

In the absence of any streets in the township, such permanent construction shall be done to co-incide with the installation of other engineering services, but in any event, before the construction of any structures on the erven in the township.

2.3.1.2 No access as contemplated in par.2.3.1.1 shall be commissioned without the written permission of the Department of Roads and Transport having been obtained.

2.3.2 Geometric design and building specifications of the access/streets

For the construction of the access whether temporary or permanent, the applicant shall submit to the Department of Roads and Transport, for approval, plan(s) prepared and signed by a Professional Civil Engineer, in accordance with Departmental requirements.

2.3.3 The applicant/Local Authority responsible for the construction of the access

2.3.3.1 After the plans and specifications stated in paragraphs 2.3.2. have been approved by the Department of Roads and Transport, the applicant shall build the temporary/permanent access at his cost under the supervision of a Professional Civil Engineer to the satisfaction of the Department of Roads and Transport. This work shall be executed in accordance with the requirements of paragraph 2.3.1. On completion of the work, the Professional Civil Engineer shall certify that the work has been carried out in accordance with the approved plan(s) and specifications. The certificate shall be handed in to the Department of Roads and Transport.

NOTE : The above planning and design specifications must clearly show over which parts and how far inside the township the bitumen surface of the access road(s) shall stretch.

2.3.4 Permission to work inside the road reserve

The applicant/Local Authority shall not commence with any work inside the road reserve until he has obtained written approval from the Department of Roads and Transport to do so.

2.3.5 Indemnity of the Administrator against claims

During the construction of the access inside the road reserve, the applicant/Local Authority shall take the necessary precautions to regulate the traffic satisfactorily, and to safeguard the traffic against accidents. He shall at his own cost erect barriers, road signs in both official languages and employ flagmen to the satisfaction of the Professional Civil Engineer, but with the proviso that the Department of Roads and Transport (or his representative) may instruct the Professional Civil Engineer on the

precautions taken to safeguard traffic, and these instructions are promptly executed at the sole cost of the applicant/Local Authority.

The applicant/Local Authority shall indemnify the Department of Roads and Transport, its officers or workers against any claims arising out of any death of or injuries to any person or damage to any property whatsoever (including services such as water pipes, telephone or electric cable, etc.) caused by or resulting from the activities of the applicant in the road reserve.

Where someone other than the State or Local Authority is responsible for the construction of the access, the applicant shall take out a policy covering him to the amount of R100 000 (one hundred thousand rand). This is necessary to enable the applicant to comply with the above requirements. Before any work is done in the road reserve, the applicant shall deliver proof that the policy has been taken out and all costs of it have been paid in full.

N.B. No work shall be executed inside the road reserve until the relevant plans and specifications stated in paragraphs 2.3.2.1 and 2.3.3.1 have been approved by the Department of Roads and Transport.

2.4 LINES OF NO ACCESS

No ingress to or egress from the above road will be allowed along the lines lettered **A₁-A₂-A₃-A₄-A₅-A₆-A₇-A₈** as shown on the plan mentioned in paragraph 6.1 in red (solid).

2.5 PHYSICAL BARRIER

A physical barrier, which is in compliance with the requirements of EXECUTIVE COMMITTEE RESOLUTION 1112 of 26 June 1978 read with Section 46 (2) (b) of the Gauteng Transport Infrastructure Act, 2001 (Act No 8 of 2001) and the Gauteng Transport Infrastructure Regulations, 2002 (Regulation 20 in terms of Notice 219 of 2003 dated 29 January 2003) shall be erected on the lines of no access as described in paragraph 2.4.

2.6 SERVICE ROADS

2.6.1 Service roads shall be remote and separated from the road by means of at least one row of erven. (Refer to Typical plan GTP 3/2-case 3).

2.6.2 Parallel service roads shall as far as possible be continuous with existing or planned service roads so as to relieve the traffic volume on the main roads. Therefore, existing and planned parallel service roads in consecutive townships shall be shown on a key plan, to the satisfaction of the Department of Roads and Transport.

2.7 BUILDING RESTRICTIONS AREA(S)

Building restriction areas, which are in compliance with the requirements of EXECUTIVE COMMITTEE RESOLUTION 1112 of 26 June 1978 shall be provided. The building restriction lines are shown in green (dotted) on the plan mentioned in paragraph 4.1.

