APPENDIX F1: CONFIRMATION OF SERVICES – WATER, SEWER AND STORM WATER

C-PLAN CIVIL ENGINEERS (PTY) LTD
Reg No 2000/006107/07

459 Ontdekkers Road;
Florida Hills;
Johannesburg;
1709
Tel: +27 11 472 2277
Fax:+27 11 472 2305

Po Box 6622;
Westgate;
Johannesburg;
1734
Email: kc@cplan.co.za
Web: www.cplan.co.za

Balwin Properties
P.O. Box 21727
Helderkruin
1733

Friday, 15 July 2016

By email

Attention: Mr. Robert Victor

JUKSKEI VIEW EXT 128 – BULK SERVICES AVAILABLILITY

Dear Sir

We the appointed Civil Engineers on the project can confirm the following regarding the bulk water, sewer and stormwater reticulation for the proposed new housing development on Jukskei View ext 128 – Kikuyu development for Balwin Properties

1. **Sewer Reticulation**

There is an existing 3.0m Bruma Outfal sewer running past the site, our discussions with Mr D Hulley at Johannesburg Water have confirmed that there is suitable capacity and that the tie in point for the development will be the Bruma Outfall Sewer. Manhole connection points have been left on the existing line to tie into – a sketch indicating the tie in point has been attached

2. **Water Reticulation**

Water for the development will be coming from the new Halfway House Reservoir which the Johannesburg Water are in the process of developing. For the interim temporary water will be obtained from the recently constructed 250mm die water line in Bridal Veil. The temporary water line will become part of the future reticulation when the new reservoir has been completed. The water main propose for the development is not going to be abortive and will form part of the new overall infrastructure for the area – a sketch indicating the general arrangement has been attached

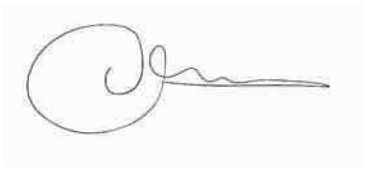
We are in the process of formalizing the agreement with Johannesburg Water to define which sections of the infrastructure will be constructed as part of the development and set-off from the Bulk Contributions due for the development

3. **<u>Stormwater Reticulation</u>**

   The Stormwater Reticulatio for the development will be attenuated as per the Johannesburg Roads Agency's policy and standards before releasing it into the existing Jukskei River running past the development. From a capacity point of view there is no restrictions for the proposed development

We trust that the content of this document is clear. Please contact the writer should you require any further information.

Regards,



KC Ooijkaas
For C-Plan Civil Engineers (Pty) Ltd

Cc Micheal le Grange Balwin Properties By email

CONNECT INTO 2.0m CONCRETE BRUMA OUTFALL

200mm uPVC SEWER MAIN

ROAD K60

Y +89 000

200mm uPVC SEWER MAIN

ROAD P1-2 PLAN NR. PRS75/3415 BP

SEWER CONNECTION FOR DEVELOPMENT

BRUMA OUTFALL

A

B

C

D

E

F

G

H

K

L

M

N

O

P

Q

R

S

T

U

V

W

Y

A'

RE/1
WATERVAL 5 IR

Y +89 500

N1 FREEWAY

ROAD K101

NATIONAL ROAD N1

ROAD PROK.NOT.570/1987

X +81 500

JUKSKEI VIEW EXT.128

PRELIM SEWER ROUTE FOR DEVELOPMENT

100 YEAR FLOODLINE

(PROPOSED JUKSKEI VIEW EXTENSION 118)

ROAD K101

ROAD PROK.NOT.570/1987

Existing Vlei

1:100 YEAR FLOODLINE

1:100 YEAR FLOODLINE

%60mm uPVC SEWER RIVER CROSSING

BUFFER ZONE

MAXWELL DRIVE EXT

JUKSKEI VIEW EXT.15

BUCCLEUCH

X +83 000

X +82 000

Y +89 500

4/32

6/32

RE/102

5/31

4/31

7/32

RE/31

2/31

RE/31

HAAK KUIPERS

RE/31

7/24

1/24

SARMIKAWENUE

ENGELA PL

MANDY PL

OLIVE ROAD

DENNE ROAD

BRUMA OUTFALL

BRUMA OUTFALL

NO	DATE	REVISION
A	23/06/2016	ISSUED FOR INFORMATION
B	11/08/2016	UPDATED TO LATEST LAYOUT

DESIGNED	DATE	SCALE
P. SATHABRIDGE	23/06/2016	1:2000
DRAWN	DATE	
P. SATHABRIDGE	23/06/2016	A0

C-PLAN CIVIL ENGINEERS (PTY) LTD

459 Ontdekkers Road
Florida Hills
Roodepoort

P.O. Box 6622
Westgate
1734

Tel: (011) 472 2277
Fax: (011) 472 2305

E-Mail: prashik@cplan.co.za
Web: www.cplan.co.za

CLIENT
BALWIN PROPERTIES

ARCHITECT / MAIN AGENT
LYT ARCHITECTURE

PROJECT
RESIDENTIAL 3 DEVELOPMENT
ON JUKSKEI VIEW
EXT. 128

DRAWING TITLE
SEWER
CONNECT INTO BRUMA OUTFALL

PROJECT NO	DRAWING No	REVISION
16532	300-P001	B

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NEW COUNCIL WATER MAIN

EXISTING COUNCIL WATER MAIN

NO	DATE	REVISION
A	10/08/2016	ISSUED FOR INFORMATION

DESIGNED	DATE	SCALE
P. SATHABRIDGE	23/06/2016	1:2500
DRAWN	DATE	
P. SATHABRIDGE	23/06/2016	A0

C-PLAN CIVIL ENGINEERS (PTY) LTD

459 Oritdekkers Road
Florida Hills
Roodepoort

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Tel: (011) 472 2277
Fax: (011) 472 2305

