Spatial Development Framework (2013) (WCPSDF)

The WCPSDF represents the updated planning framework for policy and urban planning on a provincial scale and "communicates the Western Cape’s spatial agenda". The WCPSDF works in conjunction with the spatial vision of the OneCape2040 document, in an attempt to create the following goals:

- Educating Cape: Every person will have access to a good education that will ensure he or she is appropriately skilled for opportunity;
- Enterprising Cape: Any person who wants to be economically active is able to secure work;
- Green Cape: All people have access to water, energy and waste services that are delivered on a sustainable resource-efficient manner;
- Connecting Cape: The communities that make up the Western Cape are confident, welcoming, inclusive and integrated;
- Living Cape: The neighbourhoods and towns of the region are provide good quality of life to all and are accessible, have good public services and are rich in opportunity;
- Leading Cape: Ambitious socially-responsible leadership exists at all levels in our society.

To adjoin this statement, the WCPSDF advocates the following:

The sustainable use of provincial assets, if managed responsibly, the Province's spatial assets can offer a sturdy socio-economic development potential. This is achieved by being responsible towards the biodiversity and ecosystem services, by protecting the water resources and by managing water consumption, protection the coastal ecosystem; by
protecting and managing sustainably the Western Cape’s agricultural, fishing industries. Finally the use of sustainable solutions such as recycling, using clean sources of energy and encourage the use of Non Motorised Transport/ Public transport systems should be encourage.

The opening-up of opportunities in the space-economy. The Western Cape Government has made growing the economy one of its key strategic objectives. This should be achieved through the use of regional infrastructure investment to leverage economic growth; the diversification and strengthening of the rural economy; and the revitalisation and strengthening of the urban space-economies as the engines of growth.

The development of integrated and sustainable settlements which provide access to opportunities and services in a financially sustainable manner is be achieved by protecting and managing cultural and scenic landscapes and enhancing a sense of place; improving inter- and intra-regional accessibility; and promoting compact, mixed use and integrated settlements that are functional.

The government and policy-makers should focus their resources in those areas that have both high or very high growth potential, as well as high to very high social need.

The PSDF composite map below is a broad graphical representation of the attributes of the major nodes in the Western Cape. In line with the Provincial spatial policies, the map shows what land use activities are suitable in different landscapes and highlights where efforts should be focused to grow the Provincial economy. The PSDF identifies the Garden Route which includes Bitou Municipality as tourism/ leisure corridors. We believe that the proposed development is aligned with the overall vision of the PSDF in this area.
6.9 Bitou Municipality Local Spatial Development Framework (2013):

The Spatial Development Framework for the Bitou Municipality was approved by Bitou Municipal Council in May 2013. The BMLSDF indicates that the subject property is within the urban edge of Plettenberg Bay, meaning that the site is suitable for the proposed development. The Bitou SDF identifies the site as within a “Sub-Centre Node” and is located within a radius which presently comprises of limited number public institutions. The “Sub-Centre Node” means that the precinct and surrounding areas should include of a concentration of commercial and community facilities- which is one of the visions of the BMLSDF. In addition a local transport system is an element which will contribute to the success of the “Sub-Centre Node”.

Also, the idea of “sense of place” is a concept which should be strengthened within Bitou Municipality. Therefore we believe that this concept should be adopted in the development proposal.

The BLMSDF supports the promotion of a balanced development approach and the upliftment of the local economy. It proposes 6 interventions as listed below:

- First, the natural environment needs to continue to be conserved and care needs to be taken that insensitive development projects that could damage this resource are not permitted;
- Secondly, the economic and employment opportunities of this natural environmental resource should be optimised to the greatest possible including sustainable natural resource harvesting and tourism.
- Thirdly, the SPCs that protect agricultural resources must be strongly managed. This is likely to require an integrated approach from municipal officials and the Department of Agriculture.
- Fourthly, key infrastructure including water supply networks, roads, the airport and the IT infrastructure must be upgraded.
- Fifthly, the Coming Together Program must be promoted to the greatest extent possible. It would appear to be one of the most ambitious urban restructuring programs in the country and could serve to place Bitou on the map as the municipality that has done the most to creating a new urban South Africa.
- Sixthly, settlements need to be well managed with respect to crime, grime and urban quality. The appearance of heritage buildings and other building fronting onto important roads must be improved and promoted. These measures will help to ensure that the towns are as appealing as possible to visitors, potential new permanent residents and locals.

![Map of Plettenberg Bay with key to services and facilities](image)

**Figure 4: Extract from the BMLSDF (2013) depicting the conceptual proposal for Plettenberg Bay**
(Source: CNDV, 2013: 265).

6.9.1 *Spatial Analysis of the Area relating to the proposed development*

These settlements comprise of Plettenberg Bay, New Horizons and Kwanokuthula which are considered to be the main economic engine of the Bitou municipality. As depicted in Figure 1 above, 3 loose settlements are clamped by N2 National Road movement system. This
movement system is a regional connection and an important economic driver as it carries passengers and freight. Alas the spread out of the settlements thus create transport challenges for the local residents of the municipality.

6.9.2 Coming Together Initiative: Bitou (Urban Integration Initiative)

The ethos of the BMLSDF summarised above related to the vision and challenges of the Bitou Municipality. However, as a reaction to the above-mentioned statements, the local municipality has adopted an initiative which is supported by the Presidency. The “Coming Together Initiative” aims at urban integration associated with economic disparities.

The key objective of the project is to bring economic development, government services and social services and facilities closer to the majority of the region’s people. The initiative aims to shift the centre of economic investment, job creation and development in the coming decades towards the townships. Municipal and governmental services will be relocated closer to where the majority of the residents are located, with easy access.

![Figure 5: Extract of the BLMSDF demonstrating the extent of the “Coming Together Project” (Source: CNDV, 2013: 63)](image)

The “Coming Together Initiative” has already seen some successful projects such as the upgrading of Main Street which appears to have catalyzed the redevelopment of abutting businesses and prevented the flight of upmarket tenants to the out of town shopping centre built at the eastern entrance to the N2, a process which has seen many CBDs descend into urban decay.

Therefore we believe that the proposed development will not only add to the functional land uses in the area, but also by providing services which can act as a stepping stone to unlock new investment opportunities into Plettenberg Bay; which will result in more jobs and educational opportunities for the local residents.
6.10 Section 8 of the Land Use Planning Ordinance (LUPO)

In terms of the Section 8 of LUPO, Erf 12624, Plettenberg Bay is currently zoned as "Undetermined" Zone. The development proposal entails a rezoning from "Undetermined Zone" to "Authority Zone".

The Section 8 allows an 'Authority Usage' as a primary use within the "Authority Zone". The Scheme defines "Authority Usage" as:

"A use which is practiced by a public authority and of which the locality factors are such that it cannot be classified or defined under other uses in these regulations, and includes uses practiced by:

- The State, such as military training centers and installations, telecommunication facilities, police stations and jails;
- The Province, such as road stations and road camps;
- A local authority, such as fire services, sewage farms, dumping grounds, reservoirs..."

The proposed development uses can therefore be accommodated within this category.

6.11 Impacts

The development proposal will not impact on the rights of any of the surrounding property owners. As mentioned previously, the subject property is entitled to a right of way on the Remainder Portion S/48 of Ladywood Estate. The right of way will in future become part of the municipal roads. Noise disturbance will mainly take place from the N2 National Road. However the proposed development is believed not produce high disturbances that will impact on the privacy and comfort of the surrounding properties. Also the proposed development, as stated in the BMLSPF, is in line with the character of existing developments in this area.

On the northern side of the N2 is the "New Horizons Precinct" which comprises of the recently built "New Horizon Public Library", magistrate offices and a new court house. It is the first phase of the "Coming Together Project". Therefore it is believe that the proposed development is in accordance with the requirements of the SDF.

6.11.1 Impact on Infrastructure

The proposed development will certainly impact on the existing infrastructure. Refer to the Civil and Electrical Engineering Service Reports referred in Section 6.

6.11.2 Impact on the Community

Refer to Section 6.2 of this report. It is without a doubt that the region and local residents will benefit from the proposed development and the overall "Coming Together Initiative".

June 2016
The socio-economic imbalance that is evident in the Bitou Municipality is the result of a combination of apartheid planning and its limited economic base. Creating a more balanced and integrated socio-economy is a key element of the long term sustainability of the settlement. Therefore it is believed that the proposed development will help to contribute to the socio-economic prosperity of the area by providing jobs and descent services. Also the proposed development is in line with the vision of the BMLSDF and the “Coming Together Initiative”.

6.11.3  *impact on the Environment*

There will be very limited impacts on the natural environment. Erf 12624 does not form part of any Critical Biodiversity Areas/ Threatened Eco Systems. Please refer to the Environmental Authorisation for the proposed development. The proposed change of use does not trigger any further listed activities in terms of the National Environmental Management Act (107 of 1998).

6.12  *Desirability*

The concept “desirability” in the land use planning context may be defined as the degree of acceptability of a proposed development on a land units concerned or the proposed rezoning of a property. This section expresses the desirability of the proposed rezoning, taken in conjunction with the development principles and criteria set out through the statutory planning framework listed above, as well as the degree to which this proposal may be considered within the context of broader public interest. It is our view that the investigation into the desirability of the proposal reveals no obvious negative impacts.