No buildings or structures may be erected within the building restriction of 16 metres from the reserve boundary of road P1-2(K101).

2.8 LAND USE ALONG THE ROAD(S)

Land uses of erven abutting on the lines of no access shall be in accordance with EXECUTIVE COMMITTEE RESOLUTION 1112 of 26 June 1978.

2.8.1 The Provincial Government shall not be responsible for the cost of (Acoustic Screening) Noise Barrier

The applicant / Local Authority shall be responsible for any costs involved in the erection of Acoustic Screening, if and when the need arises to erect such screening. This stipulation, alternatively, if not accepted by either of the above parties, must be made a condition of township establishment so that the owners of the erven which are within a distance of 95m from the centerline of the effected road(s) are liable for the erection of such screening.

2.8.2 Erven adjacent to road P1-2(K101) must be approximately the same area as other erven after the 16 m building restriction line has been taken into account.

2.8.3 Take Note: No direct access to road P1-2(K101) will be allowed from the public garage site. If access to a filling station is required, a separate application therefore, must be submitted to the Department.

2.9 STORMWATER DRAINAGE

2.9.1 Part 4, Sections 40, 41, 46, 48 of Transport Infrastructure Act, Act No 8 of 2001, are applicable.

2.9.2 The developer/property owner/applicant is responsible for acceptance, handling and disposal of stormwater. The whole natural catchment above and below the proposed development/change in land use must be given consideration.

2.9.3 No alterations to the existing catchment will be allowed without the approval from this Department and/or the relevant Authorities. If alterations are contemplated, a well-motivated concept discussing all possible alternatives must be presented for approval at the stage of Services Report compilation.

- 2.9.4 If the development/change in land use area constitutes only a part of the total effective drainage area, this Department nevertheless, will require a drainage system adequate for the total effective drainage area and which may allow for the final development.
- 2.9.5 All changes in the run-off resulted from the proposed development/change in land use must be accommodated within the development/property boundaries and the discharge must be effected in the general direction of the natural contours.
- 2.9.6 If crossing of the provincial road is unavoidable it should be done in the shortest possible way, with taking into account the latest departmental planning.
- 2.9.7 The developer/property owner/applicant shall be responsible for the construction of the drains within the road's boundaries. Further disposal of stormwater must be acceptable to **all parties** concerned.
- 2.9.8 The developer/property owner/applicant to agree on costs apportionment with the Local Authority. This Department will not contribute to the cost of stormwater structures.
- 2.9.9 For design guidelines of the drainage system proposal applicant is referred to the following documents:
- Code of Procedure: Structures (Gautrans)
 - Guidelines on the Planning and Design of Township Roads and Stormwater Drainage (SAICE)
 - Drainage Manual (Draft) and Typical Drainage Plans, series 2000.
- 2.9.10 **The Services Report containing the stormwater design proposal must be submitted to this Department for approval at the time of the application, i.e. before Township Proclamation.**
- 2.9.11 No construction of the drainage structures may commence without written permission (the Wayleave) from this Department.
- 2.9.12 The Local Authority or the authorized person acting **on behalf** of the Local Authority should lodge the application for a wayleave.
- 2.9.13 Wayleaves will only be considered for the development/changes in land use, for which Services agreement has been signed.
- 2.10 THE PROVINCIAL ADMINISTRATION NOT RESPONSIBLE FOR THE COST OF THE DRAINAGE SCHEME

The applicant/Local Authority (whoever is responsible for the drainage of the township) shall build the drainage scheme at his cost simultaneously with the construction of the roads and the drainage scheme for the township.

2.11 FINAL APPROVED PLAN TO BE RECEIVED WITHIN 10 YEARS

The final approved plan showing the layout of the township shall be supplied to the Department of Roads and Transport within 10 years of the date of acceptance of these conditions by the applicant, otherwise the application shall be submitted to the Department of Roads and Transport for reconsideration of these conditions and revision as he deems necessary.

2.12 TRACING TO BE AMENDED

The letters/dimensions stated in the above conditions must be shown on the original tracing of the layout plan before any further prints are made.

2.13 REVISED/AMPLIFIED PLAN

5 Copies of the revised/amplified plan, together with the applicant's written acceptance of all the above conditions, must be submitted to the Department of Roads and Transport.

