

Erf 4603 Despatch

LAND USE APPLICATION

June 2016



SETTLEMENT PLANNING SERVICES

Geo-Spatial Solutions

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1 APPLICATION

This report serves as motivation for the rezoning of Erf 4603 Despatch from Undetermined to Industrial.

1.1 LOCALITY

The erf is situated within the area known as Jachtvlakte, which is an undeveloped area between Chatty to the south, Kwanobuthle to the east Despatch to the east and Uitenhage to the north. Erf 4603 is situated in the middle of this area south of and adjacent to the southern boundary of the Nelson Mandela Bay Logistics Park. Refer to Figure 1



FIGURE 1: REGIONAL LOCALITY

1.2 PROPOSED ZONING PARAMETERS

Proposed Zoning: Industrial

The Uitenhage Town Planning Scheme provides for the following development parameters for an Industrial Zoning.

Primary uses: Industrial buildings Public Garages, warehouses

Secondary Uses: Business premises shops scrap yards, noxious industrial buildings, special buildings

Maximum coverage in this zone shall be 75%

Parking: For the purpose of loading or off-loading facilities, suitable areas shall be provided in accordance with the following

Category for building concerned	Actual area of building in m ² to nearest m ²	Required extent of loading area
Industrial Building	2500m ²	1 Bay
	over 2500m ² -5000m ²	2 Bays
	Every additional or fraction thereof 10000m ²	1 additional bay.

Provided that for the purpose of this regulation a single bay shall be deemed to measure less than 20m².

For the purpose of providing parking for visitors and employees, provision shall be made by industries for on-site parking in accordance with their individual requirements and shall not subsequently hold Council responsible for the provision of additional parking area or bays to cater for visitors/employees

Building Lines:

4m to the street improvement line shown in the map

Other: The restrictions applicable to the public garages in the business zone shall be applicable in this zone. PROVIDED that the panel-beating, spray-painting and bodybuilding, etc. shall be permitted.

1.3 POTENTIAL DEVELOPMENT

1.3.1 DEVELOPMENT EXTENT

Based on the development parameters set out above and on an assumption that 70% of the site can be used for Industrial Buildings (Excluding Roads, parking, environmental and service areas etc) the maximum coverage will permit 59000m² of ground floor area.

1.3.2 PROPOSED ACCESS

The property does not currently have direct access to a constructed public road, but obtains access to the R368 via an existing gravel road. It is intended to retain the current alignment and surface of this road until such time as the surrounding area is developed and the erf can connect into the future road network. (Refer to Figure 2.) As an Alternative to crossing the floodline between point A and B, a new road link can be created to the current dual lain access road to the Logistics Park (See hatched red line). This road will follow the alignment of the proposed Stanford Road Extension. An additional alternative will be to combine a section of the existing and alternative route (See 'C').

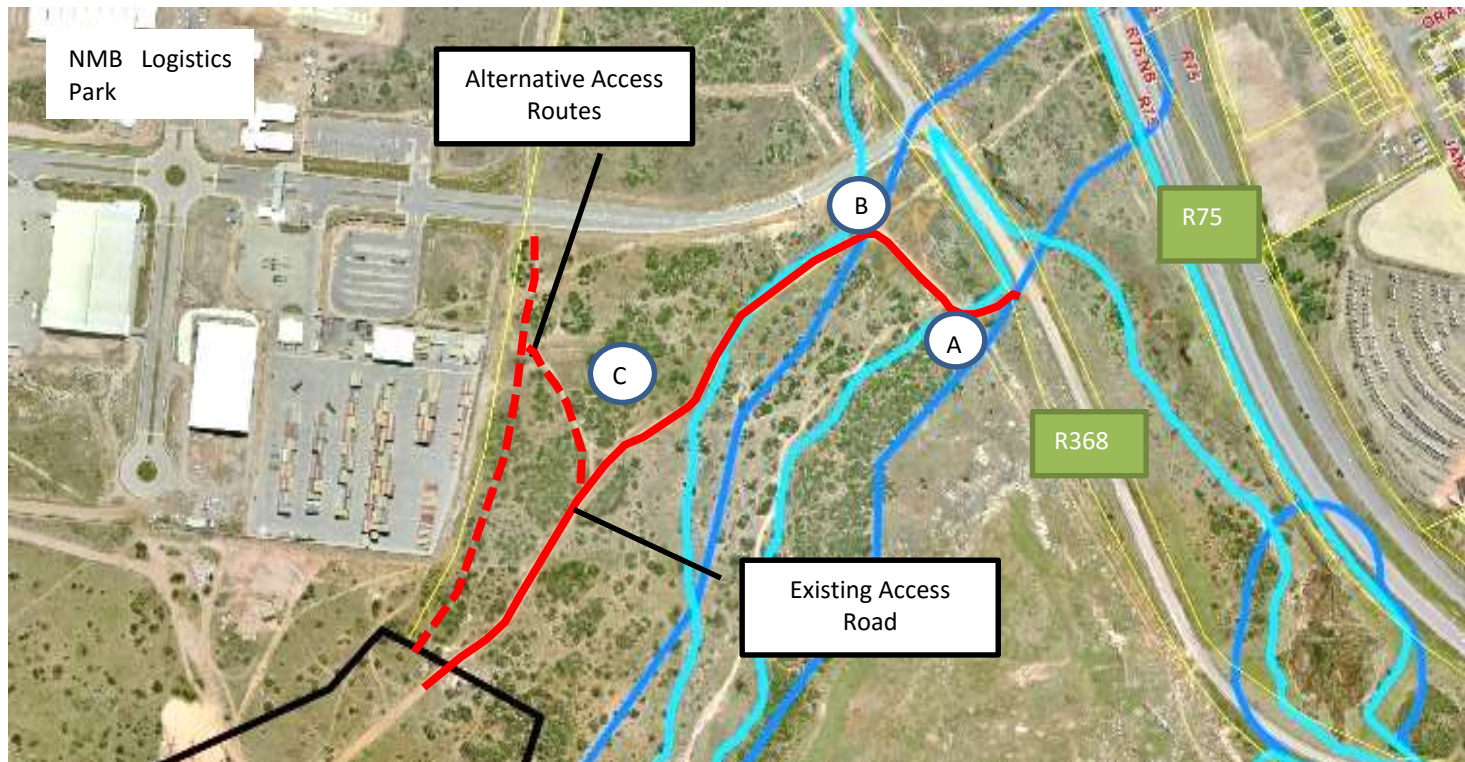


FIGURE 2: ACCESS ROAD

Photo 1 provides a view of the condition of the intersection with route R368. This intersection will be upgraded to meet the necessary design standards as a temporary access.



