

DEVELOPMENT MOTIVATION MEMORANDUM

In support of

**A LAND USE AND DEVELOPMENT APPLICATION IN TERMS OF
CHAPTER 3 PART C OF THE TOWN PLANNING AND TOWNSHIP
ORDINANCE, ORDINANCE 15 OF 1986, AS AMENDED, ON:**

**PORTION 9 (A PORTION OF PORTION 5) OF THE
SMALKLOOF FARM 122 HS**
VOLKSRUST, SITUATED IN REGISTRATION DIVISION HS, MPUMALANGA
(MPG 304)

**For the development of a Long Haul Heavy Vehicle Service Station and
Parking (Truck Stop), with Convenient Shops, ablution facilities and
Ancillary heavy vehicle related uses.**

Also to be known as:

MEERKAT TRUCK STOP - VOLKSRUST

COMPILED ON BEHALF OF:

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Our reference: KZKP2012/003

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PREAMBLE TO THE APPLICATION

The purpose of this memorandum is to obtain confirmation and/or consent from the Minister, as required in terms of Section 4 (1) of Act 70 of 1970, as amended, for the development of a 'Truck Stop' on Portion 9 (of portion 5) of the Farm Smalkloof, Farm No. 122 HS Volksrust, situated in the Pixley Ka Seme Local Municipality area of the Gert Sibande District Municipality, Mpumalanga Province, hereto referred to as the Subject Site.

The Subject Site was created by subdivision of the land and in terms of SG Diagram No. A 2489/21 of the original Farm, the portion was already separated from the mother property in 1920.

The current Deed of Transfer of the said land of the Subject Site, Deed of Transfer No. T106266/2004, in clause B.2., specifies "*the land only to be used for Motel and Petrol Service Station purposes*". From the Deed of Transfer condition it is understood and interpreted that the formal authorized land use for the subject site is already that for a service station and motel and is to be considered a "land use zone" or a "scheme" for the subject site in terms of current land use and related legislation. From the clause it is also very clear, and could be derived and understood, that the land is not reserved for 'agriculture' in terms of Act 70 of 1970.

The fact that the non-agricultural land use is reflected in the Deed of Transfer proves that at some stage in the very distant past a relevant Minister must have provided his or her consent in writing and it is therefore believed and taken as a given that the Act is not applicable to the Subject Site.

The property, together with its related aforementioned permitted land use was created long before most of the land use and related acts existed and therefore believed the departure for the land use to be that specified in the Deed of Transfer and to be a given.

The application is for the development of a 'Truck Stop' for long haul heavy vehicles with 'service station' and 'parking' as the main land use and function. The 'Service Station' is to be complimented with convenient shops, related uses and vehicle workshop for minor repairs and car wash, and the 'parking' is to be complimented with ablution facilities for the vehicle operators.

At this point in time, no overnight facilities are envisaged on the subject site for accommodating overnight facilities for the vehicle operators.

No subdivision will be required for the subject site.

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ATTACHMENTS

Attachment "A":	SG Subdivisional Diagram, SG No. 2510/1995 dated 28/08/1995 indication portion of original mother property (Relevant Diagram not yet sources)
Attachment "B":	Deed of Transfer No. T106266/2004 dated 28/09/2004
Attachment "C":	Site Development Plan compiled by Greyvensteyn Draughting dated 19/07/2012
Attachment "D":	Artist impression of the proposed development.
Attachment "E":	Letter from DEDET acknowledge receipt of EIA application dated 21 May 2012, reference number 17/2/3 GS-110 .
Attachment "F":	TOWB Trading CC company resolution dated 20 July 2012 for KZK Planning appointment.
Attachment "G":	TOWB Trading CC written authority dated 29 June 2012 for S. Knöcklein trading as KZK Planning to represent the landowner.
Attachment "H":	Draft Services Agreement.
Attachment "I":	Letter of complaint by Q G van Wyk to the Municipality against heavy vehicles parked in town, dated 20 April 2012.
Attachment "J":	Copy of "Petition Against Heavy Trucks in Volksrust" compiled by the Democratic Alliance (DA).
Attachment "K":	Letter of support by the Acting Municipal Manager of the Pixley Ka Seme Municipality for the development of the 'Truck Stop', dated 29 May 2012.
Attachment "L":	Press release dated 22 May 2007 indicating the R23 Volksrust to Gauteng Border to fall under the jurisdiction of SANRAL.

- Attachment “M”: Copy of Minutes of an IDP Representative Forum Meeting held on Thursday, 6 September 2012 at 10:00 in the Council Chambers, Volksrust.
- Attachment “N”: Copy of Minutes of an IDP Review 2012/2013 meeting held on Thursday, 18 October 2012 at 17:00 in Volksrust (Ward 4).
- Attachement “O”: Copy of letter for consent from the Department of Agriculture, Forestry & Fisheries dated 16 October 2012.
- Attachment “P”: Copy of letter from the Department of Rural Development & Land Reform, Regional Land Claims Commission: Mpumalanga Province dated 4 October 2012.

ABBREVIATIONS

- Act 70/70 - Subdivision of Agricultural Land Act, Act No. 70 of 1970
- IDP - Pixley Ka Isaka Seme Local Municipality Integrated Development Plan
- DFA - Development Facilitation Act, Act No. 67 of 1995, as amended.
- GPSM - KwaZulu-Natal Land Use Management System Guidelines for the Preparation of Schemes for Municipalities – Update 2011
- GSDM - Gert Sibande District Municipality
- MPG - Mpumalanga Province
- NEMA - National Environmental Management Act, Act 107 of 1998, as amended
- ORD - Mpumalanga Town-Planning and Township Ordinance, Ordinance No. 15 of 1986 as amended.
- PKS - Dr. Pixley Ka Isaka Seme Local Authority
- PKISLM - Dr. Pixley Ka Isaka Seme Local Municipality
- PPA - Physical Planning Act, Act 125 of 1991, as amended.
- SDF - AbaQulusi Municipality Spatial Development Framework
- VTPS - Volksrust Town Planning Scheme, as amended, dated 1974

MEMBERS OF THE PROFESSIONAL TEAM

In the preparation of this Précis Motivation Report the input of various expertises have been sourced and whereas the input of other professional team member will become apparent once detailed designs are required as in terms of the envisaged Condition of Establishment for the various land development entities.

