9/2/4/2-984T

CITY OF TSHWANE
IGNITING EXCELLENCE

City Planning and Development Department

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My ref:	CPD 9/2/4/2-984T Item:15663	Tel:	012 358 3462 / 3068
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Contact person:	Charie Calvert / Wandile Mabuza	Email:	CharieC@tshwane.gov.za
Section/Unit:	Regional Spatial Planning		

REGISTERED LETTER

City Scope Town Planners
P. O. Box 72780
Lynnwood Ridge
0040

Sir/Madam

APPROVAL OF REZONING APPLICATION IN TERMS OF SECTION 56 OF THE TOWNPLANNING AND TOWNSHIPS ORDINANCE, 1986 (ORDINANCE 15 OF 1986)
TSHWANE AMENDMENT SCHEME 984T: ERF 451, 452, 453/1, 453/R AND 454, MORELETA PARK.

Amended Approval, this approval replaces the previous approval dated: 02 May 2012

The City of Tshwane has in terms of the provisions of Section 56 of the Town Planning and Townships Ordinance, 1986 (Ordinance 15 of 1986) approved the rezoning of the **Erf 451, Moreleta Park from "Special" for Offices to " Business 4" for office use with a FSR of 0,5**, and **Erf 452, 453/1, 453/R and 454 Moreleta Park from " Special Residential" to " Business 4" for offices with a FSR of 0,5,** subject to the conditions contained in Annexure 1 and the attached Annexure T and the payment of the contributions for the provision of engineering services.

Contributions for the provision of engineering services are payable to the Municipality in accordance with Section 63(1) of the Town Planning and Townships Ordinance, 1986 (Ordinance 15 of 1986), once the Amendment Scheme has been promulgated in the Provincial Gazette. Refer any enquiries regarding service contribution and / or conditions directly to the Public Works and Infrastructure Development Department. **Please note that the bulk service contributions as indicated in this approval letter are not the final amounts. You will receive the final bulk service contribution amounts with the issuing of the Section 63(1) letter from the Legal Services: Development Compliance.**

The Municipality's approval in the above regard, should not be seen or interpreted thus being so, as approval or approval in principle, of any application that may follow on the relevant erf.

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2012 -10-
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Lefapha la Thulaganyo le Tlhabololo ya Toropo • Ndzawulo ya Vupulani bya Dorobankulu na Nhluvuko
UMnyango Wezentuthuko Yokuhlelwa Kwedolobha
City Planning Development Department

16/10/12
Michael

REMARKS:

Kindly take note that all amounts in respect of the provision of engineering services, except the amount in respect of electricity, must be paid at Nardus Dodds, Room 206, 2nd floor, BKS building, 373 Pretorius street. This approval letter must be produced when payments are made.

All amounts in respect of electricity are payable at Room 426, Bothongo Plaza East building, Schoeman Street,

This approval is given in terms of the Council resolution dated 31 March 2011, which delegated the authority to approve such applications to the Strategic Executive Director: City Planning Department or an official authorized in writing by the latter.

Yours Faithfully

f STRATEGIC EXECUTIVE DIRECTOR: CITY PLANNING AND DEVELOPMENT

Date.....

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HARD COPIES TO:

CHIEF FINANCIAL OFFICER: FINANCIAL SERVICES: REVENUE MANAGEMENT DIVISION
(For attention: Nardus Dodds)
(For attention: Treasury Management: Meter Services: Dayalan Pillay)

THE HEAD: LEGAL SERVICES: Development Compliance
(For attention: Legal Services: Land use Rights and Township Establishment – Registration Office 17th floor Saambou Building)
For further finalization

PLEASE PROMULGATE THE APPROVAL

CORPORATE AND SHARED SERVICES
(For Attention: Auxiliary and Administration Services)

ELECTRONIC COPIES TO:

STRATEGIC EXECUTIVE DIRECTOR: PUBLIC WORKS AND INFRASTRUCTURE DEVELOPMENT
(For Attention: Roads and Storm Water: Infrastructure Planning and Management)
(For Attention: Roads and Storm Water: Traffic Engineering and Operations)
(For Attention: Water and Sanitation: Infrastructure Development: Water)
(For Attention: Water and Sanitation: Infrastructure Development: Sewerage)
(For Attention: Energy and Electricity

STRATEGIC EXECUTIVE DIRECTOR: AGRICULTURE AND ENVIRONMENTAL MANAGEMENT
(For Attention: Environmental Planning and Cemetery Services)
(For Attention: Open Space Management)
(For Attention: Environmental Management: Parks & Horticultural Services)

ANNEXURE 1

COMMENTS OF THE DEPARTMENTS

1. Public Works and Infrastructure Development

(unaltered)

1.1. Water and Sanitation

The Division Water & Sanitation has no objection to this application but on the following Pre Proclamation conditions:

1. Water and sewerage services are available, but:

2. The fire flow required for this proposed development is 20 liter per second. Our Master Planners GLS Consulting has been appointed to determine if the existing water pipe system in the street next to the above erven and the rest of the water infrastructure, can provide this flow and if not what upgradings are necessary. According to their report upgradings must be done by the developer to fulfil this requirement to this Division's satisfaction.

3. The developer must be prepared to sign a services agreement to this effect, to do the applicable upgradings , and provide guarantees.

4. The following guarantees must be provided:

   4.1 Water upgradings: R 102 760,00

   4.2 Sewerage connections: R 30 000,00

5. Contributions are payable due to the fact that this application increases the demand on the existing infrastructure as set out in Annexure B and C attached. Part of the water contribution in Annexure B may be set off against the cost of the upgrading as set out in the proposed services agreement.

Moreletapark-Erf 451 - 454 -Rez-Res to Office-1 Jul 2011-AL

WATER ENGINEERING SERVICES

1. Particulars of the manner in which the amount of the contribution for water engineering services was determined, as well as the purpose for which the contribution required are set out below.