However the physical characteristic of the land will be impacted upon. But as stated previously, HWC and DEADP have no objections in relation to the proposed rezoning and proposed land use. The regional accessibility of subject property is a significant opportunity and should be capitalised on. The key opportunities in this regard relate to, economic potentials resulting from the direct linkages with major markets and surrounding regions, as well as the potential for access for residents to major jobs opportunities, health services and education.

Since the Plettenberg Bay, New Horizon and Kwanokuthula areas are becoming a node of activity (due to the introduction of more public institutions and the “Coming Together Initiative”) the proposed land use can been seen as an opportunity to expand this concept to other areas.
7. CONCLUSION

It is believed that the above-mentioned principles, considerations and guidelines for this land use application for the rezoning of Erf 12624, Plettenberg Bay satisfies the applicable legislation. As a result, it is trusted that this application can be finalised successfully as soon as possible.

MARTIZE DE BRUYN Pr. Pln

JUNE 2016
POWER OF ATTORNEY

I, David Joseph Friedman, the undersigned and the acting Municipal Manager of Bitou Municipality, being the registered owner of Erf 12624, Plettenberg Bay, Bitou Municipality and Division of Knysna, Western Cape Province, hereby instruct Delarey Viljoen and/or Marlize de Bruyn of DELplan Consulting to submit the necessary land use application for the development of the property in terms of the Bitou Municipality: Land Use Planning By-law (2015).

D. J. Friedman

Date: 2016/6/21

Witnesses:

1. 

2. 
For Information Only

DEED OF TRANSFER

HEIN KOCHMIEL

BEHIND THE
MORE KNOWN THAT

REGISTRATION OF DEEDS AT ONE TOWN, THE SAD APPELLANT
PREVIOUSLY AUTHORIZED IN HER BY A POWER OF ATTORNEY
REGISTRATION NUMBER 20029/63683

REGISTRATION NUMBER 20029/63683

JORDAN, VIN ~/Y, ATTORNEYS

CONVEYANCER

PREPARED BY

Page 46
And the appecer declared that his said principal had, on 23 February 2009, truly and
tally sold by Private Treaty, and that he, the said appecer, in his capacity
al aforesaid, did, by virtue of these presents, cede and transfer to and on behalf of:

BITOU MUNICIPALITY

its Successors in Title or assigns, in full and final property

ERF 12624 PLETENBERG BAY
situated in Bitou Municipality and District of Kynsna
Province of the Western Cape

IN EXTENT 2,5839 (TWO COMMA FIVE EIGHT THREE NINE) HECTARES

AS WILL APPEAR from Diagram S.G. No. 1560/2010 and held by Deed of
Transfer Number T14881/2004

I. In respect of the figure marked A on Diagram S.G. No. 1560/2010:

A. Subject to such conditions as are referred to in Deed of Transfer Number

II. In respect of the figure ABCDEFGHI on Diagram S.G. No. 1560/2010:

A. Subject to such conditions as are referred to in Deed of Transfer
Number T11170/1947.

III. In respect of the whole of the property on Diagram S.G. No. 1560/2010:

A. Subject to the following conditions imposed by the Controlling Authority
under Act 21 of 1940, contained in the said Deed of transfer Number
T11242/1962:

(a) The land may not be subdivided without the written approval of the
controlling authority as defined in Act Number 21 of 1940.

(b) Not more than one dwelling house, together with such
outbuildings as are ordinarily required to be used in connection therewith, shall be erected on the land except with the written
approval of the Controlling Authority as defined in Act Number
21 of 1940.

(c) The land shall be used for residential and agricultural purposes
only and no store or place of business or industry whatsoever
may be opened or conducted on the land without the written
approval of the controlling Authority as defined in Act Number
21 of 1940.

Ghee/Convey 12.8.4.8
(4) No building or any structure whatsoever shall be erected within a distance of 500 Capa feet from the centre line of the National Road, without the written approval of the Controlling Authority as defined in Act Number 21 of 1970.

B. SUBJECT to the following special conditions contained in the said Deed of Transfer number T11050/1969 imposed by the Transferor thereunder (namely Gilbert Tredyn Tofts born on 7th October 1906) as owner of the remaining extent of LADYWOOD, portion of the farm Hillview, in extent as set forth in Schedule (five comma six three three six) hectares, held by him under Paragraph 2 of Deed of Transfer Number T11050/1969, and his successors in title:

"The transferee shall not be liable to contribute to the costs of fencing the boundaries of the land above the cost of repairs of fences, but he may call upon the Transferrer to reasonably enclose the land."

C. SUBJECT to the conditions imposed in terms of Section 49(5)(a) and (b) of Act 7 of 1983 by the South African National Roads Agency Limited, when approving the subdivision of Portion 5 of the farm Ladywood Estate No. 438, which reads as follows:

a. Subject to the exception of existing structures and/or any essential permanent water drainage structures, no structure or other thing, excepting anything that is essential to the land, shall be erected constructed, laid or established without the written approval of SANRAL within a distance of 10 metres for residential and 20m for offices measured from boundary of the national road reserve.

b. Unless SANRAL granted written approval to the contrary, the land-use for the following areas within shall be limited as follows:

(i) Remainder Residential
(ii) Portion A Municipal, Offices & Associated uses

D. Entitled to a temporary servitude road over the Remainder Portion 5 of the farm Ladywood Estate No. 438, in Extent 3,0497 (Three Comma Zero Four Nine Seven) Hectares, Held by Deed of Transfer No. T14051/2004, which servitude is indicated by the figure ABCDEFGH on Servitude Diagram No. SC 1551/2010.

E. SUBJECT to the following condition imposed in terms of the aforesaid Deed of Sale dated 23 February 2009 in favour of the Transferor:

I. That the property herein transferred shall be zoned to make provision for authority use within 6 (six) months of date of registration of transfer.
### SERVITUDE DIAGRAM

#### Sides

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**Beacon Descriptions**

All beacons 12mm iron peg

---

**The figure A B C D E F G H** represents 789 square metres of land, being

**A TEMPORARY SERVITUDE ROAD OVER REMAINDER PORTION 5 OF THE FARM LADYWOOD ESTATE NO. 438**

Situated in the Bitou Municipality
Administrative District of Knysna
Province of Western Cape

Surveyed in November - December 2009
by me

D.J. FRIEDMAN (PLS 0803)
Professional Land Surveyor

---

This diagram is annexed to
Deed of
Number dated
I.f.o.
Registrar of Deeds

The original diagram is
S.G. No. 8578/1949
annexed to
Deed of Transfer
No. 1952 - 11242
(Portion 5 of the farm
Ladywood Estate No. 438)

S.G. File: Knys. 438
SRE No. 682/2010
Comp: AM-1BA/24 (6008)

LPI C0390000

1561/2010
ERF 12824 PLETTERNBERG BAY
Situated in the Bitou Municipality
Administrative District of Knysna
Province of Western Cape

Surveyed in November - December 2009
by me

D.J. FRIEDMAN (PLS 0803)
Professional Land Surveyor

SCALE 1:2000

INSET 1
Scale 1:25

INSET 2
Scale 1:200
SUBLDIVISIONAL DETAILS

No. 8578/49

Description of Beacons
A, B, C, D, F = Half iron standard.
B = = = = No beacon.
G = = = = Monolith proj. 2' 6".

The figure A B C middle of National Road = F G
represents 6.5775 morgen of land being

PORTION 5 OF THE FARM LADKWOOD ESTATES,
situate in the Division of KNYSNA, Province of Cape of Good Hope.

Surveyed in August 1948 by me

Land Surveyor.

This diagram is annexed to
D.T. 11242/52 cdd.
10' 7" 52.

Registrar of Deeds.

The original diagram is
File No. 515405
S.N. No. B. 311/49
Reg. No. A.M. 136/49

FOR ENDORSEMENTS SEE BACK OF DOC.
PROFESSIONAL SERVICES FOR THE
PLANNING AND DEVELOPMENT OF A MULTI-
FUNCTIONAL PUBLIC SAFETY CENTRE

FEASIBILITY REPORT

Revision 2

March 2015
Project Name: Bitou Public Safety Centre

Project Number: C1520

Report for: Bitou Municipal Services and Infrastructure Development (MSID)

**REVISIONS**

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**SMEC COMPANY DETAILS**

13 Progress Street, George, South Africa, 6529

PO. Box 10633, George, South Africa, 6530

Tel: +27 44 873 5029
Fax: +27 44 873 5086
Email: frans.vanaardt@smecc.com

www.smecc.com
EXECUTIVE SUMMARY

SMEC South Africa (Pty) Ltd Consulting Engineers was appointed by Bitou Municipality for the professional services pertaining to the planning and development of a Multi-Functional Public Safety Center. The development has been divided into 4 distinct planning phases to suite the funding availability and planning processes. This report aims to satisfy the requirements of the 1st Phase namely the Feasibility Study. The main deliverables for this phase are Concept Design Layout, Feasibility report and Site investigations.

