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? Polke's report

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3/142
AM BARNARD

7 February 2011

The Director
South African Heritage Resources Agency
P.O. Box 3054
MMABATHO
2735

Attention: Mrs. J. Dipale

Madam

PROPOSED TOWNSHIP ESTABLISHMENT: CASHAN EXTENSION 31 : PORTION 130 (A PORTION OF PORTION 51) OF THE FARM WATERVAL 306 JQ

Maxim Planning Solutions was appointed by Faheem Investments (Proprietary)Limited Nr 1988/02087/07 to submit an application to the Rustenburg Local Municipality for the establishment of the township Cashan Extension 31 (Rustenburg) on Portion 130 (a portion of Portion 51) of the farm Waterval 306 JQ.

Attached please find a Memorandum as well as a layout plan in respect of the above-mentioned proposed township for your comments. In the event of your department / organisation not wishing to comment in this matter, it would be appreciated if we could receive written confirmation thereof to enable us to continue with the finalisation of the application.

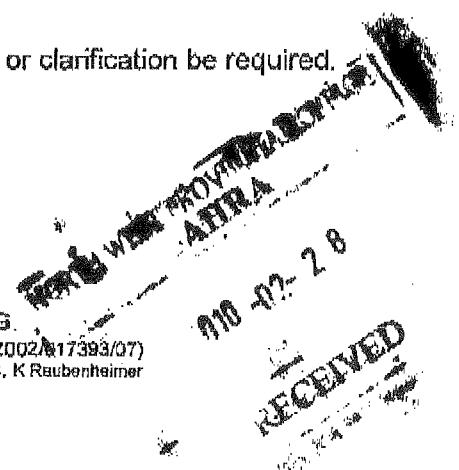
If no response is however received from your department / organisation, it will be assumed that your department / organisation does not wish to comment in this matter and the application will be processed further.

Please do not hesitate to contact us should any further information or clarification be required.

Yours faithfully


D.J. BOS TRP(SA)

KLERKSDORP – RUSTENBURG.
Maxim Planning Solutions (Proprietary)Limited (Reg No 2002/017393/07)
Directors: MA Mbakaca(Chairman), C Grobbelaar (CEO), DJ Bos, K Raubenheimer



3.6 MINERAL RIGHTS

According to the Certificate of Registered Title 20934/1989 and 20787/1995 the minerals in respect of Portion 130(A Portion of Portion 51) of the farm Waterval 306 JQ is held by virtue of the following Certificates of Rights of Minerals:

PROPERTY DESCRIPTION	DETAIL OF MINERAL RIGHTS HOLDERS	DOCUMENT REFERENCE NUMBER
Portion 130 (a portion of Portion 51) of the farm Waterval 306 JQ	Frederick van Reenen Roos	181/72-RM

The rights to minerals in respect of Portion 130(A Portion of Portion 51) of the farm Waterval 306 JQ have been separated from the property rights and currently still vest in the name of the Frederick Van Reenen Roos by virtue of Deed of Cession of Mineral Rights No. 181/72RM dated 2 March 1972 and registered on 11 April 1972.

An application has been submitted to the mineral rights holder for his consent in respect of the application for township establishment. It was already verbally confirmed that consent is given with regard to the proposed township but a letter will be provided stating the above-mentioned. This letter will be provided to the Rustenburg Local Municipality as soon as possible.

The application for township establishment was also similarly referred to the Department of Minerals and Energy for their input and recommendations as it was stipulated, "mineral and petroleum resources are the common heritage of all the people of South Africa and the State is the custodian thereof for the benefit of all Africans".

3.7 RESTRICTIVE TITLE CONDITIONS

The property on which the proposed township Cashan Extension 31 is to be established is subject to the following title conditions:

The concerned development is subjected to the following restrictive title conditions:

Portion 130(a Portion of Portion 51) farm Waterval 306 JQ is subject to the following title conditions contained in Deed of Transfer T5895/2001:

3. *Onderhewig aan die voorbehoud van all mineraleregte ten gunste van FREDERICK VAN REENEN ROOS (GEBORE 26 November 1927) soos meer volledig blyk uit Akte van Sessie van Mineraleregte 181/72 RM gedateer 2 Maart 1`972 en geregistreer onder op 11 April 1972.*

An application has been submitted to the mineral rights holder for his consent in respect of the application for township establishment.

4. *Die eiendom is onderhewig aan die bepaling van 'n Waterhof bevel gedateer 28 Januarie 1921 geregistreer onder K 254/735.*

The application of the fore- mentioned ruling on the township area will be confirmed by means of a Surveyor Certificate.

5. *Onderhewig aan 'n diensteserwituut, 6 meter wyd waarvan die lyn AB en fg die noordoostelike grens voorstel en lyn ef die suidoostelike grens voorstel, soos aangetoon op Kaart LG 9707/1999.*

The fore-mentioned servitude will be cancelled.

3.8 BONDHOLDER

The property on which the proposed township is to be established is not subject to a bond.

3.9 EXISTING ZONING

In terms of the Rustenburg Land Use Management Scheme 2005, the properties to which this application applied are currently zoned "Agricultural"

3.10 CURRENT LAND USE

The property is currently mostly vacant and a small portion of the land is being used for residential purposes(One dwelling unit). Note that this dwelling unit will be demolished when the proposed township is to be developed.

3.11 SURROUNDING DEVELOPMENT AND LAND USES

The land under discussion forms part of the Waterfall Mall Regional Shopping area. Today, most of these holdings are developed or in the process of development. The developed properties mainly consists of "Business 1" "Special" for retail , motor trade, showrooms and offices.

The following prominent land use activities are found in the direct vicinity of the application area :

No rock outcrop was observed at the time of the investigation, although it is fairly common in this area.

3.12.2 PROCEDURE USED IN THE INVESTIGATION

The site was covered with a field investigation and the digging of 6 pre-planned test pits providing optimal coverage of the site at an acceptable resolution while taking cognizance of the servitude and structures in the north – eastern sector.

3.12.3 GEOLOGY

The site is underlain by norite of the Tweelaagte Bronzitite – Norite inlier, overlain by residual soils developed from the in situ decomposition of the norite bedrock.