2. The contribution for water engineering services is calculated on the basis of the cost of the enhancement or improvement of the infrastructure necessary to supply the increased demand as a consequence of the coming into operation of an amendment scheme (rezoning), the granting of a consent in terms of the applicable Town Planning Scheme (consent use), or for the subdivision of an erf in a township, as the case may be.

The increased demand is expressed in kl per day and calculated as follows:

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3.1 the existing daily water demand for the subject property/is calculated on the total size thereof (5 erven), being 7 694 m² and the existing land uses pertaining thereto (Residential 1 in terms of the Town Planning Scheme), is 10,4 kl per day calculated as follows:

- The annual average daily demand (AADD) for water consumption of a Residential 1 erf larger than 1501 m² is 2,4 kl per day ;

- The annual average daily demand (AADD) for water consumption of a Residential 1 erf larger than 501 m² but smaller than 1001 m² is 1,6 kl per day ;

- The AADD is 3 erven x 2,4 +2 erven x 1,6 = 10,4 kl/day

3.2 The escalated water demands for the subject property/is, with due consideration of the newly approved land use right for 3847,0 m² of offices with a FSR of 0,5, is 30,776 kl per day calculated as follows:

- The AADD for offices is calculated at 0,8 kl per 100 m² of potential floor area;

- With a FSR of 0.5, a floor area of 3847,0 m2 can be developed on the total area of 7694 m2;

- 3847,0 m2 /100 m2 x 0, 8 kl = 30.776 kl per day.

3.3 The increase in water demand which can be attributed directly to the change in land use rights of the subject property/is, i.e. the escalated water demand of 30,776 kl per day less the existing water demand of 10,4 kl per day = 20,376 kl per day.

4. The cost to enhance or upgrade the existing water engineering services in order to provide for the increased demand of 20,376 kl per day was calculated on a pro rata basis of the present-day cost to upgrade the existing water engineering services infrastructure, on a Rand per kl basis at R3 214,80 per kl as set out below.

5. The growth in water consumption in the Municipal area between 2010 and 2034 was estimated at a total of 1 005 837 kl per day.

5.1 The cost of new main water pipes and reservoirs in order to provide for this growth was estimated at R2 114 504 290,00 (VAT excluded) as at 31 December 2010.

5.2 A contribution amount was thus calculated by dividing R2 114 504 290,00 by 1 005 837 kl per day resulting in an average amount of R2 102.00 per kl of future growth.

5.3 Council resolved to provide a rebate of 10% of this amount when calculating contributions consequent upon township development, rezoning, subdivision or consent use. This rebate was rounded up to R 210.00 per kl. The amount per kl used for the calculation of contributions is therefore R2 102,00 per kl – R210.00 = R1 892.00 per kl (VAT excluded);

5.4 the average cost to upgrade existing reticulation networks within established townships within which rezonings, subdivisions or consent used are granted, in order to provide for the increased demand consequent thereupon, was calculated at R 928.00 per kl as at 31 December 2010 (VAT excluded). This cost is added to the R1892.00 per kl in respect of main pipes and reservoirs to reach the amount of R2 820.00 per kl, which, together with VAT, amounts to R3 214.80 per kl;

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6. The cost to enhance or upgrade the existing water engineering services infrastructure necessitated by the coming into operation of this amendment scheme is therefore calculated as R3 214.80 x 20,376 kl per day = R 65 504,76 (inclusive of 14% VAT).

7. The purpose for which the contribution is required is to enhance or upgrade the existing water engineering services in order to create the necessary capacity for the increased demand which will result from the coming into operation of the amendment scheme.

8. The contribution in 6. can be partly offset against the cost of the upgrading for this specific development as set out in Annexure F of the agreement, which leaves a R 27 030,00 contribution.

9. A suitable guarantee of R 102 760,00, must be provided to the Municipality to the satisfaction of the Legal Department before proclamation can take place.

SEWERAGE ENGINEERING SERVICES

1. Particulars of the manner in which the amount of the contribution for sewerage engineering services was determined, as well as the purpose for which the contribution is required are set out below.

2. The contribution for sewerage engineering services is calculated on the basis of the cost of the enhancement or improvement of the infrastructure necessary to supply the increased demand as a consequence of the coming into operation of an amendment scheme (rezoning), the granting of a consent in terms of the applicable town Planning Scheme (consent use), or for the subdivision of an erf in a township, as the case may be.

3. The increased demand is expressed in kl per day and calculated as follows:

3.1 the existing daily sewerage outflow for the subject property/ies calculated on the total size thereof (5 erven), being 7 694 m² and the existing land uses pertaining thereto namely Residential 1 in terms of the Town Planning Scheme, is 4.0 kl per day calculated as follows:

- the sewerage outflow per day allocated to a residential 1 erf larger than 500 m² is 0,8 kl per unit;

