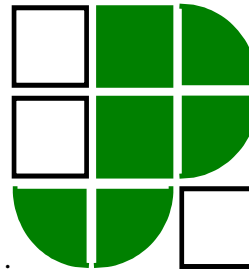

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REG NO: 2004/013713/23

*URBAN
ECONOMISTS
& PLANNERS CC*

VAT REG NO : 40 5021 1897

02 March 2016

The Strategic Executive Director
City Planning and Development
City of Tshwane Metropolitan Municipality
P O Box 3242
PRETORIA
0001

ATTENTION: MR FANIE VAN DER MERWE

Our Ref : P0454/AMEND-TS/UOS
Your Ref : CPD 9/1/1/1 DDPX15 161

Dear mr Van der Merwe

APPLICATION FOR FURTHER AMENDMENT OF APPROVED TOWNSHIP: DERDEPOORT PARK EXTENSION 15 ON PORTION 652 OF THE FARM DERDEPOORT 326-JR.

The above-mentioned amendment application submitted 09 October 2015 has reference.

[ANNEXURE 'A' : ACKNOWLEDGMENT OF RECEIPT OF AMENDMENT APPLICATION DATED 09 OCTOBER 2015]

We have had a meeting with our client on 02nd February 2016 regarding the application and have been requested to further amend the application to customise it for the exact requirements of our client.

This application for the further amendment of the approved township on Portion 652 of the farm Derdepoort 326-JR is being made in terms of Section 100 read with Sections 98(5) and 96(1) of the Townplanning and Townships Ordinance, 1986 (Ord 15 of 1986) ['the Ordinance'].

The details of the application are as follows:

1. OWNERSHIP

The property is owned by messrs DSR Beleggings (Pty) Ltd. Mr Larry Blundell, a director of the Company has signed a company resolution and special power of attorney authorising the firm to act on the company's behalf with regards to the proposed amendment and finalisation of the approved township.

[ANNEXURE 'B' : COMPANY RESOLUTION AND SPECIAL POWER OF ATTORNEY]

MEMBER

JP van Wyk Pr. Pln (A089/1985); Bsc (T&RP); B. Comm (Hons) Economics; M. Comm (Economics)

ASSISTED BY

Ulrike Ohland-Schumacher; M: TRP (cum laude); NDip & BTech-Architectural Technology (Design); Silvia Tomés Ankiewicz; M: TRP (cum laude); Bsc (Interior Architecture)

2. CURRENT VALIDITY OF THE TOWNSHIP APPROVAL

It is important to note that the approved township of Derdepoort Park Extension 15 has been kept current by the firm annually since the date of approval through applications for extension of time in order to comply with Section 72(1) of the Ordinance. The latest extension of time was granted on 23 October 2015 extending the validity of the township until 07 December 2016.

[ANNEXURE 'C' : CTMM LETTER OF EXTENSION OF TIME]

Section 72(1) of the Ordinance reads as follows:

"An applicant who has been notified in terms of Section 71(4) that his application has been approved shall, within a period of 12 months from the date of such notice, or such further period as the Director may allow, lodge for approval with the Surveyor General such plans, diagrams or other documents as the Surveyor General may require, and if the applicant fails to do so the application shall lapse."

The applicant applied and was granted extension of time to comply with the above-mentioned Section of the Ordinance, i.e. the surveying, preparation and lodging of the General Plan with the Surveyor-General's office. Due to the fact that the applicant has not complied with this Section of the Ordinance and has been granted extension in terms of same, no General Plan exists for the township that may need to be revoked and / or cancelled. The approved township name of Derdepoort Park Extension 15 will therefore remain current.

3. PURPOSE OF APPLICATION

The purpose of the application is to fine-tune and tailor the township for the intended purposes of the land-owner.

4. EFFECT OF THE APPLICATION FOR FURTHER AMENDMENT OF THE APPROVED TOWNSHIP

In order for the township to be further tailor-made for the purposes of the township owner, this requires the following components:

- Further reduction in Floor Area Ratio (FAR) from the approved 0,6 to 0,15 to 0,11; and
- Changing the zoning from Industrial 2 in terms of the Tshwane Townplanning Scheme, 2008 to exclude all the land-uses that will not be developed on the property and result in zoning the property Special for purposes of a truck and trailer depot with subservient and ancillary land-uses. This zoning will allow for the following to be developed on the property:
 - A truck and trailer parking, and service and repair workshop;
 - Limited truckers overnight accommodation, kitchen and ablutions;
 - A caretaker's flat of a maximum of 250m²; and
 - A boardroom facility for in-house training.

By limiting the land-uses to the exact requirements of our client it has the following benefits from a cost viewpoint:

- Reduction in the engineering services required to accommodate the proposed land-use, meaning that pipe diameters and demand is limited to the intended land-use only and not to accommodate the most service intensive land-use that would otherwise be applicable; and
- The bulk contributions for the engineering services as well as rates and taxes payable will also be reduced.

The applicant has revised the approved township layout plan to reflect the amendments described above as well as to accommodate the road-widening requirements by the Roads and Transport Department's comment on the pending amendment application in terms of Dewar Street (widening from 20 metres to 25 metres). The applicant has also updated the approved conditions of establishment in a similar manner.