The professional team involved in the development process and appointed by the developer are as follows:

- Town Planning Practitioner
KZK Urban Planning Studios - Mr. S. Knöcklein (Current)
- Environmental Assessment Practitioner
SSI Consulting Engineers (Pty)Ltd - Mr. M. Roods (Current);
- Professional Land Surveyor
SE Lauterbach Prof. Land Surveyors - Mr. S.E. Lauterbach (Current);
- Geotechnical Assessors
Duncan Hemingway & Partners - Mr. J.A. Duncan (Current).
- Goehdrological Assessors
Engoelab cc - Mr. J. Du Preez (Current).
- Feasability Study & Market Assessment (Fuel Retail)
Urban-Econ - Mr. P. v. Jaarsveld (Current).
- Water & Sewer Reticulation Network -- To be appointed (Future);
- Road & Stormwater Network -- To be appointed (Future);
- Floodline Engineers (if required) - To be appointed (Future);
- Financial Auditors
CR Rekenmeesters - Mrs. C. Botha (Current);
- Quantity Surveyors - To be appointed (Future);
- Architects
Greyvensteyn Draughting - Mr. P.W. Greyvensteyn (Current).
- Electrical Reticulation Network - To be appointed (Future);
- Structural Engineers - To be appointed (Future);

Most of the above members of the professional team, where available, and are local professionals with a reliable track record of professionalism.

TOWN PLANNING PRACTITIONER

Sieghard Knöcklein, trading as **KZK Urban Planning Studio: Town and Regional Planning Consulting**, has been appointed by the Applicant, being TOWB Trading cc, to conduct the Land Development Application on behalf of the landowners on the aforementioned farm portion in the Volksrust area of the Pixley Ka Seme Local Municipality.

Knöcklein has been registered with the South African Council for Town And Regional Planners since 1988. During the 24 years in the Town Planning profession, Knöcklein was involved in numerous major development projects employed at National Government and Local Authority Level as a town and regional planner and has been operating as a consultant for 8 years. During the term of 20 years, Town Planning projects ranged from national and cross border regional economic studies, design of a substantial number of township layouts, a number of smaller land use rezoning and consent applications and nine successful Development Facilitation Act applications. Till date all applications for land development applications have been successful and have been constructed. A more comprehensive Curriculum Vitae is available on request.

REFERENCES

1. Mpumalanga Town Planning and Township Ordinance, Ordinance No. 15 of 1986, as amended;
2. Subdivision of Agricultural Land Act, Act 70 of 1970, as amended;
3. Development Facilitation Act, Act No. 67 of 1995;
4. Volksrust Town Planning Scheme, Scheme Clauses and maps of 1955, as amended;
5. "Guidelines for the Provision of Engineering Services and Amenities in Residential Township Developments"; Issued by the Department of Housing, 1992 (amended 1995);
6. "Guidelines for Human Settlement Planning and Design" compiled under the patronage of the Department of Housing by CSIR Building and Construction Technology, dated 2000, reprinted 2005;
8. "Guidelines Manual" of the "KwaZulu-Natal Land Use Management System" (LUMS) dated June 2001, prepared by Professor M Kahn, A. van Riesen and P Jewel for the then Town and Regional Commission;
9. "Policy and Guidelines for the Development of Heavy Duty Truck Stops in KwaZulu-Natal" dated September 2000, prepared by Lawrence van Heerden for the then Town and Regional Commission;
10. "KwaZulu-Natal Land Use Management System Guidelines for the Preparation of Schemes for Municipalities – Update 2011" prepared by The Planning Initiative CC and Michael Khan Consultancy for the Department of Co-operative Governance and Traditional Affairs dated March 2012.
11. "Back of Port Project: East – West Corridor Implications" compiled by Iyer Urban Design Studio Graham Muller Associates Revert 1 dated December 201.
12. Contour plan with 0,5 meter intervals compiled by SE Lauterbach Professional Land Surveyors dated September 2012
13. Geotechnical study and report compiled by Duncan Hemingway & Partners dated 12 September 2012.
14. "Preliminary Assessment of Anticipated Geohydrological Conditions for the Proposed Truck Stop & Service Station development on Portion 9 of the Farm Smalkloof No. 122-HS, Volksrust, Mpumalanga" compiled by Engeolab cc dated 26 October 2012.

PART A SITUATION ANALYSIS

A.1 BACKGROUND

The town of Volksrust, situated in the Pixley Ka Seme Local Municipal area of the Gert Sibande District Municipality, Mpumalanga Province, is located on the border between Mpumalanga and KwaZulu-Natal Provinces. The unique location of Volksrust in relation to being ± 260 kilometre from Gauteng (Johannesburg) and ± 400 km from eThekweni (Durban), cause the town to be used as a stop over by long haul heavy vehicle operators. Up to 145 heavy vehicles can be observed parked randomly in the town between 21h30 and 5h00 on every day of the week, without any suitable developed facilities for man or machine within 40 km from Volksrust.

The preferred route for heavy vehicle between Gauteng and the eastern coast port of KwaZulu-Natal is the N3 National Road but due to the increase traffic volumes, the increased toll road fees and the upgraded N11 National road between Volksrust, Newcastle and Ladysmith, caused an increase in heavy vehicle traffic between Gauteng and the KZN port cities via Volksrust. A further contributing factor could be the unpredictable bottleneck situation at Van Reenen's Pass in bad weather, which could sometimes cause hours, and even days, of delay in reaching the destination. The upgraded N11 national road between Volksrust and Ermelo has also recently been upgraded contributing to an increased heavy vehicle traffic volume between the Mpumalanga Coal hub (Middleburg, Witbank, Secunda area) and the KZN coastal ports. The later preferred route is along the N2 via Piet Retief and Pongola or Vryheid, however recently also via Volksrust, Utrecht and Vryheid. In comparison to the container couriers from Gauteng, not many of the heavy vehicles from the Mpumalanga Coal Belt, of which a big percentage transport bulk raw material, stop over in Volksrust at night.

Some of the contributing factors for heavy vehicles to favour parking in Volksrust over night could be as follows:

- Convenient and suitable travelling time from Gauteng (3,5 to 4 hour), leaving at business closing time, to have a break for a rest before the decent over the Laingsnek pass at Amajuba, 8 km out of Volksrust, with sufficient time after the rest to reach the destination in Durban or Richards Bay 6 to 8 hours later and in time for opening of business (Laingsnek pass is know for high collision and accident rates for heavy vehicles caused by driver's fatigue);
- Convenient and suitable location to check machine and cargo for road safety purposes before the decent and stretch to the coast;

The heavy vehicles parking in Volksrust over night cause numerous economical and social challenges for the town and its immediate surrounding and further beyond. Some of the negative effects of these heavy vehicles on the town are summed up as follows:

- Traffic obstructions are caused by heavy vehicles parked bumper to bumper along main roads, and sometimes double parked next to each other, causing only a single lane open for through traffic, contributing to an unsafe traffic situation for other road users;