- 5 erven x 0,8 = 4,0 kl/day

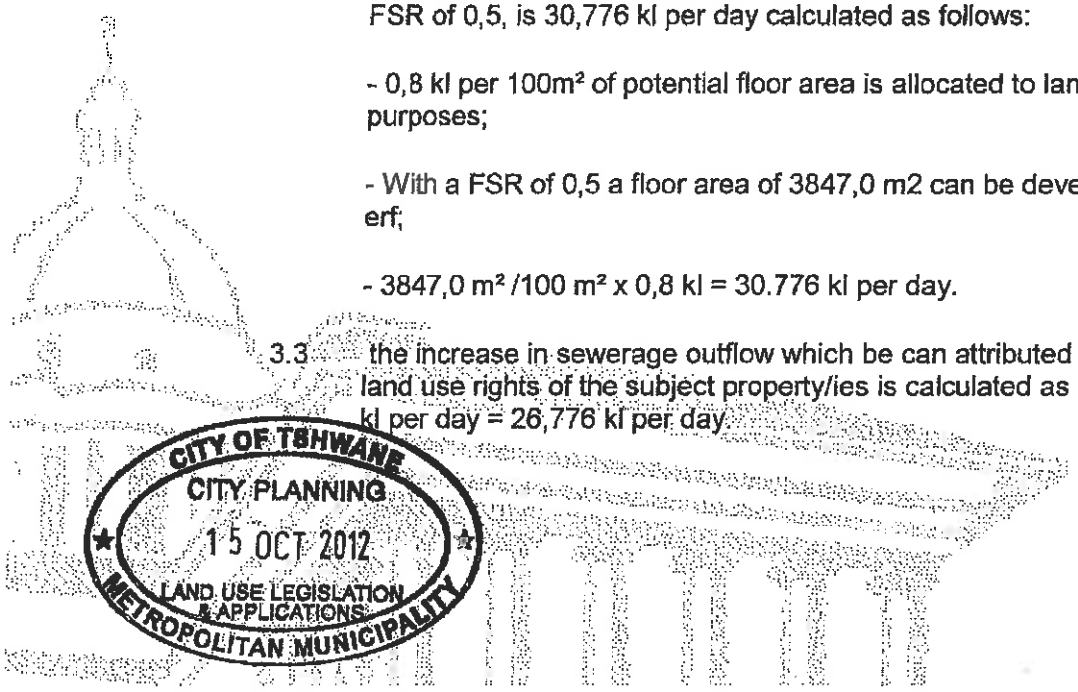
3.2 the escalated sewerage outflow for the subject property/ies, with due consideration of the newly approved land use rights of 3847,0 m² of offices with an FSR of 0,5, is 30,776 kl per day calculated as follows:

- 0,8 kl per 100m² of potential floor area is allocated to land zoned for office purposes;

- With a FSR of 0,5 a floor area of 3847,0 m2 can be developed on the 7694 m² erf;

- 3847,0 m² /100 m² x 0,8 kl = 30.776 kl per day.

3.3 the increase in sewerage outflow which be can attributed directly to the change in land use rights of the subject property/ies is calculated as 30,776 kl per day – 4,0 kl per day = 26,776 kl per day.



4. The cost to enhance or upgrade the existing sewerage engineering services in order to provide for the increased demand of 26,776 kl per day was calculated on a pro rata basis of the present-day cost to upgrade the existing sewerage engineering services infrastructure, which was calculated on an average Rand per kl basis at R5 246.28 per kl as set out below.

5. The growth in waste water outflow as a result of anticipated development and densification trends from 2010 to the year 2034 for all the different areas in the Municipality was calculated at 1 129 990 kl per day.

5.1 The cost to provide new bulk waste water facilities over the period up to 2034 was estimated at R4 768 963 600,00 as on 31 December 2010.

5.2 The contribution amount for new bulk waste water facilities was calculated by dividing the R4 768 963 600 with the growth of 1 129 990 kl per day, resulting in an average cost of R4 220,00 per kl of daily outflow.

5.3 Council resolved to grant a rebate of 10% on this amount in the calculation of contributions consequent upon township development, rezoning, subdivision or consent use. This rebate was rounded to R 422.00 per kl. The amount per kl used for the calculation of contributions is therefore R4 220,00 per kl minus R422,00 = R3 798,00 kl per day (VAT excluded).

5.4 The average cost to upgrade localised sewer networks within existing townships, link sewer lines and interceptor sewers within which rezonings, subdivisions or consent used are granted, in order to provide for the increased demand consequent thereupon, was determined at an average of R 804,00 per kl as at 31 December 2010 of daily outflow (VAT excluded). This cost is added to the R3798.00 per kl in respect of new bulk waste water facilities which totals R4 602,00 per kl which, together with 14% VAT amounts to R5 246,28 per kl of estimated increased sewerage outflow.

6. The cost to enhance or upgrade the existing sewerage engineering services infrastructure necessitated by the coming into operation of this amendment scheme is therefore calculated as R5 246,28 x 26,776 kl per day = R 144 671,42 (inclusive of 14% VAT).

7. The purpose for which the contribution is required is to enhance or upgrade the existing sewerage engineering infrastructure in order to create the necessary capacity for the increased demand which will result from the coming into operation of the amendment scheme.

8. A suitable guarantee of R 30 000,00 for the provision of sewer connections, must be provided to the Municipality to the satisfaction of the Legal Department before proclamation can take place.

1.2 Roads and Storm-water

1.2.1 Infrastructure Planning and Management

All entrances and exits, internal roadways and parking areas shall be paved and shall meet the requirements of the General Manager: Roads and Storm water.

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No person or organisation may work within the road reserve without the prior permission of the General Manager: Roads and Storm water.

The control of storm water must meet the requirements of the General Manager: Roads and Storm water as the site is developed.

A ROADS AND STORMWATER CONTRIBUTION IS PAYABLE AS FOLLOWS:

Contribution for Roads:	R 27 566.44
Contribution for Storm water System:	R 43 544.19
Total Contribution payable by the developer:	R 71 110.63

ROADS ENGINEERING SERVICES

A) Particulars of the manner in which the amount of the contribution for roads engineering services was determined, as well as the purpose for which the contribution is required are set out below.

B) The contribution for roads engineering services is calculated on the basis of the cost of the enhancement or improvement of the infrastructure necessary to provide for the increased demand for the service as a consequence of the coming into operation of an amendment scheme (rezoning), the granting of a consent in terms of the applicable Town Planning Scheme (consent use), or for the subdivision of an erf in a township, as the case may be.