PHOTO 1: ACCESS TO R368

2 PROPERTY DETAILS

Property Description	Erf 4603 (A Portion of 2051) Despatch
Title Deed	T21960/1975
Ownership	United Cement Industries (Pty) Ltd
Area	11,3058ha
SG Diagram	7812/74
Zoning Scheme	Uitenhage
Zoning	Undetermined
21 Digit Code	C059000000047046030000
Title Deed Restrictions	<p>a) SUBJECT to the conditions of transfer to in said Deed of Transfer No. 7190/1914</p> <p>b) Subject to the following conditions imposed by the Municipality of Uitenhage for its own benefit namely</p> <ol style="list-style-type: none"> i. The owner of this Erf shall without compensation be obliged to allow electricity cable and/or wire and main and/or other water pipes and the sewage and drainage , including storm water o any other erf or erven to be conveyed across this Erf, if deemed necessary by the Local Authority and in such a manner and position as may from time to time to be reasonably required. This shall include the right of access to the Erf at any reasonable time for the purpose of constructing, altering, removing or inspecting any works connected with the above. ii. The owner of this Erf shall be obliged, without compensation, to receive such material or permit such excavation on the Erf as may be required to allow full use of the full width of the street and provide safe and proper slope to its bank owing to the difference between the levels of the street as finally constructed and the Erf, unless the owner elects to build retaining walls to the satisfaction of and within a period to be determined by the local authority.
Servitudes	None

NOTE: None of the abovementioned conditions prohibit land development on The Site.

2.4 CURRENT LAND USE AND LAND COVER

The property is currently unutilized and has no structures erected on it.

The natural vegetation has been significantly transformed and the dumping of rubble and sand has occurred over a large portion of the site.



PHOTO 2: VIEW NORTH ACROSS SITE TOWARD NMB LOGISTICS PARK



PHOTO 3: VIEW NORTH ALONG GRAVLE RD WHICH TRAVERSES THE SITE



PHOTO 4: VIEW NORTH ACROSS THE SITE TOWADRS THE NMB LOGISTICS PARK



PHOTO 5: VIEW SOUTH ACROSS THE SITE

2.5 SURROUNDING LAND USE

The only formal land uses being the NMB Logistics Park are situated north of the site. Refer to Photo 4 and Photo 6 and Figure 4. The rest of the site is surrounded by vacant/undeveloped land. A pan, known as 'Brak Pan' on early maps, is situated to the south of the site on the NMBM owned Erf 2051 Despatch. Refer to Photo 7, which provides a view of across the site to the 'Brak Pan' on Erf 2051 Despatch and further to the undeveloped Jactvlakte in the background.



PHOTO 6: VIEW NORTH TOWARDS THE NMB LOGISTICS PARK



PHOTO 7: VIEW SOUTH ACROSS THE SITE TO PAN ON ERF 2051



FIGURE 4: SURROUNDING LAND USE PLAN

2.6 CURRENT ZONING

Figure 5 reflects the surrounding zoning. The NMBM records that the zoning of the property is Undetermined in terms of the Uitenhage Scheme Regulations. The town planning scheme regulations applicable to this zone are set out below.

Primary uses: Any use subject to the approval of the Administrator.

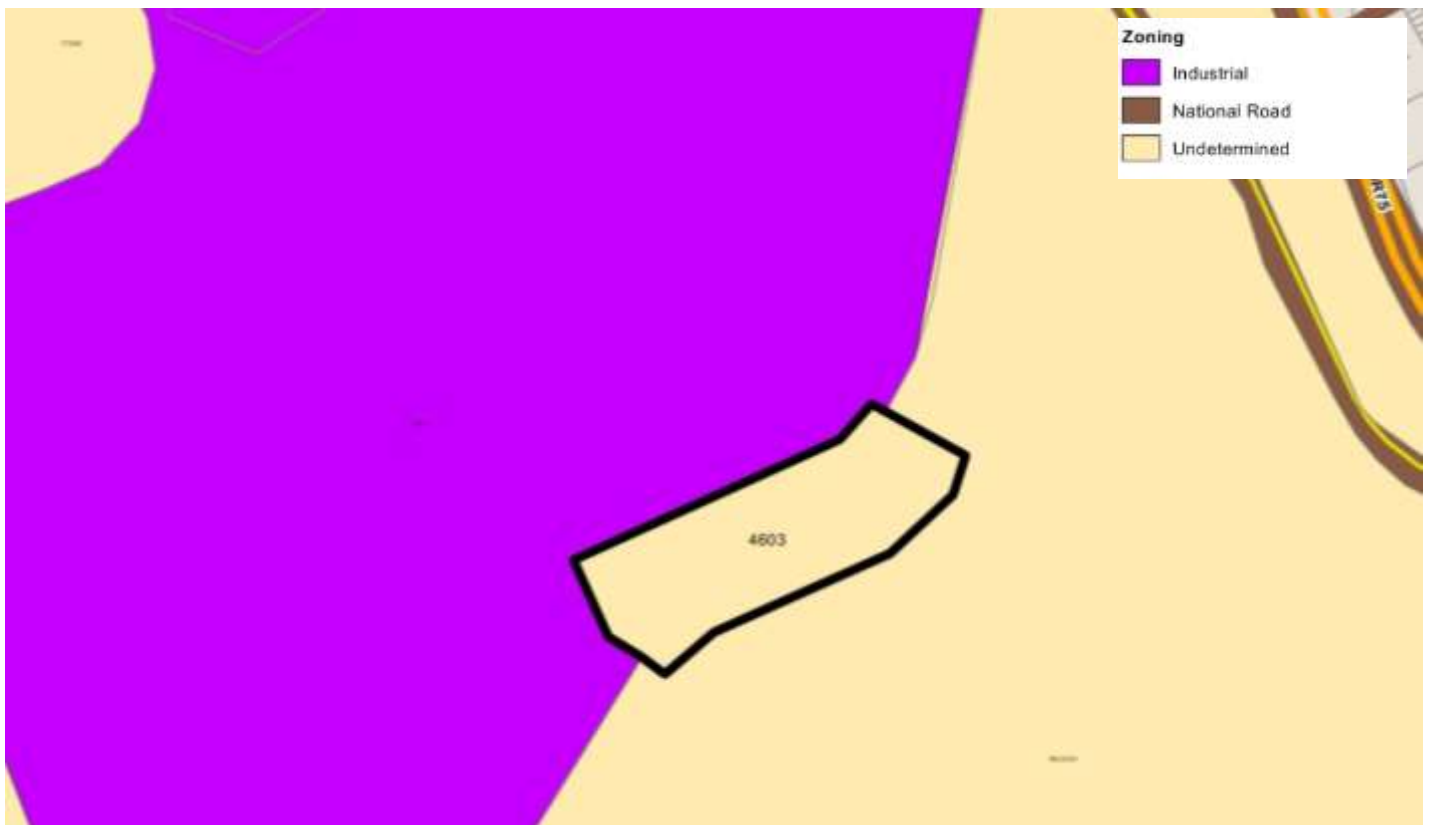


FIGURE 5: SURROUNDING ZONING

2.7 TOPOGRAPHY AND SLOPE

The site does not have any steep slopes that may inhibit development.