- Heavy vehicles competing for safe and secure parking space with sufficient lighting and surveillance, cause heavy vehicle congestion along the limited length of the roadway which is illuminated in town;
- Heavy vehicles competing for safe parking space, illegally venture of the roadway and with their heavy loads and tight turning manoeuvres damage the roads, not designed or constructed for the weight, and cause tremendous damage to the road surface, sub base, curbing and road infrastructure and furniture, of which the costly repairs of the road is for the expense of the public at large;
- Stopping and starting of heavy vehicles parked in the residential suburb cause tremendous noise and air pollution during time of rest for the residents to unacceptable, tolerate levels and to irritation to inhabitants;
- Heavy vehicles parked in the residential suburb cause obstruction for inhabitants to access residences, contributing to an increased level of irritation against the road users;
- The stop-and-start and manoeuvring action of the heavy vehicles cause a tremendous amount of fuel to be burnt uneconomically by the engines in concentrated space for an extended duration, causing an increased level in carbon emission and therewith an increase in the related carbon footprint of the vehicle and the related load and transported goods;
- The lack of safe and secure parking for vehicle and machine causes an increased level of aggression by operators to protect the assets and defend their illegal action;
- The lack of suitable facilities for the vehicle operators with regards to ablution, sanitation and cooking facilities contributes not only to the pollution of the environment, but also to an unhealthy situations with reduced levels of comfort for the vehicle operators and the public at large;
- The lack of suitably developed facilities with sufficient space and accessibility contribute to a very limited number of heavy vehicles refuelling in Volksrust, reducing the exposure to the specific industry for the town;
- Vehicle operators being bored and seek entertainment cause an influx of 'nightworkers' to the area causing tremendous social and health problems. Sources at high schools confirmed an increase in scholars providing services to the heavy vehicle operators, which is of great and terrible concern with far reaching negative consequences to the community at large.

On the positive side of the coin is the fact that there is a great opportunity for Volksrust to share in the heavy vehicle R13 billion economic activities of South Africa, by providing proper facilities for the vehicles and their crew in a suitably located facility. Some of the positive aspects for the town to accommodate the heavy vehicles at a secure and proper developed facility are as follows:

- Provisions of suitably located and secure parking facilities with provided amenities will serve the truck crew, thereby reduce the number of heavy vehicles parked in town;
- The reduced time spend by the heavy vehicles in the town will reduce the overall fuel consumption of the vehicles and reduce the volume of exhaust emissions related thereto, which will reduce the air pollution and carbon footprint of the vehicles;
- The reduced number of parked heavy vehicles in town and the therewith related manoeuvring activities for secure parking will reduce the impact on the main roads and the roads in the residential area, and therewith reducing the roads maintenance cost to the public;

- Security fenced and illuminated parking area with 24 hour surveillance will provide a safe area for the vehicles, their cargo and crew, which will increase the comfort level of the drivers and thereby reduce the level of road fatigue and therewith the driver's attitude on the road;
- Secure and surveillance at the parking area will reduce the access for 'nightworkers';
- The provision of proper facilities for the heavy vehicles in Volksrust could possibly cause an increase in the use by heavy vehicles from other areas and therewith possibly increase the economic base of the Volksrust area with possible spin-offs to other related activities to the benefit and increased employment and economic activities and related services.

In a broader context the heavy vehicle road traffic between Gauteng and the KZN coastal ports is predicted to increase over the next few years. Transnet and the eThekweni Municipality are in the process of planning the new "Back-of-Port" harbour on the old airport site to the south of the existing harbour. The emphasis of this extended port will be to accommodate the predicted increase in container traffic and address the bottleneck of heavy vehicle traffic at the existing harbour and road facilities. From the 'Back of Port Project – East – West Corridor Implication' report, compiled by Graham Muller Associates (Page 11), it is predicted that over the next 30 to 40 years the container capacity at the Port of Durban will increase from 2,5 million twenty-foot equivalent units (TEUs) to 16,1 million per year. The apparent increase is six times more the volume of the current rate, which per implication could contribute to an increase of heavy vehicles parked in Volksrust to the same ratio. Per implication, if the same ratio is applied, a prediction can be forecasted that a possible number of up to 870 heavy vehicles might need overnight facilities in Volksrust in the next 30 to 40 years with possible huge economic possibilities for Volksrust.

In the following sections elaboration on the need and desirability of the proposed development is provided based on the provided background information above on the heavy vehicle situation in Volksrust.

A.2 NEED AND DESIRABILITY

From the abovementioned background on the heavy vehicle logistic situation passing through Volksrust and the Pixley Ka Seme Municipal area, the need and desirability of the development of a fully fledged truck stop in Volksrust is evaluated in the following section

Need

The current situation of heavy vehicles parked on the public roads in Volksrust causes a tremendous social and economic burden to the community. If the situation is not addressed adequately with immediate effect by providing proper facilities for man and machine, the cost implications to the community and environment will increase to levels of further degradation of the environment and eventual un-affordability to the community. Such degradation of the environment could lead to unacceptable levels of quality of services and cause a push factor for investors in the town.

By providing properly and suitable facilities for the heavy vehicles, the current negative impact on the town can be turned around in a commodity which is to the economic and social benefit of the Pixley Ka Seme Local Municipality, Gert Sibande District Municipality and the Province of Mpumalanga, as well as the benefit to the community living within the boundaries.

Desirability

In order to accommodate the current influx of heavy vehicles to Volksrust and provide for future expansion, when the need arises, the desired location for such an activity is of crucial importance. The proposed desired location of the activity ideally is to satisfy some of the following, however not limited to such, criteria:

- Easy and convenient direct access to movement corridor and traffic arteries;
- Sufficient parking and manoeuvre space for the long haul heavy vehicles;
- Secure parking and convenience facilities for man and machine;
- Provide sufficient commodities for a sustainable development;
- Have sufficient space for future expansion;
- Not be directly or easily accessible to member of the community not directly related to the services and benefit of the vehicles;
- Consider possible future expansion of the town and mayor road networks;
- Consider the physical character of the environment on and directly immediate to the proposed development;
- Consider the impact of the proposed development on the environment, including social and economical aspects; and
- Consider the imposed traffic situation on the direct vicinity of the site.

From the above criteria, the desirability of the proposed development on the outskirts of Volksrust adjacent to the R23 road to Standerton was established. The character of the site is suitable for the heavy vehicles with minimal negative impact on the environment. More specific details are provided in the following sections.

The proposed development is to provide parking for approximately 150 heavy vehicles, inclusive of service station and related convenient activities. The estimated budgeted cost for the proposed development for 2013 till 2015 is R35 million. During the construction phase approximately 250 employment opportunities will be created, of which 70% of the position will be of local content, and 30 people permanently employed in the operational phase.

The subject site for the proposed development is currently a vacant piece of land with permitted 'Motel and Service Station' land use and room for expansion. The neighbourhood of the immediate surrounding is predominantly agricultural to the north with some mixed use or small holding activities to the south and south west of the subject site with no environmentally protected or sensitive areas in proximity. Therefore the 'greenfield' development will fit on the edge of the current land use and existing environment.