The profile observed in the test pits generally confirms the regional geological mapping and typically includes the following sequence of material horizons:

Fill deposits comprising mixed, uncontrolled material are generally present and blanket the natural ground surface. This horizon may simply be the remains of small – scale dumping previously noted on the property, although there is clear evidence of good quality selected material having been imported to construct the internal access roads. Despite the mixed quality of this fill material, it has generally facilitated vehicular access on otherwise relatively impassable site.

Alluvial deposits comprising soft, slickensided, black sandy silty clays were found beneath the fill deposits on the extreme eastern flank of the site, ordering the small drainage line, and terminating on a relatively thick alluvial bed horizon.

Reworked residual norite (colloquially termed black turf or cotton clay) underlines the fill and alluvial deposits to depths typically in the order of 2.0m to 2.5m below present ground level. This soil typically comprises a moist, black, soft through firm, slickensided, sandy through silty clay, derived from the in situ decomposition of the parent minerals, which bears virtually no resemblance of the original rock.

Residual norite is the dominant horizon underlying the turf soils, which typically occurs in the form of a moist, pale green through brownish – orange, soft through stiff, intact and partly relict-structured, clayey fine sand through sandy clay. In contrast with the reworked material, this horizon has undergone only partial decomposition, with the result that much of the relict-structuring and mineralogy of the norite bedrock is still intact.

- The concerned development is located within the direct vicinity of the Waterfall Mall Regional Shopping Centre that is currently earmarked as a priority area for development due to the availability of services.
- The development can be subjected to geotechnical constrains that need to be adhered to during the development of the township.

4.2 ACCESS

Access to the proposed township will be from Cashan Extension 24 by way of a "right of Way "servitude and an access point along Howick Street. (See Traffic Impact Study attached). Note that along Howick Street a line of no access will be applicable except at the proposed access ingress/outgress point.

The new alignment of these access points are due to the fact that the Traffic Impact Study for Cashan Extension 17 contributed to the fact that the current access proclamation (1994/85) is to be cancelled and that all new developments should adhered to the Traffic Impact Study of Cashan Extension 17. The current access proclamation (1994/85) will be cancelled as part of the township establishment process.

It is submitted that easy access and the presence of the above-mentioned roads will be a tremendous benefit to the development. Easy access to the development with the least congestion and traffic difficulties will be in the interest of Rustenburg in general. The road network is further designed to recognize the needs for a quality environment, pedestrian movement and circulation, integrated traffic claiming, maximum accessibility and visibility, road safety, flexibility and environmentally friendly design.

Please find attached a copy of the Traffic Impact Study for "Cashan Extension 31" as prepared by Route 2 Transport Engineers. Note that the proposed access points correlate with Cashan Extension 17 Traffic Impact Study, Sanral and the Bakwena Platinum Corridor Concessionaire.

4.3 LAND USES

The layout of the proposed township Cashan Extension 31 makes provision for the following land uses:

LAND USE	NUMBER OF ERVEN	AREA	% OF AREA
Business 1 for the purposes of offices and retail(non-motor related activities)	1	0,25834	25,98
"Special" for the purposes of a Motor Vehicle Fitment Center to	1	0,48274	48,56

5. SERVICES

5.1 PROVISION OF ENGINEERING SERVICES

Civilconsult Consulting engineers was appointed by the applicant for the planning, design and construction monitoring of the civil and electrical engineering services for the proposed township.

From the Civilconsult Consulting Engineers Engineering report the following is pertained:

5.2 BULK SERVICES

5.2.1 WATER SUPPLY

According to the information available from Civilconsult Consulting Engineers, an existing 250mm uPVC water pipeline runs parallel and on the southern side of Howick Street, south of the proposed development. The internal reticulation of the proposed development will be connected directly to this water pipeline. A 160mm connection will be provided, and a bulk water meter will be installed for the proposed development.

5.2.2 SEWERAGE DISPOSAL

Civilconsult Consulting Engineering indicated that Sewerage from the propose development will gravitate to the north eastern corner of the proposed development where it will connect to an existing 150mm outfall sewer pipeline. The outfall sewer pipeline runs parallel to the north eastern boundary of the proposed development , within an existing N4 road servitude. The existing servitude forms the eastern boundary of the proposed development.

5.2.3 STORMWATER

The general drainage pattern of the proposed development is from the south west to the north east.

The internal storm water system will be designed for a 1:5 year flood return period and a run-off coefficient of 80% will be allowed for the proposed development.

Storm water run-off from the development will be collected through 450mm and 525mm concrete storm water pipeline and discharged directly into an existing storm water earth channel that runs parallel to the north eastern boundary of the proposed development within an existing N4 Road servitude.

6. MOTIVATION

In terms of North West Regulation 18(1)(b)(i) of the Town –Planning and Townships Regulations under the Town-Planning and Townships Ordinance, 1986 (Ordinance 15 of 1986), the application for the establishment of a township must be accompanied, inter alia, by a detailed report with comprehensive motivation relating to the need and desirability of the application.

Maxim Planning Solutions Pty(LTD) (Reg. NO. 2002/017393/07) was appointed by Faheem Investments CC to apply to the Rustenburg Local Municipality for the establishment of the township Cashan Extension 31 as it forms the logic extension of the built-up business area of the Waterfall Mall Regional Shopping area. The concerned area in which the said property is located is generally referred to as the "Waterfall Mall area" and is classified as a priority area for development in terms of the Spatial Development Framework Plan for 2015. The statement is further supported by the Rustenburg Strategic Environmental Assessment that was compiled in 2003. It is further anticipated that the proposed development will act to unleash the development potential of the concerned area due to the installation of bulk services which can also be employed in other future township developments in the concerned area. The concerned application is currently surrounded by existing townships as well as newly proposed townships (Cashan Extension 12, Cashan Extension 17, Cashan Extension 24 and Waterval East Extension 33).