This feasibility report will aim to:

- establish the client requirements and preferences;
- assess user needs and options
- establish the project brief including project objectives, priorities, constraints, assumptions, aspirations and strategies
- set out any major inconsistency in the Scope of Work
- highlight any anticipated difficulties in executing the contract
- stipulate the methodology required to achieve the client's objectives
- identify any key assumptions in the development of the deliverables

This report gives an overview of all the project disciplines from a Project Management perspective. The project disciplines that were involved in compiling this Feasibility Report are Architectural, Civil Engineering, Electrical Engineering, Structural Engineering, Mechanical Engineering, Quantity Surveying, Town Planning, Geotechnical Engineering, Topographic Surveying, Environmental and Traffic Engineering.

The costing in this report refers to the development of the Multi-Functional Public Safety Center. The Order of Magnitude cost estimates have been prepared by Quanto 2000 Quantity Surveyors (QS) and are discussed in Section 6 of this report. A basic summary of the estimated yearly budgetary requirements are indicated below:

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5. SERVICES INVESTIGATION

5.1 Structural Engineering Services

The Geotechnical Investigation (report attached hereto as Annexure C) indicates that the ground conditions on the site are generally consistent and comprise two distinct layers of silty clay, the upper being significantly sandier than the lower layer. Due to the potentially expansive nature of the underlying clayey soils, normal foundations may not be adopted for the site. The geotechnical report recommends two alternative foundation solutions in the form of either a soil raft or a stiffened/cellular raft. Based on the lack of availability and current cost of proper backfill material in the Bitou and surrounding area, it is therefore recommended that the foundation design for all structures to be in the form of a stiffened raft foundation. In order to reduce overbreak and increased concrete costs, it is recommended that the in-situ soil be sifted of unsuitable material and undergo a re-compaction procedure. (Refer to the Bulk Earthworks section of this report for more information regarding this process.)

5.2 Civil Engineering Services

Refer to Annexure F of this document for concept Civil Engineering layout plans and sketches.

5.2.1 Bulk Earthworks

The topographic survey indicated that there is a gentle slope across the site, with a fall of roughly 1:36 in the South Easterly direction. It is therefore envisaged that it will not be required to perform major bulk earthworks and terracing to create building platforms on the site. Bulk Earthworks will however be required for the cellular raft solution as specified in the Structural Engineering section of this report. This operation will reduce overbreak when trenching for raft foundations, which will reduce the volume of excess concrete required. The method statement will be as follows:

(i) Perform site clearance operation.
(ii) Remove topsoil and stockpile.
(iii) Perform Cut/Fill operation to create building platform at final bulk earthworks level.
(iv) Excavate entire building footprint to a depth, 300mm below the bottom of the raft foundation beam.
(v) Material to be temporary stockpiled directly adjacent to the excavation.
(vi) Replace excavated material back into excavation and compact to 90% MOD AASHTO density in layers not exceeding 150mm thick.
(vii) Remove all rocks, stones, roots and vegetation exposed during the backfill/compaction process.
(viii) Continue until platform has once again reached final bulk earthworks level.
(ix) Spoil unsuitable material (rocks, stones) of site.
(x) Perform trenching for raft foundations

5.2.2 Bulk Water Supply

Information received from Bitou Municipality’s IMQS Infrastructure Management System Database, indicates a 200mm diameter water pipe running along the Eastern Border of the site. It is not clear what the current flow rate and pressure in the pipeline is and what role this pipeline plays in the greater Bitou Town planning scheme. It is therefore recommended that this pipeline be used to supply water to a small on site reservoir. This reservoir should be sized to accommodate the following:

- Daily water requirements of the public and officials making use of the Public Safety Center
- Water for washing official vehicles and fire engines
- Firefighting water for filling of fire engines
- Water for ad hoc firefighting drills and training

A copy of the IMQS Water Network Layout Plan has been attached as Annexure F to this report.

5.2.3 Bulk Sewer Reticulation

The information received from Bitou Municipality (attached as Annexure F) at the time of this report indicated that there are no bulk sewer lines crossing Erf 12624. The closest bulk sewer line available for tie-in, is on the Northern side of the N2 in the New Horizons Precinct. It is envisaged that a gravity fed sewer line could be installed to run parallel with the N2 in the direction of Plettenberg Bay, up to a point were an existing culvert or road crossing can be utilised to cross under the N2. From here the sewer line should be able to tie in to the existing bulk sewer line currently situated along the northern edge of the N2. This option can however only be verified during detail design when invert levels of new and existing sewer lines will be analysed.

5.2.4 Internal Roads, Parking Areas and Testing Center

The clayey conditions encountered on site have a further impact on the layerworks specification for internal roads and accesses. Based on the
recommendations of the Geotechnical Investigation, an additional layer will need to be introduced across the site to limit heave and movement of the clayey substrate.

(a) Internal Roads and Parking Areas

It is recommended that an 80mm thick, interlocking paving block be implemented as the wearing surfaced for all access roads and parking areas.

The envisaged layer works profile is as follows:

- 80mm thick, interlocking paving blocks
- 20mm thick bedding sand layer
- 100mm thick G1 natural gravel compacted to 88% relative density
- 150mm thick G5 natural gravel compacted to 95% MOD AASHOT density
- 150mm thick G7 natural gravel, compacted to 93% MOD AASHTO density
- Roadbed layer ripped 150mm deep and re-compacted to 90% MOD AASHTO density

(b) DLTC and Fire Station Drill Area

To ensure realistic testing and training conditions, it is recommended that the wearing course for both the DLTC test track and the Fire Station Drill Area receive and asphalt wearing course. Both these areas will be exposed to very low traffic volumes and hence an asphalt with a relatively high flexibility (lower proportion of stone) will need to be specified during the detail design phase.

(c) Fire Station Driveway

The Bitou Fire Station are currently using Fire Engines from the Mercedes-Benz 1118 family. These vehicles typically have a Gross Vehicle Mass of 11ton when unloaded. Once 3000 liters of water, 1000 liters of foam and various other firefighting equipment are added, the final vehicle weight can quite easily increase to roughly 20t. It is further envisaged that as Plettenberg Bay expands, larger fire engines with increased storage capacities will be required. These heavy vehicles create massive friction on road surfaces especially while performing turning movements. For this reason it is recommended that the section of road way next to the fire station receive a hard wearing concrete surface.

High level details and the extent of the various road surfacing options are indicated on the layout drawings included in Appendix F of this document.
5.3 Mechanical Engineering Services

Allowance will be made for the following mechanical services in the buildings as part of the responsibility of the Mechanical Consulting Engineer:

(i) Fire plan for buildings.
(ii) Air conditioning installation of the inverter split type to offices and meeting / training and disaster management / control rooms.
(iii) Fresh air supply of the mechanical type to larger areas.
(iv) Extraction system of the mechanical type to showers, toilets, etc., where natural ventilation is not available.
(v) Fire detection system where required, which will consist of smoke and heat detection and manual call points.
(vi) Mains system for domestic water reticulation inside buildings.

The installations will comply with the relevant SANS codes and the National Building Regulations.

No allowance has been made at this stage for ordinary or wheelchair lifts.

The cost estimates for this work is included under Clause 6.1 hereafter.

5.4 Electrical Engineering Services

Allowance will be made for the following electrical services as part of the responsibility of the Electrical Consulting Engineer:

(i) Extensions to the Bitou Municipality 11kV (11 000 volt) reticulation network in order to make a bulk Low Voltage (LV) supply available to the complex.
(ii) Area and street lighting as well as lighting under the canopies of the carports at the Traffic Centre & Disaster Management building and under the roof of the Impound Facility.
(iii) The internal electrical installation and wire ways for the communication, computer, access control and fire detection systems within the buildings.

Enclosed are Drawing No’s 10063/E/SK01 (depicting the existing 11kV reticulation network in area) and 10063/E/SK02 (depicting the proposed extensions to 11kV network), which are to be considered as part of item (i) above.

5.4.1 Extensions to Municipal 11kV Network

Drawing No 10063/E/SK01 (refer Annexure G) depicts the existing 11kV network in the adjoining New Horizons and Ladywood areas. The drawing also shows the proposed site for the Public Safety Centre relative to these areas.

Drawing No 10063/E/SK02 (refer Annexure G) depicts the proposed extensions to the existing 11kV network, the location for a miniature substation and the routes for the main LV cable supply to the Fire Station and
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Drawing No 10063/E/SK02 (refer Annexure G) depicts the proposed extensions to the existing 11kV network, the location for a miniature substation and the routes for the main LV cable supply to the Fire Station and...
Option 2

Internally (substation and LV feeders) this option is the same as Option 1, but the point of connection is at Point B, where temporary pole mounted 11kV D-fuses are to be mounted at a pole forming part of an existing 11kV overhead line.

From this point an 11kV underground cable of the same size as Option 1 (this complies with the master plan where this cable is a section of the cable between Points A and C) is to be taken to the substation.

The estimated cost of this option including the internal network is R730 000, excl VAT, fees, Main Contractor’s mark-up and a Contingency Sum.

A disadvantage of this option is that the supply is taken from a point in the existing network (Point B) where the upstream network (overhead line connected via cable to RMU - New Horizons) is much weaker compared with the supply point (Point A) for Option 1.

A disadvantage for both options is that the substation will initially be on a radial feeder (no ring supply to substation).

Supplement to Option 1 and 2

The new 11kV cable at Point B can be through-jointed and extended to Point C, with 11kV pole mounted links installed at the existing overhead line pole at Point C.