Due to the subject site being on the outskirts of the urban area, with direct and immediate access to the national road, the impact of the full scope of the impact of the development on the environment is much reduced oppose to being in the urban area. Specifics to the related impacts are assessed in related reports to the proposed development.

The subject site is an isolated development outside the urban edge proposed by the current Spatial Development Framework map of the Municipality. There is no land within the urban edge of the Municipality, which is, in terms of size and location, sufficiently suitable for the viable development of a truck stop with the possibility of expansion as projected by the future demand for the parking of trucks. The need for providing secure accommodation for the parked heavy vehicles was raised at the review meeting of the Integrated Development Plan, held on 6 September 2012, and the need will be included in the revised IDP for 2013/2014.

The affect of the proposed development on the environment and the community at large at the proposed location is desirable and an advantage to the local economy.

A.3 ENVIRONMENTAL IMPACT ASSESSMENT

The proposed development of the Long Haul Heavy Vehicle Service Station on the Subject Site ($\pm 8,6$ ha in extend) is larger than 1 ha and less than 20 ha. The proposed facility is to provide storage for liquid petroleum fuel with a capacity of 500 000 litres. These two activities trigger two listed activities in terms of the National Environmental Management Act, 1998 (Act 107 of 1998), which listed activities are contained as Activity No. 13 and 23.(ii) of Listing Notice 1 (GN 544 dated 18 June 2010) and reads as follows:

- “13. *The construction of facilities or infrastructure for the storage, or for the storage and handling, of dangerous good, where such storage occurs in containers with a combined capacity of 80 but not exceeding 500 cubic meters;*”
- and
- “23. *The transformation of undeveloped, vacant or derelict land to –*
- (i)*
 - (ii) residential, retail, commercial, recreational, industrial or institutional use, outside an urban area and where the total area to be transformed is bigger than 1 hectare but less than 20 hectares;*”

Listed activities contained in Listing Notice 1, which include the above activities, are subject to conditions as in terms of Part 2 (Regulations 21 to 25) of the Environmental Impact Assessment Regulations, (GN 543 dated 18 June 2010), which regulations are for conducting a Basic Environmental Report for assessing the environmental impacts of the proposed development.

At the time of writing this memorandum, the basic assessment for the listed activities 13 and 24.(ii) has commenced (EIA No.: **17/2/3 GS-110**) and is conducted by SSI Engineers and Environmental Consulting. The specialist studies required for the compilation of the environmental assessment are approaching completion. Subsequent to the finalization of the assessment, the public participation process for the interested and affected parties, to register as stakeholders, in terms of NEMA, will commence with a public meeting in Volksrust. Thereafter, the basic assessment report will be compiled and submitted to the relevant authority as required in terms of the relevant regulations.

A.4 PIXLEY KA SEME SPATIAL DEVELOPMENT FRAMEWORK ASSESSMENT

In 2010 the Pixley Ka Seme Municipality caused to compile an extensive, broad base Spatial Development Framework (SDF), which framework provides important pointers, key issues, special limitations and constraints, which are to be considered in planning and land management of proposed development in the municipal area. The purpose of the SDF is to guide and inform the planning process with the intention to assist in reducing negative, detrimental impact of developments in and on the build environment. The proposed activity does not contradict any proposals of the SDF.

SDF Meeting SAPS, Headmaster of schools complaining the increase in school children providing services to the heavy vehicle operators parked in town overnight.

A.5 BASIC SOCIO-ECONOMIC ASSESSMENT

The White Paper on an Environmental Management Policy for South Africa (Government Notice 794 of 1998) introduced a new paradigm of sustainable development based on integrated, coordinated environmental management with a focus on people's quality of life, access to land and resources, integration of economics, development, social justice and environmental sustainability and participated governance. Socio-economic Impact Assessment plays an important role in creating social awareness and bringing home the fact that the environment does not only comprise of natural phenomena, but also incorporates human nature.

Any proposed development is never a 'stand-alone' development. Its eventual development has numerous changes, impacts and effects on the living environment on the site, in the immediate vicinity of the site, local, district, provincial and possibly national impacts as well as numerous aspects of society, community, economic and fiscal impacts on the area in which its is proposed. These large numbers of issues have a positive or negative affect on the sustainability of the proposed development, which in turn have influences on decision making for the development, either for or against. Once constructed, the development has a long-term effect on the environment which needs to be carefully considered by all the affected parties, as well as considering mitigation measures where applicable or necessary. The Socio-economic Assessment of the impact of a proposed development has many facets, which play a role, and will be discussed in more detail for the eventual environmental land use application.

The proposed development impacts on the holistic environment in two distinct phases. The first phase is the construction phase which phase brings about immediate drastic change to the environment with a higher impact due to immediate changes of numerous aspects. The second phase is the operational phase, which contains the continuous management of the initial change of the environment to achieve the envisaged sustainability of the development.

The Socio-Economic components and impacts for and of the proposed development will be dealt with in more, specific detail in the Basic Environmental Report (BAR).

A.6 GEOTECHNICAL ASSESSMENT

Messrs Terraforma Newcastle, trading as Duncan Hemingway & Partners have conducted a geotechnical survey of the subject site in August 2012 and subsequent thereto submitted their assessment in a Geotechnical Report comprising of compaction tests and sub-soil profile diagrams, dated 12 September 2012.

The assessment found no adverse conditions on site and certified the subject site to be suitable for the proposed development of a truck stop service station. Due to the presence of clay in the sub-soil, certain precautions were promoted by the report, which precaution measures need to be incorporated into the design and subsequent development of the buildings.

A.7 GEOHYDROLOGICAL ASSESSMENT

In August 2012, Messrs Engeolab cc conducted a detailed site inspection on the subject site and surrounding area and submitted a detailed Preliminary Geohydrological Assessment Report, dated October 2012.

The geohydrological assessment report does not refer to any adverse effects or conditions on the site or in the surrounding area which might impact negatively on the development or be impacted on negatively by the proposed development.

A.8 ENGINEERING SERVICES

The location of the subject site, being in an agricultural precinct, outside of an urban area, has no infrastructural services installed delivering services from the Municipality to the subject site. In the proposed development no installation of engineering services will be required from the Municipality.

For the initial phase of the development of the Subject Site, potable will be sourced from under ground water extractions. New boreholes will be installed on site and extracted water will be tested for human consumption on a regular basis and results submitted to the authorities. An application for water extraction permit will be compiled and submitted to the relevant authorities once development authorization has been obtained. The application for a permit for the extraction of ground water will become a condition of establishment for the development. Alternatively water will be conveyed to the site by tankers and stored in suitably designed water containers or reservoir.