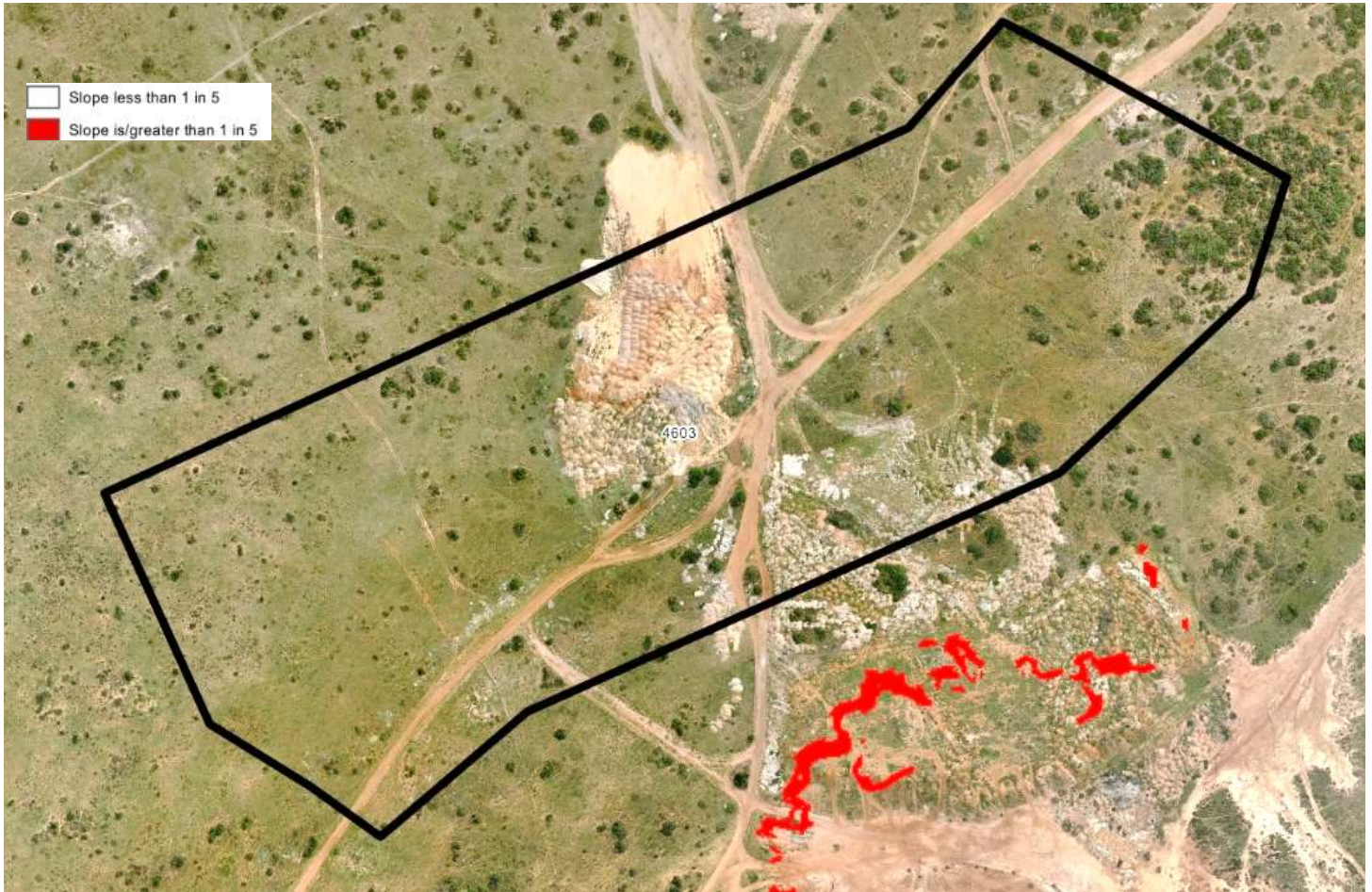


FIGURE 6: SLOPE ANALYSIS

2.8 FLOOD LINES

The Jachtlvakte area is traversed by a number of drainage features, one of these is situated to the south of the site. The NMBMM recently commissioned consultants to prepare floodlines for these drainage lines. The floodline does not affect the Site, even the 50m wide ecological buffer imposed in terms of NEMA does not affect the site. Refer to Figure 7.



FIGURE 7: NMBMM FLOODLINES

3 PLANNING MOTIVATION

The NMBMM Land Use Application Form requires the following to be addressed:

3.1 DEVELOPMENT PRINCIPLES AND NORMS & STANDARDS AS CONTEMPLATED IN CHAPTER 2 OF SPLUMA;

The general principles set out in Chapter 2 of the SPLUMA apply to all of state organs and other authorities responsible for the implementation of legislation regulating the use and development of land, and guide -

- (a) The preparation, adoption and implementation of any spatial development framework, policy or by laws concerning spatial planning and the development or use of land;
- (b) The compilation, implementation and administration of any land use scheme or other regulatory mechanism for the management of the use of land;
- (c) The sustainable use and development of land
- (d) The consideration by competent authority of any application that impacts or may impact upon the use and development of land and
- (e) The performance of any function in terms of this Act or any other law regulating spatial planning and land use management.

As the above highlighted instances of land development activities will be affected during the consideration of this application the relevant Chapter 2 Development Principles are addressed below:

3.2 SPATIAL JUSTICE

In the broadest sense, spatial (in)justice refers to an intentional and focused emphasis on the spatial or geographical aspects of justice and injustice. As a starting point, this involves the fair and equitable distribution in space of socially valued resources and the opportunities to use them.

“The city and spatial justice”: Sophie Didier, Frédéric Dufaux, Spatial justice 01 September 2009

SPLUMA Chapter 2 Development Principles	Compliance Statement
Spatial Justice	
Past spatial and other development imbalances must be redressed through improved access to and use of land	Not applicable to this proposal
Spatial development frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterized by widespread poverty and deprivation	Not applicable to this proposal
Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantaged areas, informal settlements and former homeland areas	Not applicable to this proposal
Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas	Not applicable to this proposal
Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas	Not applicable to this proposal

a Municipal Planning tribunal considering an application before it, may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land or property is affected by the outcome of the application	The proposal will not affect the values of surrounding properties
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3.3 SPATIAL SUSTAINABILITY

Sustainable development implies that products designed for today's needs should not harm people and nature anywhere and should not limit the well-being of people and nature later.