3. TRAFFIC IMPACT STUDIES

If this application results in a traffic generation of more than 50 peak hour vehicle trips, this Department must be supplied with a traffic impact study addressing all road improvements that might be required on provincial roads.

NOTE: all road improvements will be to the account of the developer.

4. ADVERTISEMENTS

No advertisements as described under article 2 of the Advertising on Roads and Ribbon Development Act, Act 21 of 1940 that may be visible from road **P1-2(K101)** shall be displayed without the written approval of the controlling authority (Department of Roads and Transport).

5. DEPARTMENT OF ROADS AND TRANSPORT ENTITLED TO REVISE THESE CONDITIONS

The Department reserves the right to revise these conditions at any time before it receives the final written acceptance of them by the applicant.

6. PLANS TO BE READ WITH THESE CONDITIONS

The following plans will serve as explanation of the above conditions and shall be read with the conditions:

6.1 Township layout plan no: **22458/1** (as amended on the **27/01/2016**)

6.2 **PRS75/34/5LYN** and **PRS75/34/6LYN**

6.3 Typical plans **GTP 5/1** and **GTP 3/2**.

7. DESIGN PLANS AND SPECIFICATIONS TO BE READ WITH THESE CONDITIONS

The following shall be read with these conditions:

7.1 Design plans and specifications mentioned in paragraphs 2.3.2.

8. INCLUSION OF CONDITIONS IN TOWN PLANNING SCHEME OR CONDITIONS OF ESTABLISHMENT

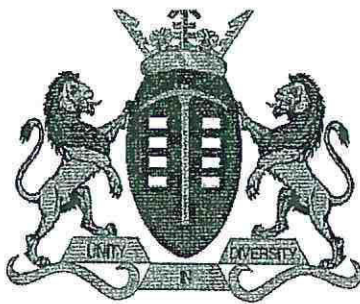
These conditions must be incorporated into the relevant conditions of establishment of the township/the town planning or land use scheme/ title deed restrictions / rezoning/ consent / subdivision conditions of the above subject property(ies). Proof of the above must be submitted to this Department.



**DEPUTY DIRECTOR: DEVELOPMENT FACILITATION
DIRECTORATE: TRANSPORT INFRASTRUCTURE PLANNING
DEPARTMENT ROADS AND TRANSPORT**

DATE:

2016 -02- 0 8



22

GAUTENG PROVINCE

Department: Roads and Transport
REPUBLIC OF SOUTH AFRICA

Private Bag X83 Marshalltown 2107, Sage Life Building, 41 Simmonds Street, Johannesburg, 2000
Tel (011) 355 7173/7000 Fax: (011) 355 7184

Enquiry : Mr. T.M.R Selane
Telephone No : +27 11 355 7270
Ref : 1/1/3/1/3 - 22458

2016 -02- 0 8

Department of Roads and Transport
Private Bag X83
MARSHALLTOWN
2107


Sir/Madam,

PROPOSED TOWNSHIP: JUKSKEI VIEW EXTENSION 128

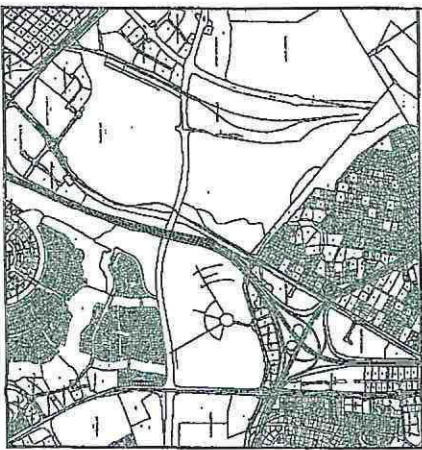
DISTRICT: CITY OF JOHANNESBURG

One copy of the lay-out plan of the above-mentioned township is enclosed for plotting and comments, if necessary.