E-Mail: prashik@cplan.co.za
Web: www.cplan.co.za

CLIENT

BALWIN PROPERTIES

ARCHITECT / MAIN AGENT

LYT ARCHITECTURE

PROJECT

RESIDENTIAL 3 DEVELOPMENT
ON JUKSKEI VIEW
EXT. 128

DRAWING TITLE

WATER
LAYOUT OPTION 2

PROJECT NO	DRAWING No	REVISION
16532	200-P02	A

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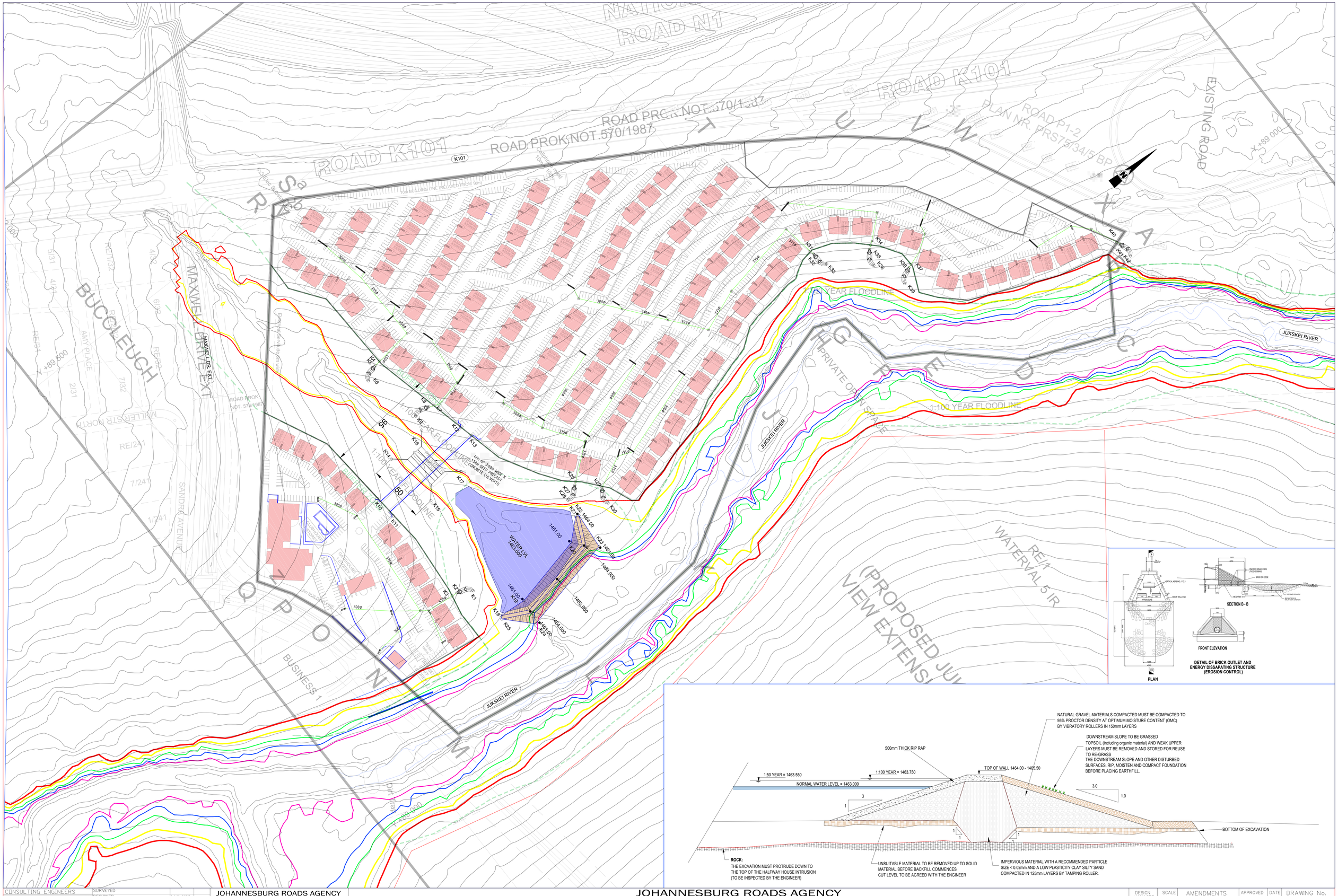
ROAD N1
ROAD K101
ROAD PROK.NOT.570/1987
ROAD P1-2
PLAN NR. PRST6734/5 BP
EXISTING ROAD
MAXWELL DR EXT
BUCCLEUCH
SANDRINGHAM AVENUE
BUSINESS 1
JUKSKEI RIVER
1:50 YEAR FLOODLINE
1:100 YEAR FLOODLINE
PRIVATE OPEN SPACE
WATER LVL 1465.000
1461.00
1464.00
1465.000
1463.000
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1465

APPENDIX F2: CONFIRMATION OF SERVICE –ELECTRICITY

Eskom

Mr Cosmo Wales
Consulting Electrical Engineer

10 June 2016

Margeory Letswalo
011 800 0171
Ref: MOL167783344B

Dear Mr Wales

Cost Estimate Fee payable on application for a Cost Estimate letter

With effect from 01 October 2013, the Eskom policy in terms of the provision of a Cost Estimate Letter has changed. A fee will be raised and is payable prior to issuing a Cost Estimate Letter to the customer, where applicable. A Cost Estimate Letter is initial indicative cost information that could be provided for customer projects. The information contained in the Cost Estimate Letter shall not be deemed to form part of any contract between Eskom and any party.

The cost of compiling a Cost Estimate Letter is an actual cost to Eskom and therefore a fee will be raised to cover this cost, otherwise other customers (the customer rate base) pay for the cost of preparing the cost estimate.

The Cost Estimate Fee will be charged to cover the costs involved in the preparation of a Cost Estimate Letter for customers. Where a customer accepts a Cost Estimate Letter, this Cost Estimate Fee, together with the Quotation Fee, shall be applied by Eskom in the reduction of the Connection Charge Estimate determined in terms of the Budget Quote and will be forfeited by the customer in the event that the customer does not accept the Budget Quote or fulfil the conditions as set out in the Budget Quote.

The fee is structured to recover the cost to Eskom of producing a Cost Estimate Letter and is structured according to the project size. These costs are payable upfront as a Cost Estimate fee before Eskom will proceed with the preparation of the Cost Estimate letter.