Spatial Sustainability	
Promote land development that is within the fiscal, institutional and administrative means of the Republic	Not applicable to this proposal
Ensure that special consideration is given to the protection of prime and unique cultural land	No prime and unique cultural land will be negatively affected. Also refer to paragraph 3.12
Uphold consistency of land use measures in accordance with environmental management instruments	The necessary (NEMA) applications have been initiated.
Promote and stimulate the effective and equitable functioning of land markets	The application will make privately owned industrial land available to the market. The NMB Logistics Park is municipal owner and managed by a semi-state organisation - Coega Development Corporation. Little new privately owned industrial land is available in the area.
Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments	There will be no negative impact on infrastructure provision. Refer to Paragraph 3.8.1.
Promote land development in locations that are sustainable and limit urban sprawl	This land use is located within an area identified in the Uitenhage Despatch LSDF for industrial land uses. The development falls within the urban edge and will not contribute to urban sprawl. Refer to Paragraph 3.7.
Result in communities that are viable	Once developed the proposal will make additional employment opportunities available to the residents of the area as well as to the future residents of the greater Jachtvlakte area.

3.4 THE PUBLIC INTEREST AND THE RIGHTS OF ALL THOSE AFFECTED;

There will be no negative impact on the rights of the public or surrounding land owners.

The proposed development of a vacant land parcel for industrial purposes will benefit the public by making additional employment opportunities available in the area.

3.5 CONSTITUTIONAL TRANSFORMATION IMPERATIVES AND THE RELATED DUTIES OF THE STATE;

The proposed development proposal will enable the state to deliver additional work opportunities along the identified Stanford Road development corridor. This will enable the NMBMM to meet the prerogatives and goals set out by the National Treasury in the Built Environment Performance Plan.

3.6 THE FACTS AND CIRCUMSTANCES RELEVANT TO THE APPLICATION;

Refer to the contents of this Memorandum.

3.7 CONSISTENCY WITH THE SPATIAL DEVELOPMENT FRAMEWORK PLAN(S)

It is clear from the above that the proposal is located within an area which has been earmarked for industrial uses.

3.7.1 NMBMM SDF

The draft NMBMM SDF has identified the area along the proposed Stanford Road Extension as a Activity Corridor, while highlighting the Jachtlvakte industrial area as a primary industrial node within the NMBMM.



FIGURE 8: EXTRACT FROM NMBMM SDF

3.7.2 LOCAL SPATIAL FRAMEWORK PLANS

Both the Uitenhage and Despatch LSDF and the Jachtlvakte Precinct Plan identify the Site for Industrial purposes.

3.8 THE STATE AND IMPACT OF ENGINEERING SERVICES, SOCIAL INFRASTRUCTURE AND OPEN SPACE

3.8.1 ENGINEERING SERVICES

Refer to Paragraph 3.16`

3.8.2 SOCIAL INFRASTRUCTURE

There is no impact on social infrastructure, beyond the potential need for convenience facilities (Fast-food, filling station, basic household goods) in the area once more fully developed.

3.8.3 OPEN SPACE REQUIREMENTS

There is no impact on current Open Space and there will no Open Space required in terms of the Uitenhage Scheme Regulations.

3.9 ENVIRONMENTAL IMPACT (WHERE APPLICABLE);

The environmental impact of the proposal will be determined through the NEMA process.

3.10 IF THE PROPOSAL IS IN ACCORDANCE WITH THE EXISTING PLANNING AND THE SURROUNDING LAND USES OF THE AREA;

3.10.1 EXISTING PLANNING

Refer to Paragraph 3.7.

3.10.2 SURROUNDING LAND USES

The Site falls within an area identified for Industrial purposes. The primary land use with which the proposal needs to be compatible is the NMBM Logistics Park to the north. Only a port of Phase 1 of the Park has been developed, but Phase 2, which makes up an additional 126ha is proposed to extend west from Phase 2. Refer to Figure 9.