Yours faithfully,

For: 
**DEPUTY DIRECTOR: DEVELOPMENT FACILITATION
DIRECTORATE: TRANSPORT INFRASTRUCTURE PLANNING
DEPARTMENT OF ROADS AND TRANSPORT
DATE:**

2016 -02- 0 8



TOWNSHIP DATA

LAND-USE	Nr. OF EVEN	EEF NOS	AREA (ha)	% OF TOTAL AREA
RESIDENTIAL 3	2	1 TO 2	15,6724	96,69
PRIVATE OPEN SPACE	2	3 TO 4	1,5729	9,01
ROADS			0,6516	0,30
TOTAL	4		17,2819	100,00

- NOTES
- All areas and dimensions are approximations, being subject to final survey.
 - Contours are in accordance with the standards laid down in regulation 18(2) of the Town Planning and Townships (Ordinance 15, 1986)
 - Datum plane - Mean Sea Level; interval 1m
 - Co-ordinate system: WGS 84, L.A. 29°
 - The figure lettered ABCD...ABCA represents Part of the Remainder of Portion 1 of the farm Waterval 5 IR and Part of the Remainder of the Farm Waterval 3 IR, being 17,281914 ha in extent
 - The figure lettered XYZW represents a 6 meter wide Electrical Servitude
 - The township falls under the jurisdiction of City of Johannesburg