The estimated additional cost for this is R310 000, excl VAT, fees, Main Contractor’s mark-up and a Contingency Sum.

An alternative to this is to temporarily through-joint the 95 or 185mm² cable at Point B to the existing 11kV, 35mm² copper cable at Point B, which has to be disconnected from the 11kV overhead line at Point B. The cost of this should be less than R10 000-00.

If it is required to put the substation on a ring feed, then at least Options 1 and 2 need to be implemented. This will, however, be very expensive (±R1 830 000) and cannot be justified at this stage.

The 315kVA miniature substation will have to be upgraded in the future to an 800kVA unit to accommodate the municipal offices of 7500mm².

At a meeting held on 29 January 2015 between Mr. Pierre Conradie of Clinkscales Maughan-Brown and Mr. Peter Harpestad at Bitou MSID Offices, Mr Harpestad noted that Option 2 should be implemented due to its long term benefits in the future expansion of the region. The cost estimates under Clause 6.1 hereafter therefore allows for Option 2, i.e. R1 100 000.
5.4.2 Area and Street Lighting

It is proposed that post top luminaires mounted on galvanised steel poles (mounting height ±4 metres) and spaced ±35 metres be utilised for street lighting. Allowance has been made for 13 streetlights.

Bulkhead luminaires fixed under the roofs are proposed for the carport canopies at the Traffic Centre and at the Impound Facility.

The estimated cost for this lighting is R160 000, excl VAT, fees, Main Contractor's mark-up and a Contingency Sum.

5.4.3 Internal Electrical Installation to Buildings

Allowance will be made for the following electrical services to the Fire Station and Traffic Centre buildings as part of the responsibility of the Electrical Consulting Engineer:

(i) Main electrical distribution network, small power and lighting.
(ii) Wireways and draw boxes for communication, computer, access control and fire detection systems. No allowance is made for the systems themselves.

It is assumed that lightning protection will not be required. The installations will comply with the relevant SANS codes and the National Building Regulations.

The cost estimates for this work is included under Clause 6.1 hereafter.

5.5 Traffic Engineering Services

The biggest concern from a traffic engineering point of view is the access from Ladywood Access Road onto the N2. Currently traffic on the N2 flows unhindered while traffic from Ladywood Access Road onto the N2 is controlled by means of a two way stop street.

A quick, visual assessment of the intersection suggests that the southern leg of the intersection (from/towards Ladywood) seems to be underutilized, while minor delays can be expected along the northern leg (from/towards New Horizons) of the intersection. It is expected that the intersection as a whole, currently operates at an acceptable Level of Service (LOS) and delay.
Figure 1 - View at N2/Ladywood Access Road Intersection, towards Plettenberg Bay

Figure 2 - View at N2/Ladywood Access Road Intersection, towards Knysna

The new Public Safety Center is expected to generate a substantial amount of new trips and it is envisaged that the LOS of the intersection will be greatly reduced by the added demand. Another factor that needs to be incorporated is the fact that some of the emergency services, namely Fire and Disaster Management, will be making use of the Southern Leg of the intersection and these services will require immediate access to the N2.

Based on the findings above, it is recommended that a new traffic circle, similar to the one currently operating roughly 1.6km to the east of the
N2/Ladywood Access Road intersection, be constructed to regulate traffic at the N2/Ladywood Access Road Intersection. This circle will also have the added benefit that it will increase ease of access to and from the residential area of New Horizon. This traffic circle is however not included in the scope of works of this investigation and due to the complexities of such a design, the design and construction cost of such a circle has not been included in this feasibility report.

A detailed Traffic Impact Assessment (TIA) will have to be performed on the intersection to determine whether the proposed circle is indeed warranted. The TIA will entail conducting traffic counts and software modeling of the various intersection control options The TIA will require SANRAL approval prior to the start of the detail design and implementation phases.

6. COST MANAGEMENT

6.1 Cost Estimate

The estimated cost of the development was calculated by Quanta 2000 using an order of magnitude approach. The following information was used as the basis of the measurements:

Drawings:

• Architectural: Sketch plans and distributed information.
• Civil/Structural Engineer: Sketch plans and distributed information.
• Mechanical/Electrical Engineer: Estimated values as submitted for external works.

Specifications:

• All as per above stated plans and detail received from the various disciplines.
• Level of finishes for office areas assumed to be “average”.

Qualifications:

• A generator has only been allowed for in the Fire Station building and not in the Traffic Centre.
• CCTV, Alarm and Electrification of perimeter fence has not been included.
• This costing does not make provision for road upgrading outside the current site perimeter.
Operational requirements for the Fire Station are not included.
Traffic Impact Assessment

Bitou Municipality Multi-functional
Public Safety Centre

3 July 2015

SMEC COMPANY DETAILS
13 Progress Street, George, South Africa, 6529
PO. Box 1633, George, South Africa, 6500
Tel: +27 44 873 9029
Fax: +27 44 873 9086
Email: dirk.dupreza@smec.com

www.smec.com
2. BACKGROUND TRAFFIC

The intersection that will be directly affected by, and give access to the development is described below:

- Two-way stop-controlled intersection.
- Stop control on the southern and northern approaches from Ladywood and New Horizons respectively.
- Continuous traffic flow from the eastern and western approaches on the N2.

Figure 2-1 below is a schematic representation of the existing geometric configuration of the intersection.

![Figure 2-1: N2/Ladywood Access Road Intersection (schematic)](image)

2.1 Traffic Volumes

Traffic volumes were recorded at the intersection, over a 24-hour period from 06:00 to 18:00, on Wednesday 20 May and Friday 22 May 2015.

Figures 2-2 to 2-5 below indicate the AM and PM peak hour volumes as counted on the two days mentioned above.

The movement volumes are expressed as total volumes (all vehicle classes) with heavy vehicle volumes expressed as a percentage of the total volume. Buses are included in heavy vehicles while mini-bus taxis were excluded.

---

1. INTRODUCTION

SM/EC South Africa (Pty) Ltd was retained by the Bitou Municipality to prepare a Traffic Impact Study for the construction of a new Multifunctional Public Safety Centre, proposed to be located on the southern side of the National Route 2 (N2) on E11 12624, Plettenberg Bay - Ladywood area.

E11 12624 is positioned directly opposite the New Horizon residential area, approximately 1.5km west of the N2 and Marine Way roundabout intersection in Plettenberg Bay.

Figure 1-1 below indicates the locality of the site in relation to Plettenberg Bay.

![Figure 1-1: Site Locality](image)

The site is located at the junction of the N2 and the Ladywood Access Road on the outskirts of Plettenberg Bay. This intersection, hereafter referred to as "the intersection", will be the only access to the proposed development.

The purpose of this report is to determine the impact that traffic generated by the development will have on the operation of the intersection.

In the project feasibility report, it was proposed to upgrade the intersection to a roundabout intersection, similar to the N2 and Marine Way intersection. This study will therefore also serve to determine if such an upgrade is indeed warranted.

---

3 Feasibility Report: Professional services for the planning and development of a multi-functional public safety centre. Revision 1, February 2015
The highest volumes were recorded during the AM peak hour on Wednesday 20 May. While this may not be representative of the typical traffic at the intersection, it did yield the worst case scenario for the available count volumes in terms of control delay and, therefore, the LOS at the intersection.

The AM peak hour at this intersection occurred between 07:15 and 08:15, with a Peak Hour Factor of 0.80.

Figure 2-7 overall indicates the LOS, as modelled by SIDRA Intersection, at which the intersection operates with the given traffic volumes during the AM peak hour.

The raw traffic count data is attached as Appendix A to this document.

2.2 Intersection Level of Service (LOS)

The intersection as a whole operates at an acceptable LOS. Long delays are, however, experienced by vehicles at the southern and northern approaches. This holds especially true for right-turning vehicles at these side road approaches, waiting for acceptable gaps to safely merge with the continuous flow traffic on the freeway.

Table 2-1 and Table 2-2 below indicate the traffic volumes counted on Wednesday 20 May and Friday 22 May respectively.

### Table 2-1: Peak Hour volumes counted 20 May 2016

<table>
<thead>
<tr>
<th>Approach</th>
<th>North</th>
<th>East</th>
<th>South</th>
<th>West</th>
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<tbody>
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<td>Movement</td>
<td>X</td>
<td>Y</td>
<td>Z</td>
<td>T</td>
</tr>
<tr>
<td>Movement ID</td>
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<tr>
<td>AM Volume</td>
<td>762</td>
<td>579</td>
<td>485</td>
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</tr>
<tr>
<td>PM Volume</td>
<td>62</td>
<td>23</td>
<td>18</td>
<td>9</td>
</tr>
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### Table 2-2: Peak Hour volumes counted 22 May 2016

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<th>Approach</th>
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<th>South</th>
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<td>Movement</td>
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<td>T</td>
</tr>
<tr>
<td>Movement ID</td>
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<td>2</td>
<td>3</td>
<td>4</td>
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<tr>
<td>AM Volume</td>
<td>675</td>
<td>412</td>
<td>415</td>
<td>240</td>
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<tr>
<td>PM Volume</td>
<td>61</td>
<td>52</td>
<td>46</td>
<td>98</td>
</tr>
</tbody>
</table>
The highest volumes were recorded during the AM peak hour on Wednesday 20 May. While this may not be reflective of the typical traffic at the intersection, it did yield the worst case scenario for the available count volumes in terms of the control delay and, therefore, the LOS at the intersection.