At a later stage during the proposed development, water supply will be required from the municipality from a point approximately 2 km to the south of the subject site along the R23 in the urban area. Negotiations for the installation of the new bulk water mains from the existing municipal mains to the site will be conducted with the relevant authorities and landowners prior to the installation thereof.

Wastewater generated from the activities on site will be contained on site in suitably designed conservancy tanks and possibly treated on site. Excess wastewater will

mechanically be removed from site by vacuum tankers and discharged at the municipal water purification plant, subject to a Services Agreement between the municipality and the applicant.

The estimated demand for water is obtained from the CSIR Guidelines for Human Settlement Planning and Design, (2009) Chapter 9, Page 22, Table 9.14, which recommends a minimum of 400 l/day per 100m² of gross floor area of the buildings for the proposed development.

A suitably qualified engineer will design all engineering infrastructure to the satisfaction of the municipality. Buildings will be constructed in terms of the national building norms and building plans approved by the local authority prior to the construction of the buildings.

In the construction of the fuel containers, special precaution will be incorporated in the design to prevent any possible spillage. In the event of accidental spillage, measurements to contain such possible disaster will be incorporated to the satisfaction of authorities.

A stormwater management plan will be compiled and submitted as part of the EIA application papers.

A.9 PARASTATAL COMMENTS

The compilation of the specialist studies for the proposed development has, at the time of this report not been completed for submission to the relevant stakeholders for comments. As yet no formal representation was submitted except for verbal discussion with the local authority and The Mpumalanga Department of Co-operative Governance and Traditional Affairs. Therefore no comments have been received thus far.

In the environmental process consultation with all relevant stakeholders will be entertained as required in terms of the relevant legislations. Any further communications conducted and completed documentation received will be submitted if and when obtained in the various public participation processes.

Pixley Ka Seme Local Municipality

In a letter dated May 2012, the then Acting Municipal Manger of the Pixley Ka Seme Local Municipality pledged the support for the proposed development of the truck stop, hereto attached as Attachment “K”.

The general public lodged numerous complaints and petitions against the parking of heavy vehicles in the town at night. A copy of a complaint and the petition lodged by the Democratic Alliance is hereto attached as Attachments “I” and “J” respectively.

At a meeting of the IDP Representative Forum, held on 6 September 2012 in the Council Chamber of the local municipality, various members of the forum raised the need for the development of truck-inn facilities in Volksrust.

The representative from the South African Police Services emphasized the lack of proper secure facilities for the trucks and crew and that up to 106 heavy vehicles are parking at night in the town, which occurrence is unsafe and causes social problems. The member

of the forum for Community Safety raised independently from the SAPS similar issues of concern. Reference is made to Pages 4 and 3 respectively of the minutes of the Forum meeting held on 6 September 2012, which minutes are hereto attached as Attachment “M”

On request of the Speaker of the Local Authority Council, the applicant presented to proposed project to the full Council at its meeting held on 25 September 2012. At the meeting the honourable Mayor verbally provided Council’s support and requested officials to assist in prioritizing issues relating to the development of the proposed truck stop.

Subsequent to the applicant’s presentation of the proposed development to Council, the proposal was included at the IDP Review 2012/2013 meeting held in Volksrust on Ward 4 related matters. The minutes of the IDP Review 2012/2013 Committee, held on 18 October 2012 (Page 6 Attachement “N” hereto) refers to the presentation made to Council by the applicant with regards to the development of the proposed truck stop (Inn). It is believed the proposed project will be included in the IDP for the Local Authority for the year 2013/2014 as a priority project.

It is anticipated that Council will support the signing of the proposed Services Agreement between the Municipality and the developer at its scheduled meeting to be held at the end of November 2012. The signed Services Agreement should be at hand early in December 2012.

Department of Agriculture, Forestry & Fisheries

An application in terms of Act 70 of 1970 was submitted to the competent authority on the proposed development of the truck stop on the subject site. In a letter, dated 16 October 2012, DAFF indicates not to have objections against the proposed development and therewith provides its consent. A copy of the letter is hereto attached as Attachment “O”.

Land Claims Commission

In a letter dated 4 October 2012 from the Department Rural Development & Land Reform, the Regional Land Claims Commission Mpumalanga confirmed that no land claim is lodged against the subject site. A copy of the letter is hereto attached as Attachment “P”.

PART B SITE SPECIFICS

B.1 INTRODUCTION

The Subject Site is situated on the north western outskirts of Volksrust, approximately 2 km from the urban edge and 4,5 km from the centre of town of the central business district. Originally the land formed part of the Smalkloof Farm 122 and in 1920 was subdivided and separated from the mother property as a separate land entity. A SG Diagram of the Subject Site was not available at the time of this report, however a SG Diagram of the remainder of the original portion, from which the site originates, could be obtained (See attached Subdivision Diagram SG No. A 2489/21, survey dated August 1920, marked as Attachement “A”).

The subject site is a narrow, rectangular shaped portion of land located to the northeast and directly along the R23 National Road and within a predominantly agricultural precinct. Access to a farm and guesthouse to the northeast of the Subject Site, from the R23, traverses the site through the centre of the narrow width of the site. The access road will not be affected by the proposed development and will be contained at its current location.

The status of the R23 has recently been promulgated to National Road status. Therefore the jurisdiction of the road is with the South African Road Agency LTD (SANRAL).

The Subject Site is populated along the R23 with stands of Eucalyptus trees which tree will be removed in the construction phase. No structures are present on the subject site and is not improved.

B.2 PROPERTY DESCRIPTION, OWNERSHIP & TITLE CONDITIONS

The Subject Site comprises of Portion 9 (of portion 5) of the Smalkloof Farm No. 122 HS, Volksrust. The size of Portion 9 (of portion 5) of the Smalkloof Farm is approximately 8,5653 hectares in extend. Reference is made to the attached copy of the Subdivision Diagram SG No. A2489/20 of the adjacent, original farm, survey dated August 1920, and marked as Attachement “A”.

In terms of the Deed of Transfer No. T 106266/2004, Portion 9 (of portion 5) of the Smalkloof Farm Vryheid is owned by the TOWB TRADING cc, Registration No. CK 2004/052622/23. Reference is made to the attached copy of the Deed of Transfer No. T 106266/2004, dated 28/09/2004, marked as Attachement “B”. The Close Corporation took transfer of the property in 2004.

Mr. J.C. Kok, ID.No. 680106 5025 08 7, 50% share member of the close corporation, is the appointed executive manager of the close corporation, and conducts all business on behalf of the close corporation and therewith the assets of the close corporation. Mr.

C.A. Harper, ID.No. 690316 5026 08 8, is the other 50% share member of the close corporation.

The Deed of Transfer, related to the Subject Site (T106266/2004), contains conditions which conditions have an impact on the proposed development. The conditions are translated from Afrikaans and read as follows:

'A A Notarial Deed 262/1940S in favour of the electricity supply commission for the conditional traversing of a electrical power line over the property.