The following facts could be used as a motivation for the proposed development:

6.1 RUSTENBURG'S VISION AND OBJECTIVES

The Spatial Development Framework Plan 2015 identified the following vision and objectives for Rustenburg which are applicable to the development:

VISION

The vision for the Spatial Development for Rustenburg Municipal area is to:

- ✓ Integrate the existing urban structure
- ✓ Provide a greater housing typology mix
- ✓ Provide social amenities in an equitable manner
- ✓ Protect commercial agriculture and natural open spaces
- ✓ Enable the cost-effective provision of bulk municipal services
- ✓ Rationalize transportation, infrastructure and services provision, specifically public transportation
- ✓ Capitalize on the economic competitive advantages in the region, such as mining and the Platinum SDI.

Using the SAPOA classification, the potential retail floor area for each settlement was calculated for the period 2004 – 2015. Of this potential floor area, 60% was allocated to the Rustenburg CBD and 40% was allocated to the respective settlement clusters. The potential retail floor area calculated does not take into account the existing of over or undersupply of retail space within the Municipal Area. The potential floor area is therefore only an indication as to the retail potential created by the growth of the municipal population over the given period.

Rustenburg CBD and Suburbs:

Rustenburg is the core retail area of the Municipal Area. It is important to distinguish the Rustenburg CBD from the suburban retail facilities in Rustenburg because the Rustenburg CBD offers services to the entire Municipal Area and not to Rustenburg alone. This means that the Rustenburg CBD has far more retail space than is justified by the Rustenburg population itself.

The growth potential of the Rustenburg CBD up to the year 2015 will depend on the population growth in the Municipal Area as a whole between the year 2004 and 2015. In total 60% of the 2004-2015 retail growth of the entire Municipal Area was allocated to the Rustenburg CBD. The Rustenburg CBD was allocated 233 735m² for the period 2004 – 2015. At 40% coverage this will add 58,4ha to the CBD by the year 2015.

The retail floor area growth allocated to the suburban retail growth of Rustenburg is based on the population growth of the Rustenburg area only. Of this growth potential, 40 % is allocated to the suburban centres since the remaining 60% is allocated to the CBD. This amounts to approximately 49642m² of retail space which 12, 4 ha at 40% coverage. In terms of the SDF, the additional demand for retail floor space in the suburban centres of Rustenburg should be located and supported at an existing business/retail node within the existing built-up areas.

Offices are addressed in paragraph 12.3.3 at pages 93 and 94 of the SDF. There the following is stated in respect of offices:

Two types of offices are found in urban areas, namely private and public offices. The former provides office space of business, such as lawyers, doctors, financial companies etc. The latter is developed and used by public organizations for example State Departments. Whereas the supply of the former is driven by free-market supply and demand, the latter is located where and as the need arises. The Land Use Budget did deal with the provision of Private Office Space.

The Need for private office space during the term 2004 – 2015 was based on the calculations used to determine the need for retail space. Therefore, as with retail space,

Shorter and fewer transport routes
Reduce the peak travel times

- **SOCIAL**
Alleviate poverty and reduce inequality and social exclusion
Improve access to social services
- **PHYSICAL AND URBAN FORM**
Restructure the urban landscape through spatial integration
Redevelop blighted areas
Street urban development
Create unity
Improve legibility of the urban landscape
- **INSTITUTIONAL**
Build partnership
- **ENVIRONMENTAL**
Reduce the need for transport and ensure more sustainable urban development
Reduce pollution
Contain urban development/sprawl.

It is also important that the N4 be recognized as the main entrance to Rustenburg. The development at these intersections should be aesthetically acceptable and should contribute to creating a positive image for Rustenburg. The type and nature of economic activities allowed at these intersections should thus enhance and define the gateway image of this locality.

6.2 RUSTENBURG'S LOCATION IN A PROVINCIAL AND REGIONAL CONTEXT

- Rustenburg is linked to the afore-mentioned urban centres through an extensive regional road network. The most notable of these is the N4 freeway (Platinum Corridor), which links Rustenburg to Tshwane in the east and Zeerust to the west. Rustenburg is further linked with Johannesburg to the south and Pilanesberg to the north by means of the R24 and N14.
- The Platinum Corridor forms part of a planned road link between the west and east coasts of Africa, the only one of its kind in Africa. The Platinum Corridor will link to the Trans Kalahari Corridor at the Botswana border, which in turn links the Platinum Corridor to Walvisbaai.
- The largest three platinum mines are located in Rustenburg. Approximately 66% of the economy builds on platinum and platinum accounts for ± 50% of formal sector employment. A minimum of ± 50 years of resources is still available for mining.

- The Rustenburg Local Municipality adopted a Development Concept as stipulated in the Rustenburg Spatial Development Framework Plan, 2015. The aim of the Development Concept is to adhere to the principles of land use and transportation integration. Thus, it proposes urban corridors aligned along public transportation routes as well as the proposal for hierarchy of Service Delivery Centers (SDC) along these corridors, creating opportunities for mixed land uses around transportation routes. The concept will require the following practical objectives namely: Towns and settlements within the municipal area will have to extend and densify within the boundaries and the SDC will have to be designed and implemented around existing and proposed transportation routes.

6.5 RUSTENBURG'S DEMOGRAPHICS

- There is a direct correlation between the increase in the population and growth. As the population in an area increase, so does the need for additional services, infrastructure and goods. Other factors such as income profiles and socio-economic however also play an important role.
- The Spatial Development Framework plan forward the following figures with regard tot the demographics:

Total Population	: 395 761
Average household size	: 3,4
Urbanised population	: 84%
Per annum growth rate	: 0,8-5%

The higher than national average population growth, supported by the high urbanization figures proofs that the growth rate can not only be from natural growth rate but is largely attributed to an influx of people into the Municipal Area due to the numerous opportunities created by mainly the mines in the recent years.

6.6 RUSTENBURG IDP 2007 – 2011

According to the IDP 2006/7 the Rustenburg 10 year Local Economic Development (LED) plan objectives are the following:

- To establish sustainable local and foreign investment that can be integrated into the local economy with effective technology transfer.
- To establish a higher level of product and service quality in Rustenburg with special emphasis on environment, research and development.