Subsequently, a Cost Estimate Fee is payable prior to issuing a Cost Estimate Letter for the amount of **R 59 342.11** (Fifty Four Thousand, Nine Hundred and Fifty Rands) + VAT = **R 67 650.00**.

For any further information in this regard please contact me at the abovementioned telephone number

Yours sincerely

P.P. Letswalo

Peter Malate
ACTING CUSTOMER RELATIONS MANAGER

Group Customer Services
No.21 Cnr Kort & Autumn Rivonia
PO Box 6368 Rivonia,2128 SA
Tel +27 11 800 0171 Fax +27 86 666 3039 www.eskom.co.za

Eskom Holdings SOC Ltd Reg No 2002/015527/30

Proof of payment

Date: 15/06/2016 Time: 2:32:26 PM

Profile name:	BALWIN PROPERTIES LTD
Batch reference number:	441033294
Payment reference number:	000000001117499893
Payment date:	15/06/2016
Payment capture date:	14/06/2016
Payment authorise date and time:	15/06/2016 01:46:22 PM
From account name:	BALWIN PROPERTIES LTD
From account description:	BALWIN PROPERTIES LTD
From account statement description:	ESKOM
Beneficiary account number:	N/A
Beneficiary name:	ESKOM
Beneficiary statement description:	5215563797
Branch code:	N/A
Amount:	67,650.00
Real-time:	No

Additional comments by payer:

View your account to **confirm that you have received this payment.**

- All payments are subject to clearing rules.

Please refer to landing page for cut off times and telephone numbers.

Profile name:BALWIN PROPERTIES LTD
Profile number:4000058210

User name:LUISA AMELIA THOMAS
User ID:4

Small Business Services: 0860 116 400
Business Banking: 0860 111 055
Invalid Key Name

APPENDIX F3: LETTER FROM GDRT – COMMENTS ON ACCESS ROAD

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

Attention: Sheree Vollenhoven
Executive Director: Development Planning
City of Johannesburg
P.O. Box 30733
BRAAMFONTEIN
2017

Sir/Madam,

PROPOSED TOWNSHIP: JUKSKEI VIEW EXTENSION 128

DISTRICT: CITY OF JOHANNESBURG

With reference to your letter **07-16070** dated **19 November 2016**, the Department wishes to inform you that this Department has no objection to the township subject to the following information and conditions being applied:-

1. EXISTING AND PROPOSED ROADS

The following existing and/or future transport infrastructure is affected by the layout of the above-mentioned proposed township:

1.1 Existing road **P1-2**

1.2 Future road **K101**

2. CONDITIONS

2.1 ROAD OR STREET WIDTHS AND BOUNDARIES TO BE ADOPTED IN THE TOWNSHIP DESIGN

Provision must be made for the following existing and/or future road widths and boundaries in the township design.

2.1.1 Existing Road **P1-2**

Existing road **P1-2** with varying widths as planned vide plan **PRS75/34/5LYN** and **PRS75/34/6LYN** which has been accepted and published in terms of section 10(3) of the Gauteng Transport Infrastructure Act **must** be excluded from the township.

2.1.2 Future road **K101**

Future road **K101** with varying widths as planned vide plan **PRS75/34/5LYN** and **PRS75/34/6LYN** which has been accepted and published in terms of section 10(3) of the Gauteng Transport Infrastructure Act **must** be excluded from the township.

NOTE: Road centerlines and or boundaries must in all instances be established in conjunction with and to the satisfaction of the Department of Roads and Transport.

2.2 REGIONAL BUSINESS- AND/OR COMMUNITY CENTRE(S)

Should this application include a regional business- or community centre, a Traffic Impact Study, indicating road upgrading, must be submitted for evaluation. This could result in further conditions being specified. This, together with the layout of parking bays and access roads shall be subject to the approval of the Department of Roads and Transport. The applicant shall further guarantee that sufficient additional parking can be provided in the event of serious traffic congestion owing to the presence of the business centre.

2.3 ACCESS(ES)

Ingress to and egress from the road **P1-2(K101)** will be **provisionally** allowed at **ROAD ACCESS "A"** and shall also comply with the requirements of paragraphs 2.3.1 to 2.3.5.

This access point will only be valid if; all the geometric requirements (i.e. sight distances, gradients, acceleration- and deceleration- lanes, etc.) that might be required by the Department can be met.

Notice must be taken that this access is not for this development only, but for the area as a whole and no access control gates may be erected on this access road. Said access road(s) should be planned as a class 3 road in accordance with the standards of the local authority.

Provision must be made for the road reserve splays at the access point to road **P1-2(K101)**, at **ROAD ACCESS "A"**as indicated on
Plan No: **22458/1** annexed hereto. (Refer to typical plan GRP 5/1, for splay measurements).

ROAD ACCESS "A" must be at least **25m** wide and must be determined in conjunction with the Local authority. **This width is the minimum street width required. However, a wider street reserve might be required, depending on site-specific characteristics. To ascertain the required street reserve width, a detailed investigation must be undertaken at the access point taking the existing and future design of the provincial road into account.**

The final street width must be confirmed with the Department.

Access to the access street will not be allowed nearer than **100m** from the road reserve of the above mentioned road(s).

This distance is the minimum requirement. A detailed investigation must be undertaken to determine if this distance is sufficient so as not to have any adverse effect on the construction of the provincial road take the future design of the provincial road into account.

This distance (100 metres) may be increased at the discretion of the local authority and the increased distance shall the applicable distance from the road reserve of the affected provincial road.

The final distance must be confirmed with the Department.

After all the above have been complied with, will the access be confirmed.

The access must be constructed before any development takes place.

The right to access will be revoked immediately if the access is not constructed before development takes place.

Where a temporary access is granted for this township, it shall not form part of the conditions for Township Establishment, but for such an access paragraphs 2.3.1 to 2.3.5 will also be applicable.