C) The increased demand is calculated with reference to the increase in the number and type of trips generated by the new land use rights of the property in consequence of the rezoning. In this regard two types of trips are taken into account:

C1) the increase in the total peak-hour trips generated by the new land use rights which is used to calculate the contribution which relates to the width or capacity component of the enhancement to the existing roads system; and

C2) the increase in the heavy vehicle volume generated by the new land use rights which is used to calculate the contribution which relates to the strength component of the enhancement to the existing roads system.

D) The increased demand is calculated as follows:

D1) The existing land use rights of the subject property is 'RESIDENTIAL AND OFFICES' with a total number of 3 units and 584.7 m² :

D1-1) A primary peak hour trip generation of 2.6+2.7=5.3 trip(s); and

D1-2) An equivalent 80kN axle load (E80/day) heavy vehicle trip generation of 0 E80's/day;

D2) The proposed zoning of the subject property is `BUSINESS 4 ( EXCLUDING MEDICAL ROOMS)` with site area of 7694 m² and floor ratio of 0.5. Therefore the developable area is 3847 m² which has:

D2-1) The primary peak-hour trip generation rate for the proposed land use rights is 17.7 trip(s);

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D2-2) The equivalent 80kN axle load (E80/day) heavy vehicle trip generation for the proposed land use rights is 0;

D3) The increase in primary peak-hour trip generation is therefore 12.4 trips, and the increase in the E80/day trip generation is therefore 0.

E) The cost of enhancement is calculated differently for the major roads system and the local street system as is set out below.

The major roads system

F) The cost to enhance the width component of the major roads system is calculated on a Rand per peak-hour trip basis as the average cost to accommodate one peak-hour trip on the major roads network in the whole of the Municipal area.

G) The major roads network comprises all Class 1, 2 and 3 routes that do not form part of the National or Provincial roads network and has a total area of 5 564 517m².

H) The average cost to construct a major road (as at June 2002) is R305,12 per m². This comprises a width component of R168,89 per m² and a strength component of R136,23 per m².

I) The total cost to replace the major roads network (hereinafter referred to as `the value`) is therefore:

I1)	width component:	R 939 791 276,13;
I2)	strength component:	R 758 054 150,91;
I3)	total value:	R 1 697 845 427,04.

J) The total peak-hour trips in the Municipality is 461 863 which gives a unit value for the width component of R2 034,78 per peak-hour trip.

K) It is therefore estimated that on average, each newly generated peak-hour trip on the major roads system will necessitate the upgrading of the width component of the system at a cost of R 2 034,78 per trip.

L) For purposes of the calculation of the contribution, this amount is reduced by the amount of subsidies and loans available to cover such cost in an amount of R 649,17 per peak-hour trip, to give a contribution of R 1 385,61 per additional peak-hour trip generated by the new land use rights. The amount of R 1 385.61 has been adjusted to present day unit cost of R 2223.1 per additional peak-hour trip.

M) To this must be added the strength component which is calculated on the basis of cost per E80/day. The total number of E80`s/day in the Municipality is 208 076 which gives a unit value for the strength component of R 3 643,16. The unit value for the strength component must be reduced with R 1 162.62 which represents the amount financed by Municipal loans and subsidies. The unit value of the strength component is therefore R 2 480,54.

N) The number of E80`s/day responsible for the reduction of the roads life by one year over a structural design period of 20 years is 135,4 for major roads. The unit cost for the strength component (R 2 480,54) of major roads must therefore be divided by a reduction factor of 135,4 to give a unit cost of R 18,32/E80/day to be multiplied by the increased of E80`s/day generated by the new use. The unit rate of R 18.32 has been adjusted to present day cost of R 29.4/E80/day.

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O) It is therefore estimated that each new E80/day trip generated by the new use will necessitate the upgrading of the strength component of the major road system in order to cope with the extra axle load at a cost of R 18,32/E80/day. The unit rate of R 18,32 has been adjusted to present day cost of R /E80/day.29.4/E80/day.

The Local street system

P) No width component is charged in respect of the local street network if not NEW TOWNSHIP DEVELOPMENT. If New Township development, then the CoT must contribute to local streets as follows:

No contribution required

Q) No strength component is charged in respect of the local street network.

R) THE CALCULATION FOR ROADS IS THEREFORE AS FOLLOWS:

1) Total roads contribution:

R 2223.1 per peak-hour trip X 12.4 = R 27 566.44

R 29.4/E80/day X 0 = R 0

Total R 27 566.44

S) The purpose for which the contribution is required is to enhance or upgrade the existing roads engineering infrastructure in order to create the necessary capacity for the increased demand which will result from the coming into operation of the amendment scheme.

STORMWATER ENGINEERING SERVICES

A) Particulars of the manner in which the amount of the contribution for storm water engineering services was determined, as well as the purpose for which the contribution is required are set out below.

B) The contribution for storm water engineering services is calculated on the basis of the cost of the enhancement or improvement of the infrastructure necessary to cater for the increased storm water run-off as a consequence of the coming into operation of an amendment scheme (rezoning), the granting of a consent in terms of the applicable Town Planning Scheme (consent use), or for the subdivision of an erf in a township, as the case may be.

C) The increase in storm water run-off occurs due to an increase in building area and impermeable areas. The maximum allowable coverage of the site in terms of the Town Planning Scheme, adjusted to include all roof and paved areas is used in the calculation and is represented by the storm water run-off coefficient `C`. The C value indicates the ratio between the area of the site so covered and the total area of the site.

D) The increased run-off coefficient is calculated as follows:

D1) the existing land use rights of the subject property is 'RESIDENTIAL AND OFFICES'. The existing C value is therefore 0.4.

the new land use rights of the subject property is 'BUSINESS 4 (EXCLUDING MEDICAL ROOMS)'. The new C value is therefore 0.95.