Vehicle Fitment Center to all motor related activities (shocks, breaks, wheels, batteries, exhausts and other related vehicle accessories.) The area is also surrounded by retail, motor workshops and motor showrooms development which forms a "Motor Hub". (Cashan Extension 12, Cashan Extension 17, Cashan Extension 24 and Waterval East Extension 33)

○ **PROMOTE INTEGRATED LAND DEVELOPMENT IN RURAL AND URBAN AREAS IN SUPPORT OF EACH OTHER**

The development is located within the "Urban Edge" of Rustenburg, but still a number of properties are yet to be developed or in the process of development. The properly planned developments of this area taking into consideration all physical, social and economical aspects would thus ensure the integrated development of the existing urban area with the rural area.

○ **PROMOTE THE AVAILABILITY OF RESIDENTIAL AND EMPLOYMENT OPPORTUNITIES IN CLOSE PROXIMITY TO OR INTEGRATED WITH EACH OTHER**

The proposed development proposes the creation of a centre consisting of retail, administration and "Special" for the purposes of a Motor Vehicle Fitment Center to all motor related activities (shocks, breaks, wheels, batteries, exhausts and other related vehicle accessories.) The centre is in an area that is currently characterized by retail, motor workshops and motor showroom developments which forms a "Motor Hub". The proposed development would ensure the creation of a number of employment opportunities within walking distance and in close proximity and integration with the surrounding residential character. (Cashan Extension 18, Cashan Extension 19, Cashan Extension 20 and other existing residential townships in the direct vicinity of the application site.

○ **OPTIMIZE THE USE OF EXISTING RESOURCES INCLUDING SUCH RESOURCES RELATING TO AGRICULTURAL LAND, MINERAL, BULK INFRASTRUCTURE, ROADS, TRANSPORTATION AND SOCIAL FACILITIES**

The development of the land to its maximum potential would ensure the optimum utilization of one of the most valuable resources: being land. The same argument can be used for other resources: infrastructure, due to the enormous growth of the city over the past decade, huge pressures are experienced on the infrastructure to accommodate growth. The development of vacant land within the urban framework would thus ensure the optimum use of resources and infrastructure.

From Table 2: Recommended Sizes it was concluded that the size of the Development be restricted to 4500m² with a point of market entry 2011.

Taking the restricted Floor area for the proposed township into account, the extent of the development is restricted to 3946m². The point of market entry will be during 2011/2012 as permission still needs to be obtained with regard to the township application. To conclude the application does adhere to the recommendations as stipulated in the Demacon Market Study.

It was further concluded that the new rights that will be applied for are still in line with the market research finding and recommendation of the original market study, due to, inter alia, the following:

- The extent of the commercial (Business 1) rights applied for, is materially smaller than the original application (the new application restricts retail rights to a maximum of approximately 1000m², as compared to approximately 2200m² of Business 1 rights in the original application) – the retail rights currently applied for will therefore, for all intents and purposes, have an insignificant impact.
- Furthermore, the proposed development will not constitute a shopping centre per se, but rather destination-orientated ancillary business/trade uses.

The findings out of the original Demacon Market Study in 2009 were as follows:

- That the Cumulative Additional Space for an Auto boutique and ancillary services is 79987m² GLA for the year 2014 and for the year 2024, 252 315m² GLA.
- That the Cumulative Additional Space for the Waterfall Mall Nodal Market Share is 19 997m² GLA for the year 2014 and for the year 2024, 63 078m² GLA.
- That the proposed development be restricted to 4500m² GLA.
- That the Capital investment be in the region of 34,2 million creating employment opportunities of 150.
- That the point of market entry be 2011.

It can therefore be concluded that there is a need for an Auto Boutique with related activities as obtained in the application.

7. CONCLUSION

- Application is made in terms of the Town-Planning and Townships Ordinance (Ordinance 15 of 1986) for establishment of a township to be named as Cashan

- To the south, on Portion 6 of Erf 1174 Cashan Extension 12 BP Garage is developed.
 - On Portion 10 of Erf 1174 Cashan Extension 12, Land Rover, Mazda, Volvo and Ford have developed their showrooms and workshops.
 - To the west, on Portion 74 (a Portion of Portion 51) and the Remaining Extent of Portion 51(A Portion of Portion 43) of farm Waterval 306 JQ Cashan Extension 17 is to be developed that will consists off "Business 1" with a FAR of 0.4.
 - On Portion 16 and Portion 70 of the farm Waterval 306 JQ, Mercedes garage is in process of developing their showrooms and workshops.(Waterval East Extension 33).
- The proposed development is further in accordance with the proposals made in the Strategic Environmental Assessment, 2003 that was specifically done for this area.
 - Three of the world's largest platinum mines are located within the Rustenburg area. Various other smaller mines are also located in close proximity to Rustenburg. Rustenburg's economy is mainly based on the mining sector. Due to its labour intensive nature, mining attracts various specialists involved in this Industry. This creates an additional demand specifically with regard not only to residential developments but to commercial and other social developments as well.
 - The potential of having an identified SDI in the Rustenburg area has an enormous advantage for the area as well as for developers. The SDI's that was identified by National Government (Department of Trade and Industry in co-operation with the Department of Transport), which should be stimulated for further growth. It forms part of an explicit spatial programme aimed at unlocking the inherent and under-utilized economic development potential of specific spatial locations in South Africa.
 - The construction of the Pretoria – Rustenburg Platinum Corridor (N4) is completed and the benefits in unleashing the economic potential are already evident in areas along the N4 as well as at the intersection of the N4 and the Johannesburg – Rustenburg Road. This concerned potential is spreading in a northerly direction towards the concerned development site.
 - The applicant complies with the prescriptions of the Development Facilitation Act. Services are available and the applicant will be able to enter into a service agreement with the Rustenburg Local Municipality.
 - The applicant also stimulate corridor – development and contribute as such with regard to the development of the area applicable.
 - Access to the proposed township will be from Cashan Extension 24 by way of a "right of Way "servitude and an access point along Howick Street. (See Traffic

Rustenburg has a relatively complex demographic composition and many different population strata make up the demographic profile. The Rustenburg area houses a population of approximately 400 000 people. Of this total approximately 240 000 people live in settlements that are located on non-tribal land, 100 000 live on tribal land, 20 000 people live in mining hostels and 40 000 people live on farms. The average household size is determined at 3.4, which is low compared to National standards. A low average household size is generally indicative of a more modern urbanized society. Approximately 84% of the Rustenburg Local Municipal Area population is urbanized.