The AM peak hour at this intersection occurred between 07:15 and 08:15, with a Peak Hour Factor of 3.60.

Figure 2-7 overlaid indicates the LOS, as modelled by SIDRA estimation, at which the intersection operates with the given traffic volumes during the AM peak hour.

![Diagram of traffic flow and intersection]

**Figure 2-7: LOS and Delay (AM Peak Hour Wednesday 20 May 2015)**

![Graph showing hourly traffic volumes]

**Figure 3-6: Hourly traffic volumes counted at the intersection**

The raw traffic count data is attached as Annexure A to this document.

### 2.2 Intersection Level of Service (LOS)

The intersection as a whole operates at an acceptable LOS. Long delays are, however, experienced by vehicles at the southern and northern approaches. This holds especially true for right-turning vehicles at these side road approaches, waiting for acceptable gaps to safely merge with the continuous traffic flow on the freeway.

Table 2-1 and Table 2-2 below indicate the traffic volumes counted on Wednesday 20 May and Friday 22 May respectively.

**Table 2-1: Peak hour volumes counted 20 May 2015**

<table>
<thead>
<tr>
<th>Approach</th>
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<th>South</th>
<th>West</th>
<th>ALL</th>
</tr>
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<td>AM Volume</td>
<td>75</td>
<td>5</td>
<td>11</td>
<td>67</td>
<td>345</td>
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<tr>
<td>PM Volume</td>
<td>52</td>
<td>7</td>
<td>31</td>
<td>30</td>
<td>129</td>
</tr>
</tbody>
</table>

**Table 2-2: Peak hour volumes counted 22 May 2015**

<table>
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<th>South</th>
<th>West</th>
<th>ALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>5</td>
<td>12</td>
</tr>
<tr>
<td>AM Volume</td>
<td>37</td>
<td>15</td>
<td>45</td>
<td>386</td>
<td>543</td>
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<tr>
<td>PM Volume</td>
<td>51</td>
<td>4</td>
<td>52</td>
<td>456</td>
<td>1272</td>
</tr>
</tbody>
</table>

Project Name: Blou Radio Safety Centre | Traffic Impact Assessment Report | Project Number 0120

Page 9
While there is no direct relationship between the two indicators above, it was, for the purposes of this analysis, assumed that the influence of the two phenomena would ultimately lead to a similar trip generation rate at the development and its adjacent intersection.

A trip generation rate of 2.64 trips per employee during the peak hour of the intersection will, therefore, be used in the analysis for this land use.

3.1.2 Fire Station & Disaster Management

Neither the SA trip generation rates nor the ITE document from the USA include data related to fire stations. A case study from the city of Spokane in Washington State, USA, was used as a reference guideline to determine an appropriate trip generation rate for a fire station.

The city of Spokane has an approximate population of 210,721 (2013 census data) while the Bitou Municipality has an approximate population of 48,162 (2011 census data) of which the majority live in Plettenberg Bay.

The city of Spokane has 17 fire stations while the Bitou Municipality has two with the third at the proposed development.

The fire station in the case study has 5 fire fighters per shift. The fire station at the proposed Bitou Municipal Public Safety Centre is expected to have 4 fire engines. It can be assumed from the composition that the fire station in the case study is one of a larger number of small stations while the Bitou station will be a larger station.

The trip generation in the case study was determined as 7 trips during the AM peak hour with 4 trips in and 3 trips out (57% in, 43% out). This inverse of this will apply to the PM peak hour.

It is expected that the emergency call-outs from the fire station and disaster management services will have an even spread in terms of the time of day. It is, therefore, assumed that the greatest contributor to the trip generation would be the arrival and departure of employees during the AM peak hour as shift changes.

From the "Owner Project Requirements" chapter in the feasibility report, it has been declared that a combined total of approximately 24 employees per shift (12 at fire station and 12 at disaster management) will be in service at the fire station and disaster management centre.

Assuming 8 hour shifts length, shift changes are expected 3 times daily. A conservative assumption has been made that these shift changes coincide with the peak hour of the adjacent road and intersection.

The employee trip generation of this land use, is, therefore, assumed to be 24 trips in and 24 trips out during the AM and PM peak hours. To be conservative an additional 4 trips for administrative staff have been allocated during the AM peak hour towards the development.

---

8 Trip Generation & Distribution Letter for the proposed Eagle Ridge Temporary Fire Station Project Name: Bitou Public Safety Centre Traffic Impact Assessment Report Project Number: 7-01900

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3.1.2 Traffic Centre

From the "Owner Project Requirements" chapter in the Project Feasibility Report, it has been declared that approximately 35 employees will be in service at the traffic centre.

The South African Trip Generation Rates Manual does not include recommended trip generation rates for this land use. Reference was, therefore, made to a document from the USA, the Institute of Transport Engineers Trip Generation Manual (ITE)1. This manual was used as a guideline regarding the expected number of trips that would be generated by this component of the development.

The ITE manual suggests a range of rates between 1.62 and 4.05 trips expressed as a rate per employee during the peak hour of the adjacent street traffic (the peak hour of the land use generator will typically be the peak hour of the adjacent street).

The average number of employees per study in the sample was 35, which correlates well with the 35 employees that were estimated for the proposed development.

The average rate determined from 8 studies was 2.64 trips per employee per hour.

It has been assumed that trip generation rates for this land use in SA would be similar to the USA rates. This assumption is based on the following:

- Vehicle ownership in USA: 801 motor vehicles per 1000 people (2011)
- Vehicle ownership in RSA: 158 motor vehicles per 1000 people (2010)

From the vehicle ownership statistics above, it can be assumed that the vehicle occupancy in SA would be higher and that, therefore, the USA trip generation rates would be slightly higher.

Another consideration that could influence the trip generation of this land use would be the number of traffic incidents or transgressions that would directly influence the number frequency of trips the traffic officials would make.

The data used to infer the number of traffic transgressions is the number of Road fatalities per 100,000 inhabitants per year:

- USA: 13.94 road fatalities per 100,000 inhabitants (2001)
- RSA: 30.71 road fatalities per 100,000 inhabitants (2007)

From this statistic it can be assumed that more regular trips would be made by the South African traffic officials than their American counterparts.

---

1 Institute of Transportation Engineers Trip Generation. 6th Edition
2 "World Bank Data: Motor vehicle data (per 1,000 people)". The World Bank, Retrieved 2011-09-27.
Figure 1. Post-development traffic volumes.

4. POST DEVELOPMENT TRAFFIC

4.1 Post development

Table 1: Summary of project

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
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<tr>
<td>1</td>
<td>Project Name</td>
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<td>2</td>
<td>Location</td>
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<tr>
<td>3</td>
<td>Purpose</td>
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<td>4</td>
<td>Design Team</td>
</tr>
<tr>
<td>5</td>
<td>Budget</td>
</tr>
<tr>
<td>6</td>
<td>Timeline</td>
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</table>

Figure 2: Trip destination on the project area.

Trip destination

<table>
<thead>
<tr>
<th>Destination</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>15%</td>
</tr>
<tr>
<td>B</td>
<td>20%</td>
</tr>
<tr>
<td>C</td>
<td>25%</td>
</tr>
<tr>
<td>D</td>
<td>30%</td>
</tr>
<tr>
<td>E</td>
<td>10%</td>
</tr>
</tbody>
</table>

Figure 3: Post development.

Post development analysis:

- Traffic volume increase:
  - A: 15%
  - B: 20%
  - C: 25%
  - D: 30%
  - E: 10%

- Improvement in traffic flow:
  - A to B: 15%
  - B to C: 20%
  - C to D: 25%
  - D to E: 30%
  - E to A: 10%

- Traffic congestion:
  - A to B: 20%
  - B to C: 25%
  - C to D: 30%
  - D to E: 10%
  - E to A: 15%

- Safety enhancements:
  - A to B: 15%
  - B to C: 20%
  - C to D: 25%
  - D to E: 30%
  - E to A: 10%
6. INTERSECTION CAPACITY – POST DEVELOPMENT

6.1 Existing Traffic Volumes & Existing Geometry

The intersection LOS was determined and discussed in Section 2.2 (Page 8).

6.2 Post Development Traffic Volumes & Existing Geometry

Figure 8-1 below indicates the expected average delays in seconds and LOS per movement at the intersection for the traffic after implementation of the development.

![Diagram of intersection]

Figure 8-1: LOS and average delay at the existing intersection - post development

5. TRAFFIC GROWTH

Growth in traffic volumes is assumed to be consistent with the Gross Domestic Product (GDP) growth rate.

The GDP growth rate in South Africa averaged 3.87% from 1993 to 2015 but this rate has declined substantially in recent years. The GDP growth rate in the first quarter of 2016 over the same quarter of 2015 was 2.1%.

This growth rate has been applied to the background traffic volumes while it has been assumed that the traffic volumes generated by the development will remain constant.