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D3) The difference (in C value) between 4.1 and 4.2 is 0.55, which constitutes the C value to be used in the calculation.

E) The cost of enhancement of the storm water engineering services in order to cater for the increased storm water run-off is calculated on a pro rata basis of the present-day cost to replace the total existing storm water engineering infrastructure within the Municipal area. This infrastructure consists of a main storm water system, a local storm water system and water courses.

F) For purposes of calculation, the present-day replacement cost is expressed as a unit cost representing the cost in Rand per square metre of all covered and paved areas within the Municipal area.

The main storm water system

G) The cost of the existing main storm water system has been determined to be

R83,80 per m² of paved and kerbed road area. The total paved and kerbed road area (main roads) in the Municipal area is 32 452 499m². The total value of the main storm water system is therefore R2 719 519 416,20.

H) The total unit of `consumption or utilisation` within the Municipality is

646 295 446m². This has been calculated by applying an average C factor to the land areas of all existing uses.

I) The unit cost is therefore calculated as R4,21. R0,14 of this unit cost is financed by Municipal loans and subsidies and is deducted to achieve a unit cost used for calculation of the contribution of R4,07 as at 2003. This has been adjusted to a present-day unit cost of R6.5.

Local storm water system

J) The cost of the existing local storm water system has been determined to be R39,67 per m² of paved and kerbed road area. The total paved and kerbed road area (local streets) in the Municipal area is 32 452 499m². The total value of the local storm water system is therefore R 1 287 390 635,33.

K) The total unit of `consumption or utilisation` within the Municipality is divided into this value to achieve a unit cost of R1,99. Of this amount, R0,01 is financed by Municipal loans and subsidies which is deducted to achieve the contribution to be made at a unit cost of R1,98 as at 2003. This has been adjusted to a present-day unit cost of R3.2.

Water courses

L) The actual expenditure by the Municipality to upgrade and improve water courses in order to accommodate additional run-off from new developments is an amount of R217 273 774,38.

M) Expressed as a unit cost in respect of the estimated total unit of `consumption or utilisation` within the Municipal area, this amounts to a unit cost of R0,34. As no Municipal loans and subsidies exist in this regard, the unit cost for purposes of calculation of the contribution is R0,34 as at 2003. This has been adjusted to a present-day unit cost of R0.6.

The total unit cost in respect of all three of the components amounts to R10.29. The storm water contribution is therefore calculated as the C value of the new zoning (0.95) minus

the C value of the existing zoning (0.4) multiplied by the site area 7694 m² multiplied by R10.29 for a total contribution of R 43 544.19.

O) The purpose for which the contribution is required **is** to enhance or upgrade the existing storm water engineering services in order to cater for the increased storm water run-off which will result from the coming into operation of the amendment scheme.

(unaltered)

1.2.2 Infrastructure Planning and Management (Geology)

1. In order.

2. The following clause must be incorporated in the Scheme:

2.1 An engineer must be appointed before the approval of building plans, who must design, specify and supervise structural measures for the foundations of structures, according to the soil conditions prevalent on site. On completion of the structures, he must certify that all his specifications have been met.

(unaltered)

1.2.3 Traffic Engineering and Operations

The Traffic Impact Analysis compiled by Messrs WSM Leshika Consulting (Pty) Ltd has reference.

This Division supports the proposed development subject to the following conditions:

1. The land use rights must be limited to offices with an FSR of 0.25.

2. A left-in left-out access, 6m wide at Erf 451, to the development must be to the satisfaction of the City of Tshwane Metropolitan Municipality.

3. Due to the impact of the development on the surrounding road network, the following road improvements must be implemented at the applicant's own cost:

   3.1 A left-turn slip lane at the access must be provided.

   3.2 A traffic circle at Rubenstein Drive and Canon Street must be constructed. The design of the traffic circle on safety and functionality must be discussed with Frank Lambert (0123587707).

4. Pedestrian walkway must be provided along the property frontage at Rubenstein Drive.

5. The geometric standards as stipulated in the UTG1 documentation must be applied with the design and construction of all upgrades on roads under the jurisdiction of the Municipality.

6. Existing public infrastructure, e.g. cycle and pedestrian facilities, must be retained or replaced where affected by the proposed road upgrades.

7. In addition to the above, the following facilities must be provided.

8. All loading and off-loading activities must take place on site.

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b. Turning facilities for heavy vehicles must be provided on site.

c. On-site parking (2.5 x 5 m), with manoeuvring space (7.5 m) must be provided at the ratios (4 bays per 100m²) as prescribed in Table G of the Tshwane Town Planning Scheme, 2008, provided that it remains the responsibility of the applicant / land owners to ensure that sufficient parking is available on site. Should insufficient parking be available, additional parking must be provided or if not possible the land use must be restricted.

d. Measures must be implemented to alleviate the possibility of parking on the verge areas. Consideration must be given to the accommodation of public transport vehicles and pedestrians.

8. All road improvements, accesses and other facilities must be implemented to the satisfaction of the Executive Director: Roads and Storm water.

9. The road upgrades identified must be designed and constructed to the requirements and specifications of the relevant roads authority under which jurisdiction the specific route resorts.

10. The applicant must bear all costs for design and construction of all road improvements, accesses and other facilities. These upgrades must also be included in the service agreement for roads and storm water.

11. An application for the execution of work on the Municipality's property, for all works within the road reserve, will be submitted to the Executive Director: Roads and Storm water for consideration and no works within the road reserve will commence unless the Executive Director: Roads and Storm water has granted his written approval thereof.

12. The applicant must furnish the Municipality with a guarantee, to the satisfaction of the Head Legal and Secretarial Services and the Chief Financial Officer, for the total value of the works prior to promulgation of the Scheme. This guarantee must remain in force until all the road works have been completed.