2.3.1 Any access to the township, whether it is permanent or temporary, shall be built to the satisfaction of the Department of Roads and Transport before it is used. Any such access may be constructed in two phases, viz.;

2.3.1.1 A temporary low cost construction which shall be built by the applicant, and which shall be followed by a permanent construction to be built by the applicant/Local Authority (whoever is responsible for the construction of streets in or for the township) simultaneously with the construction of the streets in or for the township.

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 A_1-A_2-A_3-A_4-A_5-A_6-A_7-A_8 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 <u>THE PROVINCIAL ADMINISTRATION NOT RESPONSIBLE FOR THE COST OF THE DRAINAGE SCHEME</u>

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

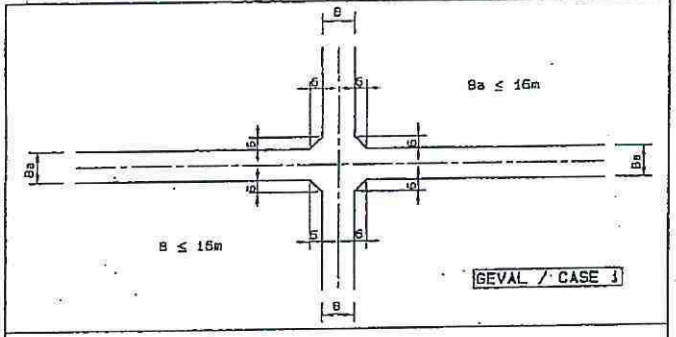
DISTRICT: CITY OF JOHANNESBURG

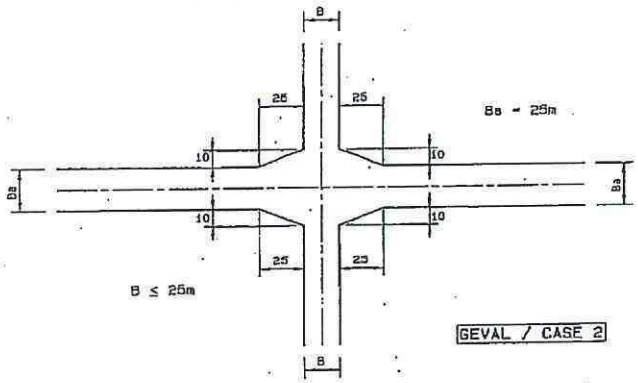
One copy of the lay-out plan of the above-mentioned township is enclosed for plotting and comments, if necessary.

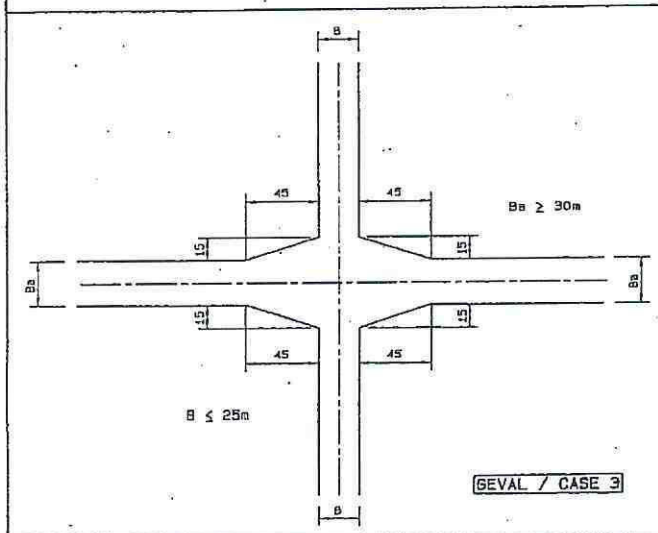
Yours faithfully,

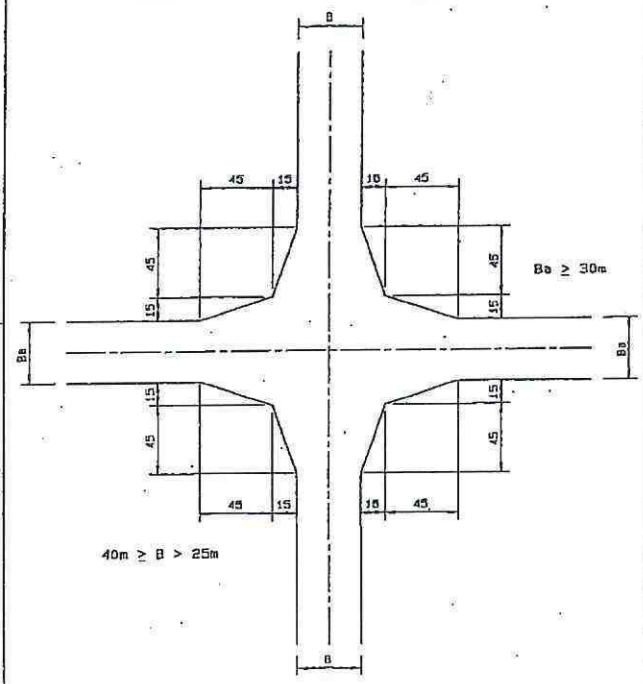
For: **DEPUTY DIRECTOR: DEVELOPMENT FACILITATION**
DIRECTORATE: TRANSPORT INFRASTRUCTURE PLANNING
DEPARTMENT OF ROADS AND TRANSPORT
DATE:

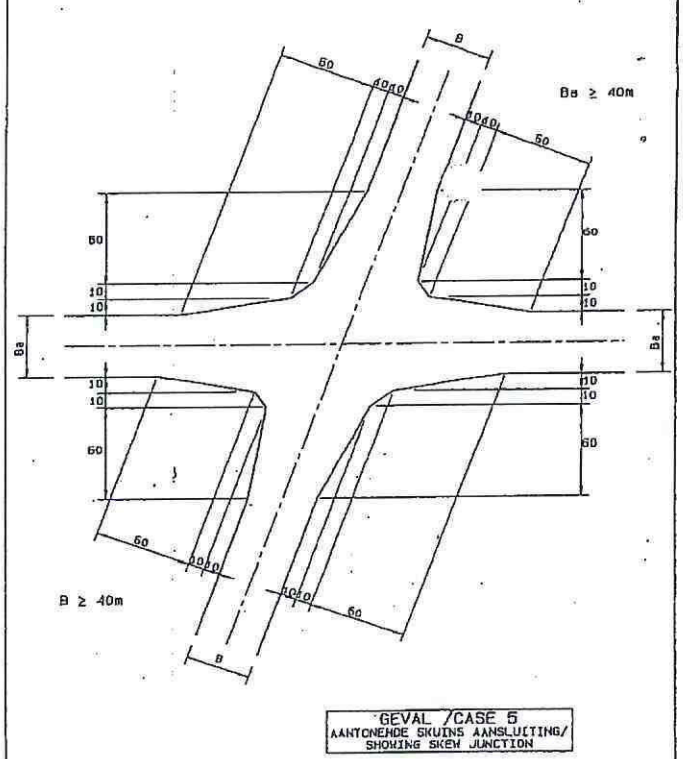
2016 -02- 0 8











TOEPASSING VAN VERSKILLENDE GEVALLE / APPLICATION OF DIFFERENT CASES

AANSLUITINGSPAD / JUNCTION ROAD (B)	MIN PADRESERWEWYDTE (m) MIN ROAD RESERVE WIDTH (m)	HOOFPAD / MAIN ROAD (Ba) 8	16	25	30	40	46,4	62
	8	1N	1N	2	3	3	3	3
	16		1N	2	3	3	3	3
	25			2	3	3	3	3
	30				4	4	4	4
	40				4	4 (5) NN	4 (5) NN	4 (5) NN
	46,4					4 (5) NN	5	5
	62					4 (5) NN	5	5

* MINIMUM AFSKUINSING BEHOORT 8m x 8m (SIMMETRIES) TE WEES, TENSY ANDERS BEPAAL DEUR DIE PLAASLIKE OWERHEID IS DIE VEREISTE ESTER DAT DIT 'N SU+T VOERTUIG HOEFTIGAN AKKOMMODEER.
* MINIMUM SPLAY SHOULD BE 8m x 8m (SYMMETRIC). THE REQUIREMENT IS THAT A SU+T VEHICLE MUST BE ACCOMMODATED UNLESS THE LOCAL AUTHORITY REQUIRES OTHERWISE.

** GEVAL 5 WORD SLEGS GEBRUIK WANNEER BEIDE PAAIE DUBBELOAANPAAIE IS.
** CASE 5 ONLY TO BE USED WHEN BOTH ROADS ARE DUAL CARRIAGEWAY ROADS.

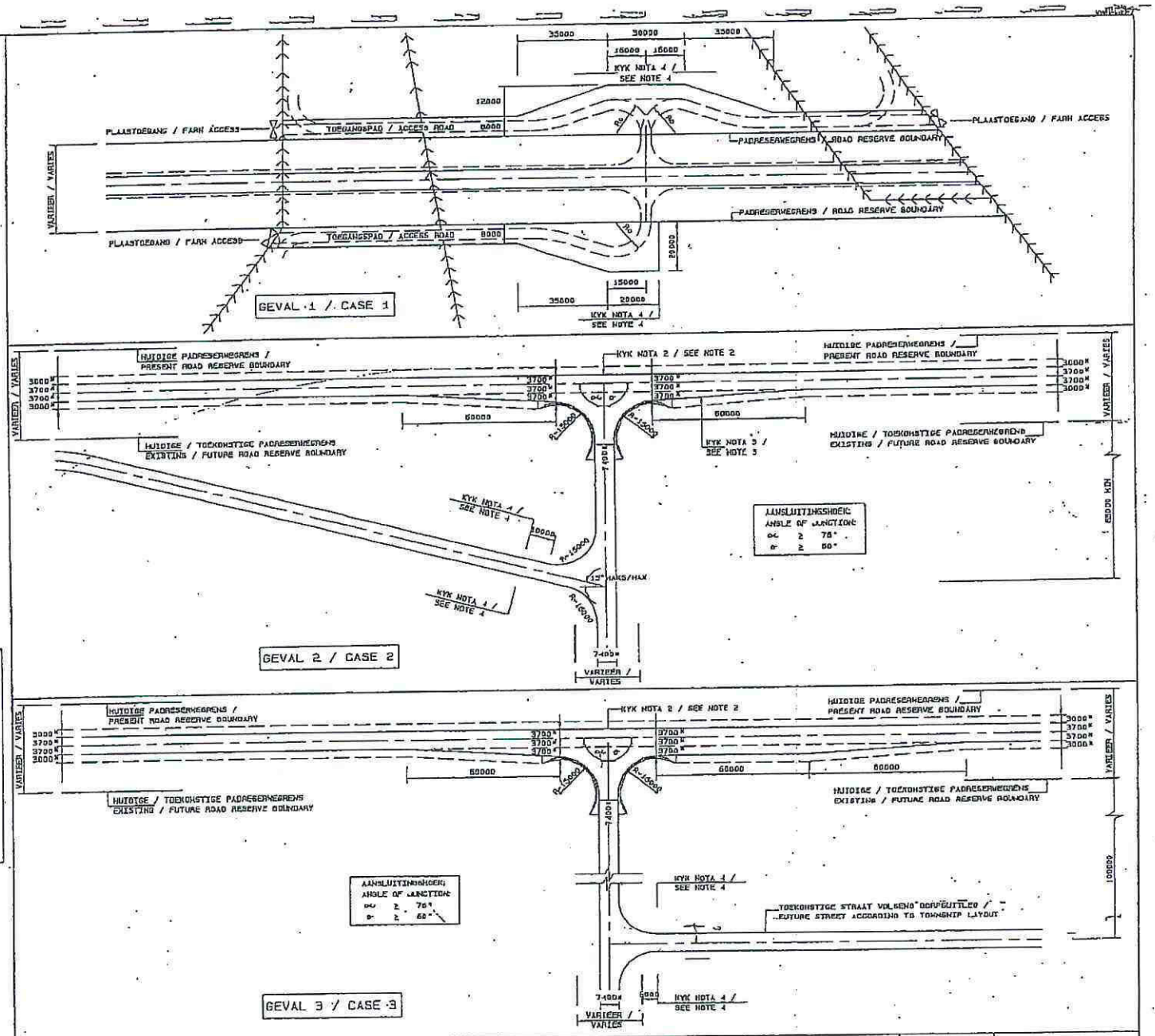
NOTAS:

1. GEVALLE 1 EN 2 MOET, WAAR VAN TOEPASSING, IN OORLEGPLEGING MET DIE PLAASLIKE OWERHEID BEPAAL WORD.
2. DIE ONTWERPVOERTUIG VIR DIE BEPALING VAN DRAAIBEWEGINGS BY AANSLUITINGS (UITGESONDERD NA NYWERHEIDSGEBIEDE) IS 'N SU+T VOERTUIG (B-14m) EN WAAR NODIG MOET DIE PADRESERWE DIENOOREENKOMSTIG AANGEPAS WORD. AANSLUITINGS NA NYWERHEIDSGEBIEDE MOET VIR 'N SU+2T ONTWERPVOERTUIG BETOETS WORD, DAAR MOET EBTER IN ALLE GEVALLE DIE VEREISTE MINIMUM SPASIE TUSSEN DIE TOONLYN EN DIE PADRESERWEGRENS WEES.
3. DIE PADRESERWEAFSKUINSINGS MOET VOORSIENING MAAK VIR PADTEKENS, ADDISIONELE LANE EN DREINERING SOOS BENODIG.

NOTES:

1. WHERE APPLICABLE, CASES 1 AND 2 SHOULD BE DETERMINED IN CONSULTATION WITH THE LOCAL AUTHORITY.
2. THE DESIGN VEHICLE TO DETERMINE THE TURNING MOVEMENTS AT JUNCTIONS (EXCLUDING TO INDUSTRIAL AREAS) SHOULD BE A SU+T VEHICLE (B-14m) AND WHERE NECESSARY THE ROAD RESERVE MUST BE ADJUSTED ACCORDINGLY. FOR JUNCTIONS TO INDUSTRIAL AREAS A SU+2T VEHICLE MUST BE USED. IN ALL CASES THE REQUIRED SPACE MUST BE MAINTAINED BETWEEN THE TOE-LINE AND THE ROAD RESERVE BOUNDARY.
3. ROAD RESERVE SPLAYS MUST PROVIDE FOR ROAD SIGNS, ADDITIONAL LANES AND DRAINAGE AS REQUIRED.

SKAAL OP VERKLEINDE TEKENING / SCALE ON REDUCED DRAWING			DEPARTEMENT VAN VERVOER EN OPENBARE WERKE		DEPARTMENT OF TRANSPORT AND PUBLIC WORKS	GOEDGEKEUR DEUR / APPROVED BY	SKAAL/SCALE 1:500
100mm OP OORSPRONKLIKE TEKENING / 100mm ON ORIGINAL DRAWING	NR No	DATUM DATE	GAUTRANS		GAUTRANS	HOOF VAN DEPARTEMENT / FOR HEAD OF DEPARTMENT — DATUM DATE	VEL 1 VAN 1 VELLE / SHEET OF SHEETS
	1	20/10/78	TIPIESE DETAIL VAN PADRESERWEAFSKUINSINGS BY AANSLUITINGS		TYPICAL DETAILS OF ROAD RESERVE SPLAYS AT INTERSECTIONS		PLAN NO: GTP 5/1
			VERVANG / SUPERSEDES TP 18/1				
			WYSIGINGS / AMENDMENTS				



TOEPASSINGS:

GEVAL 1 : SLEGS VIR PLAAS- / LANDBOUNDENE TOEGANGSPAAIE MET EVE'S < 25.
GEVAL 2 : SLEGS VIR PLAAS- / LANDBOUNDENE TOEGANGSPAAIE MET EVE'S ≥ 25.
GEVAL 3 : VERKIEGLIKE UITLEG. MINIMUM VEREISTE VIR DORPSUITLEG EN AANSOEKE OM VERANDERING IN GRONDGEBRUIK.

APPLICATIONS:

CASE 1 : ONLY FOR FARM / AGRICULTURAL HOLDING ACCESS ROADS WITH EVU'S < 25.
CASE 2 : ONLY FOR FARM / AGRICULTURAL HOLDING ACCESS ROADS WITH EVU'S ≥ 25.
CASE 3 : PREFERABLE LAYOUT. MINIMUM REQUIREMENTS FOR TOWNSHIP LAYOUT AND APPLICATIONS FOR CHANGE IN LAND USE.

NOTES:

1. Ro = DRAAISTRAAL VIR WIELSPOOR GEMEEN AS 14,0m. WIERDIE STRAAL IS GELYK AAN DIE MINIMUM DRAAISTRAAL VAN 'N ENKELEENHEID MET SLEEPWA (SU+T) TEEN SLAKKE PAS.
2. DIE WENSLIKHEID VAN 'N VERBYDAANLAAN MOET ONDERSOEK WORD BY ENKELBAANPAAIE.
3. DIE WENSLIKHEID VAN 'N VERTRAGINGSLAAN MOET ONDERSOEK WORD.
4. PLAAS HEK LANGS TOEGANGSPAD VOLGENS EIGNAAR SE KEUSE. INDIEN BINNE MUNISIPALE GEBIED MOET PLAASLIKE OWERHEID SE GOEDKEURING VERKRY WORD.