The traffic volumes were escalated, as discussed above, by the determined growth rate in order to determine expected traffic volumes at the intersection five years after implementation of the project, in order to test the longevity of the intersection or any upgrades that may be proposed/recommended.
The results of the traffic analyses and accident data are presented at this comment:

**Figure 6-27:** Long and minor delays at the existing intersection - the years

![Diagram](image)

**Figure 7-2:** Layout of proposed intersection at the site access

![Diagram](image)

The proposed ellipse volume is presented in Figure 7-1 option, and to be added include:

1. The access to the intersection in the existing diagram
2. The access to the intersection in the proposed diagram
3. The access to the intersection in the proposed diagram

After the completion and installation of the proposed the volume of the proposed ellipse, the long and minor delays at the existing intersection are eliminated.
7.2 Capacity Analysis of Proposed Roundabout

The results of the capacity analyses for the anticipated traffic directly after implementation and five years later are indicated in Figure 7-2 Figure 7-3 below.

7.3 Geometric Considerations

The geometric design aspects of this proposal will be investigated and discussed in more detail in the next phase of reporting.

A conceptual plan of the proposed roundabout intersection is included as Annexure D to this document.
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</tr>
</tbody>
</table>

**Note:**
- The above table shows the traffic count data for different time periods.
- Each entry in the table represents the number of vehicles counted during a specific time period.
- The columns represent different types of vehicle traffic (Light, Heavy, Nite), and the rows represent the time periods (00-06, 06-12, 12-18).

**Signature:**
- 25/02/2016

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**Page 80**
<table>
<thead>
<tr>
<th>Tyd</th>
<th>A Light</th>
<th>A Dark</th>
<th>B Light</th>
<th>B Dark</th>
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Page 82
ANNEXURE B
PEDESTRIAN COUNT DATA

VERKEERSTELLING: KRIJSING

Diagram showing pedestrian count data at different points:
- North (NOORD)
- West (WES)
- East (EAST)
- South (SUID)

Numbers 1 to 12 represent different pedestrian traffic counting points.
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* 20/8/2015

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* 20/8/2015
### Movement Summary

**Site:** Bitou Public Safety Centre
**Location:** Treatement of 100ml
**Type:** Two-Way

| Movement Direction | Vehicles | Flow (vph) | Delay (s) | LOS-E | LOS-D | LOS-F | Approach
|-------------------|----------|-----------|-----------|-------|-------|-------|-----------
| L2                | 1        | 0.0       | 0.0       | 0.0   | 0.2   | 0.0   | 2.0       |
| T2                | 0        | 0.0       | 0.0       | 0.0   | 0.0   | 0.0   | 0.0       |
| Approach          | 1        | 0.0       | 0.0       | 0.0   | 0.2   | 0.0   | 2.0       |

### ANNEXURE C

**RESULTS OF CAPACITY ANALYSES**

**Lloyd of Service (LOS) Method:** Delay & V/c (HCM 2010)

LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if V/C > 1. LOS value of movement delay value (does not apply for approach and intersection).

Minor Road Approach LOS values are based on average delay for all movements (does not apply to approach in HCM 2010).

Intersection LOS and Major Road Approach LOS values are not applicable for approach & intersection since the average delay is not a good LOS measure due to delay associated with major road movements.

HCM Delay Formula applies to road. Control Delay does not include Geometric Delay since Exclusive Control Delay option applies.

**Gap Acceptance Capacity:** SIDRA Standard (Asphalt MDD)

**NO (%) values are calculated for all movements.**

---

**Authors:** Bitou Public Safety Centre
**Project:** Traffic Impact Assessment Project
**Project Number:** CXXX
### MOVEMENT SUMMARY

#### Site: Bitou Public Safety Centre, 22 May AM - Generated Traffic + 5 Years

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### MOVEMENT SUMMARY

#### Site: Bitou Public Safety Centre, 22 May PM - Generated Traffic + 5 Years

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### MOVEMENT SUMMARY

#### Site: Bitou Public Safety Centre, 22 May PM - Generated Traffic + 5 Years

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**Week Summary**

- Week 1: Total sales: 360
- Week 2: Total sales: 390
- Week 3: Total sales: 420
- Week 4: Total sales: 450

---

**Notes:**

- New product launch on Tuesday
- Special discount offer on Friday

---

**Graph:**

- Line graph showing sales trend over weeks.
MOVENT SUMMARY

Site: Bhubaneswar Public Safety Centre, 26May AM_RDDT + Generated Traffic
Intersection with F2 at Stopping @Koparhat Roundabout
Design Life Analysis (Practical Capacity): Results for 10 years

ANNEXURE D

ROUNDABOUT - CONCEPTUAL PLAN LAYOUT

Level of Service (LOS) Method: Shev & Wilc (HCM 2010)

LOS Formula: LOS = 1 + Number of Violations

LOS Values:

1. LOS A
2. LOS B
3. LOS C
4. LOS D

HCM 2010:

LOS A: 1.00 - 1.25
LOS B: 1.26 - 1.50
LOS C: 1.51 - 1.75
LOS D: 1.76 - 2.00

LOS Values are calculated for all movements based on average values at total demand.

Project: Bhubaneswar Public Safety Centre
Traffic Impact Assessment Report

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Annexure E
Objections
Removal of Council Offices from the Centre of Town – Fragmenting Plettenberg Bay

As a resident of Plettenberg Bay and owner of a manufacturing business in town, I write to protest at what seems to be an absurdity, that of building new council offices outside the town centre. Worldwide town councils and municipalities build their offices centrally and often as a show piece expressing the pride and confidence of its citizens.

If it is to redress the separate development model of apartheid, I suggest simply that two wrongs don’t make it right. Putting the council offices in Ladywood will perpetuate the divisions our society is trying to recover from. Unless Ladywood or New Horizons has been selected as the new centre of town. Is this the case?

It was not apartheid that put Plettenberg Bay main street where it is. It grew organically and naturally where it is like all village developments without the influence of social engineering, albeit that the dominant group were white. New Horizons and Qolweni came later as a result of separate development. And now twenty years after apartheid fell to build the heart of the town on the outskirts is in my view throwing good money after bad and as such is a continuation of the toxic thinking that was at the heart of apartheid.

With Plettenberg Bay Hospital and Police Station in Kwanokuthula, The main library and Court buildings in New Horizons and suggested council buildings to go across the N2 in Ladywood, Market Square as the new commercial hub, planning seems extremely muddled and prompts the question “What is Council’s plan for the original Main Street?”

Sincerely

Patrick Reid
Dear Sir/Madam,

As a ratepayer I would like to submit my objection to the building of a new R100 million municipal office block in Ladywood.

The present block is situated opposite a large vacant municipal stand & the old building can be renovated & extended plus a new building on the stand opposite.

I am not an architect but a draughtsman & can see the possibilities.

The present site is very central & accessible to all, we all come into the village once a week.

Ladywood is not accessible to Bophelong, Botlhokoloe, New Xologoe & Kwanokuthula.

My vote is: NO

Sincerely,

A.B. Louw

COPY TO: Kit MM
FOR COMPLETION: Mayor
COMMENTS: 13 Aug 2016
INFORMATION: 
DISCUSS WITH:
DIARY:
MAYOR:
M.M.
DATE: 27 June 2016
DEAR N. Essa

RE: REPOSITIONING NEW MUNICIPAL CENTRE

Just a comment regarding the above, this was proposed many years ago but not taken up.

The municipality already owns the large tract of land housing offices in front & a shed behind & a disused large yard behind complained about by the surrounding neighbours in a strictly upmarket residential area. Whilst it does not own the condemned pre-fab houses adjoining the ground which I would that this expose in one of our main streets Marine Drive could be obtained from another government department owning it. This in its entirety surrounds the Dutch Reformed Church & ends across the road behind the Fire Station & Clinic.

A magnificent double storey municipal building could be erected on this prestigious site serving all departments excluding workshops & the sale of the existing building would be a large help in the building cost. Please look again how central this position would be for kwang, New Horizons, Boskies GIF & all other developments taking place & future developments enlarging our lovelyellenberg Bay also all services are already available. Take a leaf out of similar sized towns & beautify our town.

COPYTO: Ace MM
COMMENTS: Maat Koorps
INFORMATION:
DISCUSS WITH:
DIARIZE:
MAYOR:
M.M.
23/6/2016 DATE

Yours Respectfully

CHRISTIAN MINNAM
-----Original Message-----
From: Richard Bird [mailto:birdsa@discoverymail.co.za]
Sent: 22 June 2016 09:22 PM
To: Special Projects; Allen Paulese; waynerobertcraig@gmail.com; mboysen@outlook.com; David Friedman
Subject: OBJECTION TO MUNICIPAL BUILDING EXPANSION PLAN

Dear Sirs,

I read with interest the article in the Express of 15 June 2016, detailing the proposal to move municipal workshops and offices to Ladywood, at a cost of R240 million. The proposed cost at this stage is likely to escalate dramatically before the actual construction has been completed.

I do believe it to be an extremely expensive exercise and should be avoided if possible. We do not believe that we have that sort of money available to spend at this point in time and believe that an alternate solution could be made to avoid this expensive exercise. In this current economic climate, we must not be spending money that we do not have, or that could be more usefully spent if we have any excess funds available at this point in time.

Most money borrowed will have to be paid back with interest, which may add significantly to the overall cost of the project and extend the period of the loan significantly.

We have a very small population in Plett and most people are unable to afford any extra burden placed upon them by way of extra rates and taxes or other municipal charges that will have to be increased to fund such a project.