13. A complete Building Plan must be submitted before any building construction may commence, at the cost of the applicant, for the approval of the Division: Roads and Storm water. Details regarding unobstructed access and storm water drainage must be clearly shown on the Site layout plan of such a Building Plan.

14. Occupation of the building shall take place when all the external road works have been constructed.

(unaltered)

1.3 Energy and Electricity

(1.0) Particulars of the manner in which the amount of the contribution for Electrical Engineering Services was determined, as well as the purpose for which the contribution is required are set out below.

(2.0) The contribution for electrical engineering services is calculated on the basis of the cost of the enhancement or improvement of the infrastructure necessary to supply the increased demand as a consequence of the coming into operation of an amendment scheme, the granting of a consent in terms of the applicable Town Planning Scheme of an erf in a township, as the case may be.

(3.0) The increased demand is calculated as follows:

(3.1) The zoned maximum demand of the scheme amendment BEFORE coming into operation of was calculated on the basis of:

13.8 kVA X (Area Factor) 1.0 X (Total Units) 5 = (Total) 69.0 kVA

(3.2) The zoned maximum demand of the scheme amendment AFTER coming into operation of the amendment was calculated on the basis of:

8.0 kVA per 100m² X (Stand Area m²) 7744 m² X (Floor Area Ratio) 0.5 = (Total) 309.8 kVA

(3.3) The increased demand is calculated as the difference between the after and before calculations set out above, i.e. (3.2) 309.8 kVA – (3.1) 69.0 kVA = (3.3) 240.8 kVA

(4.0) The cost to enhance or upgrade the existing electrical engineering services in order to provide for the increased demand of (3.3) 240.8 kVA was calculated on a pro rata basis of the present day cost to replace the existing electrical engineering infrastructure, which was calculated on a Rand per kVA basis at R2 000.00 per kVA (Excl 14% Vat), as set out below:

(4.1) High Voltage Connections - Taken directly from the 11kV switchgear of a primary 132kV substation where the developer adds a full bay including transformer(s) (transformer B or C) on the existing primary substation: Cost/kVA = R150.00 and the Cumulative Cost/kVA = R150.00

(4.2) Medium-voltage connections - Taken directly from the 11kV switchgear of a satellite- or 132kV substation: Cost/kVA = R1 450.00 and the Cumulative Cost/kVA = R1 600.00

(4.3) Medium-voltage connections - Taken from the 11kV distribution network: Cost/kVA = R100.00 and the Cumulative Cost/kVA = R1 700.00

(4.4) Low-voltage connections - For connections made to the low voltage busbars within miniature and communal substations, as well as to the outgoing terminals of the 11 000/415V transformer on rural lines: Cost/kVA = R 300.00 and the Cumulative Cost/kVA = R2 000.00

(4.5) Low-voltage connections - For connections made to the low-voltage distribution network: Cost/kVA = R150.00 and the Cumulative Cost/kVA R2 150.00

(4.6) Low-voltage connections - For connections made at an existing metering cubicle: Cost/kVA = R150.00 and the Cumulative Cost/kVA R2 300.00

(5.0) The cost to enhance or upgrade the existing electrical engineering infrastructure necessitated by the coming into operation of the amendment scheme is therefore calculated as R2 000.00 X 240.8 kVA + R67 424.00(14% VAT) Total Amount = R549 024.00

(6.0) The purpose for which the contribution is required is to enhance or upgrade the existing electrical engineering infrastructure in order to create the necessary capacity for the increased demand which will result from the coming intro operation of the amendment.

Payments: As from 1 July 2011 ONLY bank-guaranteed cheques will be accepted by the City of Tshwane. Payments in (5) can be made by bank-guaranteed cheques at the Nelson Mandela Plaza East Building, Room 426, Schoeman Street, Pretoria. Alternatively, payments can also be made with bank-guaranteed cheques or cash at any City Treasury

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Counters in Tshwane. With prior arrangement electronic payments can also be made. If payments are not paid in at Bothongo Plaza East Building a copy of the receipt MUST be submitted or faxed together with a copy of the approved Scheme Amendment to City Development, fax number (012) 358-4272.

* Information: (Farms/Bulk Connections) - Fees mentioned in (5.0) are only the external service contribution and does not include the connection point. An electrical connection will be given from the medium voltage 11 kV distribution network. A further connection fee will be payable when application is made for such a connection point at Building Connection Section of this Division at Bothongo Plaza East, Room 426, Schoeman Street, Pretoria.

* Information: Any removal, moving and/or change to the existing electrical network that may become necessary due to this application, will be for the applicants cost.

* Information: Should an new connection or an upgrade in the existing electricity supply be required at any future stage which is capacity wise in excess of the existing credit or in excess of the existing connection, an additional external service contribution will be payable. Application can be made at Connections (Application in Pretoria area - Schoeman Street, Bothongo Plaza East, Room 426; Application in Centurion area - Basden Street, Centurion Depot, Room J14/J16; Application in Akasia area -Rosslyn Offices, Room A1-92, c/o Doreen & Frans du Toit Rd, Rosslyn.)

(unaltered)

2. Community Safety

2.1 Metropolitan Policing: Traffic

This Department has, in principle, no objection to the approval of the abovementioned application, on condition that:

All loading activities must take place on the premises:

Access to the erf must be to the approval of the City of Tshwane Metropolitan Municipality:

The applicant must erect and maintain (a) non-removable physical barrier(s) on the street boundary(ies) (approved entrances excl.) to the satisfaction of the City of Tshwane Metropolitan Municipality:

No parking will be allowed on the road reserve:

Sufficient parking space, as stipulated by the Town Planning Scheme for this area, must be provided on the premises:

(unaltered)

2.2.1 Fire Brigade Services

Any future structures/buildings being erected on the above-mentioned premises, must conform to the provisions of the National Building Regulations, SABS 0400, Part T.