'B.

- "1. *The land may not be subdivided prior to obtaining written permission from the National Transport Commission as the Relevant Authority as described in Act 21 of 1940 read in conjunction with Act 44 of 1948.*
2. *The land may only be used for Motel an Petrol Service Station purposes and no shops or business or industry may be opened or conducted on the land without the prior written approval of the National Transport Commission as the Relevant Authority as described in Act 21 of 1940 read in conjunction with Act 44 of 1948.*
- 3 *No building or any construction whatsoever may be opened or conducted on the land within a distance of 94,46 metres measured from the centre line of the National Road without the prior written approval of the Controlling Authority as defined in Act No. 21 of 1940 read in conjunction with Act 44 of 1948."*

In the proposed development, condition B.1. and B.2. are not affected.

The existing powerline causes construction limitations in the proposed development. Negotiations for the moving of a portion of the offending electrical powerline will be undertaken with the relevant authority. Subsequent to mutual agreement between the applicant and ESKOM, to move the electrical powerline, clause A will not be applicable and an application for the removal of the condition from the Deed of Transfer will be applied for.

The imposed building restriction line of 94,46 meters in width along the R23 poses a major constraint in that a big portion of the available land may not be developed without the consent of the relevant authority. An application for the relaxation of the building line will be submitted to those relevant authorities in due course. The application will also address the proposed development and use for which written consent from the relevant authority is required.

B.3 SITE LOCATION

The Subject Site is located to the northwest, and adjacent to, the R23 National Road, approximately 4,5 km northwest of the centre of the central business district of Volksrust. The approximate co-ordinated for the centre of the subject site is Latitude 27°20'17,64" South and Longitude 029°51'44,29" East (Google Earth).

B.4 SITE CHARACTERISTICS

Portion 9 (of portion 5) of the Smalkloof Farm No. 122 HS, Volksrust, (Subject Site) was created as a separate entity in 1920. The Subject Site is situated in an agricultural precinct and does not fall within the boundaries of the formal Volksrust Town Planning Scheme.

Due to the fact that the Subject Site was created nearly a century ago with the title permission to use the land for a 'Service Station' and 'Motel' as a Title condition, it is accepted the site to be suitable for development and that the authorities have done the necessary studies to formalize the Condition of Establishment of the land portion prior to registration in the Deeds Office and subsequent sale of the land portion. Having said that, the property has no 'zoning' in terms of a town-planning scheme, however, in modern interpretation may be interpreted as an specific, independent, land use scheme for that land.

The external form of Subject Site is a longish, narrow, irregular shape of land along the northwest boundary of the Volksrust – Standerton R23 National Road. The dimensions of the site are approximately 560 meters long along the R23 and ± 125 meters deep at the narrowest part. The long leg of the irregular shape site is along the R23 with sufficient length for possible safe access to the site, especially for accesses required for a service station for long haul heavy vehicles.

The subject site is situated on top of a minor watershed and slightly sloping to all northwest, northeast and southeast directions. The general slope of the slope is flat with a small degree of gradient to the northeast away from the R23. The average slope of the property is less than 2° (1:36,88), suitable for a service station development.

As mentioned earlier in this report, neither the geotechnical nor the geohydrological assessment of the site revealed any condition, which might adversely affect the subject site and or the proposed development.

B.5 DEVELOPMENT PROPOSAL

The current owner purchased the property with the intention to develop a service station, if and when the need arises and the venture proven financially feasible. On a continual basis over the past years, the applicant had discussions with officials of the local municipality pertaining the proposed development. The favourable attitude by municipal officials and Councillor's, constituted for the applicant to conduct further discussions and interaction with other stakeholders and commenced by appointing specialists for conducting required assessments of aspects of the activities proposed for the land.

The proposal is for the development of a Long Haul Heavy Vehicle Service Station, together with the storage of petroleum fuel on the Subject Site. The service station is to be complimented with convenient shops normally associated with such an activity and provide for parking facilities for long haul heavy vehicles. Facilities for minor maintenance of these vehicles will also be required and developed. No facilities for providing over night accommodation facilities will be provided on site.

The size of the Subject Site is sufficient to be utilised for the proposed activities with ample of free space for the envisaged activities, vehicular movement and parking.

The development is proposed to be undertaken in phases with the first phase being the development of the parking, ablution, convenient shop, workshop and site offices. Once development approval for the full extend of the proposed development has been obtained, the application for the storage and retail of petroleum fuel will be applied for at the relevant authority. Subsequent to proper authorization of all envisaged activities and aspects, the second phase of the envisaged construction will commence with the construction of the fuel storage facilities, fuel bowsers and canopy.

The facilities for the refuelling of vehicles, together with the ingress / egress to and from the R23, is to be situated in the most southeast corner of the Subject Site, with the vehicle parking facilities further into the site to the northwest along the R23. The location of the access and fuel outlet in the southern portion of the site will provide ample time for drivers to decide whether to turn off and visit the site or not, increasing the likelihood of possible patronage from traffic from Standerton on the R23. The exact position and geometric design of the access will be conducted in consultation with the relevant authority prior to the final layout design and construction.

Service station facility in the form of fuel outlet provided with a canopy, bowser islands and buildings for a small convenient shop or kiosk with ablution facilities and a kitchenette and laundrette for the benefit of vehicle operators will be developed (Total building floor area not exceeding 8000 m²). In order to provide maximum turning and holding capacity for the awaiting heavy vehicles to be refuelled, the position of the fuel outlet is to be located at the most accessible portion of the site. Driving and parking lanes for vehicles will clearly be demarcated on the ground for the management of vehicular movement and parking.

For easy and convenient access from the parked vehicles, five, suitably designed, convenient and functional, ablution only facilities for the vehicle operators will be developed on the proposed site, providing for both male and female patrons. The buildings for the ablution facilities will each be approximately 70 m² in size.

More often than not, heavy vehicles, travelling the long hours on the road, encounter some minor faults on the vehicles. To assist the vehicle operators with these faults, a small workshop for minor repairs is proposed on the site. Minor repairs are to include battery charging or replacement, wheel changes, light repairs on the vehicles, load securing facilities, minor engine and vehicle lubrication, exhaust and vacuum system repairs, but will exclude major work and services to vehicle engines. A building of 250 m² for the workshop function is proposed and to be located in the north west corner of the site.

Electrical power points will be provided on site for electricity to be supplied to some vehicles that require electricity, for instance some cooling and refrigerator trucks.

B.6 TOWN PLANNING

As mentioned earlier in this memorandum, Subject Site is situated outside the boundary of a formal town planning scheme area and, in terms of the Pixley Ka Seme Local Municipality Spatial Development Framework (SDF), outside of the urban edge of the town.