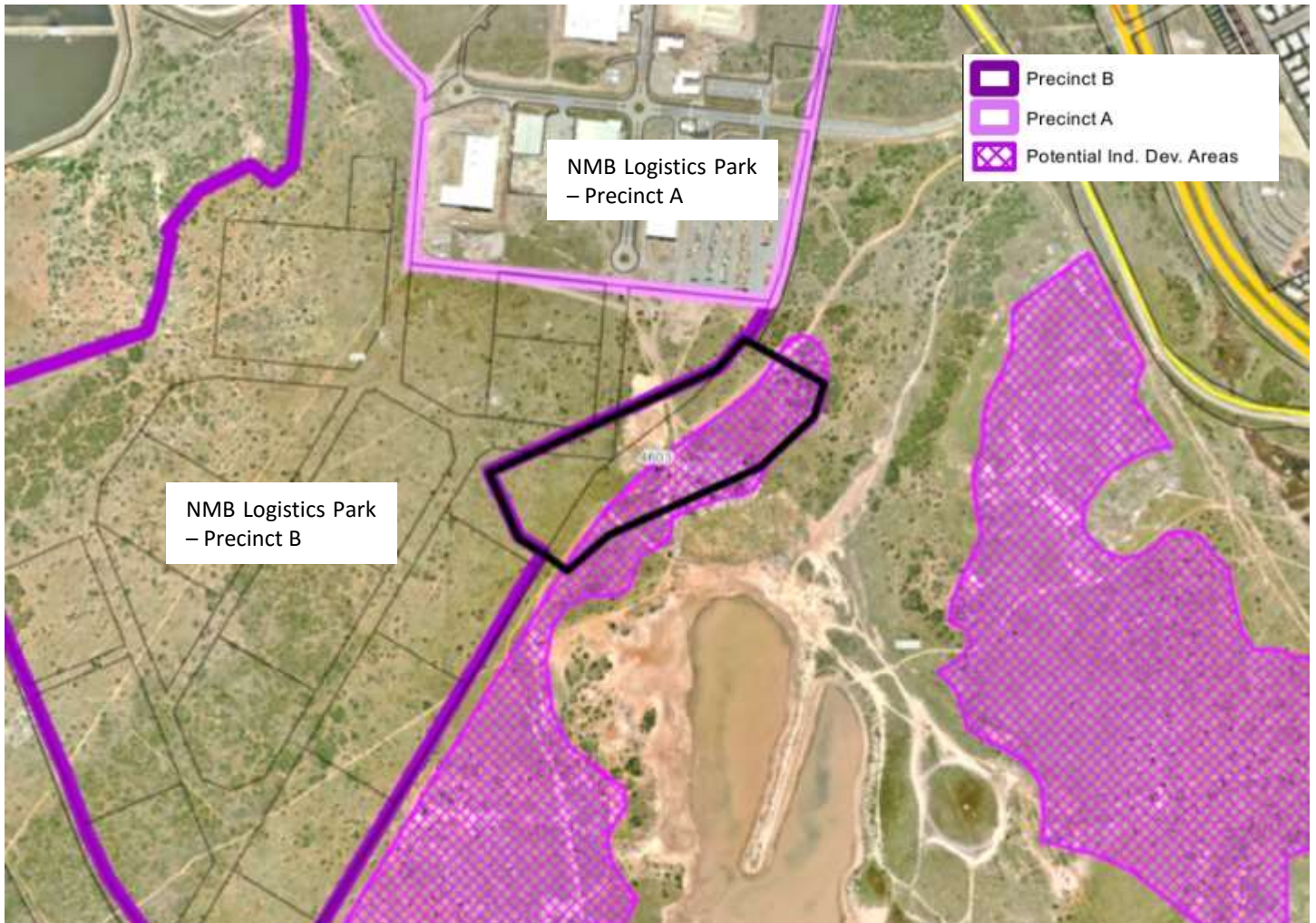


FIGURE 9: NMBM LOGISTICS PARK PLANNING

3.11 THE INFLUENCE OF THE PROPOSAL ON THE SURROUNDING AREA;

The proposal will enable development in an underdeveloped portion of the Metro. The rezoning and future development will eliminate the illegal dumping on the site and create a new land use which will support the existing industrial land uses the north.

3.12 THE IMPACT OF THE PROPOSAL IN TERMS OF HERITAGE CONSERVATION;

A phase 1 Archaeological Impact Assessment (AIA) was undertaken for the proposed Jachtvlakte precinct sustainable human settlement plan. This assessment found the entire precinct area to be of a low-medium cultural sensitivity and stated that development may proceed as planned, subject to a precautionary approach being followed if any in situ stone artefacts and archaeological sites/remains were to be found during development/construction.

3.13 THE INFLUENCE OF THE PROPOSAL ON THE TRAFFIC AND/OR PARKING OF THE AREA;

3.13.1 TRAFFIC IMPACT

The traffic impact of the proposed rezoning will be determined through a Traffic Impact Assessment which will be prepared and the necessary road improvements made prior to the approval of the Site Development Plan.

3.13.2 PARKING

Parking will be provided on-site in terms of the provisions of the relevant town planning scheme.

3.14 THE INFLUENCE OF THE PROPOSAL ON SURROUNDING FACILITIES SUCH AS SCHOOLS, OPEN SPACES AND OTHER COMMUNITY FACILITIES IF THE APPLICATION LEADS TO AN INCREASE IN THE RESIDENTS OF THE AREA;

Not relevant to this proposal.

3.15 THE INFLUENCE OF THE PROPOSAL ON THE EXISTING CHARACTER OF THE AREA AND THE RIGHTS OF RESIDENTS WITH REGARDS TO PRIVACY, VIEW, ETC.

There is no impact on the existing character or rights of residents as the proposal forms an extension to an existing industrial area within an area specifically earmarked for industrial purposes.

3.16 THE PROVISION OF SERVICES.

3.16.1 ROAD NETWORK - LONG TERM

3.16.1.1 STANFORD ROAD EXTENSION

A report prepared by Madan Sing Bester and Associates CC on behalf of the NMBMM in October 2013 proposes a preliminary route alignment for the extension of Stanford Road from Chatty to Botha Road in Despatch, which is indicated to traverse the Site. Refer to Figure 10. The NMBMM have as yet not consulted with the owner of the Site, with the view to accommodating the proposed road alignment. The alignment will occupy approximately 32000m² or 30% of the land portion. Given the substantial impact of the proposed 60m road reserve on the developable potential of the site it is recommended that an alternative alignment (See yellow alignment) be sought. An alignment adjoining the northern boundary of the site should afford the NMBMM efficient geometry, while having considerably less of an impact on the development potential of the Site.

In order to enable access to the Site it is proposed that an access road be constructed along the proposed alignment between the northern boundary of the Site and the entrance road to The NMBM Logistics Park (Refer to Figure 2).