(unaltered)

3. Health and Social Development

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3.1 Municipal Health Services

The Executive Director: Municipal Health Services has, from a health point of view, in principle no objection to the granting of the application on condition that:

Public Place A Public Place must comply with the requirements of the Tobacco Control Act (Act No 83 of 1993) and the Regulations promulgated there under.

Air-conditioning or compressors: No air-conditioning or compressor units may be mounted on the outside walls of buildings without the prior consent of the Executive-Director: Health Services.

Mitigation measures for air pollution & noise abatement: Any mitigation measures or requirements for air pollution-, noise abatement- or any other health measures set by the Executive Director: Health Services must be complied with to the satisfaction of the said official.

(unaltered)

4. Corporate and Shared Services

4.1 Legal Services

The application can be supported from a legal point of view.

(unaltered)

5. Agricultural and Environmental Management

5.1 Environmental Planning and Cemetery Services

(unaltered)

5.1.1 Open Space Management

In considering the merits of the application, the Open Space Management Section took heed from the following directives:

„X The National Environmental Management Act, 1998 (Act 107 of 1998) (NEMA): its decision-making principles and Environmental Impact Assessment Regulations;

„X The Tshwane Environmental Policy (TIEP);

„X The Tshwane Open Space Framework (TOSF) Policy Statements and Typologies.

CONCLUSION AND CONDITIONS

„X The application can be supported by the Open Space Management Section subject to the following conditions:

Site and Landscape Development Plan of the development and its interface treatment with the Open Space must be submitted for approval. Such Site and Landscape Development Plan must be drafted by a professional Landscape Architect

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- The development must plant 1 (one) endemic (local to the area) 50 litre tree for every 2 (two) parking bays provided.

Boniswa Masinyana

(unaltered)

5.1.2 Parks and Horticultural Provision Management

The application can only be supported by the Parks and Horticultural Services Section (Urban Forestry Sub-Section) subject to the following conditions:

The proposed development may have no adverse impact on any existing tree within the road reserve or result in the removal of any such tree. Should any form of road upgrading or road reserve upgrading be contemplated, such upgrading must take existing trees into consideration and integrate such trees within the overall planning solution. The removal of trees within the road reserve on account of such upgrading will not be supported and could result in the Section requesting an Environmental Impact Assessment.

Where the formalization of parking areas and/or road reserves are proposed, special care should be taken to ensure the provisioning of proper planting holes. A space of 2 x 2m is in this regard required around trees. The 4m² may not be subjected to compacting and any other ancillary negative development impacts.

(unaltered)

6. City Planning

6.1 City Planning and Development

6.1.1 Building Control

A Site Development plan, compiled by a person suitably qualified to the satisfaction of the Municipality, shall be submitted and approved by the Municipality prior to the submission of a Building Plan application.

Such approval does not waiver the requirements to apply for a Street Building line Encroachment as per relevant Town Planning Scheme.

No Building work may be started prior to the approval of the Building Plan application.

(unaltered)

6.1.2 Development Compliance and Enforcement

No contravention is currently being investigated by the Development Control Section regarding this property.

(unaltered)

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ANNEXURE T OF TSHWANE AMENDMENT SCHEME 984T

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 451, 452, Portion 1 of 453, Remainder of 453, AND 454, MORELETAPARK

1	Use Zone	9: Business 4
2	Uses permitted	Table B, Column (3), excluding Medical Consulting Rooms
3	Uses with consent	Table B, Column (4)
4	Uses not permitted	Table B, Column (5)
5	Definitions	Clause 5
6	Density	Not applicable
7	Coverage	50%
8	Floor Area ratio	0, 5 (including the basement parking).
9	Height	The height of the building shall not exceed 2 storeys. Provided that the second story shall only be allowed if the Municipality is satisfied that such story will not detrimentally affect the privacy of the adjoining property owners.
10	Site development plan and landscape development plan	1) The site development plan shall comply with all requirements with regard to access management, road improvements and traffic calming measures as may described by the local authority. 2) A site development plan and landscape development plan, unless otherwise determined by the Municipality, compiled by a person suitably qualified to the satisfaction of the Municipality, shall be submitted to the Municipality for approval prior to the submission of building plans. 3) The landscaping, in terms of the landscape development plan, shall be completed by completion of the development or any phase thereof. The continued maintenance of the landscape of the landscape development shall be to the satisfaction of the Municipality. 4) All buildings and elements on the erf which have been determined worthy of preservation by local authority must be indicated on the site development plan to the satisfaction of the local authority and shall be maintained in accordance with the approved site development plan.
11	Building lines	In terms of the scheme.

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ANNEXURE T OF TSHWANE AMENDMENT SCHEME 984T

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 451, 452, Portion 1 of 453, Remainder of 453, AND 454, MORELETAPARK

12	Parking requirements	Demarcated parking spaces with a permanent dust-free surface, together with the necessary maneuvering space, shall be proved and maintained on the erf to the satisfaction of the Municipality as follows: (1) Offices: 4 Parking spaces per 100 m² GLA. (2) Parking pockets with a maximum of 4 parking spaces should be provided. At least 12,5m² of soft landscaping should be established between 2 parking pockets (3) At least 1 tree per 2 parking spaces should be provided in a parking area.
13	Paving of traffic areas	All parts of the erf upon which motor vehicles may move or park, shall be provided with a permanent dust-free surface shall be paved, drained and maintained to the satisfaction of the Municipality.
14	Access to the erf	Entrances to and exits from the erf shall be located, constructed and maintained to the satisfaction of the local authority and comply with any approved and prevailing basis planning and access management plan applicable.
15	Loading and off-loading facilities	All loading and off-loading activities shall only take place within the boundaries of the erf.
16	Turning facilities	Sufficient maneuvering space shall be provided on the property to the satisfaction of the City of Tshwane Metropolitan Municipality.
17	Physical barriers	1) A permanent non-removable physical barrier shall be erected and maintained on the street boundary of the erf (approved entrances and exits excluded) to the satisfaction of the Municipality. 2) A screen wall (minimum 2,1m high), if required by the Municipality, shall be erected and maintained on the boundaries of the erf, to the satisfaction of the Municipality. The design, height and finish of the screen wall shall be to the satisfaction of the Municipality.
18	Health measures	(1) Any requirement regarding air pollution-, noise