[ANNEXURE 'D' : REVISED TOWNSHIP LAYOUT PLAN AND CONDITIONS OF ESTABLISHMENT]

It is the applicant's contention that the proposed amendment of the approved township is not material as it is in effect **decreasing** the extent of the development potential of the to-be-consolidated erven in the township (decrease in bulk and limiting of the land-use rights). It would therefore not be necessary to re-advertise the township.

4.1 LAYOUT CONFIGURATION & EXTENT

As mentioned above, the township layout plan has been amended as follows:

- Update of the land-use table to reflect the new customized zoning; and
- The accommodation of the road-widening for Dewar Street to 25 metres.

As a result of the above, the land-use table has been amended to the following:

TABLE 1 : EXTENT OF ERVEN AND ROADS

ERF No. / ROAD	AREA	
	Ha	%
Erf 1	1,1549	46,23
Erf 2	1,1549	46,23
Dewar Street widening	0,1037	4,15
Future road along northern boundary	0,0846	3,39
TOTAL	2,4981	100,00

It should be kept in mind that Erven 1 and 2 will be consolidated to form a single development site of approximately 2,3098 hectares. Ownership of the road-widening component of Dewar Street and the future road on the northern boundary will vest with the CTMM upon proclamation of the township.

Access to the development site will be derived from the adjacent Dewar Street in a position which will meet with the satisfaction of the CTMM.

4.3 LAND-USE RIGHTS

No new / additional land-use rights will be created pursuant to the present application. The land-use rights will actually be reduced to only accommodate those that will be utilised by the land-owner.

As mentioned above, the extent of the land-use rights that may be developed will be reduced with the amendment of the FAR. The reduction will in effect mean that instead of approximately 12 423,6m² of buildings which may be erected in the currently approved township (0,6 FAR x area of erven in township), only 2 540,8m² (0,11 x area of to-be-consolidated erven in the amended township) will henceforth be permissible (a mere 20,5% of the original bulk permitted).

5. ENGINEERING SERVICES

As mentioned in our previous application for amendment of the township, the question of engineering services to the original township has been fully addressed, to the satisfaction of the CTMM as part of the township establishment application which served before the latter. Proof of the Municipality's satisfaction with the services provision is found in the fact that the township has been officially approved.

There will now be a substantially reduced demand for Municipal services due to the further downscaling of the proposed development project by in excess of 75 percent as measured against the floor area ratio.

One of the main reasons for the present application is the exorbitant external engineering services costs to the township, based on the current development potential embodied in the approved FAR of 0,6 as well as the mix of land-uses that need to be accommodated under an Industrial 2 zoning. Prevailing CTMM policies for bulk service contributions and the requirement for developers to install bulk link services to a township without adequate provision for reimbursement by the CTMM have necessitated the present application. The servicing of the approved Derdepoort Park Extension 15 township in its current format has proven non-viable and financially unsustainable.

The further reduction in FAR and proposed land-uses as well as the reconfiguring of the township to exclude the currently incorporated *cul-de-sac* known as Reëndruppel Street (as per the pending application for amendment of township) will go a long way towards reducing the bulk service contributions to be paid to the CTMM by the developer. The amended township proposal represents a more feasible and economically sustainable development project that will still meet the requirements of the property / township owner for the future establishing and operating of his business on the premises.

6. ENVIRONMENTAL MATTERS

These have been addressed in our pending application for amendment and will not be addressed here again. It is however important to note that no refueling or servicing of trucks *per se* will take place in the township and there is thus no need to accommodate grease traps or fuel tanks (or similar) on the proposed erf. This amendment application is to allow for the parking, service and repair of the trailers that get attached to trucks. Our client has confirmed that the trucks will get serviced at the dealership itself (in this case Volvo specifically).

We believe that the need and desirability for the township has already been proven and accepted by the Municipality through the approval of Derdepoort Park Extension 15. The present application for

amendment is merely a technical matter to facilitate a desired outcome and no new development rights are being applied for or will result from the present application.

In light of the above we hereby wish to request your favourable consideration for the proposed amendment of the approved township of Derdepoort Park Extension 15 made in terms of Section 100 read with Sections 98(5) and 96(1) of the Ordinance, entailing:-

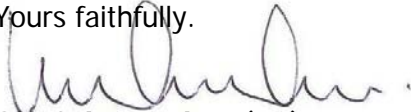
- The reduction of the permissible FAR from approved 0,6 to 0,11; and
- Changing the zoning from Industrial 2 in terms of the Tshwane Townplanning Scheme, 2008 to Special for purposes of a truck and trailer depot with subservient and ancillary land-uses;

as manifested in the revised township layout plan and conditions of establishment.

We trust the above will meet with your approval and look forward to receiving your approval in due course.

Thanking you in anticipation.

Yours faithfully.



Ola Schumacher (ms) M:TRP (Cum Laude); NDip & BTech-Architectural Technology (Design)
J PAUL VAN WYK URBAN ECONOMISTS & PLANNERS CC

ANNEXURE 'A' :

**ACKNOWLEDGEMENT OF RECEIPT OF AMENDMENT
APPLICATION DATED 09 OCTOBER 2015**

ANNEXURE 'B' :

COMPANY RESOLUTION AND SPECIAL POWER OF ATTORNEY

ANNEXURE 'C' :

CTMM LETTER OF EXTENSION OF TIME

ANNEXURE 'D' :

**REVISED TOWNSHIP LAYOUT PLAN AND CONDITIONS OF
ESTABLISHMENT**