The Rustenburg Local Municipal Area has a wide range of land uses. On a regional scale these land uses falls within four primary land use categories: settlements, open space, mining and agriculture. Tourism is not identified as one but could be seen as the gateway to major tourism related activities.

The settlements within Rustenburg are defined by 3 elements namely: settlement patterns, the settlement hierarchy and the settlement type. The urban system of the Greater Rustenburg area is mainly shaped by the occurrence of mining activities (Merensky Reef and UG2 east – west direction) and can be divided into two categories -

- Formal township development in and around Rustenburg town. With new developments in the so-called "Delta Area" as well as the area surrounding the Waterfall Mall Shopping Centre.
- Informal townships in and around Rustenburg (located in close proximity to mining operations)

The urban development forms a linear pattern due to the Merensky Reef Platinum Belt, which dictated the location of mining activities in the area. The growing mining activities, growing rural- and urban population and the expansion of Rustenburg itself form the major drive towards the formation of a metropolitan area with corridors linking the urban nodes.

The eastern portion of Rustenburg has excellent potential for development due to good accessibility via the Rustenburg - Johannesburg Road (P16-1) as well as the Bakwena Platinum Highway (N4). This concerned area, known as the Delta Area as well as the area surrounding the Waterfall Mall Regional Shopping Centre were identified by the Rustenburg Local Municipality as a first priority development areas due to the availability of services and infrastructure. The concerned area is already well developed and only small fragmented portions are currently still available for development.

The proposed development site is located directly adjacent of the Waterfall Mall Shopping centre, Cashan Extension 12, Cashan Extension 19, Cashan Extension 24, Waterval East Extension 26, Cashan Extension 17 and Waterval East Extension 33. All these townships are located within the Rustenburg Local Municipal area.

Platinum Freeway is located to the west of the proposed development and forms the western border.

The concerned area where the proposed development is envisaged was identified by the Rustenburg Local Municipality as a priority area for development due to the availability of infrastructure. The Rustenburg Local Municipality is currently in a process of investing in this area by the means of expanding the existing infrastructure in the area.

3.3.2 LOCAL CONTEXT

The proposed development area is located on Portion 130(A Portion of Portion 51) of the farm Waterval 306 JQ.

The proposed development area can be divided into three main sectors i.e.:

- "Special" for the purposes of a Motor Vehicle Fitment Centre which is the main land use of the proposed township and comprising 48,56% of the proposed township area.
- "Business 1" for the purposes of offices(50%) and retail (50%) (non-motor related activities) which comprising 25,98% of the proposed township area.
- "Special" for the purposes of access which comprising 25,45% of the proposed township area.

3.4 AREA

The property on which the proposed development area is to be established comprise of the following area:

PROPERTY DESCRIPTION	AREA
Portion 130(a portion of Portion 51) of the farm Waterval 306 JQ	9941,0m ²

The proposed township will comprise an area of 9941,0m².

3.5 OWNER

The property on which the township is to be established is currently registered as follows:

PROPERTY DESCRIPTION	TITLE DEED	OWNER DETAILS
Portion 130(a portion of Portion 51) of the farm Waterval 306 JQ	T5895/2001	Faheem Investments (Proprietary) Limited Nr 1988/02087/07

(Annexure D refers.)

1. *Die Resterende Gedeelte van seker gedeelte van die gesegde plaas WATERVAL, groot as sodanig 472,4260 hektaar (’n gedeelte waarvan hier getranspoteer word) is geregtig tot en onderdewig aan die volgende sewitute:*

(i) *”ENTITLED to a right of way across portion marked C of the said portion of the farm WATERVAL transferred to Pierre Hoenderdos by Deed of Transfer No. 1268/1926 as marked on the diagram of the said portion C, and*

The right will not be transferred to the erven within the proposed township area.

(ii) *ENTITLED to a right of way across a certain portion in extent 23,6874 hectares, of the said farm WATERVAL held by SOUTH AFRICAN TOWNSHIPS MINING AND FINANCE INCORPORATION LIMITED, by Certificate of Registered Titled No. 8206/1926 as will more fully appear from Deed of Servitude No. 547/1926S.*

This right will not be transferred to the erven within the proposed township area.

(iii) *By Notarial Deed No.525/53S the right has been granted to ELECTRICITY SUPPLY COMMISSION to convey electricity over said property together with ancillary rights, and subject to conditions as will more fully appear on reference to the said Notarial Deed, Which powerline as far as the property hereby transferred is concerned is shown on Diagram annexed to Deed of Transfer T8877/1970 by the line KLM.*

The fore-mentioned servitude does not affect the township area due to the location thereof.

2. *BEHALWE met die skriftelike toestemming van die Administrateur as Beherende Gesag soos omskryf in Wet No. 21 van 1940:*

i. *Mag die grond slegs vir woon-en landboudoeleindes gebruik word. Op die grond, of op enige behoorlike goedgekeurde onderverdeling daarvan. Mag daar nie meer geboue wees as een woonhuis tesame met die bultegeboue wat gewoonweg vir gebruik in verband daarmee nodig is en sulke geboue en bouwerke wat vir landboudoeleindes nodig mag wees nie.*

ii. *Mag geen winkel of besigheid of nywerheid van watter aard ook al op die grond geopen word of gedryf word nie.*

iii. *Mag geen geboue of bouwerk van watter aard ookal binne ’n afstand van 94,46 meter van die middellyn van enige publieke pad opgerig word nie.*

An application will be submitted to the Department of Developmental Local Government and Housing North West for permission in respect of the lapsing of the fore-mentioned conditions as provided for in condition 2.

- To the north of the application site , is Cashan Extension 24 that consist of motor trade and motor related activities
- To the south, on Portion 6 of Erf 1174 Cashan Extension 12 BP Garage is developed.
- On Portion 9 of Erf 1174 Cashan Extension 12, Macdonald is developed.
- On Portion 10 of Erf 1174 Cashan Extension 12, Land Rover, Mazda, Volvo and Ford have developed their showrooms and workshops.
- To the east the N4 is developed.
- To the west, on Portion 74 (a Portion of Portion 51) and the Remaining Extent of Portion 51(A Portion of Portion 43) of farm Waterval 306 JQ, Cashan Extension 17 is to be developed that will consists off "Business 1" with a FAR of 0.4.
- On Portion 16 and Portion 70 of the farm Waterval 306 JQ, Mercedes garage is in process of developing their showrooms and workshops.(Waterval East Extension 33).