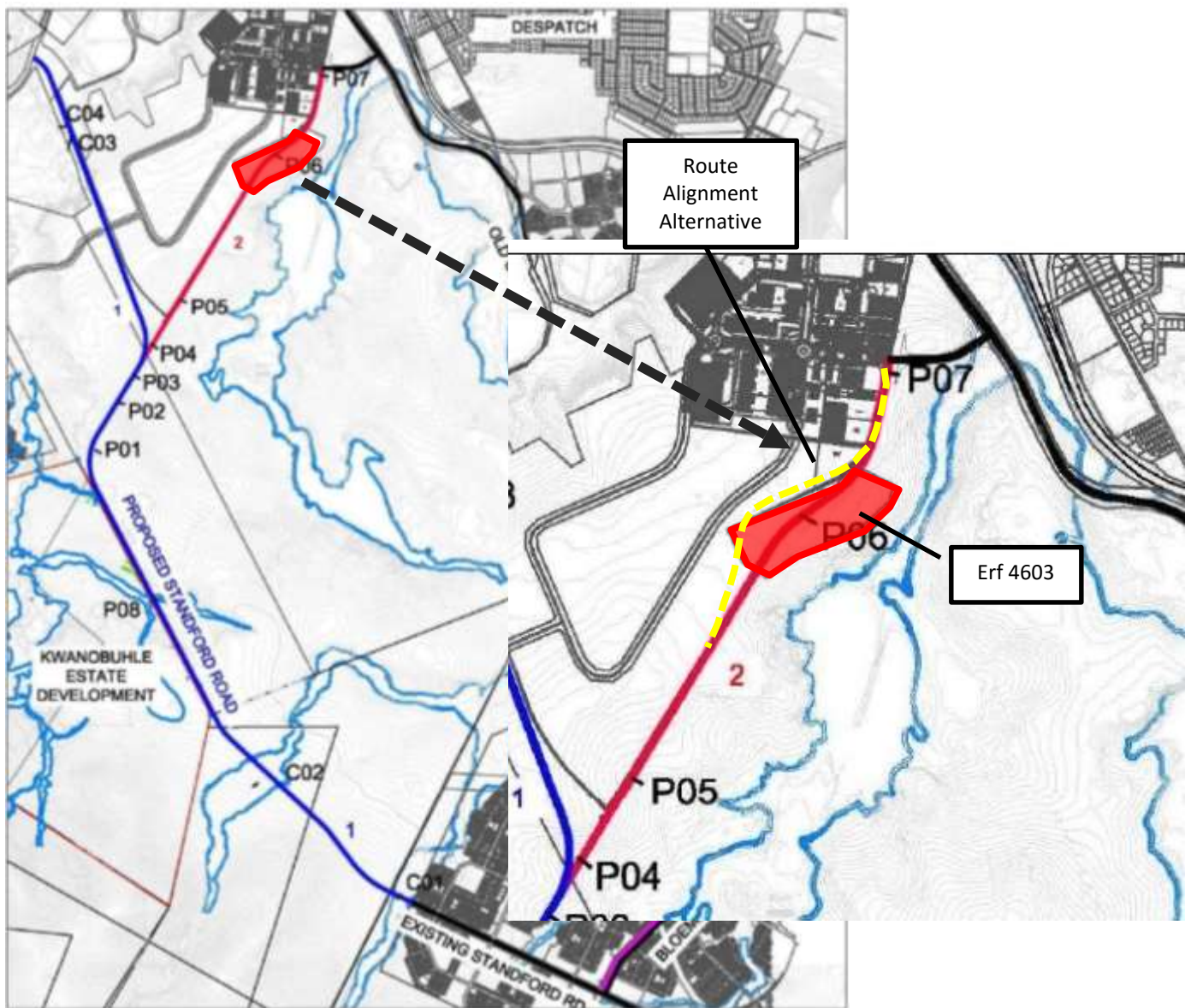


FIGURE 10: STANFORD ROAD EXTENSION

3.16.1.2 R368 – OLD UITENHAGE ROAD

The road network planning also highlighted the fact that as a result of the proposed alignment of Stanford Road the R368 (Old Uitenhage Road) will be upgraded to accommodate traffic travelling in a north – south direction. The realignment of this route will not affect the Site directly but once upgraded will permit enhanced access to all regions of the Metro.

3.16.2 LONG TERM RAIL INFRASTRUCTURE

In 2006 a Regional Rail Plan (RRP) was prepared by PRASSA which included the Stanford Road Corridor. This corridor was included in the NMBM's CITP (2011/12) as a future rail corridor, which is intended to eventually replace the existing rail route between Port Elizabeth and Uitenhage.

The NMBM Public Transport Plan, indicates that this corridor will initially be used as a trunk bus route, with rail replacing the busses in the long term. The Jachtlakte Precinct Planning has accommodated two alternative rail routes at a servitude width of 15m, except where the proposed corridor runs in close proximity to an existing road, where it can be reduced to 10m. Refer to Figure 11

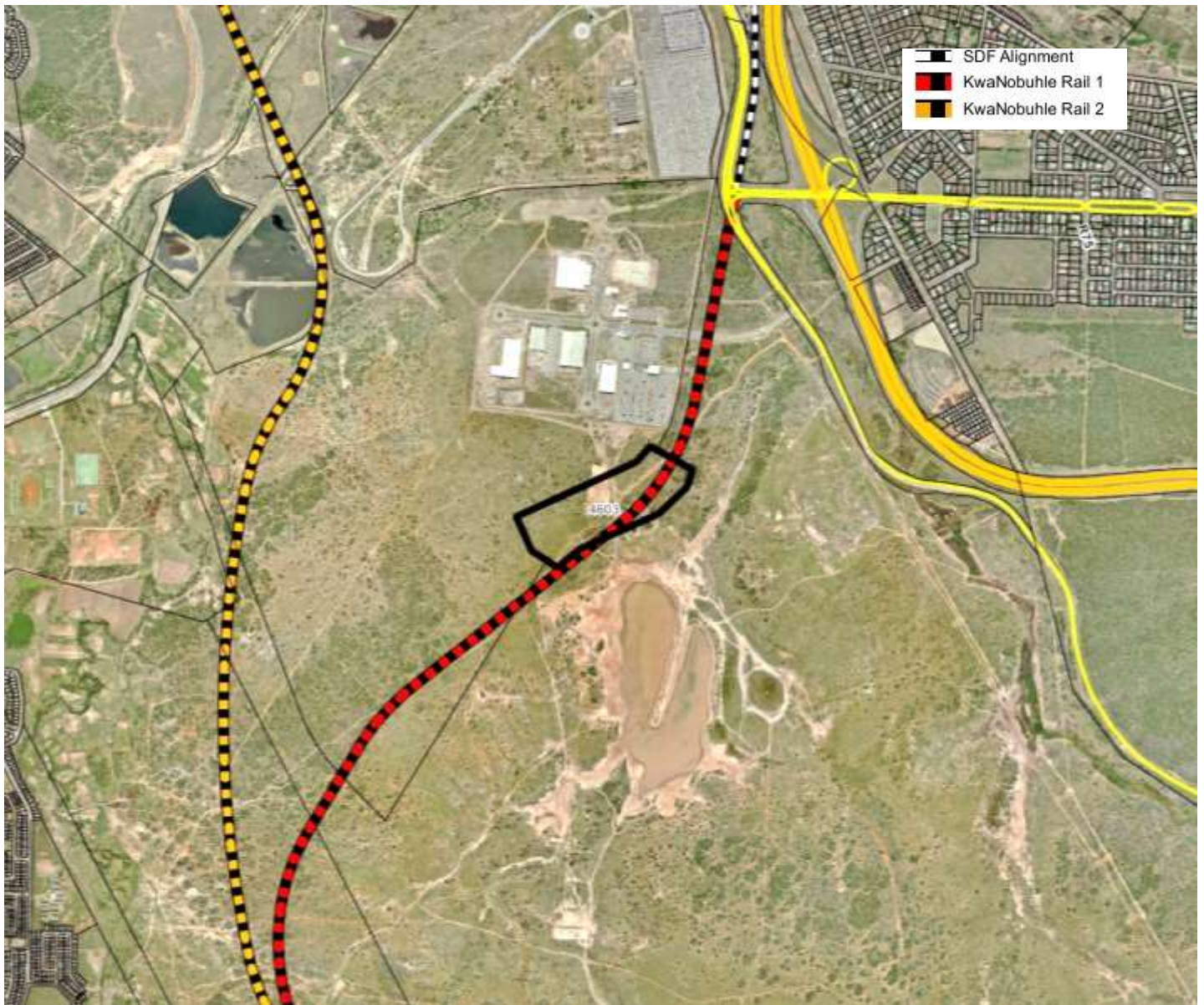


FIGURE 11: POTENTIAL RAIL CORRIDORS

As the rail alignments are preliminary the exact impact of the rail corridor on the Site is not known. The potential impact may be the need to create a rail corridor parallel to the proposed Stanford Road alignment. (Refer to Paragraph 3.16.1.1.) The potential impact of this, should a reserve of 10m wide be assumed, will be the sterilization of approximately 5300m² (5%) of the potential development area.

3.16.3 WATER

Refer to ANNEXURE G: Infrastructure Report

3.16.3.1 DEMAND ESTIMATE

Development proposed coverage 59 000 m²

590 x 400 l = 236 Kl / day

Table 9.15: Peak factors for developing areas

Summer peak factor 1.5

Daily peak factor 2.4

Instantaneous peak factor 3.6

3.16.3.2 SUPPLY PROPOSAL

The Nelson Mandela Bay Municipality (NMBM) is the water services authority and service provider in terms of the water services act and is responsible for the supply of water and sanitation services. The nearest water supply to Erf 4603 is a 315 mm diameter uPVC water main supplied from the Uitenhage water supply system - Scheepers Hoogte Reservoir (Top Water Level (TWL) 100 m).

Unfortunately this supply is currently not adequate and in discussion with municipal officials(Mr D. Turner) no further connections will be allowed from this line as the Nelson Mandela Bay Logistics Park experience major water supply problems. Water supply to this site will have to be from the proposed Jachtvlakte water master plan bulk supply lines.

The Jachtvlakte water master plan proposes a 315mm bulk water line from the Despatch End Street reservoir 2 x 5, 7 MI reservoirs TWL 145 MSL



FIGURE 12: BULK WATER LAYOUT

The connection for Erf 4603 will be from the proposed 315 mm diameter bulk line, the line is approximately 3.62 km long. The Jachtvlakte bulk water concept planning is complete, the construction of bulk services for Jachtvlakte – development will most likely take place beyond 2020.

The TWL of the End Street Reservoir is 145 m MSL which will yield a static head of more than 75 m – this pressure can be reduced by means of a pressure relieve valve (PRV)

Rain water Harvesting

With 59 000 m² of coverage rain water harvesting will be considered to augment water supply. Rain water harvested will not be used as potable water but for irrigation and industrial use only.

3.16.4 BULK SEWER

3.16.4.1 DEMAND ESTIMATE

The NMBM sewer design criteria allows for 1 750 l / 1000 m² erf/ day Average dry weather flow ADWF

$$59 \times 1\,750 \text{ l} = 1.2 \text{ l/s ADWF}$$

Peak factor 3.25 plus 100% allowance for extraneous flow

$$7.8 \text{ l/s Peak wet weather flow (PWWF)}$$

3.16.4.2 SUPPLY PROPOSAL

Two options can be considered depending on the time of development of erf 4603.

Supply Option 1

Link into the existing 315 mm diameter gravity main on the north western boundary of the Nelson Mandela Bay Logistics Park – this was agreed with NMBM Infrastructure and officials (Mr C Bruintjies).



FIGURE 13: WATER SUPPLY OPTION 1

Supply Option 2

Link into the proposed 300 mm diameter Jachtvlakte bulk sewer.

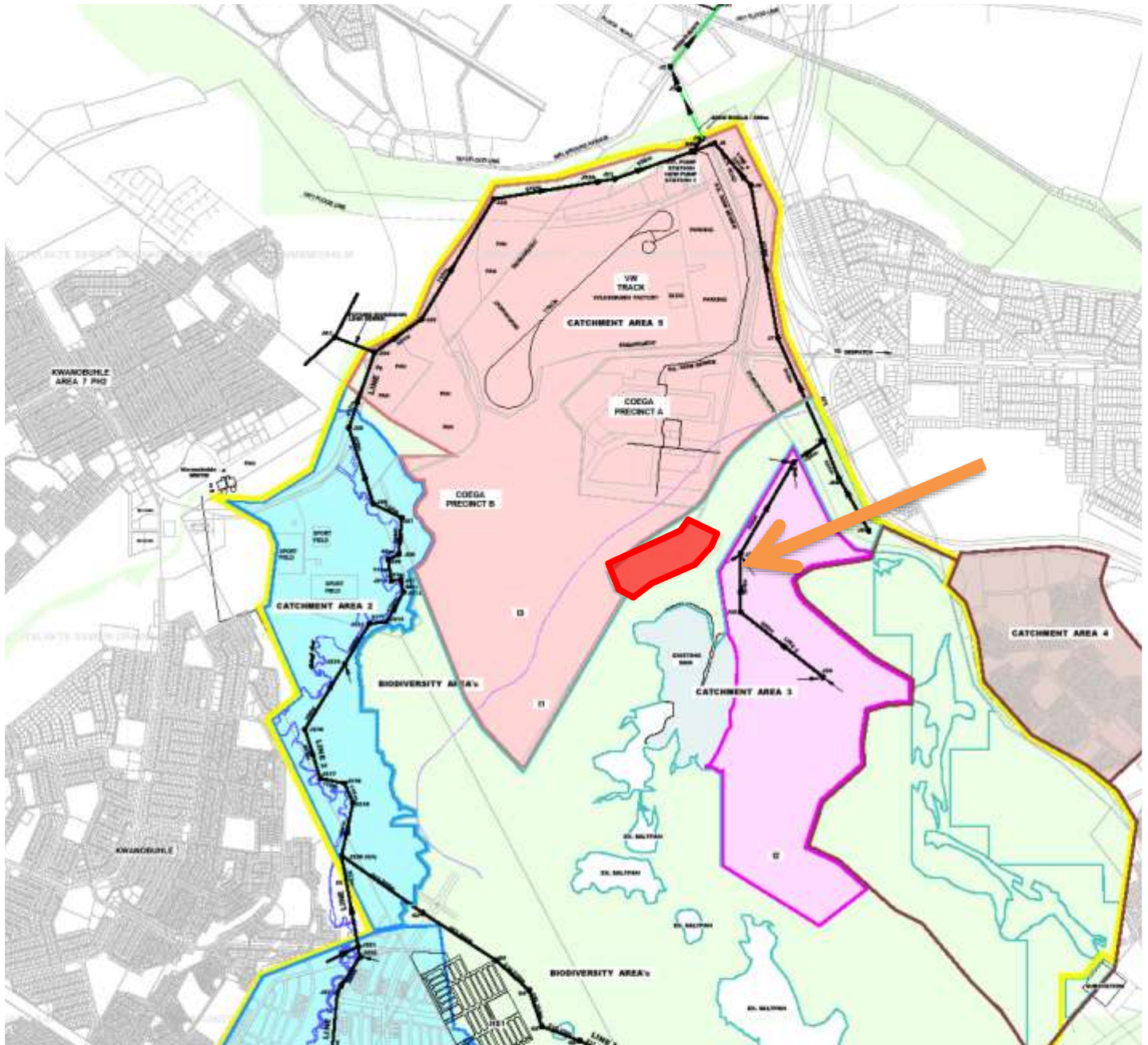


FIGURE 14: SUPPLY OPTION 2

The proposed sewer master plan and the subsequent preliminary design of the Jachtvlakte bulk sewers makers' provision for the drainage of ERF 4603. As previously mentioned, the implementation date of the bulk lines is uncertain at this stage and to construct a portion of the bulk line would not be feasible due to high capital cost of lines and a major pump station.

3.16.5 STORMWATER MANAGEMENT

3.16.5.1 FLOODLINES

No floodline affect the site.

3.16.5.2 MAJOR STORM EVENTS

The site drains in a north south direction towards the existing pan and have sufficient slope for over land drainage. The runoff from the major storm will drain towards the low lying pan – overland sheet flow no storm water systems will be required.

3.16.5.3 5.3 MINOR STORM EVENTS

Developments on site will as far as possible drain over land with limited pipe systems. If and when pipe systems from buildings and parking areas are required drainage will be to the southern boundary – pipe outlets will be spaced along the southern boundary to prevent storm water concentration. No retention facilities are foreseen.

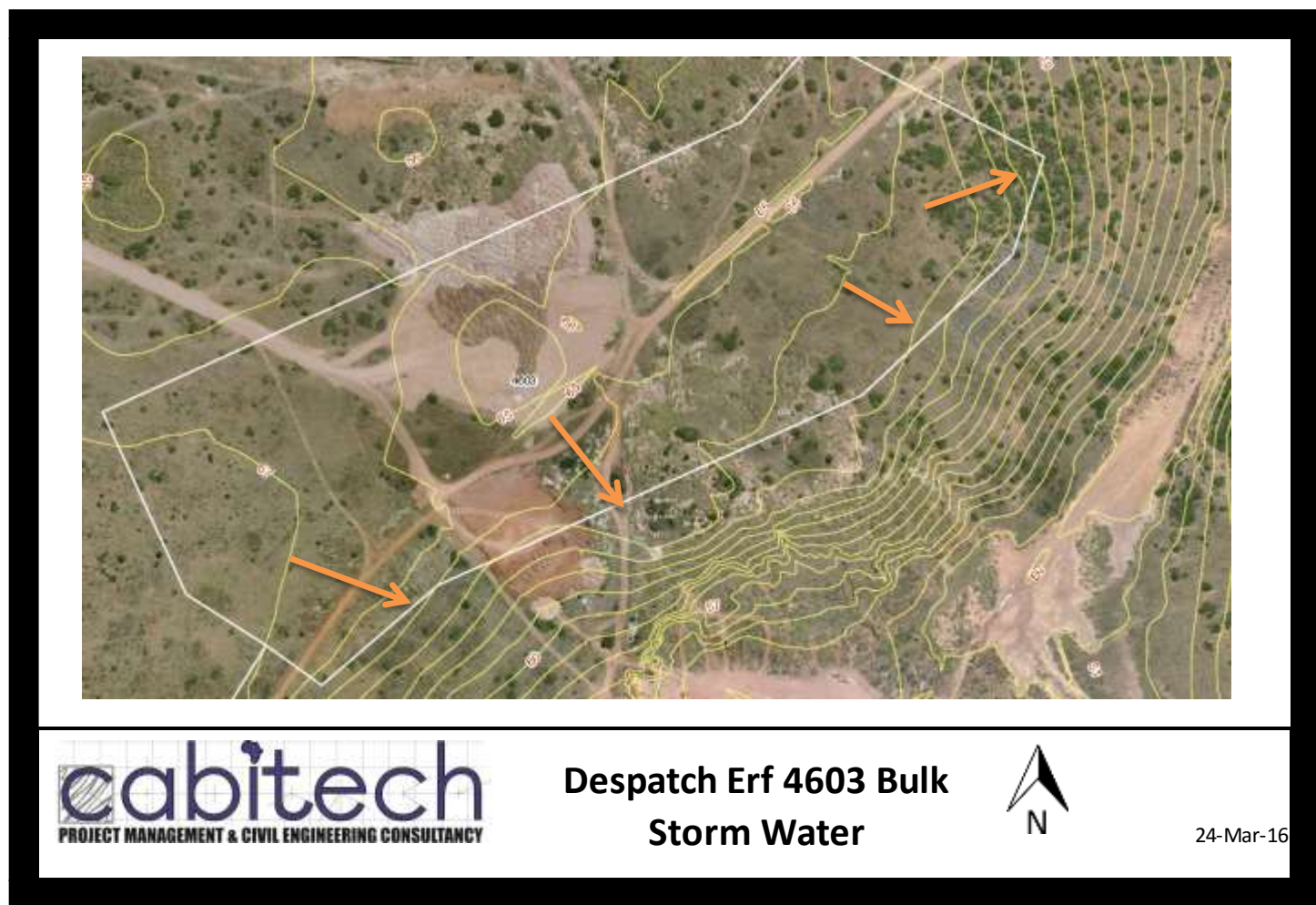


FIGURE 15: STORMWATER FLOW

3.16.6 ELECTRICAL SUPPLY

3.16.6.1 DEMAND ESTIMATE

Electrical demand calculated on 2/3 of the total erf coverage for commercial office and retail purposes. Two thirds of the erf coverage of 59 000 m² calculates to 39 333m². The current typical load per m² according to NEC standards for industrial use is 38 VA/m².

This calculates to 1 494 MVA with a 15% contingent for unforeseen electrical loads the total estimation demand equates to 1 718 MVA.

3.16.6.2 SUPPLY PROPOSAL

Bulk electricity supply from Nelson Mandela Bay Municipality of 1.718MVA can be supplied and require no bulk line augmentation. All cables will be installed underground from the nearest electrical supply point to the site, which is from NMB Logistic Park. The municipality, as confirmed by Mr R Prinsloo, the Uitenhage Municipality Planning Engineer, is in the process of upgrading the existing electrical supply to NMB Logistic Park which is due to be completed by September 2016. An application for a new electrical supply should be done as soon as possible for the new site's demand, in order to be included in the upgrade.



FIGURE 16: PROPOSED ELECTRICAL SUPPLY POINT

The estimated cost of a connection is R 3 800 000.00 (Excl. Vat) this includes a new minisub installation complete with supply cable to the proposed connection point, metering equipment and load balancing. This new installation estimate was requested from the municipality for a 1.718 MVA demand to the indicated proposed position.

3.16.6.3 CURRENT ELECTRICAL RETICULATION THROUGH ERF

Currently there is no existing reticulation to be rerouted for erf application purposes.

4 CONCLUSION

Based on the above motivation the proposed rezoning of the Erf 4603 Despatch to Industrial will have a positive impact on the economy of the NMBMM by enabling potential Industrial land use were employment opportunities are required. In addition, the proposed development will not have a negative impact on the surrounding land uses.