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PROPERTY DESCRIPTION: ERF 451, 452, Portion 1 of 453, Remainder of 453, AND 454, MORELETAPARK

		abatement or health measures set by the Municipality shall be complied with to the satisfaction of the Municipality without any cost to the Municipality. (2) No air-conditioning units or compressors may be mounted to the exterior walls of buildings without the prior consent of the Municipality. (3) Flood lights used to illuminate the buildings or signs should be positioned as such that none of the light spills onto adjacent properties or shines into eyes of motorists or pedestrians. Lights may also not shine higher than 0,5m beneath the top of the buildings to prevent light pollution.
19	Outdoor advertising	Advertisements and/or sign boards shall not be erected or displayed on the erf without the written consent of the Municipality first being obtained in terms of municipal by-laws for outdoor advertising.

20 General:

1) The Municipality shall not approve any building plan which does not comply with the proposals in the approved site development plan with particular reference to the elevation and architectural treatment of the proposed building or structure.

2) In the event where two or more of the properties are functionally combined with a single entrance and shared parking, the necessary reciprocal servitudes of right-of-way must be registered to ensure full access and the unencumbered usage of joint parking spaces.

3) Erven 451, 452, Portion 1 of 453, Remainder of 453 and 454 shall be consolidated prior to the approval of building plans.

4) In addition to the above conditions the erf and buildings thereon are further subject to the general provisions of the Tshwane Town-planning Scheme, 2008.

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ANNEXURE T OF TSHWANE AMENDMENT SCHEME 984T

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 451, 452, Portion 1 of 453, Remainder of 453, AND 454, MORELETAPARK

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3	Uses with consent	Table B, Column (4)
4	Uses not permitted	Table B, Column (5)
5	Definitions	Clause 5
6	Density	Not applicable
7	Coverage	50%
8	Floor Area ratio	0, 5 (excluding the basement parking area), on the proviso that parking can be provided in basements; otherwise 0,4 in the event of only surface parking being provided.
9	Height	The height of the building shall not exceed 2 storeys. Provided that the second story shall only be allowed if the Municipality is satisfied that such story will not detrimentally affect the privacy of the adjoining property owners.
10	Site development plan and landscape development plan	1) The site development plan shall comply with all requirements with regard to access management, road improvements and traffic calming measures as may described by the local authority. 2) A site development plan and landscape development plan, unless otherwise determined by the Municipality, compiled by a person suitably qualified to the satisfaction of the Municipality, shall be submitted to the Municipality for approval prior to the submission of building plans. 3) The landscaping, in terms of the landscape development plan, shall be completed by completion of the development or any phase thereof. The continued maintenance of the landscape of the landscape development shall be to the satisfaction of the Municipality. 4) All buildings and elements on the erf which have been determined worthy of preservation by local authority must be indicated on the site development plan to the satisfaction of the local authority and shall be maintained in accordance

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PROPERTY DESCRIPTION: ERF 451, 452, Portion 1 of 453, Remainder of 453, AND 454, MORELETAPARK

		with the approved site development plan.
11	Building lines	In terms of the scheme.
12	Parking requirements	Demarcated parking spaces with a permanent dust-free surface, together with the necessary maneuvering space, shall be proved and maintained on the erf to the satisfaction of the Municipality as follows: (1) Offices: 4 Parking spaces per 100 m² GLA. (2) Parking pockets with a maximum of 4 parking spaces should be provided. At least 12,5m² of soft landscaping should be established between 2 parking pockets (3) At least 1 tree per 2 parking spaces should be provided in a parking area.
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15	Loading and off-loading facilities	All loading and off-loading activities shall only take place within the boundaries of the erf.
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17	Physical barriers	1) A permanent non-removable physical barrier shall be erected and maintained on the street boundary of the erf (approved entrances and exits excluded) to the satisfaction of the Municipality. 2) A screen wall (minimum 2,1m high), if required by the Municipality, shall be erected and maintained on the boundaries of the erf, to the satisfaction of the Municipality.

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PROPERTY DESCRIPTION: ERF 451, 452, Portion 1 of 453, Remainder of 453, AND 454, MORELETAPARK

		The design, height and finish of the screen wall shall be to the satisfaction of the Municipality.
18	Health measures	(1) Any requirement regarding air pollution-, noise abatement or health measures set by the Municipality shall be complied with to the satisfaction of the Municipality without any cost to the Municipality. (2) No air-conditioning units or compressors may be mounted to the exterior walls of buildings without the prior consent of the Municipality. (3) Flood lights used to illuminate the buildings or signs should be positioned as such that none of the light spills onto adjacent properties or shines into eyes of motorists or pedestrians. Lights may also not shine higher than 0,5m beneath the top of the buildings to prevent light pollution.
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20 General:

1) The Municipality shall not approve any building plan which does not comply with the proposals in the approved site development plan with particular reference to the elevation and architectural treatment of the proposed building or structure.

2) In the event where two or more of the properties are functionally combined with a single entrance and shared parking, the necessary reciprocal servitudes of right-of-way must be registered to ensure full access and the unencumbered usage of joint parking spaces.

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