The Volksrust Town Planning Scheme dates back to 1974 and is very much outdated with regards to land uses, land use and zoning definitions, compared to the neighbouring province of KwaZulu-Natal. The use and activity of land for heavy vehicles has a much higher impact on the environment with further reaching consequences than a normal service station and is not specifically catered for in the Volksrust Town Planning Scheme.

In addition, the Pixley Ka Seme Local Municipality is in the process of embarking on the compilation of a new Land Use Management System (LUMS) to incorporate the full extend of the land under its jurisdiction in one Land Use System. It would therefore make sense to compile a specific land use scheme for the site which conditions may be incorporated into the new, proposed LUMS for the Municipality as a specific, separate land use scheme.

KZN has conducted extensive research with regard to the development and land use controls along the N2 and N3 National roads in KZN for the proposed activity. The close location of the proposed development to the border of KZN, the related connectivity due to the linking road network of the R23 to the N11 as well as to promote consistency across provincial boundaries, it is proposed and suggested as a departure that a land use scheme for the site is compiled, based on existing, similar land uses in KZN.

Currently authorities apply a lot of pressure for improving the conditions for vehicle operators with emphasis on the well being of man and machine and the effect thereof on the build environment. The changed approach in mind, is a further motivator for a new zone, applicable to all relevant activities, to be compiled for the eventual land use application and suitable conditions negotiated with authorities to the satisfaction of all the stakeholders.

In compiling specific land use criteria for the development, the “KwaZulu-Natal Land Use Management System Guidelines for the Preparation of Schemes for Municipalities – Update 2011” dated March 2012, (GPSM) was consulted, the Volksrust Town Planning Scheme (VTPS), as well definitions from other schemes. Land Use Zones in the GPSM are divided into categories of usage. ‘Service Stations’ are categorized as ‘Mixed Uses’ and ‘Truck Stops’ as ‘Transportation and Access’. Both the land uses, service station and truck stops, are providing similar functions to vehicular needs and differ in needs for the different size of the vehicles. Both land uses will need permission from the Department of Energy for petroleum fuel retail. It would therefore make sense that both land uses resort under a land use category notation in a land use scheme as ‘transport’. A ‘service station’ zone is therefore more appropriately categorized as ‘Transportation and Access’ opposed to ‘Mixed Use’, which is suggested for the land use scheme for the Subject Site.

At this stage it needs to be emphasised that there is believed to be a difference between a ‘Service Station for Heavy Vehicles’ and a ‘Truck Stop’. We are of the opinion that a Truck Stop is to cater for all the aspects related to the heavy vehicle uses which are to include over night facilities, health care facilities, facilities for vehicles to stay for prolonged durations and possibly be managed by authorities and might not necessary

have refuelling facilities. A 'Service Station for Long Haul Vehicles' should cater for the immediate requirements of the vehicle operators and vehicles and should permit limited duration of stay over.

B.6.1 Land Uses

In order to provide for a sustainable and viable establishment on the Subject Site and to inform of the required land uses, Table A below provides the types of building, land uses and definitions which might be required for the proposed development as part of an independent scheme.

Table A: LAND USE and/or BUILDING TYPES

No.	LAND USE / BUILDING TYPE	DEFINITION
1.	Convenient Shop (Limited to convenience for service stations)	Means a building or land use for any retail trade of business ancillary to the retail of petroleum fuel wherein the primary purpose is the selling of goods and appliances by retail and includes a building used for the purpose of hairdresser, ticket agency, showroom (including motor showroom restricted to the display and sale of vehicles only), auction mart, or for the sale of food and drink for consumption on the premises, and for the reception of goods or where perishable foodstuff may be washed, cleaned, altered, dry-cleaned and repaired and includes ancillary buildings ordinarily incidental to the conduct of the retail business, but does not include an industrial building, garage, service station, milk depot or hotel.
2.	Garage	Means a building used for the servicing, repair, storage, display, sale, spray of vehicles together with facilities connected with these activities including storage and sale of liquid petroleum fuel, lubricants, motor spares and accessories, tourist maps, brochures and including an office, storeroom, workshop, grease pit and machinery; and may also include a shop with the Special Consent of Council, provided that the shop is an ancillary use to the sale of liquid fuel.
3.	Laundrette	Means a building used for the purpose of washing and drying clothes and household fabrics, where the machines used are electrically operated and quiet running, and of the type which process each customer's articles individually, and which may be operated by the customer. The washing media used shall be the type that shall not cause harmful effluent to be discharged into the sewerage system.
4.	Parking Garage	Means a building, part of a building or land designed primarily for the purpose of parking and includes washing of motor vehicles, but does not include a building, any part of which is designed for the use as a workshop for the repair of motor vehicles or for the sale of liquid fuel, oils and accessories.
5.	Restaurant	Means a building or portion of a building used primarily for the preparation and sale of food, confectionary and beverages for consumption on the premises.
6.	Service Station	Means a building and area (a) wherein is sold, by retail sale only: (i) petrol or petroleum derivatives capable of use in internal combustion engines; (ii) lubricating oils and greases; (iii) spare parts, including electrical equipment;

		<ul style="list-style-type: none"> (iv) tyres, tubes, valves and repair equipment; or (v) tourist brochures and other such incidentals; and <p>(b) where the following operations are carried on:</p> <ul style="list-style-type: none"> (i) running repairs of a minor nature; (ii) lubricating and greasing; (iii) washing and cleaning of vehicles, but shall not include panel beating, spray painting or the carrying out of vehicle body repair work or repairs of major nature to the engine or transmission system thereof. <p>(c) access for long haul heavy vehicles with loads of above 15 tons are prohibited.</p>
7.	Service Station - Heavy Vehicle (Long Haul)	<p>Means a building and area specifically designed and constructed for accommodating long haul heavy vehicles</p> <p>(a) wherein is sold, by retail sale only:</p> <ul style="list-style-type: none"> (i) petrol or petroleum derivatives capable of use in internal combustion engines; (ii) lubricating oils and greases; (iii) spare parts, including electrical equipment; (iv) tyres, tubes, valves and repair equipment; or (v) tourist brochures and other such incidentals; and <p>(b) where the following operations are carried on:</p> <ul style="list-style-type: none"> (i) running repairs of a minor nature; (ii) lubricating and greasing; (iii) washing and cleaning of vehicles, but shall not include panel beating, spray painting or the carrying out of vehicle body repair work or repairs of major nature to the engine or transmission system thereof. <p><i>Definition to be negotiated with the authorities</i></p>
8.	Small scale economic Activities	<p>Means all retail activities which are operated by an individual on an informal basis provided that each operator occupies a space of no more than 30 square metre in extent. No specific town planning scheme controls except those deemed necessary by the local authority shall be applicable.</p>

The VTPS does not specifically make provision for 'heavy vehicle service station', which per implication of the type of patrons, would require some 'industrial' land use association with regard to the heavy, and occasional hazardous, loads, normally not associated with a "normal" 'Service Station' and require specific care. The intention for the development is not to provide facilities for a formal truck stop and therefore 'overnight accommodation' for the vehicle crew will not be provided, only ablution facilities and secure resting areas and facilities for less than 4 hours visitation.