PROPOSED TOWNSHIP

JUKSKEIVIEW

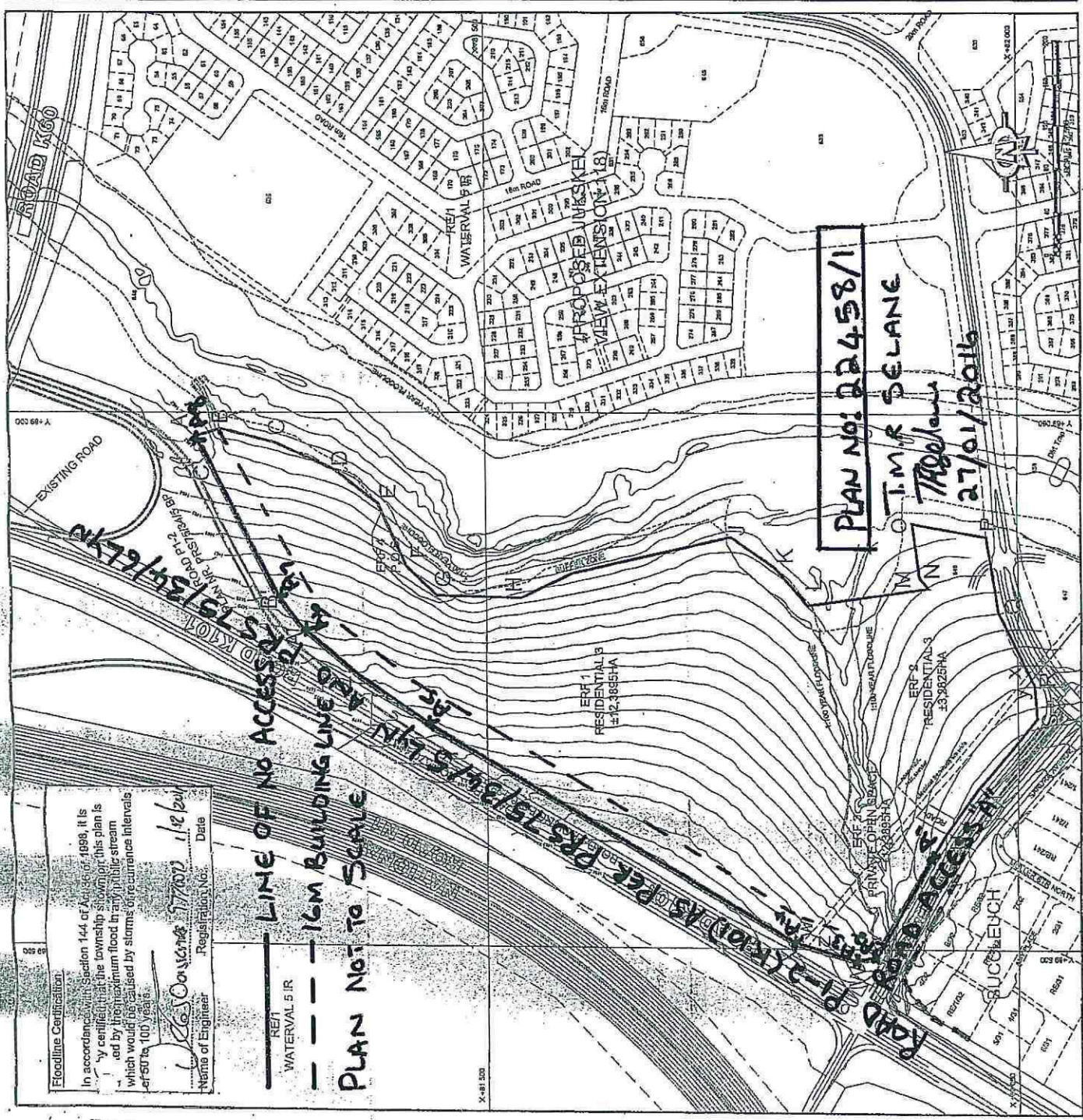
EXTENSION 128

TO BE ESTABLISHED ON PART OF THE REMAINDER OF PORTION 1 OF THE FARM WATERVAL 5 IR AND PART OF THE REMAINDER OF THE FARM WATERVAL 3 IR

TINIE BEZUIDENHOUT AND ASSOCIATES
Town Planning Consultants

Physical Address: Postal Address:
Unit 50, Thornhill Place Office Park P.O. Box 96558
Caledwood Road Sloane Park 2152
Lone Hill
Phone (011) 467-1004 Telefax (011) 467-1170 e-mail tinie@tinie.co.za

DATE: 13 OCTOBER 2015 PLAN NO. 7533/L1



Floodline Certification:
In accordance with Section 144 of Act 105 of 1989, it is hereby certified that the townships shown on this plan is not liable to be flooded by the maximum flood in any public stream which would be caused by storms of recurrence intervals of 50 to 100 years.

Name of Engineer: **T.M.R Selane** Registration No: **177002** Date: **1/12/2015**

— LINE OF NO ACCESS
— 16M BUILDING LINE
PLAN NOT TO SCALE



an agency of the
Department of Arts and Culture

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South African Heritage Resources Agency | 111 Harrington Street | Cape Town
P.O. Box 4637 | Cape Town | 8001
www.sahra.org.za

Enquiries: Andrew Salomon
Tel: 021 462 4502
Email: asalomon@sahra.org.za
CaseID: 8769

Date: Wednesday December 23, 2015
Page No: 1

Letter

In terms of Section 38 of the National Heritage Resources Act (Act 25 of 1999)

Attention: Waterfall Investment Company

The study area is situated on part of the remainder of Portion 1 of the Farm Waterval 5 IR and part of the remainder of the Farm Waterval 38 IR.

Thank you for your notification regarding this development.

In terms of the National Heritage Resources Act, no 25 of 1999, heritage resources, including archaeological or palaeontological sites over 100 years old, graves older than 60 years, structures older than 60 years are protected. They may not be disturbed without a permit from the relevant heritage resources authority. This means that prior to development it is incumbent on the developer to ensure that a **Heritage Impact Assessment** is done. This must include the archaeological component (Phase 1) and any other applicable heritage components. Appropriate (Phase 2) mitigation, which involves recording, sampling and dating sites that are to be destroyed, must be done as required.

The quickest process to follow for the archaeological component is to contract an accredited specialist (see the web site of the Association of Southern African Professional Archaeologists www.asapa.org.za) to provide a Phase 1 Archaeological Impact Assessment Report. This must be done before any large development takes place.

The Phase 1 Impact Assessment Report will identify the archaeological sites and assess their significance. It should also make recommendations (as indicated in section 38) about the process to be followed. For example, there may need to be a mitigation phase (Phase 2) where the specialist will collect or excavate material and date the site. At the end of the process the heritage authority may give permission for destruction of the sites.

Where bedrock is to be affected, or where there are coastal sediments, or marine or river terraces and in potentially fossiliferous superficial deposits, a Palaeontological Desk Top study must be undertaken to assess whether or not the development will impact upon palaeontological resources - or at least a letter of exemption from a Palaeontologist is needed to indicate that this is unnecessary. If the area is deemed sensitive, a full



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Email: asalomon@sahra.org.za
CaseID: 8769

Date: Wednesday December 23, 2015
Page No: 2

Phase 1 Palaeontological Impact Assessment will be required and if necessary a Phase 2 rescue operation might be necessary. Please note that a nationwide fossil sensitivity map is now available on SAHRIS to assist with this.