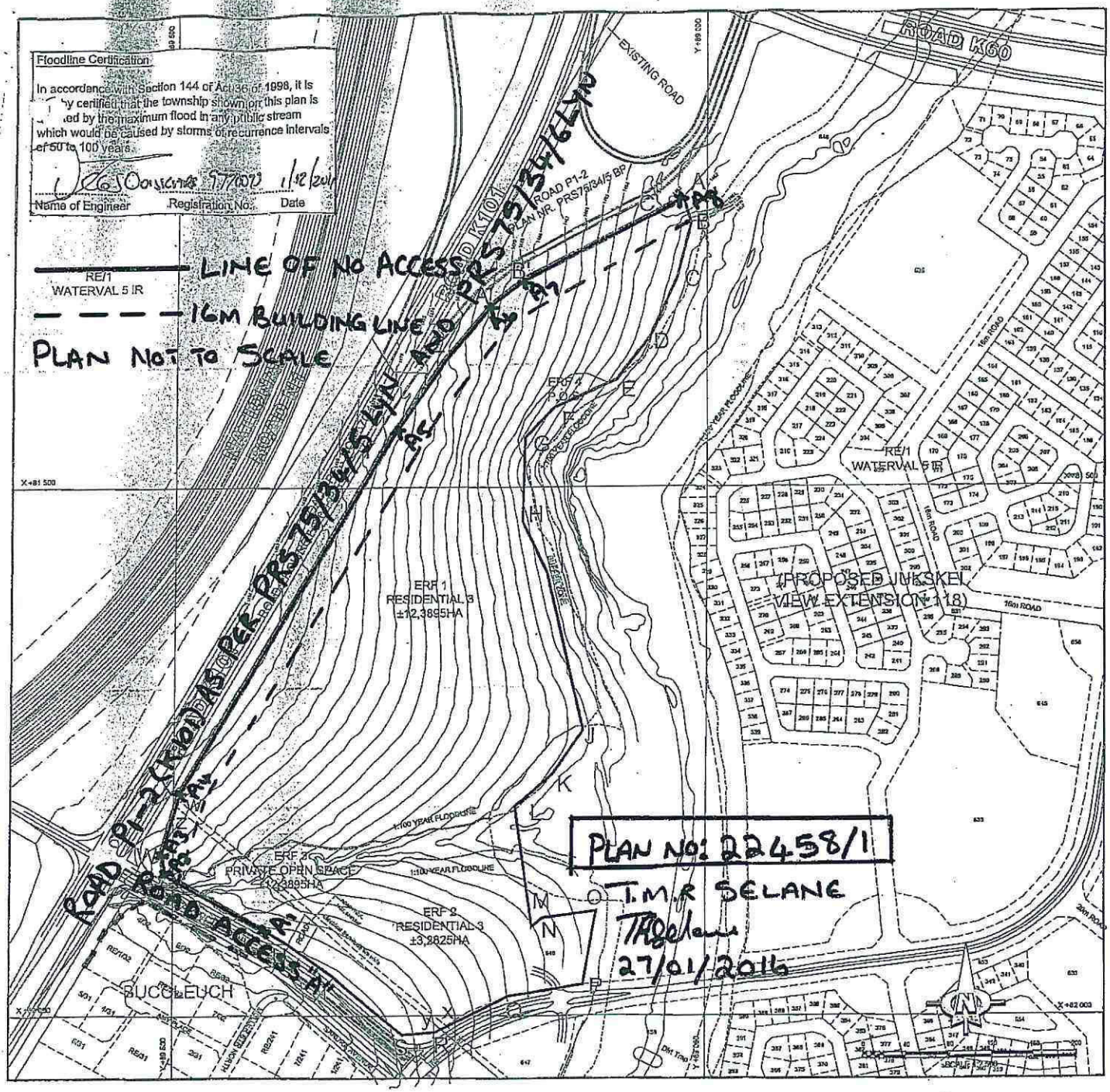
NOTES:

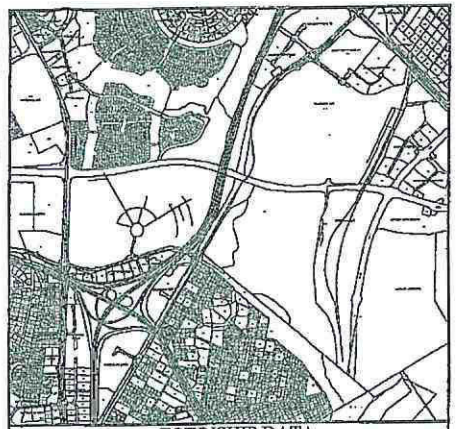
1. Ro = TURNING RADIUS FOR WHEEL TRACK TAKEN AS 14,0m. THIS RADIUS IS EQUAL TO THE MINIMUM TURNING RADIUS OF A SINGLE UNIT PLUS TRAILER (SU+T) AT CRAWLING SPEED.
2. THE FEASIBILITY OF PROVIDING A PASSING LANE IN THE CASE OF SINGLE CARRIAGEWAY ROADS MUST BE EVALUATED.
3. THE FEASIBILITY OF PROVIDING A DECELERATION LANE MUST BE EVALUATED.
4. GATE TO BE PLACED ALONG ACCESS ROAD ACCORDING TO OWNER'S CHOICE. APPROVAL FROM LOCAL AUTHORITY MUST BE OBTAINED IN MUNICIPAL AREAS.

* WAAR VAN TOEPASSING WORD DIE DWARSSNIT-AFMETINGS AANGEPAS OOREENKOMSTIG DIE GOEDGEKEURDE TIPIESE DWARSSNIT WAT GEBRUIK WORD.

* WHERE APPLICABLE, CROSS SECTION DIMENSIONS ARE ADJUSTED ACCORDING TO THE APPROVED TYPICAL CROSS-SECTION BEING USED.

SKAAL OP VERKLEINDE TEKENING SCALE ON REDUCED DRAWING:			DEPARTEMENT VAN VERVOER EN OPENBARE WERKE GAUTRANS	DEPARTMENT OF TRANSPORT AND PUBLIC WORKS GAUTRANS	GOEDGEKEUR DEUR APPROVED BY	SKAAL/SCALE N.V.S N.T.S.	VEL 1 VAN 1 VELLE SHEET OF SHEETS
100mm OP DORSPRONKLIKE TEKENING 100mm ON ORIGINAL DRAWING	1	03/03/98 VERVANG / EXPERIEDED TP 16/1	UITLEG VAN TOEGANGSPAD-AANSLUITINGS	LAYOUT OF ACCESS ROAD INTERSECTIONS	HOOF VAN DEPARTEMENT / for HEAD OF DEPARTMENT — DATUM / DATE	PLAN nr: / No:	GTP 3/2
	nr / No	DATUM / DATE	WYSIGINGS / AMENDMENTS				