The above required land uses are proposed and are to be negotiated in detail with relevant and applicable authorities.

B.6.2 Zoning Scheme

In the Volksrust Town Planning Scheme, only 'Zone V): Special Zone 1' provides for the activity and use of land as 'Public Garage' ('Service Station') as a free entry use and is

relevant to only four erven in Volksrust. 'Zone VI): General Industrial' and 'Zone VII): Special Industrial', permit the 'Public Garage' use with Councils Special Consent only.

Considering the nature of the proposed land use, none of the current zones in the VTPS satisfy all the requirements for a sustainable development and further emphasizes the need for an independent land use scheme for the Subject Site

Table B below provides a proposal for the required use zone for the proposed development, together with land uses permitted with the Special Consent from the Local Authority's Council.

Table B – PROPOSED LAND USE ZONES

Zone	Purpose for which Buildings may be erected and land may be used	Purpose for which Buildings may be erected and land may be used only with special consent.
CATEGORY: TRANSPORTATION AND ACCESS		
Service Station - Heavy vehicle / Long haul	1. Convenient Shop; 4. Parking Garage; 6. Service Station; 7. Service Station - Heavy Vehicle (Long Haul).	2. Garage; 3. Laundrette; 5. Restaurant; 8. Small Scale Economic Activities.

The specific content of the proposed zones will be discussed in detail with the Municipality in the pre-application process.

B.6.3 FAR / Coverage / Building Densities, Building Lines, Side and Rear Spaces

Table C below provides the coverage, floor area ratio (FAR), densities and building height for the proposed zones and development, as well as building lines, side and rear spaces, which controls are directly sourced from the VTPS.

Table C – PROPOSED COVERAGE / FAR / BUILDING CONTROLS

ZONE	FAR	COVERAGE	BUILDING HEIGHT	BUILDING LINE / SIDE & REAR SPACE
Service Station - Heavy vehicle / Long haul	0,10	10%	2	7 / 4

The building line for the property, in terms of the Deed of Transfer condition B.3., imposes the building line along the southwest boundary, which are along National Road, to be 94,46 meters from the road centreline, which distance is excessive and will be applied for relaxation and supersedes the proposed building line for this scheme.

B.6.4 Parking Provision

All parking requirements will be provided as prescribed by the relevant authorities.

B.6.5 Other

Specific Scheme and development limitations, conditions and requirements will be negotiated and discussed with the relevant authorities in the eventual land development application.

B.7 INFRASTRUCTURE AND MUNICIPAL SERVICES

As mentioned earlier, at a later stage only, water mains infrastructural services will be required from the Municipality. In general the proposal is for the development to be semi-self sustained with community and health services required from the Municipality, which services will be dealt with in the Services Agreement between the applicant and the Municipality.

All services installations will be conducted to the satisfaction of the Municipality.

B.7.1 Water

Initially, water for the proposed development will be obtained from available and new boreholes on the Subject Site and later water supply will be complimented with water from a municipal connection. The water sourced from the boreholes will be tested for human consumption by a reputable water laboratory and water test certificate submitted with the final application papers.

The total daily demand for water for the development is estimated at 10,000 per 24-hour day. Once detailed layout and building designs are available, specific water need requirements will be calculated as per floor area ratio and use. The yield from the boreholes, as yet, has not been tested.

The water from the boreholes will be stored on site in suitable designed reservoirs with sufficient capacity to provide for a 72-hour supply and provided with a filtration system prior to the water entering the reservoir. Regular water quality tests will be conducted and results submitted to the Municipality for record purposes.

Once development approval has been obtained, application for a water extraction permit will be applied for to the relevant authority, which requirements are to form part of the Condition of Establishment for the development.

Prior to the commencement of the second phase of the development, which is for the development of the Service Station component of the activities, the installation of the water mains from municipal network will be installed as agreed by the parties to the development.

B.7.2. Sewer

A water born sewer is proposed for the development. In order to save on available water on site, a water purification plant installation is proposed on the site. Purified water will be tested on a regular basis and reused in the water supply system if found feasible.

A conservancy tank for the sewer will be installed on site, which tank will be used as a 'float' tank. In emergency cases or when capacity is reached the sewer may mechanically be extracted with a vacuum tanker and delivered to the Municipal water purification plant. The service of the Municipality, accepting the sewer or even the

collection of the sewer, will form part of the Services Agreement between the applicant and the Municipality.

B.7.3. Electricity

Eskom is to supply and satisfy the main electricity demand and details thereof discussed in the pre-development application process which service is to be negotiated in a separate Services Agreement between ESKOM and the developer.

In order to reduce the dependency of the proposed development on the net, the development will be complimented with a range of renewable electrical sources of which detail will be provided in the eventual application and development papers.

B.7.4 Solid Waste Removal

Solid waste generated by the development, is to be delivered to Municipality at its landfill site, and also to be included in the Services Agreement.

An area suitably designed for the purpose of storage of solid waste will be constructed on site to the satisfaction of the Municipality.

B.7.5 Emergency Services

Fire fighting facilities will be installed on site to the satisfaction of the Municipality with the provision of the emergency fire fighting service by the Municipality, also part of the Services Agreement.

B.7.5 Community Services

All other community services provided by the Municipality will be applicable and available to the development.

PART C Epilogue

C.1 CONSENTS AND COMMENTS RECEIVED

At the time of writing of this memorandum, the consent from the Department of Agriculture, Forestry and Fisheries as well as the comments from the Regional Land Claims Commission were at hand in support of the proposed development. No other consents or written comments were received in term of the environmental process. Specialist studies conducted thus far also revealed no adverse effects by or on the proposed development. Any comments or representation received by the applicant will be submitted to inform the authorization processes for the development of the Long Haul Heavy Vehicle Service Station.

C.2 CONCLUSION

The research and studies conducted over the years have proven the site to have potential for the development of a Service Station, and together with its location in relation to the R23, N11, other road to Vrede and Wakkerstroom, the town of Volksrust and the District. The compiling of specialist studies to the proposed development will provide input to and inform the process of the eventual approved development and /or limitations and condition to be incorporated into the Condition of Establishment for the development.

It is concluded that the content and detail of the eventual Basic Environmental Report and the development application papers will be complimented by the negotiations conducted and information gathered through the land use pre-application process. Thus far no negative factors or impacts against the proposed development have been observed and therewith the proposed development supported and recommended

Compile by:

Sieghard Knöcklein
Town Planner

Signature:

12 November 2012
Date: