


# **APPENDIX J**

## **ADDITIONAL INFORMATION**



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## Feasibility Study

### Proposed New Filling Station Entrance to Caesar's Palace along Jones Road, Jet Park Kempton Park

November 2006



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**Title:** Feasibility Study - Proposed New Filling Station located near the entrance to Caesar's Palace along Jones Road, Jet Park – Kempton Park

**Client:** ECSA

**Project Team:** Harm Schreurs (Pr. Eng)  
David Mokansi

**Project no:** Infragen 2334

**Date:** November 2006

**Report Status:** For EIA approval

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## FEASIBILITY STUDY AND ASSESSMENT OF IMPACT ON ADJACENT FILLING STATIONS

### NEW FILLING STATION AT CAESAR'S PALACE CASINO ENTRANCE ALONG JONES STREET, KEMPTON PARK

#### 1. INTRODUCTION

A new filling station skew opposite the Caesar's Palace casino main gate is investigated. The site will have access of Jones Street and will serve both directions of flow. It will be the only site between the OR Tambo airport, the R21 and N12 freeway. It will serve some transient traffic on Jones Street travelling between Boksburg and Kempton Park as well as the local industrial and office as well as the casino traffic. Due to the lack of filling stations east of the R21 the existing market has to fill up elsewhere.

The purpose of the report is to predict the feasibility of the proposed site (litres of fuel sold in a month) and to determine what impact will it have on surrounding nearby filling stations.

Jones Street is a major collector connecting Kempton Park with Boksburg. To the north it intersects with Pretoria Road which is a major collector into the Kempton Park CBD. To the south it intersects will Yaldwyn which is an arterial running east-to-west intersecting with roads such as the K90, which is an arterial feeding into the East Rand Mall and provides access onto the N12 freeway. Jones Street provides access to various industrial developments as well as the Caesar's Palace casino and major office developments (SAA). Access to the R21 freeway is obtained via Griffiths Road.

The airport to the east limits new developments. Most of the area has been developed. However, major new developments to the south of the site will be completed soon and land has been made available by the ACSA for new developments just south of the site. One of the latest new developments in the area is long term cheap airport parking which is generating new trips into the area. The new developments in the area will ensure a traffic growth rate of 5% for at least the next 5 years.

There are **no major road changes** planned for the area which will influence the traffic past the site significantly. The only road changes expected are minor upgrades at intersections to improve traffic flow in the area.

## **2. COMPETITOR SITES**

All the competitor sites within a 3km radius are indicated on **Figure 1**. There are 8 sites within 3km of which six is Engen sites (Zenex also part of Engen group), a BP and a Shell. The type of access, condition of the sites and the different traffic markets the site are catering for, are discussed below.

### **2.1 Engen ("The Sky Deck"):**

This new site has been build exclusively for vehicles exiting the OR Tambo International airport and is in a good condition. All vehicles exiting the parking area of the airport pass the site. It is a new and unique site. The proposed site will have no impact on the site. It is not possible to access the site from Jones Street. A photo of the accesses to the site is shown in **Photo 1**.

### **2.2 Engen, Griffiths Road:**

This site serves Jet Park north. It is an old site and needs a facelift. It serves a similar area as the area surrounding the proposed site. It caters for an industrial and commercial trade with some of the major construction companies head offices located near the site. The site is accessible from both directions since it has access of a service road which has a full access with Griffiths Road. Although the site is located on the western side of the R21 it can be expected some of the proposed site's trade is using this site at present due to the lack of a site to the east of the R21. The railway lines to the west of the site result in no Elandsfontein or Isando traffic visiting this site. A photo of the accesses to the site is shown in **Photo 2**.

### **2.3 Engen, Yaldwyn Road:**

This site serves Jet Park south as well as Yaldwyn Road traffic. The site is relative new and is in a good condition. It caters mainly for the westbound traffic along Yaldwyn Road due to the Shell further west serving the eastbound traffic. Similar to the previous two sites this site serves an industrial and commercial area. The site has full access of Yaldwyn and Kelly Road. It will share some trade with the proposed site since Jones Street and Yaldwyn Road do intersect to the east of the site, but on the other side of the R21 freeway. This site will be affected less than the Griffiths Road site. A photo of the accesses to the site is shown in **Photo 3**.

### **2.4 Shell, Yaldwyn Road:**

This site too serves Jet Park south as well as the Yaldwyn eastbound traffic. It too serves an industrial and commercial area. The site will be affected less since it is located further from the site. It only has a left-in-left-out access of Yaldwyn Road. A photo of the accesses to the site is shown in **Photo 4**.

**2.5 BP, Barbara Road:**

This site serves Elandsfontein which consists of a small residential and large industrial area. There is some commercial trade too. Its main trade is southbound traffic along Barbara Road. The site is old and in a bad condition. It is accessible from both directions since there is a full on Trek Road. Access of Barbara Road is limited to left-in-left-out since there is a physical median. This site will not be substantially affected due to the north-south railway lines and no bridges. These railway lines split the trading market between the Jet Park sites and the Isando and Elandsfontein sites. A photo of the accesses to the site is shown in **Photo 5**.

**2.6 Zenex, Kruin Street:**

Similar to the BP site this is an old site serving northbound traffic along Barbara Road as well as Klopperspark, a residential area. Access to the site is a left-in-left-out from Barbara Road and full access from Kruin Street. The site will not be substantially affected by the proposed site for the same reasons as given at the BP site. A photo of the accesses to the site is shown in **Photo 6**.

**2.7 Engen, Isando:**

This site serves Isando. It is accessible from all directions with two full accesses. For the same reasons as for the previous two sites this site will not be affected substantially by the proposed site. A photo of the accesses to the site is shown in **Photos 7**.

**2.8 Zenex, Spartan:**

The last site within the 3km radius is this old Zenex filling station located within Spartan. It does not serve any transient traffic but only the local Spartan traffic. It is accessible from all directions with two full accesses. The site will not be substantially affected since it is located to the north of the R24 and west of the R21. The site is not very visible from Andre Greyvenstein Road. A photo of the accesses to the site is shown in **Photo 8**.

### 3. CATCHMENT AREAS AND SHARED TRAFFIC VOLUMES

Physical man made barriers such as freeways, major arterials, railway lines or natural barriers such as mountains, rivers and dams create different markets (catchment's area for a site). For this study the study area is divided into **five existing markets (spheres)**. They are:

- 1) Jet Park: Served by Sites 2, 3 & 4 (north, south and east)
- 2) Isando and Elandsfontein: Served by Sites 5, 6 & 7.
- 3) Spartan: Served by Site 8
- 4) OR Tambo airport: Served by Site 1

**The proposed site will cater for Jet Park East (area east of R21). Only sites 2, 3 and 4 will be affected substantially by the proposed site. The other 5 sites will not be affected by the proposed site.**

These filling stations within the 3 km radius are shown in **Figure 1**. The shared traffic volumes between the sites were determined from numerous 24-hour counts done by Infragen Consulting Engineers (Pty) Ltd as well as the road authorities in the same area in recent years. The expected shared traffic volumes are summarised in Table 1.

**Table 1: Shared traffic**

Filling Station	Potential Passer-by traffic	Traffic shared with new filling station	% of potential traffic shared	General comment
1. Engen	18 000vpd	100vpd	0,6%	Site caters for airport only Commuter trade.
2. Engen	20 500vpd	3 000vpd	14,6%	Site caters for Jet Park North industrial/commuter trade.
3. Engen	18 500vpd	2 000vpd	10,8%	Site caters for Jet Park South industrial/commuter trade.
4. Shell	16 000vpd	1 500vpd	9,5%	Site caters for Jet Park South industrial/commuter trade.
5. BP	25 500vpd	200vpd	0,8%	Site caters for different market
6. Zenex	27 500vpd	200vpd	0,7%	Site caters for different market
7. Engen	23,500vpd	200vpd	0,9%	Site caters for different market
8. Zenex	9 000vpd	200vpd	2,2%	Site caters for different market

#### 4. INTERCEPTION RATES AND AVERAGE FILL

The average fill per vehicle, facilities provided at the various sites and current monthly sales were surveyed at the adjacent sites. These are shown in the table below.

**TABLE 2: Facilities, Average Fill and Current Sales Survey**

Brand	Site No.	C-store	Food outlet	Car wash	Other	Avg. Fill	Liters
Engen	1	Yes	None	No	ATM	29L	385klpm
Engen	2	Yes	None	No	ATM	21L	520klpm
Engen	3	Yes	Debonair Pizza	No	ATM/Post boxes	23L	575klpm
Shell	4	Yes	None	Yes	ATM	24L	386klpm
BP	5	No	None	No	Work shop/Imperial	19L	150klpm
Zenex	6	Yes	Yes	No	Workshop	20L	275klpm
Engen	7	Yes	Nando's	No	ATM	22L	320klpm
Zenex	8	No	None	No	None	21L	180klpm
<b>Proposed site</b>		<b>Branded</b>	None	<b>Yes</b>	<b>ATM</b>	<b>24L</b>	

The average fill is for fuel only. The average for diesel was surveyed to be 85 liters.

It is **assumed** that the proposed site will have an average fill of **24 liter** as it can be compared with sites 2, 3 & 4 regarding location and type of traffic.

**The turn-in percentage (Interception rate) is determined by the following factors:**

- Convenience (clean new facility and easily accessible);
- Visibility (reasonable long time to decide whether to use the facility or not);
- The amount of passer-by traffic (fixed, as per traffic count);
- Type of traffic (Transient, Commuter or industrial);
- Other nearby filling stations (competitor sites 2, 3 & 4);
- Service provided to public (car wash, shop, ATM etc);
- Good accesses (proper deceleration and acceleration lanes);
- Location (homebound, last before freeway);
- Site layout (large enough to have proper site circulation)



The **interception rate** at the proposed facility is **assumed** to be as follows:

<b>Jones Street Northbound:</b>	<b>1.50%</b>
<b>Jones Street Southbound:</b>	<b>3.75%</b>

The interception rate is based on the interception rate at similar sites, the fact that it will be a new site with a well maintained forecourt and will be serving a large residential area.

## 5. MOVING MARKET FACTOR BETWEEN FILLING STATIONS

A new filling station has an impact on adjacent or nearby filling stations that serve the same traffic stream. Most filling stations attracts between 1% and 8% of the passing traffic stream. The remaining traffic (between 92% and 99%) must fill up somewhere else along their route, outside the critical area of influence. This area of influence, sometimes defined by a 3km radius, can be made more specific by investigating the traffic streams that are served. Little knowledge is available on how drivers make their decision at which filling station to fill up, but it is influenced by the same factors determining the turn-in percentage (interception rate) mentioned in 4 above.

The number of filling stations in an area determines the percentage impact of a new filling station on the remaining filling stations. If, for example, there is only 1 filling station in Witbank, an extra filling station close to the existing one will take away a large percentage of its customers. If however there are 20 filling stations in the area, a new filling station will take away a much smaller percentage of the market of each of the existing filling stations.

These factors will determine the moving market factor. If an existing filling station captures 3% of the passing traffic, and a new filling station upstream or downstream opens, also capturing 3 % of the passing traffic, it will not capture the same 3% of the passing traffic stream. There will be an overlapping or moving market that will use the new filling station due to one of the factors outlined above.

Limited figures are available on what percentage of traffic will move, but the following guideline is proposed:

**Table 3: Moving Market Factor**

Description	Moving Market Factor
New filling station much better located, good accesses, many more facilities, etc	20 – 40%
Location similar, accesses similar, same service, etc	10 - 20 %
New site has poor access , no additional facilities, located far away from the existing filling stations	0 - 10 %

In combining the different aspects described above, an assessment can be made of the impact of the proposed new filling station on the adjacent filling stations.

**Table 4: Impact of the proposed site on the surrounding sites**

Filling Station	Existing sales	Moving market factor	Lost in monthly sales (2007)	Filling Station (future sales 2010)
1. Engen	385 000lpm	0,6%	2 300Lpm	445 000Lpm
2. Engen	520 000lpm	14,6%	75 900Lpm	515 000Lpm
3. Engen	575 000lpm	10,8%	62 100Lpm	595 500Lpm
4. Shell	386 000lpm	9,5%	37 700Lpm	400 000Lpm
5. BP	150 000lpm	0,8%	1 200Lpm	165 000Lpm
6. Zenex	275 000lpm	0,7%	1 900Lpm	300 000Lpm
7. Engen	320 000lpm	0,9%	2 900Lpm	350 000Lpm
8. Zenex	180 000lpm	2,2%	4 000Lpm	185 000Lpm
<b>TOTAL MONTHLY LOSS IN SALES</b>			<b>188 000Lpm</b>	

The difference between the lost in sales in the above table and the potential sales calculated in chapter 6 below is sales lost at existing sites outside the 3km radius. At present this traffic use the R21 or N12 freeways and fill up at other destinations outside the study area.

## 6. EXPECTED FUEL SALES

The formula to calculate the expected average literage in a month used is:

$$\begin{aligned} \text{Litres per month} &= \text{Vehicles per day passing the site} \times \\ &\quad \text{Average full normal trading days in a month} \times \\ &\quad \text{Average fill per vehicle} \times \\ &\quad \text{Percentage vehicles of passer-by traffic turning into the site} \end{aligned}$$

The traffic past the site was determined by means of a 24-hour manual **traffic count** done by Infragen and is as follows:

	March 2005	January 2008 (1 <sup>st</sup> year of operation)
Jones Street Northbound:	6 159vpd	6,790
Jones Street Southbound:	7 550vpd	8,324

The detail of the survey is provided in **Appendix A**.

The definition of full normal **trading days** in a month is the number of typical weekday sales in a month. A typical weekday is a Tuesday, Wednesday or a Thursday during a week with no holidays or public holidays. If there was no variation in the traffic there would have been 30.5 (365/12) full normal trading days in a month. If for example the weekend traffic demand is lower than during the week, the full normal trading days in a month become less.

The survey was done on a normal weekday. Due to end of the month traffic, lower weekend and holiday traffic to be generated by the industrial and office developments, it is recommended that **27** full trading days are used. Traffic to the casino will ensure some weekend and holiday traffic.

The assumed **average fills** and **capture rate** at the proposed new site has already been discussed in 4 above.

**Table 5: Expected fuel sales in a month**

	Jones Street Northbound	Jones Street Southbound
Traffic flow (vehicles per day)	6 790	8 324
Average fill (liters)	24	24
Trading days	27	27
Interception rate	1.50%	3.75%
Current Potential	65,999	202 270
Total liters (year 1 @ 80% of potential sales in year 1 (2008))		214 615 Lpm
Total liters (year 2 @ 90% of potential sales in year 2 (2009))		253 514 Lpm
Total liters (year 3 @ 100% of potential sales in year 3 (2010))		295 766 Lpm

\*Experience has taught us that a new filling station takes time to mature, which means it sell better with time. It takes a filling station normally three years to sell at its full potential.

Diesel sales will be 20% of the monthly sales, i.e. 60,000 litres in year 3. The site will have a mature volume of in excess of 300,000 litres in a month. A mature volume between 320,000 and 350,000 litres is expected (some growth after 2010 too).

## 7. COST OF ROAD AND BULK EARTHWORKS

A cost element that has a large influence on the feasibility of a filling station is the cost of the road and bulk earthworks. A detailed costing was done of the external road network and the internal roads and parking areas. The detail is provided in the table below. The site will form part of the shopping centre which will have to construct the access.

**Table 6: Costing of civil engineering works**

SECTION	DESCRIPTION	ACCESS	INTERNAL ROADS & PARKING	TOTAL
A	Preliminary & General	R 50,000.00	R 80,000.00	R 130,000.00
B	Site clearance	R 20,000.00	R 40,000.00	R 60,000.00
C	Roadwork	R 150,000.00	R 300,000.00	R 450,000.00
D	Ancillary roadwork	R 80,000.00	R 220,000.00	R 300,000.00
E	Protection of services	R 50,000.00	R 10,000.00	R 60,000.00
	<b>Sub Total</b>	R 350,000.00	R 650,000.00	<b>R 1,000,000.00</b>
	5% Contingencies			R 50,000.00
	Professional fees			R 100,000.00
	<b>TOTAL</b>			<b>R1,150,000.00</b>

The above cost excludes building works, pump and tanks as well as the canopy.

## 8. FEASIBILITY

The following assumptions regarding the feasibility of the filling station can be made based upon the following:

- The land cost will be below average, while the building and other fixed costs will be similar than for any other new filling station.
- The cost of the civil works will be below average as shown in **Table 6**.
- Based on the expected fuel sales (**295 000lpm**, year 3 of operation), the monthly income will be adequate (**Table 5 above**) to support the investment on the potential site.
- The proposed site will mainly cater for the Jet Park East traffic.
- The impact of the site within 3km will be either insignificant, or the short term losses will be regained within 3 years.

**A qualitative statement can therefore be made that the site will be feasible and will have NO major impact on the feasibility on any of the existing filling station sites in the area.**

## 9. CONCLUSIONS

It is assumed that the proposed new site will sell **295 000** litres per month (year 3), which will make it feasible from a petrol sale viewpoint. The shop will have an estimated turn over of R300,000 in a month (R1 for each litre sold – rule of thumb)

The proposed site will take approximately **188 000** litres per month from the **8** surrounding sites within the 3km radius (**See Table 4**) in year 1, but these losses will be regained by 2010 (year 3).

The four (3) sites which will be affected mostly are sites 2, 3 and 4. The reasons for this are:

- Same trade zone
- Lack of facilities at existing sites
- Medium image/condition
- Better location of proposed site for Jet Park East and
- Better facilities available at new site and interaction with the centre complex.

**The proposed site has the support from a traffic engineer viewpoint.**

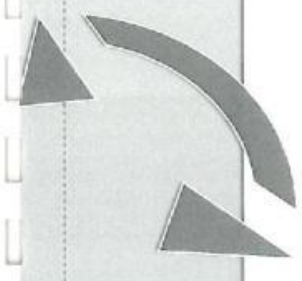




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## CAESAR'S CASINO

### TRAFFIC COUNT AT THE INTERSECTION OF: JONES ROAD / ACCESS TO CAESAR'S CASINO, JET PARK

March 2005

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Title: Sasol Caesar's Casino Traffic Count  
Traffic count at the Intersection of Jones Road and Access to  
Caesar's Casino

Project Team: Harm Schreurs Pr Eng  
David Mokansi

Project no.: Infragen 1810

Date: March 2005

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Checked by: H. Schreurs Pr. Eng.

1810\_Sasol Caesar's Casino\_Locality Plan\_01.cdr

Project:  
SASOL CAESAR'S CASINO



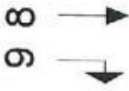
Figure:  
LOCALITY PLAN

No.	1
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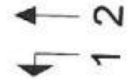
Schematic layout



Jones Road



Access to Casino



Project:	SASOL CAESAR'S CASINO
Figure Description:	TRAFFIC MOVEMENT
Drawn by: H. Schreurs Pr. Eng.	No. 2
1810_Sasol Caesar's Casino_Traffic Movement_02.doc	



**TRAFFIC COUNT: SASOL CAESAR'S CASINO**  
**INTERSECTION: JONES ROAD / ACCESS TO CAESAR'S CASINO**  
**PEAK HOUR PERIOD: 13 HOUR**  
**DATE: THURSDAY 03 MARCH 2005** **All VEHICLES**

TIME		MOVEMENT NUMBER												TOTAL
BEGIN		1	2	3	4	5	6	7	8	9	10	11	12	
06:00	06:15	9	106	0	0	0	0	0	37	3	2	0	8	165
06:15	06:30	6	163	0	0	0	0	0	40	1	2	0	2	214
06:30	06:45	8	214	0	0	0	0	0	45	10	1	0	7	285
06:45	07:00	12	163	0	0	0	0	0	46	6	0	0	6	233
07:00	07:15	7	120	0	0	0	0	0	53	3	4	0	5	192
07:15	07:30	4	239	0	0	0	0	0	57	10	1	0	3	314
07:30	07:45	14	261	0	0	0	0	0	73	8	3	0	3	362
07:45	08:00	10	237	0	0	0	0	0	72	9	1	0	6	335
08:00	08:15	18	148	0	0	0	0	0	61	15	2	0	4	248
08:15	08:30	17	78	0	0	0	0	0	70	12	2	0	3	182
08:30	08:45	12	88	0	0	0	0	0	51	16	1	0	4	172
08:45	09:00	22	89	0	0	0	0	0	57	10	4	0	4	186
09:00	09:15	9	59	0	0	0	0	0	60	13	3	0	2	146
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09:45	10:00	13	62	0	0	0	0	0	56	20	1	0	8	160
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11:15	11:30	28	54	0	0	0	0	0	41	27	0	0	32	182
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12:00	12:15	38	46	0	0	0	0	0	84	14	0	0	27	209
12:15	12:30	46	68	0	0	0	0	0	85	13	0	0	33	245
12:30	12:45	35	39	0	0	0	0	0	65	21	1	0	11	172
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13:00	13:15	16	56	0	0	0	0	0	83	17	0	0	17	189
13:15	13:30	15	61	0	0	0	0	0	88	24	0	0	24	212
13:30	13:45	16	85	0	0	0	0	0	163	20	0	0	47	331
13:45	14:00	12	102	0	0	0	0	0	86	22	2	0	60	284
14:00	14:15	14	90	0	0	0	0	0	72	22	0	0	54	252
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16:30	16:45	22	16	0	0	0	0	0	250	9	0	0	43	340
16:45	17:00	23	32	0	0	0	0	0	218	26	3	0	62	364
17:00	17:15	26	34	0	0	0	0	0	204	13	3	0	90	370
17:15	17:30	35	29	0	0	0	0	0	140	28	1	0	54	285
17:30	17:45	52	57	0	0	0	0	0	68	21	3	0	39	240
17:45	18:00	36	51	0	0	0	0	0	70	18	3	0	48	226
18:00	18:15	53	30	0	0	0	0	0	99	30	1	0	56	269
18:15	18:30	61	23	0	0	0	0	0	59	35	8	0	40	226
18:30	18:45	55	22	0	0	0	0	0	58	51	10	0	57	253
18:45	19:00	51	9	0	0	0	0	0	48	46	18	0	51	223
		1263	3869	0	0	0	0	0	4857	931	102	0	1435	12457
<b>EST. 24 HR</b>		<b>1516</b>	<b>4643</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5828</b>	<b>1117</b>	<b>122</b>	<b>0</b>	<b>1722</b>	<b>14948</b>

**TRAFFIC COUNT:** SASOL CAESAR'S CASINO  
**INTERSECTION:** JONES ROAD / ACCESS TO CAESAR'S CASINO  
**PEAK HOUR PERIOD:** 13 HOUR  
**DATE:** THURSDAY 03 MARCH 2005 **LIGHT**

TIME		TRAFFIC MOVEMENTS												TOTAL
Start	End	1	2	3	4	5	6	7	8	9	10	11	12	
06:00	06:15	9	101	0	0	0	0	0	35	3	2	0	8	158
06:15	06:30	6	154	0	0	0	0	0	28	1	2	0	2	193
06:30	06:45	8	205	0	0	0	0	0	31	10	1	0	7	262
06:45	07:00	12	156	0	0	0	0	0	27	5	0	0	6	206
07:00	07:15	7	111	0	0	0	0	0	34	3	3	0	5	163
07:15	07:30	3	226	0	0	0	0	0	43	10	1	0	3	286
07:30	07:45	12	251	0	0	0	0	0	53	8	2	0	3	329
07:45	08:00	10	222	0	0	0	0	0	56	9	1	0	4	302
08:00	08:15	18	135	0	0	0	0	0	49	15	2	0	4	223
08:15	08:30	17	60	0	0	0	0	0	53	11	2	0	3	146
08:30	08:45	12	83	0	0	0	0	0	44	16	1	0	3	159
08:45	09:00	22	78	0	0	0	0	0	47	10	3	0	2	162
09:00	09:15	9	48	0	0	0	0	0	56	13	3	0	1	130
09:15	09:30	12	54	0	0	0	0	0	60	22	0	0	13	161
09:30	09:45	10	57	0	0	0	0	0	61	19	0	0	10	157
09:45	10:00	13	55	0	0	0	0	0	50	20	1	0	8	147
10:00	10:15	20	56	0	0	0	0	0	49	18	0	0	21	164
10:15	10:30	35	41	0	0	0	0	0	53	27	2	0	6	164
10:30	10:45	24	46	0	0	0	0	0	78	35	2	0	4	189
10:45	11:00	11	33	0	0	0	0	0	64	14	2	0	9	133
11:00	11:15	46	43	0	0	0	0	0	45	24	0	0	7	165
11:15	11:30	27	49	0	0	0	0	0	36	27	0	0	32	171
11:30	11:45	26	29	0	0	0	0	0	81	21	0	0	18	175
11:45	12:00	23	45	0	0	0	0	0	51	21	2	0	24	166
12:00	12:15	36	39	0	0	0	0	0	76	14	0	0	27	192
12:15	12:30	46	64	0	0	0	0	0	76	13	0	0	32	231
12:30	12:45	35	38	0	0	0	0	0	53	19	1	0	11	157
12:45	13:00	16	25	0	0	0	0	0	42	14	0	0	16	113
13:00	13:15	15	38	0	0	0	0	0	71	17	0	0	16	157
13:15	13:30	11	51	0	0	0	0	0	72	24	0	0	24	182
13:30	13:45	16	73	0	0	0	0	0	136	20	0	0	47	292
13:45	14:00	11	91	0	0	0	0	0	77	20	2	0	60	261
14:00	14:15	13	76	0	0	0	0	0	60	19	0	0	54	222
14:15	14:30	14	60	0	0	0	0	0	63	17	0	0	43	197
14:30	14:45	18	45	0	0	0	0	0	68	16	4	0	40	191
14:45	15:00	24	64	0	0	0	0	0	156	20	0	0	55	319
15:00	15:15	16	56	0	0	0	0	0	202	17	0	0	32	323
15:15	15:30	36	36	0	0	0	0	0	155	12	0	0	65	304
15:30	15:45	36	51	0	0	0	0	0	207	11	3	0	44	352
15:45	16:00	24	48	0	0	0	0	0	118	3	3	0	22	218
16:00	16:15	43	29	0	0	0	0	0	155	5	0	0	38	270
16:15	16:30	17	30	0	0	0	0	0	171	15	0	0	38	271
16:30	16:45	21	15	0	0	0	0	0	241	9	0	0	43	329
16:45	17:00	23	26	0	0	0	0	0	211	26	3	0	61	350
17:00	17:15	25	31	0	0	0	0	0	190	13	3	0	89	351
17:15	17:30	34	23	0	0	0	0	0	130	26	1	0	52	266
17:30	17:45	50	53	0	0	0	0	0	58	21	3	0	38	223
17:45	18:00	36	47	0	0	0	0	0	65	18	2	0	47	215
18:00	18:15	53	28	0	0	0	0	0	92	30	1	0	55	259
18:15	18:30	59	20	0	0	0	0	0	52	35	8	0	39	213
18:30	18:45	54	19	0	0	0	0	0	52	48	9	0	57	239
18:45	19:00	51	7	0	0	0	0	0	41	45	17	0	51	212
<b>TOTAL</b>		1225	3521	0	0	0	0	0	4274	909	92	0	1399	11420
<b>EST. 24 HR</b>		1470	4225	0	0	0	0	0	5129	1091	110	0	1679	13704

**TRAFFIC COUNT:** SASOL CAESAR'S CASINO  
**INTERSECTION:** JONES ROAD / ACCESS TO CAESAR'S CASINO  
**PEAK HOUR PERIOD:** 13 HOUR  
**DATE:** THURSDAY 03 MARCH 2005

**TAXI**

TIME		TRAFFIC MOVEMENTS												TOTAL
Start	End	1	2	3	4	5	6	7	8	9	10	11	12	
06:00	06:15	0	5	0	0	0	0	0	2	0	0	0	0	7
06:15	06:30	0	7	0	0	0	0	0	10	0	0	0	0	17
06:30	06:45	0	7	0	0	0	0	0	13	0	0	0	0	20
06:45	07:00	0	5	0	0	0	0	0	14	1	0	0	0	20
07:00	07:15	0	6	0	0	0	0	0	14	0	1	0	0	21
07:15	07:30	0	9	0	0	0	0	0	12	0	0	0	0	21
07:30	07:45	1	8	0	0	0	0	0	17	0	0	0	0	26
07:45	08:00	0	11	0	0	0	0	0	13	0	0	0	0	24
08:00	08:15	0	7	0	0	0	0	0	10	0	0	0	0	17
08:15	08:30	0	11	0	0	0	0	0	11	0	0	0	0	22
08:30	08:45	0	1	0	0	0	0	0	6	0	0	0	0	7
08:45	09:00	0	7	0	0	0	0	0	4	0	0	0	0	12
09:00	09:15	0	9	0	0	0	0	0	2	0	0	0	1	7
09:15	09:30	0	5	0	0	0	0	0	3	0	0	0	0	11
09:30	09:45	0	5	0	0	0	0	0	3	0	0	0	0	8
09:45	10:00	0	5	0	0	0	0	0	2	0	0	0	0	8
10:00	10:15	1	3	0	0	0	0	0	1	0	0	0	0	7
10:15	10:30	0	2	0	0	0	0	0	3	1	0	0	1	6
10:30	10:45	1	6	0	0	0	0	0	2	1	0	0	0	6
10:45	11:00	0	2	0	0	0	0	0	3	2	1	0	0	10
11:00	11:15	0	4	0	0	0	0	0	3	0	0	0	0	8
11:15	11:30	1	2	0	0	0	0	0	0	0	0	0	0	7
11:30	11:45	0	6	0	0	0	0	0	5	0	0	0	0	3
11:45	12:00	0	4	0	0	0	0	0	4	2	0	0	1	11
12:00	12:15	2	5	0	0	0	0	0	4	0	0	0	0	11
12:15	12:30	0	3	0	0	0	0	0	4	0	0	0	0	7
12:30	12:45	0	1	0	0	0	0	0	5	1	0	0	0	7
12:45	13:00	1	3	0	0	0	0	0	8	0	0	0	0	10
13:00	13:15	1	16	0	0	0	0	0	5	0	0	0	0	22
13:15	13:30	4	8	0	0	0	0	0	6	0	0	0	0	18
13:30	13:45	0	5	0	0	0	0	0	8	0	0	0	0	13
13:45	14:00	1	10	0	0	0	0	0	2	2	0	0	0	15
14:00	14:15	1	11	0	0	0	0	0	2	3	0	0	0	17
14:15	14:30	2	6	0	0	0	0	0	3	1	0	0	0	12
14:30	14:45	0	1	0	0	0	0	0	7	1	1	0	0	10
14:45	15:00	0	2	0	0	0	0	0	6	1	0	0	1	10
15:00	15:15	1	0	0	0	0	0	0	4	0	0	0	2	7
15:15	15:30	2	1	0	0	0	0	0	1	0	0	0	0	4
15:30	15:45	1	0	0	0	0	0	0	8	0	0	0	1	10
15:45	16:00	1	7	0	0	0	0	0	4	0	0	0	1	13
16:00	16:15	2	1	0	0	0	0	0	7	0	0	0	1	11
16:15	16:30	0	1	0	0	0	0	0	7	0	0	0	1	9
16:30	16:45	1	0	0	0	0	0	0	5	0	0	0	0	6
16:45	17:00	0	6	0	0	0	0	0	3	0	0	0	0	9
17:00	17:15	1	2	0	0	0	0	0	9	0	0	0	1	13
17:15	17:30	1	3	0	0	0	0	0	4	0	0	0	1	9
17:30	17:45	0	3	0	0	0	0	0	5	0	0	0	0	8
17:45	18:00	0	2	0	0	0	0	0	2	0	0	0	1	5
18:00	18:15	0	2	0	0	0	0	0	5	0	0	0	1	8
18:15	18:30	1	2	0	0	0	0	0	3	0	0	0	1	7
18:30	18:45	0	3	0	0	0	0	0	2	2	1	0	0	8
18:45	19:00	0	2	0	0	0	0	0	2	1	0	0	0	5
<b>TOTAL</b>		27	243	0	0	0	0	0	286	19	4	0	15	594
<b>EST. 24 HR</b>		32	292	0	0	0	0	0	343	23	5	0	18	713

TRAFFIC COUNT: SASOL CAESAR'S CASINO  
 INTERSECTION: JONES ROAD / ACCESS TO CAESAR'S CASINO  
 PEAK HOUR PERIOD: 13 HOUR

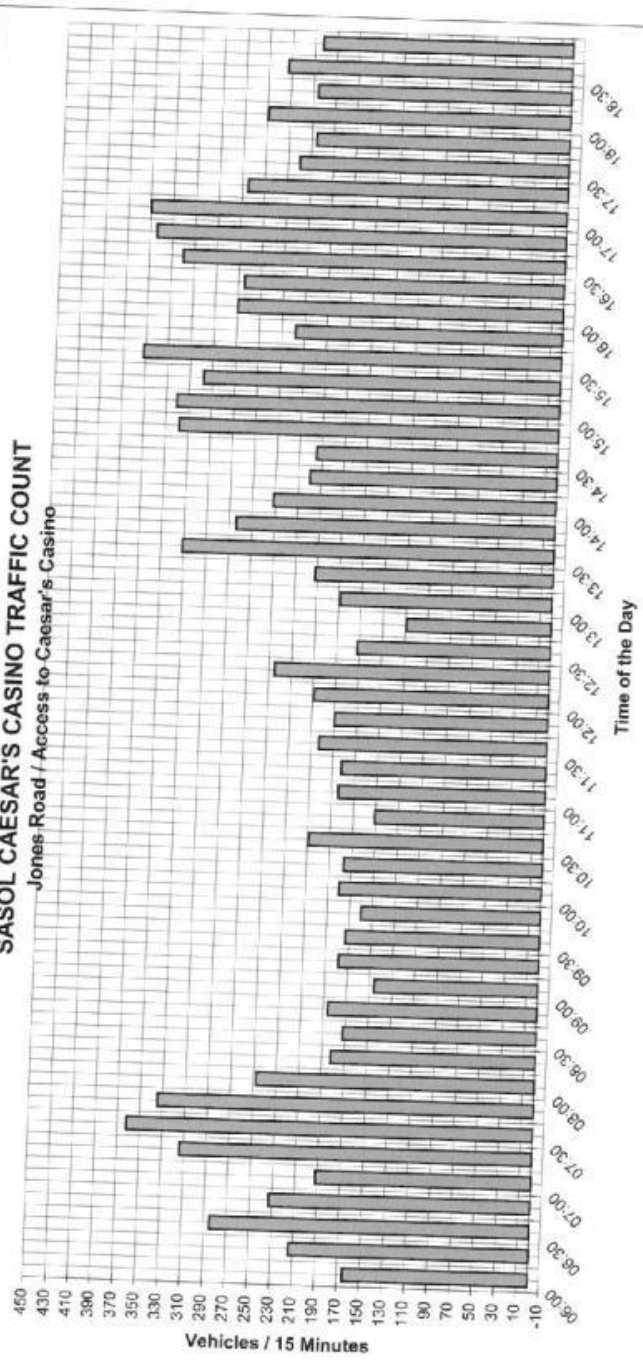
DATE: THURSDAY 03 MARCH 2005

HEAVY VEHICLES

		TRAFFIC MOVEMENTS												
TIME		1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
Start	End													
06:00	06:15	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	06:30	0	2	0	0	0	0	0	2	0	0	0	0	4
06:30	06:45	0	2	0	0	0	0	0	1	0	0	0	0	3
06:45	07:00	0	2	0	0	0	0	0	5	0	0	0	0	7
07:00	07:15	0	3	0	0	0	0	0	5	0	0	0	0	8
07:15	07:30	1	4	0	0	0	0	0	2	0	0	0	0	7
07:30	07:45	1	2	0	0	0	0	0	3	0	1	0	0	7
07:45	08:00	0	4	0	0	0	0	0	3	0	0	0	0	7
08:00	08:15	0	6	0	0	0	0	0	2	0	0	0	2	9
08:15	08:30	0	7	0	0	0	0	0	6	1	0	0	0	8
08:30	08:45	0	4	0	0	0	0	0	1	0	0	0	0	14
08:45	09:00	0	4	0	0	0	0	0	7	0	0	0	1	6
09:00	09:15	0	2	0	0	0	0	0	6	0	1	0	1	12
09:15	09:30	0	2	0	0	0	0	0	2	0	0	0	1	5
09:30	09:45	0	3	0	0	0	0	0	7	0	0	0	0	9
09:45	10:00	0	2	0	0	0	0	0	5	0	0	0	0	8
10:00	10:15	0	4	0	0	0	0	0	4	0	0	0	0	6
10:15	10:30	0	2	0	0	0	0	0	6	0	0	0	0	10
10:30	10:45	1	3	0	0	0	0	0	5	0	0	0	0	7
10:45	11:00	0	2	0	0	0	0	0	6	0	0	0	0	10
11:00	11:15	0	2	0	0	0	0	0	7	0	0	0	1	10
11:15	11:30	0	3	0	0	0	0	0	10	0	0	0	0	12
11:30	11:45	0	3	0	0	0	0	0	5	0	0	0	0	8
11:45	12:00	1	0	0	0	0	0	0	13	0	0	0	1	17
12:00	12:15	0	2	0	0	0	0	0	12	0	0	0	0	13
12:15	12:30	0	1	0	0	0	0	0	4	0	0	0	0	6
12:30	12:45	0	0	0	0	0	0	0	5	0	0	0	1	7
12:45	13:00	0	0	0	0	0	0	0	7	1	0	0	0	8
13:00	13:15	0	2	0	0	0	0	0	5	0	0	0	1	6
13:15	13:30	0	2	0	0	0	0	0	7	0	0	0	1	10
13:30	13:45	0	7	0	0	0	0	0	10	0	0	0	0	12
13:45	14:00	0	1	0	0	0	0	0	19	0	0	0	0	26
14:00	14:15	0	3	0	0	0	0	0	7	0	0	0	0	8
14:15	14:30	0	0	0	0	0	0	0	10	0	0	0	0	13
14:30	14:45	0	0	0	0	0	0	0	11	0	0	0	0	11
14:45	15:00	0	5	0	0	0	0	0	12	0	2	0	0	14
15:00	15:15	0	0	0	0	0	0	0	4	0	0	0	0	9
15:15	15:30	0	3	0	0	0	0	0	6	0	0	0	5	11
15:30	15:45	0	0	0	0	0	0	0	5	0	0	0	2	10
15:45	16:00	0	0	0	0	0	0	0	9	0	0	0	1	10
16:00	16:15	3	2	0	0	0	0	0	7	0	0	0	0	7
16:15	16:30	0	0	0	0	0	0	0	4	0	0	0	0	9
16:30	16:45	0	1	0	0	0	0	0	5	0	0	0	0	5
16:45	17:00	0	0	0	0	0	0	0	4	0	0	0	0	5
17:00	17:15	0	1	0	0	0	0	0	4	0	0	0	1	5
17:15	17:30	0	3	0	0	0	0	0	5	0	0	0	0	6
17:30	17:45	2	1	0	0	0	0	0	6	0	0	0	1	10
17:45	18:00	0	2	0	0	0	0	0	5	0	0	0	1	9
18:00	18:15	0	0	0	0	0	0	0	3	0	1	0	0	6
18:15	18:30	1	1	0	0	0	0	0	2	0	0	0	0	2
18:30	18:45	1	0	0	0	0	0	0	4	0	0	0	0	6
18:45	19:00	0	0	0	0	0	0	0	4	1	0	0	0	6
<b>TOTAL</b>		11	105	0	0	0	0	0	5	0	1	0	0	6
<b>EST. 24 HR</b>		13	126	0	0	0	0	0	297	3	6	0	21	443
									356	4	7	0	25	532

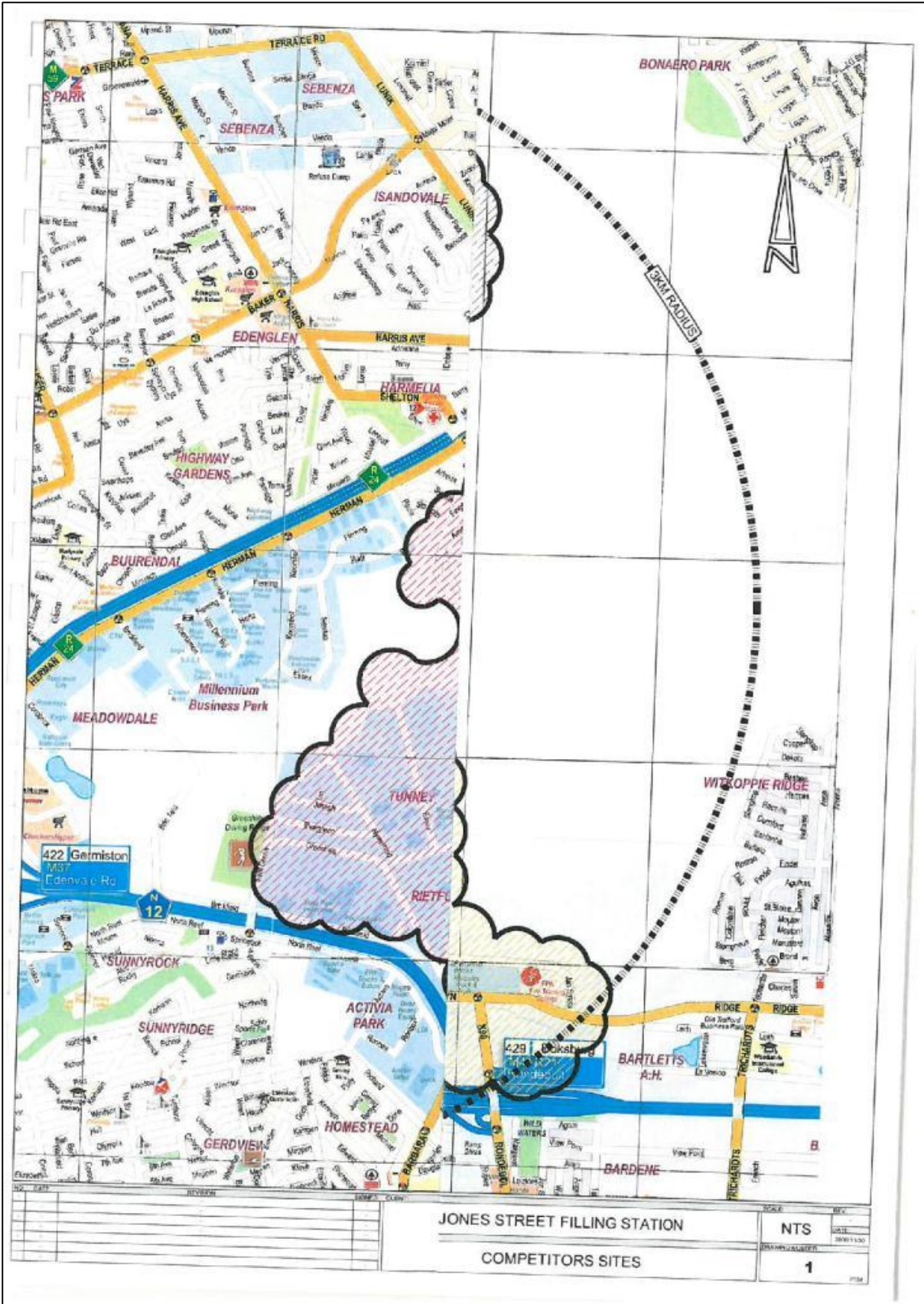


**SASOL CAESAR'S CASINO TRAFFIC COUNT**  
 Jones Road / Access to Caesar's Casino



**ANNEXURE B**

**FIGURES**





Engen - All vehicles exiting the parking area of the airport pass the site

Project:

EXEL JONES ROAD



**INFRAGEN**  
CONSULTING ENGINEERS  
(PTY) LTD

Figure Description:

SURROUNDING FILLING STATIONS

2234\_Photo 1.027  
No.

1



Engen - located on the western side of the R21

Project:

EXEL JONES ROAD



**INFRA GEN**  
CONSULTING ENGINEERS  
(PVT) LTD

Figure Description:

**SURROUNDING FILLING STATIONS**

2334\_Photo 2.cdr  
No.

2



Shell - it only has a left-in-left-out access of Yaldwayn road

Project:

EXEL JONES ROAD



**INFRAGEN**  
CONSULTING ENGINEERS  
PTY LTD

Figure Description:

SURROUNDING FILLING STATIONS

2334\_Platin 4.02r  
No.

4



BP - it is accessible from both directions

Project:

EXEL JONES ROAD



**INFRAGEN**  
CONSULTING ENGINEERS  
(PTY) LTD

2304 Photo 5.pdf

No

5

Figure Description:  
SURROUNDING FILLING STATIONS



BP - it is accessible from both directions

Project:

EXEL JONES ROAD



**INFRAGEN**  
CONSULTING ENGINEERS  
19771 LTD

Figure Description:

SURROUNDING FILLING STATIONS

No.

5

2304\_Plate 5.dwg





Zenex - site is a left-in-left-out from Barbara road and full access from Kruiin street

Project:

EXEL JONES ROAD



**INFRAGEN**  
CONSULTING ENGINEERS  
(PTY) LTD

2324\_Photo 6.tif

Figure Description:  
SURROUNDING FILLING STATIONS

No. 6



Engen - it is accessible from all directions with two full accesses

Project:

EXEL JONES ROAD



**INFRAGEN**  
CONSULTING ENGINEERS  
PTY LTD

Figure Description:

SURROUNDING FILLING STATIONS

254 Photo 7 of

No.

7



Zenex - it is accessible from all directions with two full accesses

Project:

EXEL JONES ROAD



2024\_Plate 8 of 8

Figure Description:  
SURROUNDING FILLING STATIONS

No.

8

## APPENDIX J2: LAND REZONING APPROVAL

REF: 15/4/3/1/81/187  
ENQUIRIES: M Du Plessis

17 June 2014

Messrs Izwelisha Town Planners  
PO Box 2256  
Boksburg  
1460

Sir,



**Ekurhuleni**  
METROPOLITAN MUNICIPALITY

Southern Service Delivery Region  
BOKSBURG CUSTOMER CARE CENTRE

City Planning

Civic Centre  
Trichardt's Road

PO Box 215  
Boksburg  
1460

Tel: (011)999-5271  
Fax: (011)917-2188  
www.ekurhuleni.com

**REZONING OF A PORTION OF PORTION 187 (A PORTION OF PORTION 6) OF THE FARM WITKOPPIE 64-I.R.**

Kindly note that your application in terms of Section 56 of the Town Planning and Township Ordinance, 15 of 1986 for the rezoning of a portion of Portion 187 of the Farm Witkoppie 64-I.R. was approved by the Mayoral Committee Meeting on 14 May 2014. Item B-CPED (53-2014).

Please find attached hereto a copy of the said resolution. You are requested to provide this office with your satisfactory written acceptance of all the conditions within a period of 28 days from the date of this letter.

Please note that the subject rights may only be exercised after the promulgation of this amendment scheme.

Yours faithfully,

  
A BESTBIER  
AREA MANAGER: BOKSBURG CCC  
For HOD: CITY PLANNING

CC -M Du Plessis

-The Area Planner

-Infrastructure: Water Services

-Finance: Mr S Roos  
Sanburn Building  
68 Woburn Avenue  
Benoni  
1500

-Evaluations Enhanced Property Appraisals (Pty) Ltd  
PO Box 2095  
Edenvale  
1610

-Infrastructure Services: R T C W

-Infrastructure: Electricity Services

-Finance: Boksburg: Mr J P Le Roux

-The Registrar of Deeds: Pretoria  
Private Bag X183  
Pretoria  
0001

**MINUTES**  
**5<sup>TH</sup> ORDINARY MAYORAL COMMITTEE MEETING (2014)**  
**EKURHULENI METROPOLITAN MUNICIPALITY**

2014.05.14

Item B-CPED (53-2014)      **WARD 92: TO REQUEST THE APPROVAL OF AN APPLICATION FOR THE REZONING OF A PORTION OF PORTION 187 (A PORTION OF PORTION 6) OF THE FARM WITKOPPIE 64-I.R.**

**PURPOSE**

*To consider the development application applied for in terms of Sections 56 of the Town-planning and Townships Ordinance, 15 of 1986 for the rezoning of a portion of Portion 187 of the Farm Witkoppie 64-I.R., from "Aerodrome" (Airport) to "Aerodrome" (Airport), including Public Garage.*

**RESOLVED:**

1. That the application submitted, in terms of Sections 56 of the Town-planning and Township Ordinance, 15 of 1986, for the Rezoning of a portion of Portion 187 of the Farm Witkoppie 64-I.R. from "Aerodrome" (Airport) to "Aerodrome" (Airport), including Public Garage, **BE APPROVED**, as amended, subject to the following conditions:

**Schedule**

Use Zone:	"Aerodrome" including "Public Garage"
Height:	"Aerodrome" - N/A "Public Garage" - 1 storey
FAR:	"Aerodrome" - N/A "Public Garage" - To be determined upon submission of SDP
Coverage:	"Aerodrome" - N/A "Public Garage" - 60%
Parking Provisions:	"Aerodrome": N/A "Public Garage": 40% of the area of the site including the area around fuel pump islands but excluding workshops, showrooms, work areas, lubricating and washing bays and 6 parking spaces per 100m <sup>2</sup> gross leasable shop floor area.
Building Lines:	To be determined upon submission of SDP
Density:	N/A

**General Conditions**

- (a) Access to the property will be allowed from Jones Road at a marginal access point as indicated in the application.
- (b) No bulk sewer services are available on the boundary of this proposed development and thus a sewer extension of approximately 800m is required on Jones Street.

**MINUTES**  
**5<sup>TH</sup> ORDINARY MAYORAL COMMITTEE MEETING (2014)**  
**EKURHULENI METROPOLITAN MUNICIPALITY**

2014.05.14

- (c) A Site Development Plan (SDP) will be required that amongst others must provide detail with respect to the following:
- Traffic Impact Assessment:
  - The traffic impact statement (TIS) must be done by the applicant at his cost and according to the manual for Traffic Impact Studies. The maximum rights applied for must be used in the TIS.
  - The TIS must address amongst others, the access to the site, parking layout, parking accommodation on site, traffic circulation, public transport and pedestrian movement associated with the development, on-and-off loading requirements, the impact of the development on the surrounding road network with special attention to the capacity of the network for the proposed rights.
  - Way-leave approvals must be obtained for all improvements to the infrastructure, as a result of the development, will be for the cost of the developer.
  - Storm-water Management Assessment
  - Where there is an increase in the impermeable area of an Erf, a complete storm-water management plan will however be required addressing amongst others, the attenuation of storm-water on the site to the satisfaction of the Infrastructure Services Department: RTCW. Such a storm-water management plan (SMP) must be prepared in line with the EMM SMP guideline document, by a professional storm-water planning engineer, at the cost of the developer and must be submitted to the Infrastructure Services Department: RTCW for approval prior to the approval of the site development plan.
  - Recommendations of the SMP must be implemented by the developer at his cost and must be incorporated in the SDP to be submitted for the development.
  - The storm-water system must be linked to the nearest Municipal storm-water system. The SMP must also address the capacity of the receiving storm-water network and identify where upgrading will be required.
  - Parking must be provided on the stand itself.
  - No access to parking bays from public or private roads will be allowed.
  - Parking on site and dimensions complete with parking schedule
  - Internal movement on site, including design of vehicle used;
  - Access arrangements, including dimensions of the throat length and access width; where a TIA is required, an approval letter of the TIA with recommendations of the TIA must be submitted with the SDP;
  - The storm-water management on site and the discharge arrangement, approval letter of the SMP with recommendations of the SMP must be submitted with the SDP.

MINUTES  
5<sup>TH</sup> ORDINARY MAYORAL COMMITTEE MEETING (2014)  
EKURHULENI METROPOLITAN MUNICIPALITY

2014.05.14

- 
- Provision for public transport.
  - Pedestrian accommodation.
- (d) Construction noise shall not exceed the acceptable rating levels for a residential area with a maximum noise level of 55dBA during the day and 45dBA during night times as stated in table 2 of SANS 1010103 of 2008.
- (e) Continuous dust suppression shall be conducted during and after construction phase.
- (f) Any installation of the underground tanks is according to acceptable standards and regulations within the municipality.
- (g) All conditions laid down by TRANSNET must be complied with.
2. That the Head of Department: City Planning **INFORMS** the applicant of this decision.
3. That the Finance Department **BE NOTIFIED** of this decision.

# Memorandum



**Ekurhuleni**  
METROPOLITAN MUNICIPALITY

**To:** CITY DEVELOPMENT DEPARTMENT:  
Boksburg  
**Attention:** AREA MANAGER  
**Your Ref:** 15/4/3/1/81/187  
**From:** Regional Director (RTCW: North)  
**Our Ref:** 15/4/7-WITK 64 IR  
**Enquiries:** R M van Huyssteen  
**Tel:** 011 999 3864  
**Date:** 16 November 2012

**Subject:** PROPOSED REZONING ON PORTION OF PORTION 187 OF THE FARM WITKOPPIE 64-IR: AMENDMENT SCHEME 1798

Northern Service Delivery Region  
Roads and Stormwater

Kempton Park Civic Centre  
cnr C R Swart Drive and Pretoria Rd

P O Box 13  
KEMPTON PARK  
1620

Fax : (011) 398 2074  
marlus.vhuyssteen@ekurhuleni.gov.za

Your memorandum dated 30 October 2012 refers.

The following comments are applicable on the proposed rezoning.

#### Rezoning Proposal

1. In view of this department, the available infrastructure will be able to support the rights applied for, subject to the conditions below.
2. Please note that the comments made on this rezoning application must not be seen as support for the proposed site development plan that is attached. The Site Development Plan will only be considered on receipt of the formal site development plan after approval of the amendment scheme.

#### Access Arrangements

3. Access to the property will be allowed from Jones Road. Only a marginal access will be allowed (as reflected in the application).

#### Traffic Impact Assessment

4. The expected trip generation will be between 50 and 150 peak hour trips. Hence a traffic impact statement will be required. The purpose of the traffic impact statement is to clarify the access to the site and to deal with matters like access widths, throat lengths, internal manoeuvring, etc.
5. The traffic impact statement will be required before the site development plan for the development can be considered.
6. The traffic impact statement must be done by the applicant at his cost and according to the Manual for Traffic Impact Studies. The maximum rights applied for must be used in the traffic impact statement (and not the intention or current usage on site).
7. The traffic impact statement must address amongst others, the access to the site, parking layout, parking accommodation on site in terms of the town planning scheme requirements, traffic circulation, public transport and pedestrian movements associated with the development, as well as on-and-off loading requirements. The impact of the development on the surrounding road network must also be addressed, with special attention to the capacity of the network for the proposed rights.



8. It must be noted that any improvements to the road network required as a result of the development, as indicated in the traffic impact statement, will be for the cost of the developer.
9. Way leave approvals must be obtained for all improvements to the infrastructure, as a result of the development, within the public road reserves, prior to construction.

#### **Road Infrastructure Requirements**

10. Only improvements to the access, in line with a Site Development Plan, to be submitted, are at present foreseen. See point 9 above with respect to obtaining way leave approval prior to construction. Also note that this department understands that the area under consideration is affected with various services that needs to be considered during the construction. The developer to take note of this challenge.

#### **Stormwater Infrastructure**

11. A stormwater management assessment will be required. Where there is an increase in the impermeable area of an Erf, a complete stormwater management plan will be required addressing, amongst others, the attenuation of storm water on the site to the satisfaction of this department. Such a Storm-water Management Plan (SMP) must be prepared in line with the EMM SMP guideline document, by a professional storm-water planning engineer, at the cost of the developer and must be submitted to this department for approval prior to the approval of the site development plan.
12. The recommendations of the Storm-water Management Plan must be implemented by the developer at his costs, which recommendations must be incorporated in the site development plan to be submitted for the development.
13. The storm-water management plan (SMP) must be submitted to this office in hard copy and in electronic copy (only in PDF format).
14. The storm water system for the development must be linked to the nearest Municipal storm water system. The SMP must also address the capacity of the receiving stormwater network and identify where upgrading will be required.

#### **Parking**

15. With respect to parking please note that parking must be provided on the stand itself. The parking requirements must meet the Town Planning Scheme requirements. No access to parking bays from public or private roads will be allowed. Parking dimensions must meet the requirements as stipulated in the "Parking Standards (Second Edition)" as published by the Department of Transport. This matter must however be addressed in the site development plan.

#### **Site Development Plan**

16. A Site Development Plan will be required that amongst others must provide the detail with respect to:
  - a. Parking on site and the dimensions, complete with the parking schedule in terms of the town planning scheme.
  - b. Internal movement on site, including the design vehicle used.
  - c. Access arrangements, including dimensions of the throat length and access width. Where a traffic impact statement/study is required, an approval letter of the traffic impact study, with the recommendations of the traffic impact study, must be submitted with the SDP.
  - d. The storm-water management on site and the discharge arrangements (as per the storm-water management plan). Where a stormwater management plan is required, an approval letter of the stormwater management plan, with the recommendations of the SMP, must be submitted with the SDP.
  - e. Provision for public transport.
  - f. Pedestrian accommodation.
  - g. Proof of the payment of the bulk engineering services contribution.

#### **Contributions**

17. A road and storm-water contribution of R 391 836.01 is payable on this application (See Annexure A), which contribution is valid until end of June 2013 after which it will be escalated. For this development, the trip generation was based upon a Filling Station. The reason for not

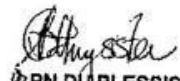
considering the "Aerodrome" rights in the calculation is based upon the understanding that contributions will be levied for any additional rights on the site, despite the aerodrome rights.

18. The contribution amount must be paid into Vote Number 4308 051 425 575 with REZ-PTN-PTN 187-WITK 64IR as the description. A copy of the receipt must be submitted to this department. The bulk engineering services contribution is payable within 28 days of the proclamation of the amendment scheme or prior to the submission of the site development plan whichever comes first.

**Environmental Considerations**

19. General Comment: Please note that the installation or construction of any road and storm-water infrastructure required for the rezoning, within or outside the application site, may be considered a listed activity in terms of the National Environmental Management Act of 1998. It will be the developer's responsibility to acquaint him of these regulations and to obtain the necessary authorisation from the Gauteng Department of Agriculture and Rural development (GDARD) where applicable. Where applicable, an application must also be made to the Department of Water and Environment (DWE) in terms of the National Water Act of 1998 where any such infrastructure may require a Section 21 licence. Therefore, the necessary authorisation will be required from the Gauteng Department of Agriculture and Rural Development (GDARD) as well as DWE prior to this department commenting favourably on the site development plan

I trust you find the above in order.

  
P. N. DU PLESSIS Pr. Eng.  
REGIONAL DIRECTOR (RTCW: NORTH)

**CONTRIBUTION CALCULATION CERTIFICATION**


I, R M van Huyssteen , being the author of the above-mentioned comments, hereby certify that the contribution calculation contained in the memorandum above, namely a contribution of R 391 836.01, valid to June 2013, has been done in accordance with the current approved bulk Roads and Stormwater Engineering Contribution Policy.

  
\_\_\_\_\_

R M van Huyssteen

Date: 2012/11/15

I, P N du Plessis, being the Regional Director: Roads and Stormwater, Northern Region hereby certifies that the contribution calculation contained in the memorandum above has been verified by me.

  
\_\_\_\_\_

PN DU PLESSIS Pr. Eng.  
REGIONAL DIRECTOR (RTCW: NORTH)

Date: 16/11/12

Recorded on database:

Yes:

No:



# Memorandum



**Ekurhuleni**  
METROPOLITAN MUNICIPALITY

**To:** AREA MANAGER : CITY  
DEVELOPMENT:  
(BOKSBURG CCC)  
**ATTENTION:** M. Pekane

**Your Ref:** 15/4/3/1/81/187  
**Our Ref:** 15/4/3/1

**Tel:** (011) 999 5527  
**Fax:** (011) 917 2188

**From:** **Mr A Nel**  
Engineer: Water and Sanitation

**E-mail:** andre.nel@ekurhuleni.gov.za

**Date:** 29 November 2012

**Water and Sanitation**

*Planning Section*

4 Willow Road, Eastleigh  
**Edenvale, 1610**

PO Box 25  
**Edenvale, 1610**

**Tel:** (011) 999 3192  
**Fax:** (011) 999 3374

[www.ekurhuleni.com](http://www.ekurhuleni.com)

**SUBJECT: APPLICATION FOR PROPOSED REZONING OF A PORTION OF PORTION 187 OF THE FARM WITKOPPIE 64-IR: AMENDMENT SCHEME 1798: SEWER AND WATER ENGINEERING SERVICES: COMMENTS**

Your memorandum dated 30 October 2012 in the above regard refers.

The Department Water and Sanitation has no objection against the application subject to the following conditions;

1. No bulk sewer services are available on the boundary of the proposed development.
2. To service this development a sewer extension of approximately 800m is required in Jones Street.
3. The Developer/applicant will be responsible for providing the necessary link- and internal water and sewer network services for the above development, to the satisfaction of this department.
4. The design and site supervision of the said services has to be done by a registered professional Civil Engineer and has to be according to our design specifications and requirements for the services which will be taken over by Council.
5. Design drawings have to be submitted for approval prior to commencement of construction.
6. After completion of the services the maintenance and operation of the services will be taken over by this department.
7. The developer/applicant is responsible for all costs related to the provision of services.
8. The development is also subject to EMM's Contributions Policy. However the figures are not currently calculated. The figures can only be calculated if detail information is available in respect of the zoning rights of "Aerodrome" if applicable.
9. A Site Development Plan must be submitted prior to any development on the site and prior to the approval of building plans.

The above mentioned comments are only valid for a period twelve months as from the above date.

For any enquiries, Andre Nel from this department (telephone number 011 999 3192) can be contacted.



**DANIE VAN DER MERWE**  
**ACTING DIRECTOR PLANNING**  
**WATER AND SANITATION**

Proposed zoning	Property size	Coverage	Height	FAR	Density
"Aerodrome" (Airport) including Public Garage	4 120m <sup>2</sup>				

PLEASE NOTE that the submission of a Site Development Plan (SDP), as a condition of approval for this application, is required.

With reference to the above-mentioned application/proposal, I wish to comment as follows:  
(Insert or Attach comments)

APPLICATION FOR THE PROPOSED REZONING OF PORTION OF PORTION 187 OF THE FARM WITKOPPIE 64-IR: AMENDMENT SCHEME 1798

File No: 15/4/3/1/81/187

*No Objection*

DIRECTORATE: ENERGY  
SECTION: PLANNING  
NAME: D. ERASMUS  
SIGNATURE: [Signature]  
DATE: 2012/11/13

**APPENDIX J3: 2009 ENVIRONMENTAL AUTHORISATION AND 2014 AMENDMENT**

12/12/20/1109 Proposed ACSA Jones Road Filling Station

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environment & tourism

Department  
Environmental Affairs and Tourism  
REPUBLIC OF SOUTH AFRICA

## Environmental Authorisation

**Authorisation register number:** 12/12/20/1109

**Last amended:**

**Holder of authorisation:** Airports Company South Africa

**Location of activity:** Portion 197 of Portion 6 of  
the farm Witkoppie Ridge 64-  
IR, Ekurhuleni Metropolitan  
Municipality

*[Handwritten signature]*  
9/12/09



**APPEALS PROCEDURE IN TERMS OF CHAPTER 7 OF THE NEMA EIA REGULATIONS, 2010 (THE REGULATIONS) AS PER GN R.543 OF 2010 TO BE FOLLOWED BY THE APPLICANT AND INTERESTED AND AFFECTED PARTIES UPON RECEIPT OF NOTIFICATION OF AN DECISION**

APPLICANT	INTERESTED AND AFFECTED PARTIES (IAPs)
1. Receive decision from the relevant Competent Authority (the Department of Environmental Affairs (DEA)).	1. Receive decision from Applicant/Consultant.
2. Within 12 days of date of the decision notify all IAPs of the decision and draw their attention to their right to appeal against the decision in terms of Chapter 7 of the Regulations.	2. N/A.
3. If you want to appeal against the decision, submit a notice of intention to appeal within 20 days of the date of the decision with the Minister of Water and Environmental Affairs (the Minister).	3. If you want to appeal against the decision, submit a notice of intention to appeal within 20 days of the date of the decision with the Minister of Water and Environmental Affairs (the Minister).
4. After having submitted your notice of intention to appeal to the Minister, provide each registered IAP with a copy of the notice of intention to appeal within 10 days of lodging the notice.	4. After having submitted your notice of intention to appeal to the Minister, provide the applicant with a copy of the notice of intention to appeal within 10 days of lodging the notice.
5. The Applicant must also serve on each IAP: <ul style="list-style-type: none"> <li>• a notice indicating where and for what period the appeal submission will be available for inspection.</li> </ul>	5. Appellant must also serve on the Applicant within 10 days of lodging the notice, <ul style="list-style-type: none"> <li>• a notice indicating where and for what period the appeal submission will be available for inspection by the applicant.</li> </ul>
6. The appeal must be submitted in writing to the Minister within 30 days after the lapsing of the period of 20 days provided for the lodging of the notice of intention to appeal.	6. The appeal must be submitted to the Minister within 30 days after the lapsing of the period of 20 days provided for the lodging of the notice of intention to appeal.
7. Any IAP who received a notice of intention to appeal may submit a responding statement to that appeal to the Minister within 30 days from the date that the appeal submission was lodged with the Minister.	7. An Applicant who received notice of intention to appeal may submit a responding statement to the appeal to the Minister within 30 days from the date that the appeal submission was lodged with the Minister.

**NOTES:**

- An appeal against a decision must be lodged with:-**
  - the Minister of Water and Environmental Affairs if the decision was issued by the Director- General of the Department of Environmental Affairs (or another official) acting in his/ her capacity as the delegated Competent Authority;
  - the Minister of Justice and Constitutional Development if the applicant is the Department of Water Affairs and the decision was issued by the Director- General of the Department of Environmental Affairs (or another official) acting in his/ her capacity as the delegated Competent Authority;
- An appeal lodged with:-**
  - the Minister of Water and Environmental Affairs must be submitted to the Department of Environmental Affairs;
  - the Minister of Justice and Constitutional Development must be submitted to the Department of Environmental Affairs;
- An appeal must be:-**
  - submitted in writing;
  - accompanied by:
    - a statement setting out the grounds of appeal;
    - supporting documentation which is referred to in the appeal; and
    - a statement that the appellant has complied with regulation 62 (2) or (3) together with copies of the notices referred to in regulation 62.

## Decision

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

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

## Activities authorised

By virtue of the powers conferred on it by the National Environmental Management Act, 1998 (Act No. 107 of 1998) and the Environmental Impact Assessment Regulations, 2006, the Department hereby authorises –

Airports Company South Africa

With the following contact details –

Mr. D.N. Govender

Airports Company South Africa  
P. O. Box 75480

Gardenview

2047

Fax: (086) 607-1759

To undertake the following activities –

GN R.387 activity 3: The construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of dangerous good, including petrol, diesel, liquid petroleum gas or paraffin.

The proposed scope of activities will in general cover the following.

- The development of a convenience store, offices and change room facilities.
- The installation of four new underground fuel tanks with a total capacity of 115m<sup>3</sup>.

60/12/09  


The activity will take place on Portion 197 of Portion 6 of the farm Witkoppie Ridge 64-IR which falls within the jurisdiction of Ekurhuleni Metropolitan Municipality of the Gauteng Province, hereafter referred to as "the properties".

The granting of this environmental authorisation is subject to the conditions set out below.

## Conditions

### Scope of authorisation

- 1.1 Authorisation of the activity is subject to the conditions contained in this authorisation, which form part of the environmental authorisation and are binding on the holder of the authorisation.
- 1.2 The holder of the authorisation shall be responsible for ensuring compliance with the conditions by any person acting on his or her behalf, including but not limited to, an agent, sub-contractor, employee or person rendering a service to the holder of the authorisation.
- 1.3 The activity authorised may only be carried out on the proposed site, as shown on the layout plan (attached as Appendix 2) of the Environmental Impact Report, dated October 2008.
- 1.4 Any changes to, or deviations from, the project description set out on the Environmental Impact Report (EIR), dated October 2008, and authorised under this authorisation must be approved, in writing, by the Department before such changes or deviations may be effected. In assessing whether to grant such approval or not, the Department may request such information as it deems necessary to evaluate the significance and impacts of such changes or deviations and it may be necessary for the holder of the authorisation to apply for further authorisation in terms of the regulations.
- 1.5 This activity must commence within a period of five (5) years from the date of issue. If commencement of the activity does not occur within that period, the authorisation lapses and a new application for environmental authorisation must be made in order for the activity to be undertaken.
- 1.6 This authorisation does not negate the holder of the authorisation responsibility to comply with any other statutory requirements that may be applicable to the undertaking of the activity.



- 1.7 The holder of the authorisation must notify every registered interested and affected party, in writing and within ten (10) calendar days, of receiving notice of the Department's decision to authorise the activity.
- 1.8 Relevant legislation that must be complied with by the holder of this authorisation include but is not limited to:
  - Provisions of the Occupational Health and Safety Act, 1993 (Act 85 of 1993).
  - The requirements of Section 38 of the National Heritage Resources Act, Act 25 of 1999, including the comments and recommendations of the relevant heritage resources authority responsible for the area in which the development is proposed.
  - Provisions of the National Water Act, 1998 (Act 36 of 1998).
  - Relevant local authority bylaws and regulations.

**Appeal of authorisation**

- 1.9 The notification referred to in 1.7 must –
  - 1.9.1 Specify the date on which the authorisation was issued;
  - 1.9.2 Inform the interested and affected party of the appeal procedure provided for in Chapter 7 of the regulations; and
  - 1.9.3 Advise the interested and affected party that a copy of the authorisation and reasons for the decision will be furnished on request.

**Management of the activity**

- 1.10 The environmental management plan (EMP) submitted together with the Environmental Impact Report dated October 2008 has been approved. The EMP should be regarded as a 'living document', which may be amended from time to time as and when the need arises. The amendments to the EMP must be approved by this Department.
- 1.11 The provisions of the EMP are extension of the conditions of the environmental authorisation (EA) and therefore non-compliance with the EMP would constitute non-compliance with the EA.
- 1.12 The EMP must form part of the contractor's tender documentation for all contractors working on the project and must be endorsed contractually.
- 1.13 The applicant must appoint an Environmental Control Officer (ECO) that will have the responsibility of implementing the EMP.
  - The ECO shall be appointed one month before the start of construction and the authorities must be notified of such an appointment for communication purposes.

*[Handwritten signature]*  
9/13/09

- 
- The ECO shall maintain the following on site:
    - A site diary
    - A schedule of current site activities including the monitoring of such activities
    - A complaints register of all public complaints and the remedies applied to such complaints.
  - The ECO shall remain employed until all rehabilitation measures, as required for implementation due to construction damage, are completed and the site is handed over to Eskom by the contractor for operation.

**Commencement of the activity**

- 1.14 The authorised activity/activities may not commence within thirty (30) days of the date of signature of the authorisation.
- 1.15 Should you be notified by the minister of a suspension of the authorisation pending appeal procedures, you may not commence with the activity/activities unless authorised by the minister in writing.
- 1.16 Thirty (30) days written notice must be given to the Department that the activity will commence. Commencement for the purposes of this condition includes site preparation. The notice must include a date on which it is anticipated that the activity will commence.

**Site Closure**

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

**Specific Conditions**

- 1.18 The holder of this authorisation must implement:
- 1) The recommendations in the geotechnical investigation report produced by GMH/CFP consulting engineers dated October 2008.
  - 2) The mitigation measures in the final Environmental Impact Report produced by Mills & Otten dated October 2008, pages 22 to 35
- 1.19 Should any heritage resources be exposed during the excavation for the purpose of construction, construction in the vicinity of the finding must be stopped. A registered heritage specialist must be called to the site for inspection. Under no circumstances shall

any heritage material be destroyed or removed from the site. The relevant heritage resource agency must be informed about the finding.

- 1.20 All areas to be disturbed during the construction phase of the project should be rehabilitated using only indigenous plants.
- 1.21 Indigenous vegetation which does not interfere with the safe operation of the power line must be left undisturbed.
- 1.22 Hazardous substances must be stored and used in compliance with the applicable regulations and safety instructions.
- 1.23 No surface or ground water may be polluted due to any activity on the site.
- 1.24 Oils, greases, hydrocarbons and other chemicals spills must be removed from the effluent through the cleaning process prior to discharge into the stormwater system.
- 1.25 Leak detection measures for the fuel tanks must be put in place.
- 1.26 In the event of a spill, hazardous material may be generated. Such material must be disposed of at a suitable and registered landfill site.
- 1.27 The applicant must provide warnings and traffic calming measures where construction activities may interfere with traffic.

#### General Conditions

- 1.28 A copy of this authorisation must be kept at the property where the activity will be undertaken. The authorisation must be produced to any authorised official of the Department who requests to see it and must be made available for inspection by any employee or agent of the holder of the authorisation who works or undertakes work at the property.
- 1.29 Where any of the applicant's contact details change, including the name of the responsible person, the physical or postal address and/ or telephonic details, the applicant must notify the Department as soon as the new details become known to the applicant.
- 1.30 The holder of the authorisation must notify the Department, in writing and within 24 (twenty four) hours, if conditions of this authorisation are not adhered to. Any notification in terms of this condition must be accompanied by reasons for the non-compliance.
- 1.31 Non-compliance with a condition of this authorisation may result in criminal prosecution or other actions provided for in the National Environmental Management Act, 1998 and the regulations.
- 1.32 All correspondence with regard to this project must be forwarded for the attention to The Director of Environmental Impact Evaluation within this Department.

 9/13/09

- 1.33 National government, provincial government, local authorities or committees appointed in terms of the conditions of this authorisation or any other public authority shall not be held responsible for any damages or losses suffered by the applicant or his successor in title in any instance where construction or operation subsequent to construction be temporarily or permanently stopped for reasons of non compliance by the applicant with the conditions of authorisation as set out in this document or any other subsequent document emanating from these conditions of authorisation.

Date of environmental authorisation: 9 March 2009



Ms Nosipho Ngcaba

Director-General

Department of Environmental Affairs and Tourism

Letter signed by: Ms. Lize McCourt

Designation: Chief Director: Environmental Impact Management

## Annexure 1: Reasons for Decision

### 1. Background

The applicant, Airports Company South Africa applied for authorisation to carry out the following activities –

GN R.387 activity 3: The construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of dangerous good, including petrol, diesel, liquid petroleum gas or paraffin.

The proposed scope of activities will in general cover the following:

- The development of a convenience store, offices and change room facilities.
- The installation of four new underground fuel tanks with a total capacity of 115m<sup>3</sup>.
- The tanks will be composite fibre glass tanks manufactured according to SANS code 1535.
- The tanks will be installed to depths of 3.2m below the surface.
- The tanks will be placed on a high density polyethylene (HDPE) liner within the excavation.
- The tanks will be directly filled at filler points which will be located north of the underground tanks. The filler points will be located underground in sealed manholes, which are designed to contain any accidental spills.
- Monitoring wells will be installed at the edge of the tank farm and inserted 0.5m below the base of the tanks and slotted to the first 0.6m from the base upwards.
- The forecourt will have a drainage system that will discharge to the sewer through the separator pit. The separator pit will be installed on site northeast of the underground tanks.

The activity will take place on Portion 197 of Portion 6 of the farm Witkoppie Ridge 64-IR which falls within the jurisdiction of Ekurhuleni Metropolitan Municipality of the Gauteng Province, hereafter referred to as "the properties".

  
9/13/09



The applicant appointed Mills & Otten Environmental Consultants to undertake an Environmental Impact Assessment process as required by the EIA regulations, 2006.

**2. Information considered in making the decision**

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

- a) The information contained in the EIR dated October 2008 and associated specialist reports.
- b) The objectives and requirements of relevant legislation, policies and guidelines, including section 2 of the National Environmental Management Act, 1998 (Act No. 107 of 1998).
- c) Comments from the Interested and Affected Parties.

**3. Key factors considered in making the decision**

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

- a) The applicant has met the requirements of the Environmental Impact Report (EIR) as per the EIA regulations, 2006.
- b) A detailed public participation process was undertaken and the consultant has satisfied the minimum requirements as prescribed in the EIA regulations, 2006 for public involvement.
- c) Comments received from the Interested and Affected Parties were adequately addressed.
- d) The need and desirability of the activity.
- e) The impacts on the environment by the proposed power line route, access road and substation site.

**4. Findings**

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

- a) From a biodiversity perspective the site was found to be degraded with no sensitive features.
- b) From a heritage point of view it is anticipated that the impacts will be minimum due to the degraded nature of the site.



- c) The impacts associated with the activity can be mitigated to reasonable levels when the mitigation measures proposed in the Environmental Impact Report dated October 2008 and the EMP (attached as Appendix 9) are properly implemented.
- d) The need for the proposed construction of the ACSA Jones Road Filling Station has been clearly demonstrated.
- e) The construction of this filling station will enable commuters travelling to and from the O.R. Tambo International Airport access to a fuel station.
- f) The procedure followed for the impact assessment has been adequate for the decision-making process.
- g) All legal and procedural requirements have been met.
- h) There has been sufficient consultation with I&AP's.
- i) Adequate assessment of the main identified issues and impacts have been done.
- j) The proposed development is compatible with the proposed site for the development.

In view of the above, the Department is satisfied that, subject to compliance with the conditions contained in the environmental authorisation, the proposed activity will not conflict with the general objectives of integrated environmental management laid down in Chapter 5 of the National Environmental Management Act, 1998 and that any potentially detrimental environmental impacts resulting from the proposed activity can be mitigated to acceptable levels. Authorisation is accordingly granted.

 9/3/09



**environmental affairs**

Department:  
Environmental Affairs  
REPUBLIC OF SOUTH AFRICA

Private Bag X 447 PRETORIA - 0001 - Fedura Building - 315 Pretorius Street - PRETORIA  
Tel (+ 27 12) 310 3911 - Fax (+ 27 12) 322 2582

DEA Reference: 12/12/20/1109

Enquiries: Mahlase Shubane

Telephone: 012 395-1731 Fax: 012 320-7539 E-mail: mshubane@environment.gov.za

Ms Felicia Sao  
Airports Company South Africa  
Private Bag X1  
OR Tambo International Airport  
**KEMPTON PARK**  
1627

Fax: 086 246 8433

**PER FACSIMILE / MAIL**

Dear Ms Sao

**AMENDMENT OF ENVIRONMENTAL AUTHORISATION: PROPOSED CONSTRUCTION OF THE AIRPORTS COMPANY SOUTH AFRICA (ACSA) FILLING STATION ON JONES ROAD, EKURHULENI METROPOLITAN MUNICIPALITY IN THE GAUTENG PROVINCE**

The Department's decision on the above application issued on 09 March 2009 and your correspondence dated 27 February 2014 refer.

Based on a review of the reason for requesting an amendment to the above authorisation, the Department, in terms of regulation 42 of the Environmental Impact Assessment Regulations, 2010, has decided to amend the environmental authorisation (EA) dated 09 March 2009 as follows:

The current name and address:

Mr D N Govender  
Airports Company South Africa  
P O Box 75480  
**GARDENVIEW**  
2047

Is hereby amended to:

Ms Felicia Sao  
Airports Company South Africa  
Private Bag X1  
O R Tambo International Airport  
**KEMPTON PARK**  
South Africa  
1627

Page 5 of the EA dated 09 March 2009 refers to:

The Environmental Control Officer (ECO) shall remain employed until all rehabilitation measures, as required for implementation due to construction damage, are completed and the site is handed over to Eskom by the contractor for operation

It is hereby amended to read as:

The Environmental Control Officer (ECO) shall remain employed until all rehabilitation measures, as required for implementation due to construction damage, are completed and the site is handed over to Airports Company South Africa by the contractor for operation.

Page 6 of the EA dated 09 March 2009 refers to:

Indigenous vegetation which does not interfere with the safe operation of the **power line** must be left undisturbed.

It is hereby amended:

Indigenous vegetation which does not interfere with the safe operation of the **filling station** must be left undisturbed.

This letter must be read in conjunction with the EA dated 09 March 2009.

In terms of regulation 10(2) of the Environmental Impact Assessment Regulations, 2010 (the Regulations), you are instructed to notify all registered interested and affected parties, in writing and within 12 (twelve) days of the date of the Department's decision in respect of the amendment made as well as the provisions regarding the submission of appeals that are contained in the Regulations

Your attention is drawn to Chapter 7 of the Regulations, which prescribes the appeal procedure to be followed. This procedure is summarised in the attached document. Kindly include a copy of this document with the letter of notification to interested and affected parties.

Should the applicant or any other party wish to appeal any aspect of the amendment decision a notice of intention to appeal must be lodged by all prospective appellants with the Minister, within 20 days of the date of the amendment, by means of one of the following methods:

By facsimile: 012-320-7561,  
By post: Private Bag X447,  
Pretoria, 0001; or  
By hand: 2nd Floor, Fedsure Building, North Tower,  
Cnr. Lilian Ngoyi (Van der Walt) and Pretorius Streets,  
Pretoria.

If the applicant wishes to lodge an appeal, it must also serve a copy of the notice of intention to appeal on all registered interested and affected parties as well as a notice indicating where, and for what period, the appeal submission will be available for inspection, should you intend to submit an appeal.

Please include the Department (*Attention: Director: Integrated Environmental Authorisations*) in the list of interested and affected parties, notified through your notification letter to interested and affected parties, for record purposes.

**Appeals must be submitted in writing to:**

Mr Z Hassam, Director: Appeals and Legal Review, of this Department at the above mentioned addresses or fax number. Mr Hassam can also be contacted at:

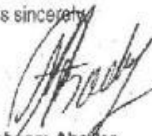
Tel: 012-310-3271

Email: [AppealsDirectorate@environment.gov.za](mailto:AppealsDirectorate@environment.gov.za)

Further, please note that the Minister may, on receipt of appeals against the amendment decision suspend the authorisation pending the outcome of the appeals procedure.

Please be informed that appeals may only be lodge against the amendment decision and not against the initial decision dated 9 March 2009.

Yours sincerely,



Mr Ishaam Abader

Deputy Director-General: Legal, Authorisations, Compliance and Enforcement  
Department of Environmental Affairs

Date: 16/04/2014

CC: Mrs K Otten	Mills & Otten cc	Tel: 011-486-0082	Fax: 086-554-6573
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APPEALS PROCEDURE IN TERMS OF CHAPTER 7 OF THE NEMA EIA REGULATIONS, 2010 (THE REGULATIONS) AS PER GN R.543 OF 2010 TO BE FOLLOWED BY THE APPLICANT AND INTERESTED AND AFFECTED PARTIES UPON RECEIPT OF NOTIFICATION OF AN DECISION

APPLICANT	INTERESTED AND AFFECTED PARTIES (IAPs)
1. Receive decision from the relevant Competent Authority (the Department of Environmental Affairs (DEA)).	1. Receive decision from Applicant/Consultant.
2. Within 12 days of date of the decision notify all IAPs of the decision and draw their attention to their right to appeal against the decision in terms of Chapter 7 of the Regulations.	2. N/A.
3. If you want to appeal against the decision, submit a notice of intention to appeal within 20 days of the date of the decision with the Minister of Water and Environmental Affairs (the Minister).	3. If you want to appeal against the decision, submit a notice of intention to appeal within 20 days of the date of the decision with the Minister of Water and Environmental Affairs (the Minister).
4. After having submitted your notice of intention to appeal to the Minister, provide each registered IAP with a copy of the notice of intention to appeal within 10 days of lodging the notice.	4. After having submitted your notice of intention to appeal to the Minister, provide the applicant with a copy of the notice of intention to appeal within 10 days of lodging the notice.
5. The Applicant must also serve on each IAP: <ul style="list-style-type: none"> <li>• a notice indicating where and for what period the appeal submission will be available for inspection.</li> </ul>	5. Appellant must also serve on the Applicant within 10 days of lodging the notice, <ul style="list-style-type: none"> <li>• a notice indicating where and for what period the appeal submission will be available for inspection by the applicant.</li> </ul>
6. The appeal must be submitted in writing to the Minister within 30 days after the lapsing of the period of 20 days provided for the lodging of the notice of intention to appeal.	6. The appeal must be submitted to the Minister within 30 days after the lapsing of the period of 20 days provided for the lodging of the notice of intention to appeal.
7. Any IAP who received a notice of intention to appeal may submit a responding statement to that appeal to the Minister within 30 days from the date that the appeal submission was lodged with the Minister.	7. An Applicant who received notice of intention to may submit a responding statement to the appeal to the Minister within 30 days from the date that the appeal submission was lodged with the Minister.

NOTES:

- An appeal against a decision must be lodged with:-**
  - the Minister of Water and Environmental Affairs if the decision was issued by the Director- General of the Department of Environmental Affairs (or another official) acting in his/ her capacity as the delegated Competent Authority;
  - the Minister of Justice and Constitutional Development if the applicant is the Department of Water Affairs and the decision was issued by the Director- General of the Department of Environmental Affairs (or another official) acting in his/ her capacity as the delegated Competent Authority;
- An appeal lodged with:-**
  - the Minister of Water and Environmental Affairs must be submitted to the Department of Environmental Affairs;
  - the Minister of Justice and Constitutional Development must be submitted to the Department of Environmental Affairs;
- An appeal must be:-**
  - submitted in writing;
  - accompanied by:
    - a statement setting out the grounds of appeal;
    - supporting documentation which is referred to in the appeal; and
    - a statement that the appellant has complied with regulation 62 (2) or (3) together with copies of the notices referred to in regulation 62.

**APPENDIX J4: BASIC ASSESSMENT REQUIREMENTS AS PER THE NEMA EIA REGULATIONS (2014)**

(a)	details of- (i) the EAP who prepared the report; and (ii) the expertise of the EAP, including a curriculum vitae;	Refer to Appendix H of the BAR
(b)	the location of the activity (i) the 21 digit Surveyor General code of each cadastral land parcel; (ii) where available, the physical address and farm name; (iii) where the required information in items (i) and (ii) is not available, the coordinates of the boundary of the property or properties;	Refer to Section B, Property description/physical address, in the BAR.
(c)	a plan which locates the proposed activity or activities applied for as well as associated structures and infrastructure at an appropriate scale;	Refer to Appendix A of BAR.
	or, if it is- (i) a linear activity, a description and coordinates of the corridor in which the proposed activity or activities is to be undertaken; or (ii) on land where the property has not been defined, the coordinates within which the activity is to be undertaken;	Not applicable
(d)	a description of the scope of the proposed activity, including (i) all listed and specified activities triggered and being applied for; and (ii) a description of the activities to be undertaken including associated structures and infrastructure;	Refer to Section A, 1. Project Description, in the BAR.
(e)	a description of the policy and legislative context within which the development is proposed including- (i) an identification of all legislation, policies, plans, guidelines, spatial tools, municipal development planning frameworks, and instruments that are applicable to this activity and have been considered in the preparation of the report; and (ii) how the proposed activity complies with and responds to the legislation and policy context, plans, guidelines, tools frameworks, and instruments;	Refer to Section A, 11. Applicable Legislation, Policies and/or Guidelines, in the BAR.
(f)	a motivation for the need and desirability for the proposed development including the need and desirability of the activity in the context of the preferred location;	Refer to Section A, 10. Activity Motivation, in the BAR.
(g)	a motivation for the preferred site, activity and technology alternative;	Refer to Section A, 2. Feasible and Reasonable Alternatives as well as Section E, Opinion of the EAP, in the BAR.
(h)	a full description of the process followed to reach the proposed preferred alternative within the site, including:	
	(l) details of all the alternatives considered;	Refer to Section A, 2. Feasible and Reasonable

		Alternatives.
	(ii) details of the public participation process undertaken in terms of regulation 41 of the Regulations, including copies of the supporting documents and inputs;	Refer to Section C and Appendix E of the BAR.
	(iii) a summary of the issues raised by interested and affected parties, and an indication of the manner in which the issues were incorporated, or the reasons for not including them;	Refer to Section C and Appendix E of the BAR.
	(iv) the environmental attributes associated with the alternatives focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects;	Refer to Section B of the BAR.
	(v) the impacts and risks identified for each alternative, including the nature, significance, consequence, extent, duration and probability of the impacts, including the degree to which these impacts- (aa) can be reversed; (bb) may cause irreplaceable loss of resources; and (cc) can be avoided, managed or mitigated;	Refer to Section D and Appendix F of the BAR.
	(vi) the methodology used in determining and ranking the nature, significance, consequences, extent, duration and probability of potential environmental impacts and risks associated with the alternatives;	Refer to Appendix F of the BAR.
	(vii) positive and negative impacts that the proposed activity and alternatives will have on the environment and on the community that may be affected focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects;	Refer to Section D and Appendix F of the BAR.
	(viii) the possible mitigation measures that could be applied and level of residual risk;	Refer to Section D, Section E, Appendix F and Appendix G, of the BAR.
	(ix) the outcome of the site selection matrix;	Refer to attached feasibility study contained in this document.
	(x) if no alternatives, including alternative locations for the activity were investigated, the motivation for not considering such; and	Not applicable.
	(xi) a concluding statement indicating the preferred alternatives, including preferred location of the activity;	Refer to Section E, Opinion of the EAP, in the BAR.
(i)	a full description of the process undertaken to identify, assess and rank the impacts the activity will impose on the preferred location through the life of the activity, including- (i) a description of all environmental issues and risks that were identified during the environmental impact assessment process; and (ii) an assessment of the significance of each issue and risk and an indication of the extent to which the issue and risk could be avoided or addressed by the adoption of mitigation measures;	Refer to Section D and Appendix F of the BAR.



(j)	an assessment of each identified potentially significant impact and risk, including- (i) cumulative impacts; (ii) the nature, significance and consequences of the impact and risk; (iii) the extent and duration of the impact and risk; (iv) the probability of the impact and risk occurring; (v) the degree to which the impact and risk can be reversed; (vi) the degree to which the impact and risk may cause irreplaceable loss of resources; and (vii) the degree to which the impact and risk can be avoided, managed or mitigated;	Refer to Section D and Appendix F of the BAR.
(k)	where applicable, a summary of the findings and impact management measures identified in any specialist report complying with Appendix 6 to these Regulations and an indication as to how these findings and recommendations have been included in the final report;	Refer to Appendix D of the BAR
(l)	an environmental impact statement which contains-	Refer to Section D, 2. Environmental Impact Statement, in the BAR.
	(i) a summary of the key findings of the environmental impact assessment;	Refer to Appendix A of BAR.
	(ii) a map at an appropriate scale which superimposes the proposed activity and its associated structures and infrastructure on the environmental sensitivities of the preferred site indicating any areas that should be avoided, including buffers; and	
	(iii) a summary of the positive and negative impacts and risks of the proposed activity and identified alternatives;	Refer to Section D, 2. Environmental Impact Statement.
(m)	based on the assessment, and where applicable, impact management measures from specialist reports, the recording of the proposed impact management objectives, and the impact management outcomes for the development for inclusion in the EMPr;	Refer to Appendix G of the BAR.
(n)	any aspects which were conditional to the findings of the assessment either by the EAP or specialist which are to be included as conditions of authorisation;	Refer to Section E and Appendix G of the BAR.
(o)	a description of any assumptions, uncertainties, and gaps in knowledge which relate to the assessment and mitigation measures proposed;	This report is based on currently available information and, as a result, the following limitations and assumptions are implicit in it: – i) Descriptions of the natural and social environments are based on fieldwork and available literature. Detailed information provided in this report are largely the outcomes of the specialist studies and any methodological or knowledge limitations on their behalf are applicable to the findings of this report.

		ii) It is anticipated that this preliminary layout will be further refined as per the outcomes of these studies and overall BAR findings. A revised layout already taking into account areas identified as sensitive by the specialists should be submitted to DEA once Eskom has made a bidders decision.
(p)	(p) a reasoned opinion as to whether the proposed activity should or should not be authorised, and if the opinion is that it should be authorised, any conditions that should be made in respect of that authorisation;	Refer to Section E in the BAR.
(q)	(q) where the proposed activity does not include operational aspects, the period for which the environmental authorisation is required, the date on which the activity will be concluded, and the post construction monitoring requirements finalised;	Refer to Appendix G of the BAR
(r)	an undertaking under oath or affirmation by the EAP in relation to: (i) the correctness of the information provided in the reports; (ii) the inclusion of comments and inputs from stakeholders and I&APs; (iii) the inclusion of inputs and recommendations from the specialist reports where relevant; and (iv) any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested and affected parties; and	Refer to Appendix H, Appendix D and Appendix E of the BAR.
(s)	where applicable, details of any financial provisions for the rehabilitation, closure, and ongoing post decommissioning management of negative environmental impacts;	Not applicable.
(t)	any specific information that may be required by the competent authority; and	None requested to date.
(u)	any other matters required in terms of section 24(4)(a) and (b) of the Act.	It is the opinion of EOH CES that the procedures for assessment of the environment and the potential impacts the proposed activities may have on the environment are adequate and comply with the requirements of Section 24(4)(a) and (b) of the Act.