From the above-mentioned it is clear that a "Motor Hub" has formed. The application site forms therefore part of this "Motor Hub" and will contribute to the viability thereof.

In addition to the aspects mentioned in the foregoing, cognizance of the surrounding environment and especially the challenges of the integration of the different land uses will take place.

The following will be taken into account:

- Ensure maximum visual access to the maximum of the area.
- Maximum linkages, to existing and future road networks
- Ensure that the layout will resolve a number of traffic, geometry and accessibility issues.
- Integrate surrounding land uses, Cashan Extension 12, Cashan Extension 24, Cashan Extension 17 and Waterval East Extension 33.
- Ensure that the environmental quality created by the development forms an integrated unity with the Greater Waterfall Mall Regional Shopping Centre.

3.12 PHYSICAL ASPECTS

3.12.1 GENERAL DESCRIPTION

According to the Geotechnical Report compiled by Geold , the site is a single land parcel. The concerned site is currently vacant (with one residential dwelling) but provide vehicular access to Hyundai dealership on Cashan Extension 24.

Topographically the site is relatively featureless, draining gently from south-west to north-east. A formal stormwater drainage line skirts the north-eastern boundary.

3.12.4 GEOTECHNICAL ASSESSMENT OF THE PROJECT SITE

NHBRC SITE CLASSIFICATION

In the light of the site reconnaissance, field profiling and analysis of the soil laboratory tests results, the opinion is offered that the two following geotechnical zones are representative on the project site. (See Figure 4 attached)

ZONE 1: 2(H2 – H3 / S1 – S2) Locally P(uncontrolled fill) – comprising the full site with the exception of the alluvial zone, which is characterized by potentially highly expansive / highly compressible reworked residual norite(depending on the prevailing moisture content at the time of construction),which is intermittently blanketed by uncontrolled fill deposits.

ZONE 2: 2(H2 – H3 / S1 – S2) Locally P(uncontrolled fill/locally R(boulders)) – comprising the alluvial band adjacent to the stream which exhibits similar material to Zone 1, but with the added complexity of a heavy alluvial boulder- bed in a stiff clay matrix underlying the alluvial sediments. It is possible that this boulder bed may be encountered in deep services trenches.

3.13 ENVIRONMENTAL IMPACT ASSESSMENT

A letter was already forwarded to the Department of Agriculture, Conservation and Environment for the exemption of an Environmental Impact Assessment as the property is seen as infilling.

4. PROPOSED DEVELOPMENT

4.1 FACTORS INFLUENCING THE LAYOUT

The layout plan of the proposed township Cashan Extension 31 was influenced by the following factors:

- The land on which the township is being established is relatively flat and the gentle slope is suitable for development.
- The site is highly visible from the N4 Platinum Highway and the Rustenburg – Johannesburg Road P16-1, however no direct access will be gained from these roads.
- Access to and from the proposed development could be established through Howick Street and Cashan Extension 24.

all motor related activities
(shocks, breaks, wheels,
batteries, exhausts and other
related vehicle accessories.)

Special for the purpose of access	1	0,25301	25,45
TOTAL	3	0,9941	100%

4.3.1 BUSINESS 1

The intention of the client is to utilize one erf for "Business 1" for the purposes of offices(50%) and retail (50%/ non-motor related activities) as pertained in the Rustenburg Land Use Management Scheme, 2005.

The development parameters applicable for the "Business 1" erf are:

Zoning	"Business 1" mainly for the purposes of offices($\pm 1007,5m^2$) and retail($\pm 1007,5m^2$ / non-motor related activities)
Height	2 storey
Coverage	78%
FAR	0,78
Parking	In terms of the Rustenburg Land Use Management Scheme 2005.

4.3.2 SPECIAL

The intention of the client is to utilize one erf for the purposes of "Special" for the purposes of a Motor Vehicle Fitment Center to all motor related activities (shocks, breaks, wheels, batteries, exhausts and other related vehicle accessories) as entailed in the Rustenburg Land Use Management Scheme, 2005.

The development parameters applicable for these erven are:

Zoning	"Special" for the purposes of a Motor Fitment Center to all motor related activities (shocks, breaks, wheels, batteries, exhausts and other related vehicle accessories)
Height	2 storey
Coverage	40%
FAR	0,40
Parking	In terms of the Rustenburg Land Use Management Scheme 2005.

4.3.3 SPECIAL FOR THE PURPOSES OF ACCESS

The intention of the client is to utilize one erf for the purposes of "Special" for the purposes of access purposes. The development parameters applicable for this erf will be as entailed in the Rustenburg Land Use Management Scheme 2005.

The storm water outlet structure will cater for energy breakers at the outlets to minimize the possibility of erosion at the point of discharge.

5.2.4 FLOOD LINE

The proposed development is bounded by Howick Street to the south and Road 24 to the east. Cashan Extension 17 forms the western and northern boundary of the proposed development. The proposed development will to the best of knowledge, not be affected by the 1: 100 year flood line.

5.2.5 ELECTRICAL SUPPLY

The concerned development will be supplied from the Rustenburg Local Municipality's power supply network. The external network design will adhere to the Rustenburg's standards and requirements. The internal network is earmarked for private ownership and operation.

Other standards to which the electrical design will adhere include the relevant SABS safety and equipment standards, as well as the NRS 048 Quality of Supply Standard.

There is an existing Rustenburg electrical supply point on the site of the proposed development. An application for an upgrading of the existing supply point was already forwarded to the Rustenburg Local Municipality on 3 November 2009. It is proposed that the development is energized from the existing supply point, once it has been upgraded. Further will a new 11kV metering ring main unit be installed on the boundary of the proposed development.

5.2.6 WASTE MANAGEMENT

The solid waste will be transported to the solid waste disposal site of the Rustenburg Local Municipality either by a private contractor or by the Rustenburg Local Municipality.