Please do not continue with this project and find another way to resolve the issue. The people of Plett need to be sparing with money and not spending it on facilities that are at this point in time, in our opinion, NON ESSENTIAL.

Regards,

Angela and Richard Bird
Annexure F

Applicant Response to Objections
10 August 2016

The Municipal Manager
Bitou Municipality
Private Bag X1002,
Plettenberg Bay,
6600

ATTENTION: CHRIS SCHLIEMANN

Dear Mr. Schliemann,

PROPOSED REZONING: ERF 12624, PLETtenBERG BAY, BITOU MUNICIPALITY AND DIVISION OF KNYSNA

1. The above matter refers.

2. We have received only four comments/objections from your department that was received within the commenting period. All three are basically the same and are concerned about the moving of the "municipal offices" to the site concerned. The objectors were, A&R Bird (by e-mail dated 22 June 2016), P Reid by e-mail dated 21 June 2016), C Minnaar (handwritten letter received on 23 June 2016) and A Blouw (handwritten letter received on 27 June 2016).

Our application is not for the new municipal offices, but the Public Safety Centre, which will house the fire station, traffic centre, disaster management centre, vehicle impound, and driver license testing centre inter alia. The site for a possible relocation of the municipal administrative offices is located on the same site, but is not part of our application. We are aware that your municipality is currently busy with a feasibility study regarding the relocation of the municipal offices.

The location of this site was identified as part of the Coming Together Project and also in your SDF where the most suitable location will be for these functions. The council therefore acquired the land for this purpose.

These functions of a municipality is not usually found in the CBD of a town and especially emergency services like the fire brigade need to be easily accessible, which this site is. The vehicle impound and vehicle testing area needs large flat space that is not necessarily found in the CBD.
We are therefore of the opinion that these comments/objections are not valid. It is also closer to the larger portion of the population without their own vehicular transport.

3. We trust that you will be able to process the application as soon as possible.

Yours Faithfully
DELplan Urban & Regional Planning

MARLIZE DE BRUYN Pr. Pln
N:\PROJECTS\2514\731-BIT-14\Correspondence\2b_repfiek.doc
Annexure G

Comments/Approvals from Government Departments
Reference: W11413-298-79  
Fax Number: +27 (0) 21 946 1630  
Date: 16 September 2016  
Direct Line: +27 (0) 21 957 4619  
Email: dyerss@nra.co.za  
Website: www.sanral.co.za

Me Adel Stander  
Bitou Municipality  
Private Bag X1002  
PLETTENBERG BAY  
7299

Creating wealth through infrastructure

Dear Mr Stander,

NATIONAL 2 SECTION 8: PROPOSED REZONING OF ERF 12624, FOR THE MUNICIPAL PUBLIC SAFETY CENTRE, LADYWOOD, BITOU MUNICIPALITY


It is noted that the proposal entails the development of a multi-functional municipal public safety centre that would include the following:

- Traffic and Municipal law enforcement offices
- A communication and control centre
- Fire Station
- Vehicle Impound Facility
- Traffic Centre
- Disaster Management Centre
- Driving Licence testing centre ground
- Technical Facilities with associated parking.

It is furthermore noted that the resultant impact of the above mentioned facilities would require the construction of a traffic circle at the intersection of Ladywood road and the N2.

SANRAL in principle does not have an objection to the proposed development and the recommended construction of a traffic circle on the N2.

However in order to proceed with the approval thereof, please submit and note the following:

- Detailed design plans of the proposed interventions on the N2 has to be submitted to SANRAL for approval.
- All costs related to the design and construction of the above mentioned interventions would be for the developers account.
- A 20m building line restriction along the national road would be applicable. A site development plan and other related plans has to be submitted with the 20m restriction annotated clearly.
SANRAL awaits the submission of the above mentioned documentation in order to proceed with the approval thereof and reserves its rights in this regard.

Yours sincerely

S Dyers

STATUTORY CONTROL
RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: FINAL
In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 2061, Notice 298 of 2003

NOTIFICATION OF INTENT TO DEVELOP: PROPOSED TRAFFIC DEPARTMENT DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE ON ERF 12624, FLETTENBERG BAY, BIROU, SUBMITTED IN TERMS OF SECTION 38(8) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

CASE NUMBER: 1511106AS1117E
DEARP Case Number: 16/3/3/6/7/7/V01/13/0089/15

The matter above has reference,

Heritage Western Cape is in receipt of your application for the above matter received on 17 November 2015.

You are hereby notified that, since there is no reason to believe that the proposed development will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

However, should any heritage resources, including evidence of graves and human burial, archaeological materials and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately and Heritage Western Cape must be notified without delay.

This letter does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.

Yours faithfully,

[Signature]

Dr. T. N. Metyburg
(Interim CEO, Heritage Western Cape)
REFERENCE: 16/3/3/1/D1/13/008/15
NEAS REFERENCE: WCP/EIA/0000045/2015
ENQUIRIES: Ms. Francini van Staden
DATE OF ISSUE 2016-03-30

Bitou Municipality
Private Bag X1002
PLETTENBERG BAY
6600

Attention: Mr. C. Essa

Dear Sir


1. With reference to the above application, the Department hereby notifies you of its decision to grant Environmental Authorisation, attached herewith, together with the reasons for the decision.

2. In terms of Regulation 4 of the Environmental Impact Assessment Regulations, 2014, you are instructed to ensure, within 14 days of the date of the Environmental Authorisation, that all registered interested and affected parties ("I&APs") are provided with access to and reasons for the decision, and that all registered I&APs are notified of their right to appeal.

3. Your attention is drawn to Chapter 2 of the Appeal Regulations, 2014, which prescribes the appeal procedure to be followed. This procedure is summarized in the attached Environmental Authorisation.

Yours faithfully,

DIRECTOR: DEVELOPMENT MANAGEMENT (REGION X)
DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

CC: (1) Mr. W. Lofts
(2) Mr. C. Schlemmern

[CC: EAP]
[Bitou Municipality]

Fax: (044) 301 3206
Fax: (044) 533 3487

4th Floor, York Park Building,
93 York Street, George, 6629
tel: +27 44 805 8600 fax: +27 44 805 8650

Private Bag X6609, George, 6630
www.westerncape.gov.za/eapd
ENVIRONMENTAL AUTHORISATION


With reference to your application for the abovementioned, find below the outcome with respect to this application.

DECISION

By virtue of the powers conferred on it by the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA") and the Environmental Impact Assessment ("EIA") Regulations, 2014, the Department herewith grants Environmental Authorisation to the applicant to undertake the listed activity specified in section B below with respect to layout Alternative 4, as described in the Basic Assessment Report ("BAR"), dated 16 February 2016.

The granting of this Environmental Authorisation is subject to compliance with the conditions set out in section E below.

A. DETAILS OF THE APPLICANT FOR THIS ENVIRONMENTAL AUTHORISATION

Bitou Municipality
Private Bag X1002
PLEITENBERG BAY
6600

Tel: [044] 501 3264
Fax: [044] 533 3487

The abovementioned applicant is the holder of this Environmental Authorisation and is hereinafter referred to as "the holder".

Directorate: Development Management
Region 3

REF: 16/3/3/1/D1/13/0008/15
WCP/EIA/0000045/2015
Ms. Francini van Staden
2016-03-30
Linear activity: Stormwater Pipeline

<table>
<thead>
<tr>
<th>Starting point of activity</th>
<th>34° 03' 21.75&quot; South</th>
<th>23° 20' 29.58&quot; East</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middle point of activity</td>
<td>34° 02' 19.02&quot; South</td>
<td>23° 20' 37.51&quot; East</td>
</tr>
<tr>
<td>End point of activity</td>
<td>34° 03' 44.13&quot; South</td>
<td>23° 20' 44.13&quot; East</td>
</tr>
</tbody>
</table>

Hereinafter referred to as "the site".

D. DETAILS OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER
Cape Environmental Assessment Practitioners
C/o Mr Wynand Loftus
PO Box 2070
GEORGE
6530

Tel: (044) 874 0365
Fax: (044) 874 0432

E. CONDITIONS OF AUTHORISATION

Scope of authorisation

1. The holder is authorised to undertake the listed activity specified in Section B above in accordance with and restricted to Alternative Layout 4 described in the BAR dated February 2016 on the site as described in Section C above.

2. The Environmental Authorisation is valid for a period of five years from the date of issue within which commencement must occur.

3. The development must be concluded within ten years from the date of commencement of the listed activity.

4. The holder is responsible for ensuring compliance with the conditions by any person acting on his/her behalf, including an agent, sub-contractor, employee or any person rendering a service to the holder.

5. Any changes to, or deviations from the scope of the description set out in section B above must be accepted or approved, in writing, by the Department before such changes or deviations may be implemented. In assessing whether to grant such acceptance/approval or not, the Department may request such information to evaluate the significance and impacts of such changes or deviations, and it may be necessary for the holder to apply for further authorisation in terms of the applicable legislation.

Written notice to the Department

6. Seven calendar days' notice, in writing, must be given to the Department before commencement of construction activity.

6.1 The notice must make clear reference to the site details and EIA Reference number given above.

6.2 The notice must also include proof of compliance with the following conditions described herein:

Conditions: 7, 8, 9 and 11.
Environmental Audit Reports

14. In terms of Regulation 34 of the NEMA EIA Regulations, 2014, the holder must conduct environmental audits to determine compliance with the conditions of the Environmental Authorisation and the EMPr and submit Environmental Audit Reports to the Department.