TOWNSHIP DATA

LAND-USE	No. OF ERVEN	ERF No'S	AREA (ha)	% OF TOTAL AREA
RESIDENTIAL 3	2	1 TO 2	15,6724	90,69
PRIVATE OPEN SPACE	2	3 TO 4	1,5579	9,01
ROADS			0,0516	0,30
TOTAL	4		17,2819	100,00

NOTES

1. All areas and dimensions are approximate, being subject to final survey.
2. Contours are in accordance with the standards laid down in regulation 18(2) of the Town Planning and Townships (Ordinance 15, 1986)
3. Datum plane - Mean Sea Level; interval 1m
4. Co-ordinate system: WGS 84 Lo. 29°
5. The figure lettered ABCD.....A'B'C'A represents Part of the Remainder of Portion 1 of the farm Waterval 5 IR and Part of the Remainder of the Farm Waterval 38 IR, being 17,2819Ha in extent
6. The figure lettered wxyzw represents a 6 meter wide Electrical Servitude Vide SG No 53902/2007
7. 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 38 IR.

TINIE BEZUIDENHOUT AND ASSOCIATES
Town Planning Consultants

Physical Address
Unit 50, Thembi Place Office Park
Calderwood Road
Lone Hill

Postal Address
P.O. Box 98558
Sloane Park
2152

Phone (011) 467-1004 Telefax (011) 467-1170 e mail tinieber@iafrica.com

DATE: 13 OCTOBER 2015 PLAN NO. 7533/L1

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

Attention: Sheree Vollenhoven
Executive Director: Development Planning
City of Johannesburg
P.O. Box 30733
BRAAMFONTEIN
2017

Sir/Madam,

PROPOSED TOWNSHIP: JUKSKEI VIEW EXTENSION 128

DISTRICT: CITY OF JOHANNESBURG

With reference to your letter **07-16070** dated **19 November 2016**, the Department wishes to inform you that this Department has no objection to the township subject to the following information and conditions being applied:-

1. EXISTING AND PROPOSED ROADS

The following existing and/or future transport infrastructure is affected by the layout of the above-mentioned proposed township:

1.1 Existing road **P1-2**

1.2 Future road **K101**

2. CONDITIONS

2.1 ROAD OR STREET WIDTHS AND BOUNDARIES TO BE ADOPTED IN THE TOWNSHIP DESIGN

Provision must be made for the following existing and/or future road widths and boundaries in the township design.

2.1.1 Existing Road **P1-2**

Existing road **P1-2** with varying widths as planned vide plan **PRS75/34/5LYN** and **PRS75/34/6LYN** which has been accepted and published in terms of section 10(3) of the Gauteng Transport Infrastructure Act **must** be excluded from the township.

2.1.2 Future road **K101**

Future road **K101** with varying widths as planned vide plan **PRS75/34/5LYN** and **PRS75/34/6LYN** which has been accepted and published in terms of section 10(3) of the Gauteng Transport Infrastructure Act **must** be excluded from the township.

NOTE: Road centerlines and or boundaries must in all instances be established in conjunction with and to the satisfaction of the Department of Roads and Transport.

2.2 REGIONAL BUSINESS- AND/OR COMMUNITY CENTRE(S)

Should this application include a regional business- or community centre, a Traffic Impact Study, indicating road upgrading, must be submitted for evaluation. This could result in further conditions being specified. This, together with the layout of parking bays and access roads shall be subject to the approval of the Department of Roads and Transport. The applicant shall further guarantee that sufficient additional parking can be provided in the event of serious traffic congestion owing to the presence of the business centre.

2.3 ACCESS(ES)

Ingress to and egress from the road **P1-2(K101)** will be **provisionally** allowed at **ROAD ACCESS "A"** and shall also comply with the requirements of paragraphs 2.3.1 to 2.3.5.

This access point will only be valid if; all the geometric requirements (i.e. sight distances, gradients, acceleration- and deceleration- lanes, etc.) that might be required by the Department can be met.

Notice must be taken that this access is not for this development only, but for the area as a whole and no access control gates may be erected on this access road. Said access road(s) should be planned as a class 3 road in accordance with the standards of the local authority.

Provision must be made for the road reserve splays at the access point to road **P1-2(K101)**, at **ROAD ACCESS "A"**as indicated on
Plan No: **22458/1** annexed hereto. (Refer to typical plan GRP 5/1, for splay measurements).

ROAD ACCESS "A" must be at least **25m** wide and must be determined in conjunction with the Local authority. **This width is the minimum street width required. However, a wider street reserve might be required, depending on site-specific characteristics. To ascertain the required street reserve width, a detailed investigation must be undertaken at the access point taking the existing and future design of the provincial road into account.**

The final street width must be confirmed with the Department.

Access to the access street will not be allowed nearer than **100m** from the road reserve of the above mentioned road(s).

This distance is the minimum requirement. A detailed investigation must be undertaken to determine if this distance is sufficient so as not to have any adverse effect on the construction of the provincial road take the future design of the provincial road into account.

This distance (100 metres) may be increased at the discretion of the local authority and the increased distance shall the applicable distance from the road reserve of the affected provincial road.

The final distance must be confirmed with the Department.

After all the above have been complied with, will the access be confirmed.

The access must be constructed before any development takes place.

The right to access will be revoked immediately if the access is not constructed before development takes place.

Where a temporary access is granted for this township, it shall not form part of the conditions for Township Establishment, but for such an access paragraphs 2.3.1 to 2.3.5 will also be applicable.

2.3.1 Any access to the township, whether it is permanent or temporary, shall be built to the satisfaction of the Department of Roads and Transport before it is used. Any such access may be constructed in two phases, viz.;

2.3.1.1 A temporary low cost construction which shall be built by the applicant, and which shall be followed by a permanent construction to be built by the applicant/Local Authority (whoever is responsible for the construction of streets in or for the township) simultaneously with the construction of the streets in or for the township.

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 **A_1-A_2-A_3-A_4-A_5-A_6-A_7-A_8** 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 <u>THE PROVINCIAL ADMINISTRATION NOT RESPONSIBLE FOR THE COST OF THE DRAINAGE SCHEME</u>

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