5.2.7 ROADS

Access to the proposed development will be from Howick Street on the southern boundary of the proposed development and through Cashan Extension 24 as the northern boundary of the proposed development.

An access road will be constructed through the proposed development to provide access to the other developments north of the proposed development.

OBJECTIVES

The objectives with regard to the spatial development of the Rustenburg Municipal area were based on the vision set out above.

The objectives with regard to the Spatial Development are:

- ✓ Promote a compact urban structure through urban infill and densification, specifically within the settlement clusters
- ✓ Create a logical hierarchy of settlements to support effective's service delivery

The objectives with regard to Business Office & Industrial are:

- ✓ Create a viable business node hierarchy linked to the proposed service delivery centres
- ✓ Promote the future development of the CBD as the core economic centre of the Municipal Area and to identify and plan for the development of an industrial /commercial area linked to the Platinum SDI.

Further are the following general points also identified in the Rustenburg Spatial Development Framework Plan:

In terms of the Rustenburg Spatial Development Framework opportunities exist for the development of mixed economic activities along the N4 Freeway, mainly due to high degree of visual exposure from the freeway.

This mixed land use precinct could stretch from the Waterfall Mall eastwards along both side of the N4 freeway up to Hexriver.

The SDF further more indicates that the selection of the correct mix of land uses within the N4 mixed land use precinct should be such that land use and economic synergy can be attained. The N4 mixed land use precinct should also facilitate the establishment of an improved entrance or gateway to the Rustenburg core area.

Retail is addressed in paragraph 12.3.2 at pages 91 and 92 of the SDF. There the following is stated in respect of retail:

The viable retail floor area that can be accommodated in a given area depends on the spending capital of the people living in the direct vicinity of the application site. On the other hand the spending capital depends on the socio-economic position of those people or communities; SAPOA provides a classification that links the socio-economic status of a population group to the retail floor area required.

60% of the private office space growth of the entire region is allocated to the Rustenburg CBD area. A total of 40 % was allocated to the suburban centres of Rustenburg and the other settlement clusters of the Municipal Area.

Rustenburg CBD and Suburbs

An additional of 70121m² of private office space could be granted over the period 2004 – 2015 in the Rustenburg CBD area. At 40 % coverage, this could add 17,5 ha of office space to the CBD by the year 2015. In total, 14893m² (3ha) of private office space can be approved in the suburban areas of Rustenburg over the period 2004 – 2015.

The Spatial Development Framework Plan for 2015 clearly indicates that opportunities exist for development of economic activities along the N4 Freeway. The economic activities that should be allowed in this mixed – use precinct include retail, office and commercial. This precinct will primarily obtain access from the Johannesburg/N4 intersection. Due to the combination of vehicle and visual access at these intersections, the Municipality must ensure that these intersections are optimally utilized.

With regard to more detail, the area is located in “Zone D” and the land uses proposed for this specific zone are as follows:

- Multiple residential
- Offices
- Retail

Further with regard to the location of the property, the SFD strongly promotes *corridor development*.

The following benefits with regard to corridor development are forwarded:

- **ECONOMIC AND FINANCIAL**
 - Reduce transport subsidies
 - Reduce transport costs
 - Reduce use of non-renewable resources
 - Attract new investment opportunities to the municipal area
 - Increase Economic Opportunities
 - Improve the efficiency of infrastructure
 - Linking to the global economy
- **TRANSPORT**
 - Integrate land use and transport
 - Increase the use efficiency and quality of public transport
 - Increase/maximise accessibility
 - Increase modal choice
 - Increase modal integration

Therefore Rustenburg's potential for growth is still on the increase with a growth rate of 7% - 8% per annum.

- The objectives of the Rustenburg Local Municipality with regard to Local Economic Development include the promotion and attraction of investment and also job creation.
- Rustenburg grew from just another medium size town in the Province to one of the fastest growing cities in the Country. Rustenburg is further classified as a secondary order city. These cities are referred to as having the most potential after large megapolitan and metropolitan cities in then Country.
- National Government identified Rustenburg as one of the main SDI's which should be considered a priority development zone.
- Rustenburg is designed as a primary regional centre and industrial development node.

6.3 RUSTENBURG – 1ST ORDER SETTLEMENT CLUSTER (CORE AREA)

The Rustenburg Spatial Development Framework Plan for 2015 indicated that the Rustenburg area is classified as a first order settlement due to the following reasons:

- The Rustenburg Spatial development Framework, 2015 indicated the Rustenburg area is classified as a first order settlement due to the following:
 - ✓ That the population of the Rustenburg Core Area has shown substantial growth in the recent years.
 - ✓ This is largely attributed to the higher-order employment and shopping opportunities and social amenities located within the core area.
 - ✓ The development and construction of the N4 freeway (Platinum SDI) and it is expected that this road will attract investment and growth to the core area.
 - ✓ It is expected that the Rustenburg Core Area will have a growth rate in the order of 3% per annum for a number of years to follow.

6.4 RUSTENBURG'S SETTLEMENT PATTERN AND DEVELOPMENT CONCEPT

- Rustenburg could be seen as the influence, which shaped the settlement pattern of the Municipal Area mainly because it is the centre of population concentration, employment opportunities and shopping opportunities. These elements have caused urban development surrounding Rustenburg. The mining belt, running north and parallel to the Magaliesberg Mountain Range has dramatically shaped the settlement pattern of the Municipal area.
- The urban pattern that was shaped by the centrality function of Rustenburg, the Magaliesberg buffer, the accessibility of major roads and the impact of the mining belt, is radical with Rustenburg as the core area and three urban corridors extending from it in an northerly, north easterly and westerly direction.