14.1. The audit report must be prepared by an independent person and must contain all the information required in Appendix 7 of the NEMA EIA Regulations, 2014.

14.2. The holder must undertake an environmental audit every two (2) years throughout the construction phase until the construction phase has been completed, and submit the Audit Report to this Department.

14.3. The holder must, within 7 days of the submission of the audit reports to the Department, notify all potential and registered EAPs of the submission and make the report available to anyone on request and on a publicly accessible website (if applicable).

Specific Conditions

15. Site rehabilitation and landscaping must only use indigenous vegetation and vegetation rescued from the property.

16. The position of the fire training tower according to Alternative Layout 4, may not be changed in order to give effect to the recommendations made by the visual specialist (CKA Visual Specialist, September 2015), i.e.:

16.1 retaining the position as per the preferred layout plan;
16.2 provision be made for trees that will mature over time to offer the benefit of reducing the scale of the fire training tower;
16.3 the use of different colour shades to visually break the form;
16.4 orientating the tower for reduced visual impact;
16.5 planting of vegetation on the site periphery; and
16.6 general planning to formalise the pedestrian route(s) in a way that will add to the visual appeal.

17. Any changes or alterations to the internal layout must ensure that the bulk service requirements remain within the limits of that which the existing municipal services can accommodate.

18. The proposed vehicle impound facility must be visually screened through the construction of a 2.1 metres [m] high wall and planting of reasonably sized indigenous trees to ensure mitigation as per the visual specialist recommendations contained in the final BAR and EMPr.

19. In the event that the development proposal or layout is amended to the extent that development may be required outside of the development footprint authorised with this EA, the holder is required to submit an amended development footprint plan to this Department.

20. Should any heritage remains be exposed during excavations or any other actions on the site, these must immediately be reported to the Provincial Heritage Resources Authority of the Western Cape, Heritage Western Cape. Heritage remains uncovered or disturbed during earthworks must not be further disturbed until the necessary approval has been obtained from Heritage Western Cape. Heritage remains include: archaeological remains (including fossil bones and fossil shells); coins; indigenous and/or colonial ceramics; any articles of value or antiquity; marine shell heaps; stone artifacts and bone remains; structures and other built features; rock art and rock engravings; shipwrecks; and graves or unmarked human burials.
5. A prescribed appeal form as well as assistance regarding the appeal processes is obtainable from the office of the Minister at: Tel. (021) 483 3721, E-mail Jaap.DeVillien@westerncape.gov.za or URL http://www.westerncape.gov.za/eodp.

G. DISCLAIMER

The Western Cape Government, the Local Authority, committees or any other public authority or organisation appointed in terms of the conditions of this Environmental Authorisation shall not be responsible for any damages or losses suffered by the holder, developer or his/her successor in any instance where construction or operation subsequent to construction is temporarily or permanently stopped for reasons of non-compliance with the conditions as set out herein or any other subsequent document or legal action emanating from this decision.

Your interest in the future of our environment is appreciated.

Yours faithfully

[Signature]

MR. GAVIN BENJAMIN
DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 3)

DATE OF DECISION: 30/03/2016

CC: (1) Mr. W. Loftus (EAP)
(2) Mr. C. Schlemann (Bitou Municipality)
Fax: (044) 824 0432
Fax: (044) 535 3485

FOR OFFICIAL USE ONLY:

EIA REFERENCE NUMBER: 14/3/9/1/D1/19/0008/15
NEAS EIA REFERENCE NUMBER: WCP/EIA/0000045/2015
FIGURE 1: LOCALITY PLAN (AS TAKEN FROM THE FINAL BAR, FEBRUARY 2016, CAPE EAPRAC)

FIGURE 2: LAYOUT ALTERNATIVE 4 (TAKEN FROM FINAL BAR FEBRUARY 2016, APPENDIX B, SITE DEVELOPMENT PLAN SDK ARCHITECTS S-007 PLAN NUMBER 1427).
• making the pre-application Draft BAR available to I&APs for public review from 22 August 2015 to 21 September 2015; and
• making the application Draft BAR available to I&APs for review from 28 November 2015 to 18 January 2016.

Comments raised during the public participation process

The following authorities commented on the proposal and had no objection to the proposed development:

Department of Health
Department of Agriculture
Department of Agriculture, Forestry and Fisheries
Department of Transport and Public Works
Department of Water and Sanitation
Heritage Western Cape
Eden District Municipality

The following authorities commented on the proposal and made specific recommendations for the proposed development:

CapeNature
- Fungi and flora search and rescue be undertaken prior to commencement of the proposed development.
- Rescued flora from the site should be considered for landscaping after the buildings have been constructed.
- Locally occurring indigenous vegetation should be used to supplement the flora collected during the search and rescue operation, and may include the use of buffalo grass (Sterotaphrum secundatum) and kweeke grass (Cynodon dactylon) or a combination of these two grass species. It is recommended that the Applicant should not use Kikuyu grass as this species has invasive properties.

South African National Roads Agency Limited (SANRAL)
- Although the National Roads Act does not specify a maximum height next to a national road, SANRAL would prefer the tower to be as far away from the road reserve as possible.

The following authorities submitted no comment on the proposed development:

Bitou Municipality; Ward Councillor
Bitou Municipality; Community Services
Eden District Municipality

An objection was raised during the public participation process by a registered I&AP questioning:

• The feasibility and appropriateness of the multi-faceted development proposal and its components are questioned, hence the objection; and
• The suitability or appropriateness of the proposed access to the facility is questioned, hence the objection.

The competent authority is in agreement as to how these objections have been responded to through amendment of the development concept (restricting the impound facility to vehicles only) and through additional consultation and communication with the Bitou Municipality and the I&AP. Furthermore, the information as contained in the "Reasons for Decision: 3.1 Need & Desirability and 3.2 Regional & Planning Context" adds to the addressing of the I&AP’s objections.

The competent authority is thus satisfied that all the concerns and issues have been adequately addressed and resolved by the proponent and it is understood that the Bitou Municipality is currently engaging with the property owner regarding Remainder Portion 5 of Farm 43B.
appropriate training for such services are critical within in a municipal region, further supporting the need and desirability of the proposed development. Located directly opposite the proposed development (New Horizon) are a new court building, library and other public services. This proposal furthermore responds to the Bitou Municipality’s Coming Together Project, which has been developed by Bitou Municipality to address the need for urban restructuring and integration.

3.2 Regional/ planning context

According to the Final BAR, the proposal is not in conflict with and will not compromise the principles of the Bitou Municipal Integrated Development Planning and Spatial Development Framework. The Bitou Local Municipal SDF (2013) identified the site as situated within the Coming Together Project study area, and has been earmarked as ‘Sub-Centre Node 5’. The proposed development is therefore considered consistent with the regional and spatial planning context.

3.3 Services/ infrastructure

According to the Final BAR, the proposed development does not require any additional bulk municipal service infrastructure and is located within close proximity of the existing municipal services, such as water, sewage and electricity. A new gravity sewer line and stormwater channel form part of the infrastructure component of the proposed development. Furthermore, a roundabout (traffic circle) at the N2/Lddywood access point is proposed to improve safe traffic access to the development site.

3.4 Biodiversity

The site falls within the South Outeniqua Sandstone Fynbos vegetation type, which has a conservation status of “Vulnerable”. According to the Final BAR there are no critical environmental or biodiversity features that have to be avoided. The site has been transformed from its natural state by repeated mowing, which has reduced the level of biodiversity on the site. These have been verified during the site inspection conducted by the assigned case officer on 15 March 2016.

Further, the ecological specialist (Simon Todd, 2015), the EAP (Final BAR, 16 February 2016) and CopeNature (comments dated 21 September 2015) all acknowledges that the biodiversity value of the site is low. However, a Critical Biodiversity Area is located directly south of the development site.

3.5 Visual / sense of place

According to the Final BAR and the Visual Statement provided by CKA (September 2015), the development proposal including the five storey tower Fire Training Tower (approximately 16 metres) will not significantly intrude on surrounding residential and public areas’ scenic views. The visual specialist acknowledged that the Fire Training Tower structure cannot entirely screened from views on the site from the north and the N2; however, due to the landform and gently slope, the highly visible Fire Training Tower should not obstruct scenic views.

The potential visual impact of the development was mitigated with the placement of the Fire Training Tower towards the western corner of the development site. As such, the EAP motivated that the preferred layout alternative 4 (dated 05 November 2015 by SDK Architects) be considered and approved by the competent authority.

3.6 Traffic

As part of the Basic Assessment process, a Traffic Impact Assessment ("TIA") (Du Preez, SMEC, 2015) was undertaken to determine the traffic impact associated with the proposed development and to investigate and assess the most appropriate access point to the proposed development site.
5. Conclusion

In view of the above, the NEMA principles, compliance with the conditions stipulated in this Environmental Authorisation, and compliance with the EMPs, the Department is satisfied that the proposed listed activity associated with the authorised alternative will not conflict with the general objectives of integrated environmental management stipulated in Chapter 5 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) and that any potentially detrimental environmental impacts resulting from the listed activity can be mitigated to acceptable levels.