If the property is very small or disturbed and there is no significant site the heritage specialist may choose to send a letter to the heritage authority to indicate that there is no necessity for any further assessment.

Any other heritage resources that may be impacted such as built structures over 60 years old, sites of cultural significance associated with oral histories, burial grounds and graves, graves of victims of conflict, and cultural landscapes or viewsapes must also be assessed.

Should you have any further queries, please contact the designated official using the case number quoted above in the case header.

Yours faithfully

Andrew Salomon
Heritage Officer: Archaeology
South African Heritage Resources Agency

ADMIN:

Direct URL to case: <http://www.sahra.org.za/node/344328>
(GDARD, Ref:)

Our Ref: 9625



an agency of the
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Enquiries: Andrew Salomon
Tel: 021 462 4502
Email: asalomon@sahra.org.za
CaseID: 9625

Date: Thursday July 14, 2016
Page No: 1

Letter

In terms of Section of the National Heritage Resources Act (Act 25 of 1999)

Attention: Balwin Properties (Pty) Ltd

To be located on the Remainder of Portion 1 of the Farm Waterval 5 IR, Midrand, Gauteng

Thank you for your notification regarding this development.

In terms of the National Heritage Resources Act, no 25 of 1999, heritage resources, including archaeological or palaeontological sites over 100 years old, graves older than 60 years, structures older than 60 years are protected. They may not be disturbed without a permit from the relevant heritage resources authority. This means that prior to development it is incumbent on the developer to ensure that a **Heritage Impact Assessment** is done. This must include the archaeological component (Phase 1) and any other applicable heritage components. Appropriate (Phase 2) mitigation, which involves recording, sampling and dating sites that are to be destroyed, must be done as required.

The quickest process to follow for the archaeological component is to contract an accredited specialist (see the web site of the Association of Southern African Professional Archaeologists www.asapa.org.za) to provide a Phase 1 Archaeological Impact Assessment Report. This must be done before any large development takes place.

The Phase 1 Impact Assessment Report will identify the archaeological sites and assess their significance. It should also make recommendations (as indicated in section 38) about the process to be followed. For example, there may need to be a mitigation phase (Phase 2) where the specialist will collect or excavate material and date the site. At the end of the process the heritage authority may give permission for destruction of the sites.

Where bedrock is to be affected, or where there are coastal sediments, or marine or river terraces and in potentially fossiliferous superficial deposits, a Palaeontological Desk Top study must be undertaken to assess whether or not the development will impact upon palaeontological resources - or at least a letter of exemption from a Palaeontologist is needed to indicate that this is unnecessary. If the area is deemed sensitive, a full Phase 1 Palaeontological Impact Assessment will be required and if necessary a Phase 2 rescue operation

Our Ref: 9625



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CaseID: 9625

Date: Thursday July 14, 2016
Page No: 2

might be necessary. **Please note that a nationwide fossil sensitivity map is now available on SAHRIS to assist with determining the fossil sensitivity of a study area .**

If the property is very small or disturbed and there is no significant site the heritage specialist may choose to send a letter to the heritage authority motivating for exemption from having to undertake further heritage assessments.

Any other heritage resources that may be impacted such as built structures over 60 years old, sites of cultural significance associated with oral histories, burial grounds and graves, graves of victims of conflict, and cultural landscapes or viewsapes must also be assessed.

Should you have any further queries, please contact the designated official using the case number quoted above in the case header.

Yours faithfully

Andrew Salomon
Heritage Officer: Archaeology
South African Heritage Resources Agency

John Gribble
Manager: Maritime and Underwater Cultural Heritage Unit / Acting Manager: Archaeology, Palaeontology and Meteorites Unit
South African Heritage Resources Agency

Waterfall Fields - Residential (Jukskei View X128)

Our Ref: 9625



an agency of the
Department of Arts and Culture

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CaseID: 9625

Date: Thursday July 14, 2016
Page No: 3

ADMIN:

Direct URL to case: <http://www.sahra.org.za/node/363691>
(GDARD, Ref:)

**APPENDIX F: WATER USE LICENSE(S) AUTHORISATION, SAHRA
INFORMATION, SERVICE LETTERS FROM
MUNICIPALITIES, WATER SUPPLY INFORMATION**