- To ensure efficient sub-supply and production networking and participation between leading Rustenburg industries and their suppliers.
- To ensure that existing Small and Medium Manufacturing Enterprises (SMME's) become sustainable.
- To establish a business friendly environment for the establishment of new SMME's
- To create a structure through which local authorities can facilitate SMME development and provide sustainable information and support.
- To ensure viable and successful development of unique precincts within overall tourism framework.
- To facilitate a general increase in the skills profile of population through accredited training linked to National Qualification Framework (NQF).
- To increase the quality and quantity of intermediate level skills in Rustenburg. To raise the quality, relevance and cost – effectiveness of skills development throughout Rustenburg.
- The land development application complies with most of the abovementioned LED objectives.
- Objectives identified at the 2006 municipal strategic Lekgotla include:
 - To promote, attract and retain investors.
 - To promote Economic development and job creation for local residents through SMME's, tourism and capital projects undertake within the municipal area.
 - To advance the cause of Local business to procurement opportunities available in the Industries.
 - To maximize private sector investment and facilitate forging of partnerships.
 - To promote the development of entrepreneurial skills in the management of economic development.
 - To create conditions conducive to entrepreneurial activity and investment.
 - The land development application complies with most of the above-mentioned objectives that were identified.

6.7 DEVELOPMENT AND FACILITATION ACT

According to Chapter 1 Section 3, of the Development and Facilitation Act, Act 67 of 1995; the basic principles of the Act apply to all land developments. The application for township establishment as proposed contributes to these principles in the following manner:

- **PROMOTE THE INTEGRATION OF THE SOCIAL, ECONOMIC, INSTITUTIONAL AND PHYSICAL ASPECTS OF LAND DEVELOPMENT**
The development as proposed, together with the guidelines for development of the area by the SDF, should be seen as directly in line with the above principle of the DFA. The mixed land use precinct as proposed would result in a combination of retail, administration functions and "Special" for the purposes of a Motor

○ **PROMOTE A DIVERSE COMBINATION OF LAND USES, ALSO AT THE LEVEL OF INDIVIDUAL ERVEN OR SUBDIVISIONS OF LAND**

The proposed development would make use of the access and visibility provided by the location at the entrance of the Waterfall Regional Shopping Centre, but the proposed land uses should also be seen complementary to the established character of the area.

○ **DISCOURAGE THE PHENOMENA OF "URBAN SPRAWL" IN URBAN AREAS AND CONTRIBUTE TO THE DEVELOPMENT OF MORE COMPACT TOWNS AND CITIES**

It should be highlighted that the development as proposed would ensure the maximum utilization of land surrounded by developments. The infill and utilization of such areas would ensure compact cities and limit urban sprawl.

○ **CONTRIBUTE TO THE CORRECTION OF THE HISTORICALLY DISTORTED SPATIAL PATTERNS OF SETTLEMENT IN THE REPUBLIC AND TO THE OPTIMUM USE OF EXISTING INFRASTRUCTURE IN EXCESS OF CURRENT NEEDS**

The SDF proposes the development of the area in which the subject properties area located as mixed use precinct with the main aim to ensure the integration of the Waterfall Mall growth centre. The development as proposed is directly in line with this guidelines and will therefore be a direct contribution to the above principle.

○ **ENCOURAGE ENVIRONMENTALLY SUSTAINABLE LAND DEVELOPMENT PRACTICES AND PROCESSES**

The planning and development approach as explained in this report will most definitely ensure the environmentally sustainable land development.

In general, the application also contributes to the following:

1. Job – opportunities are created not only during contribution, but also during operational phase
2. Tax benefits to the municipality
3. Maximizing opportunities for example access and visibility
4. Diversification and expansion of the economic base
5. Densification a maximum use of infrastructure.

6.8 DEMACON MARKET STUDY

A study was conducted by Demacon indicating that there is a need for auto boutiques during 2010. Taking the traffic impact study into account certain revisions were made. See letter dated 5 October 2010 received from Demacon with regard to the study conducted.

Extension 31, situated on Portion 130(a portion of Portion 51) of the farm Waterval 306 JQ.

- The intention of the applicant is to establish a township which consists of one erf zoned "Business 1" for the purposes of offices ($\pm 1007\text{m}^2$) and retail ($\pm 1007\text{m}^2$ / Non-motor related activities) as entailed in the Rustenburg Land Use Management Scheme, 2005.
- One erf zoned "Special" for the purposes of a Motor Vehicle Fitment Center to all motor related activities (shocks, breaks, wheels, batteries, exhausts and other related vehicle accessories) as entailed in the Rustenburg Land Use Management Scheme, 2005.
- One erf zoned "Special" for the purposes of access as entailed in the Rustenburg Land Use Management Scheme, 2005.
- The layout of the proposed township Cashan Extension 31 makes provision for the following land uses:

LAND USE	NUMBER OF ERVEN	AREA	% OF AREA
Business 1 for the purposes of offices(50%) and retail (50%) (Non-motor related activities)	1	0,25835	25,98
"Special" for the purposes of a Motor Vehicle Fitment Center to all motor related activities (shocks, breaks, wheels, batteries, exhausts and other related vehicle accessories.)	1	0,48274	48,56
Special for the purpose of access	1	0,25301	25,45
TOTAL	3	0,9941	100%

- The said development forms part of "Zone D" which is reserved for retail and office development as well as economic activities as indicated in the Rustenburg Spatial Development Framework Plan (2015).
- The proposed development forms part of a "Motor Hub" that constitutes of the following townships:
 - To the north of the application site , is Cashan Extension 24 that consist of motor trade and motor related activities

Impact Study attached). Note that along Howick Street a line of no access will be applicable except at the proposed access ingress/outgress point.

- The new alignment of these access points are due to the fact that the Traffic Impact Study for Cashan Extension 17 contributed to the fact that the current access proclamation (1994/85) is to be cancelled and that all new developments should adhere to the Traffic Impact Study of Cashan Extension 17. The current access proclamation (1994/85) will be cancelled as part of the township establishment process.
- Please find attached a copy of the Traffic Impact Study for "Cashan Extension 31" as pre-prepared by Route 2 Transport Engineers. Note that the proposed access points correlate with Cashan Extension 17 Traffic Impact Study, Sanral and the Bakwena Platinum Corridor Concessionaire.
- From the Demacon Market study it was concluded that the recommended size of the Development be restricted to 4500m² with a point of market entry 2011.

Taking the restricted Floor area for the proposed township into account, the extent of the total development is 3946m². The point of market entry will be during 2011/2012 as permission still needs to be obtained with regard to the township application. To conclude the application does adhere to the recommendations as stipulated in the Demacon Market Study.

In view of the fore- mentioned we trust that this application will be considered favorably.

AM BARNARD

6 October 2010