

**STEPPING UP**



The Port Alfred Line Dancers, led by Gail Elliott, got fingers clicking and toes tapping at Damant Lodge last Friday. *Picture: BRYAN SMITH*

**Joint efforts see man in court for meter box vandalism**

**TOTT REPORTER**

A 36-year-old man was apprehended by Multi Security and handed over to the police on Tuesday February 24, after several electricity meter boxes in Port Alfred's West Bank were vandalised the previous weekend.

The police confirmed that a case of damage to essential infrastructure was being investigated.

Police spokesperson Captain Marius McCarthy said at about 5.22pm last Tuesday, a standby electrician was summoned to the Saltvlei area after a sudden power outage.

On his way there, the electrician saw a man breaking an electricity junction box in Burke Street.

"The police were contacted and a 36-year-old man was

arrested for damage to essential infrastructure and malicious damage to property," he said.

The suspect appeared in the Port Alfred magistrate's court on February 26.

"It is suspected the suspect could possibly be linked to other similar incidents of damage to infrastructure in the area," McCarthy said.

Multi Security noted in a post on its community WhatsApp group that the man's arrest had been the result of the vigilance of the community, CDR [electrical] staff and the swift response of Multi Security. "Malicious damage to essential infrastructure is a serious criminal offence. It affects homes, businesses, and

puts lives at risk. We will not tolerate criminal activity in our town.

"A big thank you to our response officers and to the members of CDR and residents who reported suspicious activity," Multi Security said.


Residents are urged to report anything suspicious on 046-624-2508.



**Big thanks to Palcare Golf Day sponsors**

Palcare would like to thank the following sponsors for their support of its golf day:

- Beer Properties
- Bucu
- Buffalo Kloof
- Carara
- Carara Agro
- Charteris & Barnes
- Cool Green Garden services
- Cosi Home
- De Jager & Lordan
- Dupliprint
- Edge Finance
- Eighteen 26 Restaurant
- GBS Mutual Bank
- Global Business Solutions
- Graze by the River
- Harcourts
- Hi-Tec Security Coastal
- Icon
- Just Milk
- Justin Stirk & family
- Kaylajs
- Kelston Port Alfred
- Kowie Build It
- Kowie Toyota
- LPGaz
- Makana Brick
- Masthead Financial Planning
- MEH Sulter & Son
- Midas
- Mooifontein Quarry
- Neave Stotter
- Oasis Water
- PA Padel
- Pam Golding KoS
- Pick n Pay
- Pick n Pay Liquors
- Plaza Products
- Prestons
- R72 Motors
- Rosehill SUPERSPAR
- Sibuya Private Game Reserve
- Sports 'n All
- Spur
- Standerwick Nursery
- Stapleton Brokers
- Supa Quick
- Todd Clothing
- Tops
- Williams & Associates



**NDLAMBE MUNICIPALITY**  
PORT ALFRED

**APPLICATION FOR REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS AND REZONING OF ERF 1519, KENTON ON SEA FROM RESIDENTIAL ZONE 1 TO BUSINESS ZONE 1.**

Applicant: SETPLAN (PTY) LTD

Owner: HOWARD FAMILY TRUST

Property Description: ERF 1519, KENTON ON SEA

Physical Address: 2 CNR RIVER ROAD, KENTON ON SEA, 6191

Detailed description of proposal:  
The matter for consideration is an Application for The Removal of Restrictive Title Deed Conditions and Rezonning of Erf 1519, Kenton on Sea from Residential Zone 1 to Business Zone 1 as per the provisions of the Ndlambe Municipality Spatial Planning and Land Use Management By-laws (2016) and Ndlambe Municipality Integrated Land Use Scheme, 2019.

Notice is hereby given in terms of Section 93 of the Ndlambe Municipality Spatial Planning and Land Use Management By-law (2016) that the abovementioned application has been received and is available for inspection during weekdays between 09:00 to 15:00 at the Ndlambe Municipality, Civic Centre, Causeway, and Port Alfred Municipal Office. The application can also be viewed on the Town Planning Portal on Ndlambe Municipal website (<https://www.ndlambe.gov.za/town-planning-portal/>) under Public Participation. Any written comments will be addressed in terms of Section 98 of the said Bylaw to The MUNICIPAL MANAGER, Causeway, Port Alfred, 6170 or emailed to [townplanning@ndlambe.gov.za](mailto:townplanning@ndlambe.gov.za) on or before **06 April 2026**. Telephonic enquiries can be made to the Town Planning Section at (046) 604 5520. The Municipality may refuse to accept comment received after the closing date. Any person who cannot write will be assisted by a Municipal Official by transcribing their comments.

**NOTICE NUMBER: 49/2026**

**ADV. ROLLY DUMEZWENI**  
05 March 2026 MUNICIPAL MANAGER



**NDLAMBE MUNICIPALITY**  
PORT ALFRED

**APPLICATION FOR REZONING OF ERF 1655, KENTON ON SEA FROM RESIDENTIAL ZONE 1 TO BUSINESS ZONE 1, CONSOLIDATION OF THE REZONED ERF (ERF 1655, KENTON ON SEA) WITH ERF 2033, KENTON ON SEA AND ERF 2768, KENTON ON SEA, REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS APPLICABLE TO BOTH ERF 2033, KENTON ON SEA AND ERF 2768, KENTON ON SEA.**

Applicant: SETPLAN (PTY) LTD

Owner: NORWIN PROPERTY PROPRIETARY LIMITED

Property Description: ERF 1655, KENTON ON SEA

Physical Address: 22 BEAUFORT STREET, KENTON ON SEA, 6191

Detailed description of proposal:  
The matter for consideration is an Application for the Rezonning of Erf 1655, Kenton on Sea from Residential Zone 1 to Business Zone 1, Consolidation of the Rezoned Erf (Erf 1655, Kenton on Sea) with Erf 2033, Kenton on Sea and Erf 2768, Kenton on Sea, Removal of Restrictive Title Deed Conditions applicable to both Erf 2033, Kenton on Sea and Erf 2768, Kenton on Sea as per the provisions of the Ndlambe Municipality Spatial Planning and Land Use Management By-laws (2016) and Ndlambe Municipality Integrated Land Use Scheme, 2019.

Notice is hereby given in terms of Section 93 of the Ndlambe Municipality Spatial Planning and Land Use Management By-law (2016) that the abovementioned application has been received and is available for inspection during weekdays between 09:00 to 15:00 at the Ndlambe Municipality, Civic Centre, Causeway, and Port Alfred Municipal Office. The application can also be viewed on the Town Planning Portal on Ndlambe Municipal website (<https://www.ndlambe.gov.za/town-planning-portal/>) under Public Participation. Any written comments may be addressed in terms of Section 98 of the said Bylaw to The MUNICIPAL MANAGER, Causeway, Port Alfred, 6170 or emailed to [townplanning@ndlambe.gov.za](mailto:townplanning@ndlambe.gov.za) on or before **06 April 2026**. Telephonic enquiries can be made to the Town Planning Section at (046) 604 5520. The Municipality may refuse to accept comment received after the closing date. Any person who cannot write will be assisted by a Municipal Official by transcribing their comments.

**NOTICE NUMBER: 46/2026**

**ADV. ROLLY DUMEZWENI**  
05 March 2026 MUNICIPAL MANAGER



**NDLAMBE MUNICIPALITY**  
PORT ALFRED

**APPLICATION FOR REZONING OF ERF 4766, PORT ALFRED FROM RESIDENTIAL ZONE 1 TO RESIDENTIAL ZONE 3; PERMANENT DEPARTURE TO RELAX STREET, BOTH LATERAL AND REAR BUILDING LINES; DEPARTURE TO RELAX THE COVERAGE FACTOR FROM 40% TO 50% AND DEPARTURE TO RELAX THE REQUIREMENT FOR PROVISION OF COMMON OPEN SPACE.**

Applicant: MIRINDA DE BEER TOWN AND REGIONAL PLANNER

Owner: COLIN WILLIAM CHURCH AND CHALINE TAMRIN CHURCH

Property Description: ERF 4766, PORT ALFRED

Physical Address: 7 BEACH ROAD, PORT ALFRED, 6170

Detailed description of proposal:  
The matter for consideration is an Application for the Rezonning of Erf 4766, Port Alfred from Residential Zone 1 to Residential Zone 3; Permanent Departure to Relax Street, Both Lateral and Rear Building Lines; Departure to Relax the Coverage Factor from 40% to 50% and Departure to Relax the Requirement for Provision of Common Open Space as per the provisions of the Ndlambe Municipality Spatial Planning and Land Use Management By-laws (2016) and Ndlambe Municipality Integrated Land Use Scheme, 2019.

Notice is hereby given in terms of Section 93 of the Ndlambe Municipality Spatial Planning and Land Use Management By-law (2016) that the abovementioned application has been received and is available for inspection during weekdays between 09:00 to 15:00 at the Ndlambe Municipality, Civic Centre, Causeway, and Port Alfred Municipal Office. The application can also be viewed on the Town Planning Portal on Ndlambe Municipal website (<https://www.ndlambe.gov.za/town-planning-portal/>) under Public Participation. Any written comments may be addressed in terms of Section 98 of the said Bylaw to The MUNICIPAL MANAGER, Causeway, Port Alfred, 6170 or emailed to [townplanning@ndlambe.gov.za](mailto:townplanning@ndlambe.gov.za) on or before **06 April 2026**. Telephonic enquiries can be made to the Town Planning Section at (046) 604 5520. The Municipality may refuse to accept comment received after the closing date. Any person who cannot write will be assisted by a Municipal Official by transcribing their comments.

**NOTICE NUMBER: 48/2026**

**ADV. ROLLY DUMEZWENI**  
05 March 2026 MUNICIPAL MANAGER



LAST UPDATED JULY 2025

**NDLAMBE MUNICIPALITY**

Ndlambe Municipality  
Corporate Services



12 NOV 2025

**RECEIVED**

**LAND USE APPLICATION FORM**

**PART A: TYPE(S) OF APPLICATION**

TICK	APPLICATION TYPE	FEE AS PER FEE LIST
✓	Rezoning	R 10 729.68
	Consolidation	R
✓	Requirements for amendment, suspension or removal of restrictive conditions or obsolete Condition, servitude or reservation registered against title of land	R 10 729.68
	Departure Application: Permanent or Temporary Departure (for Land Use Change)	R
	Departure Relaxation Building Line	R
	Departure for Relaxation of Development Parameters (Height and/or Coverage)	R
	Consent use in terms of the Land Use Scheme	R
	Extension for validity of an approval	R
	Subdivision	R
	Road closure or Closure of Public Open Space	R
	Approval of Architectural Design Manual, Homeowners Constitution, Site Development Plan	R
	Amendment of Conditions of Approval	R
	Cancellation/Amendment of General Plan	R
	Other	R
<b>TOTAL ON FEES PAYABLE</b>		<b>R 21 459.36</b>

**INSTRUCTIONS:**

- Do not convert or edit the land use application form.
- Confirm the applicable fees with the Town Planning Office before proceeding, and do not make any payment without consent from the Town Planning Office.
- Initial the bottom of each page and sign the Declaration on Page 11.

Applicant's Initials: \_\_\_\_\_

## PART B: GENERAL INSTRUCTIONS

(These instructions should be read before completing the form)

### 1. GENERAL REMARKS

- 1.1. All applications should take cognizance of the requirements for the change of land use in terms of the Environment Conservation Act of 1997.
- 1.2. Incorrect and incomplete applications will be returned to the Applicant. The Applicant's attention is drawn to the plans and other documentation that must accompany their application as per the Schedules in the Ndlambe Municipality Spatial Planning and Land Use Management By-law (2016).
- 1.3. Applicants must note that until such time that an application has been approved in writing, any correspondence or discussions pertaining to this application must not be regarded as an indication that it will in fact be approved and do not bind the Ndlambe Municipality, in any way.
- 1.4. The Ndlambe Municipality reserves the right to have an approval declared null and void if it was based on wrong information supplied by an applicant. Applicants must therefore ensure that information about restricting factors that could influence the application is provided.
- 1.5. Applicants may supply any additional information, on a particular issue, if they want to and when required to.

### 2. PRIOR LIAISON WITH OTHER INTERESTED PARTIES

- 2.1. Prior Liaison with interested bodies including National and Provincial Departments, is strongly recommended, as the processing of applications will be expedited in this way. Where an applicant submits proof that an interested party is satisfied with a proposal, it will not be necessary to again approach such interested party for comments.
- 2.2. A list of the different authorities and other interested parties affected by the development, together with the names, telephone numbers and addresses of contact persons may be available from the Local Authority.

### 3. SUBMISSION OF APPLICATION

- 3.1. The application must be submitted in duplicate, together with all the required annexes, to the Local Authority in whose area of jurisdiction the land unit is situated. If the land is to be incorporated within the jurisdiction of a Local Authority, the application form must also be submitted to the Local Authority concerned.
- 3.2. Applications can be posted via registered mail or hand delivered to the following address:  
  

<b>The Municipal Manager Ndlambe Municipality P O Box 13 Port Alfred 6170</b>	<b>Town Planning Office Ndlambe Municipality Causeway Road, Civic Centre Port Alfred 6170</b>
---	---
- 3.3. Lack of information leads to delays and adds to the workload of the Section/Department. It is essential that all applications that are submitted for consideration contain all of the information necessary for the relevant authority to take a rational decision. Ideally applications should indicate the following:

Applicant's Initials:



3.3.1. Details in respect of the application

- A Locality sketch showing clearly the details of the application;
- A Description of the site that is to be developed;
- What does the owner intend to do with the land;
- What are the envisaged development parameters (for instance the proposed floor area and coverage);
- What portion of the site is to be developed;
- What is the existing zoning and use of the subject land;
- A copy of the advertisement of the proposal;
- A site development plan.

3.3.2. Details in relation to the existing and proposed development of the land in the vicinity of the subject land

- The existing uses and zonings to be shown on separate map;
- The visual or historical characteristics of the area;
- Topographical and physical features;
- Details of illegal and non-conforming uses.

3.3.3. Details in respect of the planning proposals for the subject area

- what are the existing and proposed conditions applicable to the subject land (servitudes, title deed and/or zoning scheme conditions);
- relevant details contained in Spatial Development Framework, or any other policy proposals for the area.

3.3.4. Motivation

A written motivation for an application should be based on the criteria referred to in the said legislation (SPLUMA), namely;

- Desirability of the proposed utilisation of land and any guidelines issued by the Provincial Minister/MEC regarding desirability of proposed land uses;
- Investigations carried out in terms of other laws that are relevant to the consideration of the application;
- The impact of the proposed land development on municipal engineering services;
- Applicable policies of the Municipality that guide decision making;
- Applicable provisions of the zoning scheme;
- Consideration of the following forward planning documents;
- Integrated development plan, including the municipal spatial development framework; provincial spatial development framework; and
- Policies, principles and planning and development norms and criteria set by the national and provincial government; and
- Land development principles as referred to in Chapter 2 of the Spatial Planning Land Use Management Act, 2013 (Act No.16 of 2013) (SPLUMA).
- When an application is submitted for an amendment, suspension or removal of restrictive conditions the criteria referred to in Section 47 of the Act, should also be considered.

3.3.5 Supporting information and documentation

The following information or documentation may be requested at the discretion of the Municipality and can include the following;

- Copy of Traffic Impact Statement (TIS - if between 50 – 150 peak hr trips) or Traffic Impact Assessment (TIA - if > 150 peak hr trips);
- Floodline determination (report / plan);
- Copy of the Environmental Impact Assessment (EIA) / Heritage Impact Assessment (HIA) report;
- Confirmation of submission of EIA / HIA; or Copy of the Environmental Authorisation (EA) / Record of Decision (ROD);

Applicant's Initials:

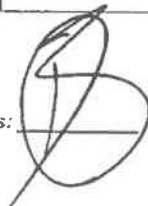


- Services report or indication of all municipal services / registered servitudes;
- Typical unit types (plan & elevation);
- Abutting neighbour consent(s);
- Body Corporate / Home Owners Association (HOA) consent;
- Home Owners Constitution / architectural guidelines;
- Copy of original approval and conditions of approval;
- Minutes of pre-application consultation meeting;
- Confirmation from the Department of Rural Development and Land Reform regarding land claim(s) / restitution claim(s);
- Proof of lawful use right;
- Additional copies of selected documentation;
- Additional motivation; and
- Any other specialist studies, etc.

**PART C: INFORMATION TO BE COMPLETED BY THE APPLICANT**

<b>NOTE: Complete this form using BLOCK letters and ticking the appropriate boxes</b>		
<b>PART C.1: APPLICANT DETAILS</b>		
First name(s)	Brendan	
Surname	Hindes	
Company name <i>(if applicable)</i>	Setplan (Pty) Ltd	
Street or Postal Address	145 Main Road Walmer Port Elizabeth	Postnet Suit 54, Private Bag X40106 Walmer
Email Address	Brendan@setplan.com	
Contact Number	041 585 1788 /082787 9393	
<b>PART C.2: REGISTERED LANDOWNER(S) DETAILS <i>(If different from applicant)</i></b>		
Registered owner(s) Name	Howard Family Trust	
Street or Postal Address	PO Box 555 Kenton on sea 6191	
E-mail Address	Contact via applicant	
Contact Number	Contact via applicant	

Applicant's Initials:



**PART D: PROPERTY DETAILS**

<b>NOTE: Property details must be in accordance with title deed</b>					
Erf No	1519	Suburb/Town/Area	Kenton-on-Sea		
Farm No	————	Portion (if applicable)	————		
Physical or Street Address	C/O Kenton and Ocean Avenue				
Current Zoning	Residential Zone 1				
Proposed Zoning	Business Zone 1				
Additional Rights or Consent Uses Approved	Not applicable				
Current activities	Vacant				
Are any departures applicable to the land unit?	No				
Is there any building or other development on the land unit? If so, what are the nature and condition of these improvements?	No				
Is the site/property being used in accordance with its present zoning? If not, how is the land being utilised?	Not applicable				
Property Size/ Extent (m <sup>2</sup> / ha - as per Title Deed	978 SQM				
Title Deed Number					
Any additional/relevant information in regard to the property					
Any restrictions in Conveyance's Certificate?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If yes, list condition(s) in motivation report.		
Are the restrictive conditions in favour of a third party?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, list the party(ies) in motivation report.		
Is the property owned by Council?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, <u>attach a power of attorney</u> signed by the Municipal Manager or delegated authority.		
Is the application triggered by the National Heritage Resources Act, 1999 (Act 25 of 1999)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, indicate which section are triggered in motivation report and attach relevant permit.		
Is the property or building located within the historical core or contains any heritage significant features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the building older than 60 years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the property fall inside the urban edge in terms of the SDF?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the property fall within the service edge in terms of SDF?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the property encumbered with a bond	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, is bond/mortgage holders consent attached	<input type="checkbox"/>	<input type="checkbox"/>
Any existing unauthorized buildings and/or land use on the subject property(ies)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, is this application to legalise the building / land use?	<input type="checkbox"/>	<input type="checkbox"/>
<b>NOTE: A contravention penalty may be imposed</b>					
Are there any pending court case(s) / order(s) relating to the subject property(ies)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Are there any land claim(s) registered on the subject property(ies)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Applicant's Initials:



**PART E: DETAILS OF THE APPLICATION**

1. Describe the proposed development in detail (A separate motivational report **MUST** be added):
- Proposed rezonning from Residential Zone 1 to Business Zone 1
  - Removal of various title deed restrictions for detail please refer to the memorandum

.....  
.....  
.....  
.....  
.....  
.....  
.....

2. Does the proposed development involve the entire land unit? If not, indicate the position and size of the portion of the land unit that is not included in the proposed development and for what purpose it is, or will be used:

Yes

.....  
.....  
.....

3. Is a departure being applied for in order for a temporary change of use on the land unit?
- No
- If so, explain why rezoning is not being considered and supply reasons for the proposed period of the departure:

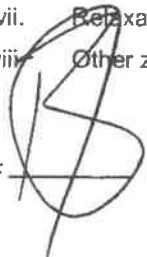
.....  
.....  
.....

4. Departure (for an alteration of the conditions in respect of a particular zone) in terms of Section 76(1) of the Ndlambe Municipality Spatial Planning and Land Use Management Bylaw (2016) for a relaxation of the:

- i. Lateral (side) building line(s) from ..... m to ..... m; and / or
- ii. Rear building line from ..... m to ..... m; and / or
- iii. Street building line from ..... m to ..... m; and / or
- iv. Coverage factor from ..... % to ..... %; and / or
- v. Building height restriction from ..... m to ..... m; and / or
- vi. Street boundary wall / fence height restriction from ..... m to ..... m;
- vii. Relaxation of parking requirements from ..... bays to ..... bays
- viii. Other zoning scheme condition(s) (as specified).....

**N/A**

Applicant's initials:



**5. RESTRICTING FACTORS**

**(a separate report may be added to address the restricting factors)**

5.1 Are there any title deed restrictions, which may have an effect on the application?

Yes

If so, furnish details:

.....  
Refer to Memorandum  
.....  
.....  
.....

5.2 Is there any portion of the land unit subject to tidal flow or situated under the high water mark? No

If so, furnish details:

.....  
Not applicable  
.....  
.....  
.....

5.3 Is any portion of the land unit situated in a flood-plain of a river under the 1 in 50 years flood-line or subject to any floods? No

If so, furnish details:

.....  
Not applicable  
.....  
.....  
.....

5.4 Are there any physical restrictions (such as steep slopes, unstable soil formations, swamps etc.) which could affect the development? No

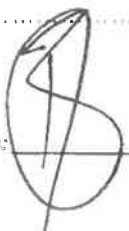
If so, furnish details and state how the problem can be solved:

.....  
Not applicable  
.....  
.....  
.....

Are there any other restrictions of which you are aware, but which were not mentioned above?

No  
.....  
.....  
.....  
.....

Applicant's Initials:



**PART F: PROVISIONS IN TERMS OF THE RELEVANT PLANNING LEGISLATION POLICIES / GUIDELINES**

Please answer the following questions and provide comments:

QUESTIONS REGARDING PLANNING POLICY CONTEXT	YES	NO	COMMENT
Is any Municipal Integrated Development Plan (IDP)/Spatial Development Framework (SDF) and/or any other Municipal policies/guidelines applicable? If yes, is the proposal in line with the aforementioned documentation/plans?	✓		In line with SDF
Any applicable restrictive condition(s) prohibiting the proposal? If yes, is/are the condition(s) in favour of a third party(ies)? List condition numbers and third party(ies)]	✓	✓	
Any other Municipal by-law that may be relevant to application? (If yes, specify)		✓	
Does the proposal fall within the provisions/parameters of the land use scheme?	✓		
Are additional applications required to deviate from the land use scheme? (if yes, specify)		✓	

**PART G: CONSENT / COMMENT REQUIRED FROM OTHER ORGANS OF STATE**

Please answer the following questions and provide comments:

QUESTIONS REGARDING CONSENT / COMMENT REQUIRED	YES	NO	OBTAIN APPROVAL / COMMENT FROM:
Is/was the property(ies) utilised for agricultural purposes?		✓	
Will the proposal require approval in terms of Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970)?		✓	
Is the property/land situated within 100m from the high-water mark of the sea or tidal river? (NOTE: Please check with the Environmental Compliance Officer of the Municipality)		✓	
Will the proposal trigger a listed activity in terms of National Environmental Management Act, 1998 (Act 107 of 1998) (NEMA)?		✓	
Have you obtained a determination from DEDEAT, confirming whether the proposal triggers any listed activities in terms of NEMA? If Yes, please attach communication confirmation from DEDEAT.		✓	

Applicant's Initials:



Will the proposal require authorisation in terms of the National Water Act, 1998 (Act 36 of 1998)?		✓	
Will the proposal trigger a listed activity in terms of the National Heritage Resources Act, 1999 (Act 25 of 1999)?		✓	
Will the proposal require authorisation in terms of Specific Environmental Management Act(s) (SEMA)? (National Environmental Management: Protected Areas Act, 2003 (Act 57 of 2003) (NEM:PAA) / National Environmental Management: Biodiversity Act, 2004 (Act 10 of 2004) (NEM:BA) / National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004) (NEM:AQA) / National Environmental Management: Integrated Coastal Management Act, 2008 (Act 24 of 2008) (NEM:ICM) / National Environmental Management: Waste Act, 2008 (Act 59 of 2008) (NEM:WA)		✓	
Will the proposal have an impact on any National or Provincial roads?		✓	
Will the proposal have an impact on any National or Provincial roads?		✓	
Will the proposal trigger a listed activity in terms of the Occupational Health and Safety Act, 1993(Act 85 of 1993): Major Hazard Installations Regulations		✓	
Will the proposal affect any land owned by any State-Owned Entity (Telkom, ESKOM, Transnet etc.) and/or servitudes?		✓	
Is the property subject to any existing mineral rights?		✓	

**PART H: SERVICE REQUIREMENTS**

DOES THE PROPOSAL REQUIRE THE FOLLOWING INFRASTRUCTURE / SERVICES?	YES	NO	COMMENT
Electricity supply		✓	
Water supply		✓	
Sewerage and wastewater		✓	
Storm water		✓	
Road network		✓	
Other, services. Please specify		✓	

NOTE: Provide more detailed information in the motivation report.

Applicant's Initials: 

**PART I: DOCUMENTS TO BE SUBMITTED AS PART OF THE APPLICATION**

Please indicate if the following Annexures are attached

ANNEXURE	YES	NO	NOT APPLICABLE
<b>COMPULSORY INFORMATION REQUIRED</b>			
Power of Attorney / Owner's consent if applicant is not owner (if applicable)			✓
Company resolution/Minutes if property is registered under a company or entity	✓		
Resolution or other proof that applicant is authorised to act on behalf of a juristic person	✓		
Full Copy of Signed Title Deed	✓		
Bondholder's consent			✓
Locality map	✓		
Zoning map	✓		
Land-use map			✓
Site Development Plan/ Site Layout	✓		
S.G / Erf Diagram	✓		
Motivation report	✓		
Written motivation pertaining to the desirability and impact of the application	✓		
Proof of payment	✓		
<b>MINIMUM AND ADDITIONAL REQUIREMENTS</b>			
Neighbours consent			✓
Proposed subdivision plan			✓
Proposed consolidation plan			✓
Conveyancer's certificate			✓
Flood-line certificate			✓
Services Report or indication of all municipal services / registered servitudes	✓		
Environmental Authorisation (EA) / Record of Decision (ROD)			✓
Heritage Impact Assessment (HIA)			✓
Traffic Impact Assessment (TIA)			✓
Traffic Impact Statement (TIS)	✓		
Major Hazard Impact Assessment (MHIA)			✓
Home Owners Association Consent			✓
Any other annexures, give details: ..... ..... ..... .....			

If any of the above questions, answers are no, give reasons:

.....

.....

.....

.....

.....


Applicant's Initials:





**PART J: DECLARATION BY THE APPLICANT**

I hereby wish to confirm the following:

1. That the information contained in this application form and accompanying documentation is complete and correct.
2. I'm aware that it is an offense in terms of section 111(4)(e) of Ndlambe Municipality Spatial Planning and Land Use Management, By-law, 2016, to provide inaccurate, false or misleading information.
3. I am properly authorized to make this application on behalf of the owner and that a copy of the relevant power of attorney or consent is attached hereto.
4. Where an agent is appointed to submit this application on the owner's behalf, it is accepted that correspondence from and notifications by the Municipality in terms of the by-law will be sent only to the agent and that the owner will regularly consult with the agent in this regard.
5. I confirm that the relevant title deed(s) have been read and that there are no restrictive title deed restrictions, which impact on this application, or alternatively an application for removal/suspension or amendment forms part of this submission.
6. I confirm that I have made known all information relating to possible Land / Restitution Claims against the application property.
7. It is the owner's responsibility to ensure that approval is not sought for a building or land use which will conflict with any applicable law.
8. The Municipality assesses an application on the information submitted and declarations made by the owner or on his behalf on the basis that it accepts the information so submitted and declarations so made to be correct, true, and accurate.
9. Approval granted by the Municipality on information or declarations that are incorrect, false, or misleading may be liable to be declared invalid and set aside which may render any building or development pursuant thereto illegal.
10. The Municipality will not be liable to the owner for any economic loss suffered in consequence of approval granted on incorrect, false, or misleading information or declarations being set aside.
11. Information and declarations include any information submitted or declarations made on behalf of the owner by a Competent Person/professional person including such information submitted or declarations made as to his or her qualification as a Competent person and/or registration as a professional.
12. A person who provides any information or certificate required in terms of Regulation A19 of the National Building Regulations and Building Standards Act No 103 of 1977 which he or she knows to be incomplete or false shall be guilty of an offence and shall be prosecuted accordingly.
13. A person who supplies particulars, information, or answers in a land use application in terms of the Ndlambe Municipality Spatial Planning and Land Use Management By-law, 2016, knowing it to be incorrect, false, or misleading or not believing them to be correct shall be guilty of an offence and shall be prosecuted accordingly.
14. The Municipality will refer a complaint to the professional council or similar body with whom a Competent Person/professional person is registered if it has reason to believe that information submitted, or declaration/s made by such Competent Person/professional person is incorrect, false or misleading.
15. By initialling each page of this form, I confirm that I have read and understood the contents therein, and I declare that all information completed in this form and provided as part of this application is true, correct, and complete to the best of my knowledge and belief. I understand that any false or misleading information may result in the rejection of the application or other legal consequences.
16. I am aware that by lodging an application, the information in the application and obtained during the process may be made available to the public, other sector departments or organs of state, as part of processing the application and public participation processes.

Full Name(s)	Brendan Hides		
Professional Capacity & Registration Number	Professional Town Planner A/1054/1998		
Statutory Body	SACPLAN	Are you In Good Standing with the Statutory Body?	<input checked="" type="checkbox"/>
Applicant's Signature		Date	6/10/2025

Applicant's Initials: 

PART K: FOR OFFICE USE ONLY	
APPLICATION RECEIVED AND VERIFIED BY:	
Full Name(s)	ZAMAGENA DANTILE
Title/Capacity	ASSISTANT TOWN PLANNER
Signature	
Municipal Stamp	

## RESOLUTION

PASSED AT Kenton-on-Sea


ON THIS 14 DAY OF September 2024


THE TRUSTEES OF THE Howard Family Trust- TRUST -


### RESOLVED THAT:

1. Mr David Howard, in his capacity as Chairman, make application to the authorities as may be deemed necessary for the rezoning of the following property/ies:
  - Erf 1519 Kenton on Sea
2. Brendan Hinds and Carel Olivier of the firm Setplan Port Elizabeth., are hereby given Power of Attorney to sign the application and any other documents which may be deemed necessary to give effect thereto.
3. DAVID HOWARD, in his capacity as Chairman, is hereby authorised to sign any documents which may be deemed necessary to give effect to this resolution.

### CERTIFIED A TRUE EXTRACT

  
TRUSTEE DAVID JOHN HOWARD.

  
TRUSTEE HAYLEY ETHEL SHEILA HOWARD.

  
TRUSTEE DJS MANAGEMENT SERVICES (PTY) LTD.  
WERNER DE SAGER.



## SPECIAL POWER OF ATTORNEY

I, **DAVID HOWARD**,

the undersigned do hereby nominate, constitute and appoint Company **SETPLAN (PTY) LTD** of 145 Main road, Walmer, Port Elizabeth to be represented by **Brendan Hindes and Carel Olivier**,

with power of substitution to be my lawful representative in my name, place and stead to submit a land use application and/or removal of restrictive conditions application applicable to


**Property Description:**

**ERVEN 1519 KENTON ON SEA**

In addition, make any other necessary applications and further, to represent me at any enquiry in relation to the above mentioned matters and generally do whatever may be necessary or desirable to procure the approval of the application, by virtue of these present and whatever our said representatives have to date done herein.

SIGNED AT Kenton-on-Sea ON THIS THE 19th DAY  
OF September 2024

SIGNED

  
.....  
**DAVID HOWARD**

In the presence of the undersigned witnesses:

AS WITNESSES:

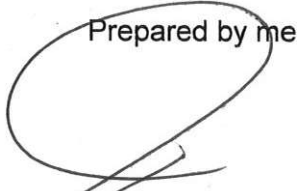
1).....  
  
2).....  


CLARK\_LAING Inc  
**136**  
 043 721 1556

Neave Stötter Inc.  
 25 Van der Riet Street  
 Port Alfred  
 6170

Type Endorsement		
	Amount	Office Fee
Purchase Price/Value		R. 1126,00
Mortgage Capital Amt.	R.....	R.....
ALL OTHER REGISTRATIONS		
Reason For Exemption	Category Exemption	R..... Exempt i.t.o Sect/Reg..... Act/Proc.....

Prepared by me



CONVEYANCER  
 GRANT JOHANNES MARAIS (79148)

## DEED OF TRANSFER

BE IT HEREBY MADE KNOWN THAT

T...../.....

appeared before me, REGISTRAR OF DEEDS at KING WILLIAM'S TOWN, the said appearer being duly authorised thereto by a Power of Attorney granted to him/her by

which said Power of Attorney was signed at Johannesburg on 13<sup>th</sup> September 2023

And the appearer declared that his/her said principal had, on 1 September 2023, truly and legally sold by Private Treaty, and that he/she, the said Appearer, in his/her capacity aforesaid, did, by virtue of these presents, cede and transfer to and on behalf of:

**The Trustees for the time being of HOWARD FAMILY TRUST**  
**Registration Number**

its Successors in Office or assigns, in full and free property



**ERF 1519 KENTON-ON-SEA**  
IN THE AREA OF NDLAMBE LOCAL MUNICIPALITY  
DIVISION OF BATHURST  
PROVINCE OF THE EASTERN CAPE

**IN EXTENT 978 (NINE HUNDRED AND SEVENTY EIGHT) Square metres**

**AS WILL APPEAR** from General Plan SG No. 11852 and held by Deed of Transfer Number T55596/2000CTN

- A. SUBJECT** to such conditions as are referred to in Deed of Transfer Number T8365/1924CTN save in so far as these may have since lapsed or been cancelled.
- B. SUBJECT FURTHER** to the Servitude referred to in the Servitude endorsement thereon dated 9<sup>th</sup> September 1929 relating to an Order of the Water Court (Water Court District No. 10) dated 5<sup>th</sup>, 6<sup>th</sup> & 7<sup>th</sup> December 1927.
- C. SUBJECT FURTHER** to the following conditions imposed by the Administrator of the Province of the Cape of Good Hope in terms of Ordinance 33/1934 when approving the establishment of Kenton-on-Sea Extension No. 10, namely :
1. Any words and expressions used in the following conditions shall have the same meaning as may have been assigned to them by the Regulations published under Provincial Notice No. 623 dated 14 August 1970
  2. In the event of a Town Planning Scheme or any portion thereof applying or being made applicable to this erf, any provisions thereof which are more restrictive than any condition of title applicable to this erf shall take precedence. Furthermore, nothing in these conditions shall be construed as overriding the provisions of Section 17 of Ordinance No. 19 of 1976, as amended.
  3. No building on this erf shall be used or converted to use for any purpose other than that permitted in terms of these conditions.
  4. The owner of this erf shall, without compensation, be obliged to allow gas mains, electricity, telephone and television cables and/or wires and main and/or other waterpipes and the sewage and drainage, including stormwater of any other erf or erven inside or outside this township to be conveyed across this erf, if deemed necessary by the local or any other statutory authority and in such manner and position as may from time to time be reasonably required. This shall include the right of access to the erf at any reasonable time for the purpose of constructing, altering, removing or inspecting any works connected with the above.
  5. The owner of this erf shall be obliged, without compensation, to receive such material or permit such excavation on the erf, as may be required to allow use of the full width of the street and provide a safe and proper slope to its bank owing to difference between the levels of the street as finally constructed and the erf, unless he elects to build retaining walls to the satisfaction of and within a period to be determined by the local authority.

- 6.(a) This erf shall be used solely for the purpose of erecting thereon one dwelling or other buildings for such purposes as the Administrator may, from time to time after reference to the Townships Board and the local authority, approve, provided that if the erf is included within the area of a Town Planning Scheme, the local authority may permit such other buildings as are permitted by the scheme subject to the conditions and restrictions stipulated by the scheme.
- (b) No building or structure or any portion thereof except boundary walls and fences shall, except with the consent of the Administrator, be erected nearer than 5,0 metres to the street line which forms a boundary of this erf, nor within 3,0 metres of the rear or 1,5 metres of the lateral boundary common to any adjoining erf, provided that with the consent of the local authority –
- (i) an outbuilding used solely for the housing of motor vehicles and not exceeding 3,0 metres in height, measured from the ground floor of the outbuilding to the wall-plate thereof, may be erected within such side and rear spaces, and any other outbuilding of the same height may be erected within the rear space and side space for a distance of 12,0 metres measured from the rear boundary of the erf, provided that in the case of a corner erf the distance of 12,0 metres shall be measured from the point furthest from the streets abutting the erf.
- (ii) an outbuilding in terms of subparagraph (i) may only be erected nearer to a lateral or rear boundary of a site than the above prescribed spaces, if no windows or doors are inserted in any wall facing such boundary.
- (c) On consolidation of this erf or any portion thereof with any abutting erf which is subject to the same conditions as herein set forth these conditions shall apply to the consolidated holding as if it was one erf.
- (d) In the event of this erf being subdivided each subdivided portion, other than any portion deducted for road or similar purposes, shall be subject to the conditions herein set forth as if it were the original erf.

**WHEREFORE** the said Appearer, renouncing all rights and title which the said


heretofore had to the premises, did in consequence also acknowledge it to be entirely dispossessed of, and disentitled to the same, and that by virtue of these presents, the said

**The Trustees for the time being of HOWARD FAMILY TRUST  
Registration Number**

its Successors in Office or assigns, now is and henceforth shall be entitled thereto, conformably to local custom, the State, however reserving its rights, and finally acknowledging the purchase price to be the sum of **R690 000,00 (SIX HUNDRED AND NINETY THOUSAND RAND)** .

**IN WITNESS WHEREOF**, I the said Registrar, together with the Appearer, have subscribed to these presents, and have caused the Seal of Office to be affixed thereto.

**THUS DONE and EXECUTED at the Office of the REGISTRAR OF DEEDS at KING WILLIAM'S TOWN on 30 OCT 2023**

  
\_\_\_\_\_  
q.o.

In my presence

  
\_\_\_\_\_  
REGISTRAR OF DEEDS





# ERF 1519 KENTON ON SEA

---

**APPLICATION FOR THE REZONING OF ERF  
1519 KENTON ON SEA FROM RESIDENTIAL  
ZONE 1 TO BUSINESS ZONE 1 AND  
REMOVAL OF RESTRICTIVE CONDITIONS**

**October 2025**



---

**SETTLEMENT PLANNING SERVICES**

Geo-Spatial Solutions

# Table of Contents

<b>1</b>	<b>APPLICATION SUMMARY</b>	<b>2</b>
1.1	APPLICATION FOR THE REZONING OF ERF 1519 KENTON ON SEA FROM RESIDENTIAL ZONE 1 TO BUSINESS ZONE 1	2
1.2	REMOVAL OF RESTRICTIVE CONDITIONS APPLICABLE TO ERVEN 1519 KENTON ON SEA	2
<b>2</b>	<b>TRUST RESOLUTION</b>	<b>2</b>
<b>3</b>	<b>BONDHOLDERS CONSENT</b>	<b>2</b>
<b>4</b>	<b>LOCALITY</b>	<b>2</b>
<b>5</b>	<b>PROPERTY AND OWNER INFORMATION</b>	<b>3</b>
5.1	ERF 1519	3
5.2	SG DIAGRAM	3
5.3	TITLE DEED RESTRICTIONS	3
5.3.1	<i>Erven 1519- The removal of conditions C6(a), C6(b) C6(b)(i) and C6(b)(ii) on page 3 of Deed No [REDACTED] and all the other related deeds.</i>	3
5.3.2	<i>Proposed Removal of Restrictions.</i>	4
5.4	CURRENT ZONING	5
5.5	EXISTING LAND USE	6
5.6	SURROUNDING ZONING	7
5.7	SITE ELEVATION	7
<b>6</b>	<b>MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (2023)</b>	<b>8</b>
6.1	KENTON ON SEA	8
6.2	THE SDF VISION	8
6.3	HIGH DENSITY RESIDENTIAL	11
6.4	CBD EXPANSION	11
6.4.1	<i>General Purpose and Characteristics</i>	11
6.4.2	<i>Specific Proposals and Locations for CBD Expansion</i>	12
6.5	MIXED USE	12
6.5.1	<i>Core Purpose and Principles of Mixed Use</i>	12
6.5.2	<i>Manifestation and Proposals in Specific Towns</i>	12
6.6	DESIRED DEVELOPMENT CONCEPT	12
<b>7</b>	<b>DEVELOPMENT PROPOSAL</b>	<b>14</b>
7.1	ACCESS, CIRCULATION AND PARKING	15
7.2	BUILDING COMPOSITION	16
7.2.1	<i>Block A:</i>	16
7.2.2	<i>Block B:</i>	17
7.2.3	<i>Storeys, Maximum Height and Elevations</i>	17
7.2.4	<i>Landscape &amp; Terracing</i>	18
7.3	LAND USE APPLICATIONS	19
7.3.1	<i>Rezoning to Business Zone 1</i>	19
7.4	CIVIL SERVICES	19
7.4.1	<i>Water Supply</i>	19
7.4.2	<i>Sewerage</i>	20
7.4.3	<i>Stormwater Management</i>	20
7.4.4	<i>Solid Waste Management</i>	20
7.4.5	<i>Electricity Supply</i>	20
7.4.6	<i>Access and Pavement Design</i>	20
7.4.7	<i>Services Impact Summary</i>	20
7.4.8	<i>Comment from Municipal Engineering Department</i>	20
7.5	TRAFFIC IMPACT	21
7.5.1	<i>Traffic Analysis and Impact Assessment Findings:</i>	21
7.5.2	<i>Conclusions Supporting Rezoning:</i>	22

7.6	OPEN SPACE REQUIREMENTS .....	22
7.7	THE RESPECTIVE RIGHTS AND OBLIGATIONS OF ALL AFFECTED; .....	23
7.8	THE IMPACT OF THE PROPOSAL IN TERMS OF HERITAGE CONSERVATION; .....	23
7.9	THE INFLUENCE OF THE PROPOSAL ON SURROUNDING FACILITIES SUCH AS SCHOOLS AND OTHER COMMUNITY FACILITIES IF THE APPLICATION LEADS TO AN INCREASE IN THE RESIDENTS OF THE AREA; .....	23
7.10	EXISTING CHARACTER .....	23
7.10.1	<i>Influence of the Proposal on the existing Character</i> .....	24
7.10.2	<i>Privacy and View</i> .....	24
<b>8</b>	<b>DEVELOPMENT PRINCIPLES AND NORMS &amp; STANDARDS AS CONTEMPLATED IN CHAPTER 2 OF SPLUMA; .....</b>	<b>25</b>
8.1	SPATIAL JUSTICE .....	25
8.2	SPATIAL SUSTAINABILITY .....	25
8.3	SPATIAL RESILIENCE AND EFFICIENCY .....	26
8.4	GOOD GOVERNANCE .....	26
8.5	SUMMARY .....	26
<b>9</b>	<b>DESIRABILITY .....</b>	<b>27</b>
9.1	THE LAND'S SUITABILITY FOR PROPOSED UTILISATION OF LAND IN TERMS OF LOCATION, ACCESSIBILITY AND PHYSICAL CHARACTERISTICS: .....	27
9.2	CONFORMITY WITH THE MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK OR THE LOCAL SPATIAL DEVELOPMENT FRAMEWORK, IF APPLICABLE: .....	27
9.3	THE COMPATIBILITY OF THE PROPOSED UTILISATION OF LAND WITH THE CHARACTER AND THE EXISTING SPATIAL STRUCTURE OF THE SURROUNDING AREA: .....	27
9.4	THE ACCESSIBILITY OF THE LAND REGARDING EXISTING DEVELOPMENT AND INFRASTRUCTURE: .....	27
9.5	THE COST AND AVAILABILITY OF REQUIRED SERVICES AND INFRASTRUCTURE: .....	28
9.6	THE EXTERNAL VISUAL IMPACT OF THE PROPOSED UTILISATION OF THE LAND: .....	28
9.7	ANY POTENTIAL DISRUPTION OF OR DAMAGE TO THE ENVIRONMENT OR PUBLIC NUISANCE AS A RESULT OF THE PROPOSED UTILISATION OF LAND AND PROPOSED MITIGATION MEASURES: .....	28
9.8	THE POTENTIAL IMPACT ON IMMEDIATE NEIGHBOURS AND EXISTING RIGHTS AS WELL AS THE SURROUNDING COMMUNITY: .....	28
9.9	THE PROPOSED LAYOUT, INCLUDING STREET PATTERN, DENSITY AND OPEN SPACE AND COMMUNITY FACILITY PROVISION: .....	29
9.10	TRAFFIC IMPACT AND ACCESS ARRANGEMENTS: .....	29
9.11	SPLUMA CHAPTER 2 ALIGNMENT .....	29
9.12	CONCLUSION .....	29
9.12.1	<i>Proposed Zoning Change</i> .....	29
9.12.2	<i>Removal of Restrictions</i> .....	30

# LIST OF FIGURES

FIGURE 1: LOCALITY PLAN .....	2
FIGURE 2: TITLE DEED EXTRACT PAGE 3 .....	3
FIGURE 3: EXTRACT FROM NDLAMBE ILUS - BUSINESS ZONE 1 .....	5
FIGURE 4: AERIAL PHOTOGRAPH OF EXISTING USE .....	6
FIGURE 5: SURROUNDING ZONING .....	7
FIGURE 6: TOPOGRAPHIC DIAGRAM .....	7
FIGURE 7: KENTON ON SEA CBD EXTENT FOR UPGRADING AND URBAN RENEWAL (SDF 2023 EXTRACT) .....	9
FIGURE 8: KENTON ON SEA CBD CONCEPTUAL EXPANSION (SDF 2023 EXTRACT) .....	10
FIGURE 9: KENTON ON SEA CBD INTEGRATED LAND USE PROPOSALS (SDF 2023 EXTRACT) .....	10
FIGURE 10: EXTRACT FROM THE SDF 2023 MAP .....	10
FIGURE 11: PROPOSED SITE PLAN/GROUND FLOOR PLAN .....	14
FIGURE 12: ACCESS CONFIGURATION - EXTRACT FROM TRAFFIC ASSESSMENT (EAS) .....	15
FIGURE 13: PROPOSED FIRST FLOOR BLOCK A .....	16
FIGURE 14: PROPOSED FIRST FLOOR (BLOCK B) .....	17
FIGURE 15: HEIGHT OF STRUCTURES .....	17
FIGURE 16: WEST ELEVATION .....	18
FIGURE 17: BUS ZONE 1 PARAMETERS – EXTRACT FROM LUS SCHEME 2019 .....	19
FIGURE 18: VIEW DOWN RIVER ROAD TOWARD OCEAN AVENUE INTERSECTION. ....	23
FIGURE 19: VIEW UP OCEAN AVENUE TOWARD ALFRED ROAD .....	24
FIGURE 20: VIEW DOWN RIVER ROAD TOWARDS THE EAST .....	24

# 1 APPLICATION SUMMARY

The purpose of this submission is to apply for the necessary land use rights to enable the development of shops, offices and flats on Erf 1519 Kenton-On-Sea. To enable the development the following land use applications are submitted:

## 1.1 APPLICATION FOR THE REZONING OF ERF 1519 KENTON ON SEA FROM RESIDENTIAL ZONE 1 TO BUSINESS ZONE 1

Proposed rezoning of Erf 1519 Kenton on Sea from Residential Zone 1 to Business Zone 1.

## 1.2 REMOVAL OF RESTRICTIVE CONDITIONS APPLICABLE TO ERVEN 1519 KENTON ON SEA

The removal of conditions C6(a), C6(b) C6(b)(i) and C6(b)(ii) on page 3 of Deed No [redacted] and all the other related deeds.

# 2 TRUST RESOLUTION

A Trust resolution is included in the submission documentation.

The registered owners have issued the necessary consent to enable the applications to be submitted by Setplan.

# 3 BONDHOLDERS CONSENT

Erf 1519 is not bonded.

# 4 LOCALITY

The erven are located to the east of the intersection of Kenton Road and Ocean Avenue in the Kenton CBD.

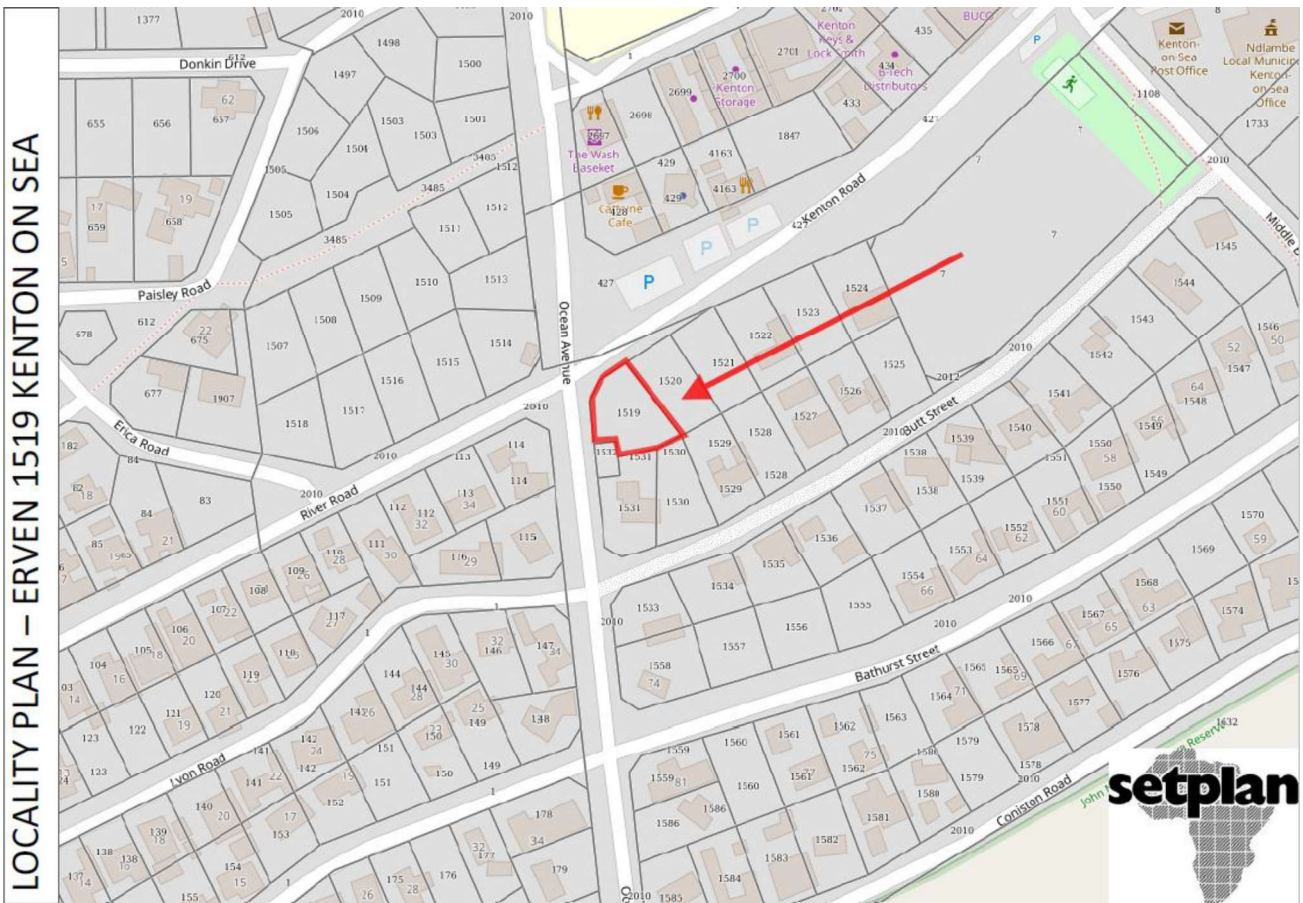


FIGURE 1: LOCALITY PLAN

## 5 PROPERTY AND OWNER INFORMATION

### 5.1 ERF 1519

PROPERTY INFORMATION			
Property Type	ERF	Diagram Deed Number	T27688/2023
Township	KENTON-ON-SEA	Local Authority	KENTON ON SEA MUN
Erf Number	1519	Province	EASTERN CAPE
Portion Number	0	Extent	978.000SQM
Registration Division	NOT AVAILABLE	LPI Code	C00800040000151900000
Previous Description	PTN OF 2010-TP11852		
OWNER INFORMATION (1)			
HOWARD FAMILY TRUST			Owner 1 of 1
Company Type	TRUST	Document	T27688/2023
Registration Number	IT187/2022(E)	Microfilm / Scanned Date	-
Name	HOWARD FAMILY TRUST	Purchase Price (R)	690 000
Multiple Owners	NO	Purchase Date	2023/09/01
Multiple Properties	NO	Registration Date	2023/10/30
Share (%)	-		

### 5.2 SG DIAGRAM

Copies of the relevant SG diagrams are attached to this submission.

### 5.3 TITLE DEED RESTRICTIONS

#### 5.3.1 ERVEN 1519- THE REMOVAL OF CONDITIONS C6(A), C6(B) C6(B)(I) AND C6(B)(II) ON PAGE 3 OF DEED NO [REDACTED] AND ALL THE OTHER RELATED DEEDS.

The erven are held under Deed [REDACTED]. This deed contains conditions that would restrict the proposed development. The removal of conditions C6(a), C6(b) C6(b)(i) and C6(b)(ii) on page 3 of Deed No [REDACTED]

Page 3	
6.(a)	This erf shall be used solely for the purpose of erecting thereon one dwelling or other buildings for such purposes as the Administrator may, from time to time after reference to the Townships Board and the local authority, approve, provided that if the erf is included within the area of a Town Planning Scheme, the local authority may permit such other buildings as are permitted by the scheme subject to the conditions and restrictions stipulated by the scheme.
(b)	No building or structure or any portion thereof except boundary walls and fences shall, except with the consent of the Administrator, be erected nearer than 5,0 metres to the street line which forms a boundary of this erf, nor within 3,0 metres of the rear or 1,5 metres of the lateral boundary common to any adjoining erf, provided that with the consent of the local authority –
(i)	an outbuilding used solely for the housing of motor vehicles and not exceeding 3,0 metres in height, measured from the ground floor of the outbuilding to the wall-plate thereof, may be erected within such side and rear spaces, and any other outbuilding of the same height may be erected within the rear space and side space for a distance of 12,0 metres measured from the rear boundary of the erf, provided that in the case of a corner erf the distance of 12,0 metres shall be measured from the point furthest from the streets abutting the erf.
(ii)	an outbuilding in terms of subparagraph (i) may only be erected nearer to a lateral or rear boundary of a site than the above prescribed spaces, if no windows or doors are inserted in any wall facing such boundary.

FIGURE 2:TITLE DEED EXTRACT PAGE 3

- **Condition C6(a)** limits the use of the erf to the construction of the dwelling.
- **Condition C6(b)** prohibits the construction of any building or structure closer than 5.0m from the street boundary, 3.0m from the rear boundary and 1.5m from the side boundary and 1.5m from the side boundaries.
- **Condition C6(b)(i)** enables under certain boundaries the construction of a garage within the above-mentioned side and rear building line
- **Condition C6(b)(ii)** presents that the above-mentioned garage may not have any windows or doors on the side facing the boundary into which it encroaches

These conditions, amongst others were imposed in 1988 when the Township of Kenton-on Sea Extension 10 was established. The conditions are in favour of the erstwhile Administrator and were imposed during a time when land use in small settlements was not managed in terms of the town planning schemes but rather by means of the title deed conditions through the application of the provisions of the Townships Ordinance 33 of 1934.

Ndlambe municipality has recently adopted an Integrated Zoning Scheme (ILUS) as well as a land use bylaw, which effectively manage and control land use and the associated development parameters.

The proposed removal of these conditions will:

- Not have a negative impact on the Administrators successor, the Municipality as the new scheme and bylaw enable effective land use management.
- Not have a negative impact on society as land use is effectively managed by the municipality through the bylaw and ILUS
- Enable effective and full development of the property, which will benefit the current owner as well as the broader community as the SDF proposals will be enable.

As the proposed use of the property will contravene these title conditions, it is proposed that restrictive conditions C6(a), C6(b) C6(b)(i) and C6(b)(ii) on page 3 of Deed No \_\_\_\_\_ applicable to Erf 1519 be removed.

### 5.3.2 PROPOSED REMOVAL OF RESTRICTIONS

The proposed removal of restrictive conditions applicable to Erf 1519 Kenton-on-Sea is motivated in alignment with **Section 69(5) of the Ndlambe Spatial Planning and Land Use Management (SPLUMA) By-law**, which mandates consideration of various factors when amending, suspending, or removing restrictive conditions.

The application seeks to remove conditions C6(a), C6(b), C6(b)(i), and C6(b)(ii) from Deed No \_\_\_\_\_ Condition C6(a) limits the erf's use to dwelling construction, while C6(b), C6(b)(i), and C6(b)(ii) impose restrictions on building lines and garage configurations. These conditions were imposed in 1988 under older legislation when town planning schemes were not as prevalent, with land use largely managed via title deed conditions. The Ndlambe Municipality has since adopted an integrated zoning scheme (ILUS) and a land use by-law, which now effectively manage and control land use and associated development parameters.

Motivating the removal in terms of Section 69(5):

- **(a) The financial or other value of the rights in terms of the restrictive condition enjoyed by a person or entity, irrespective of whether these rights are personal or vest in the person as the owner of a dominant tenement:** The sources implicitly indicate that the value of these restrictive rights, particularly for the original Administrator's successor (the Municipality), is now minimal because **the new scheme and by-law enable effective land use management**. The proposed development's alignment with the Ndlambe Spatial Development Framework (SDF) 2023 also suggests that maintaining these older restrictions would impede the desired future development and economic potential of the area.
- **(b) The personal benefits which accrue to the holder of rights in terms of the restrictive condition:** Given that the Ndlambe Municipality, as the Administrator's successor, now manages land use through its updated by-laws and ILUS, there is **no negative impact on the Municipality by removing these conditions**. Similarly, there would be **no negative impact on surrounding residents or owners** in Kenton-on-Sea, as current planning legislation adequately manages property extent and use.
- **(c) The personal benefits which will accrue to the person seeking the removal of the restrictive condition, if it is removed:** The removal of these conditions will **enable effective and full development of the property**, directly benefiting the current owner by allowing for the proposed integrated business and residential development.
- **(d) The social benefit of the restrictive condition remaining in place in its existing form:** The sources indicate **no significant social benefit** in retaining these outdated conditions, as their purpose of land use control is now superseded by the modern Ndlambe SPLUMA By-law and ILUS. Maintaining them would run counter to the Municipality's own SDF vision for the area.
- **(e) The social benefit of the removal or amendment of the restrictive condition:** The removal will directly **benefit the broader community** by enabling the Spatial Development Framework's proposals for the area. The SDF promotes non-residential

development and CBD expansion for this location, aiming to create a more efficient and compact town by promoting densification and mixed-use development within urban growth boundaries. The proposed development, made possible by the removal, **supports spatial justice by alleviating parking congestion** within Kenton and has only a minor, manageable impact on community facilities.

- **(f) Whether the removal, suspension or amendment of the restrictive condition will completely remove all rights enjoyed by the beneficiary or only some of those rights:** The removal specifically targets conditions C6(a), C6(b), C6(b)(i), and C6(b)(ii). The broader management of land use for the benefit of all parties is now handled by the Ndlambe Municipality's comprehensive land use management tools, ensuring that **land use is effectively managed without detriment to society**.

In essence, the removal is justified because the conditions are **obsolete** given the adoption of modern planning legislation and because their removal facilitates a **socially and economically beneficial development** that aligns with the Municipality's strategic spatial planning objectives for CBD expansion and densification.

## 5.4 CURRENT ZONING

Erf 1519 is zoned Residential Zone 1 (RZ1)

The zoning parameters currently applicable to the land units are as follows:-

### Residential Zone 1

<b>LAND USE CATEGORY</b>		Residential				
<b>ZONING</b>		Residential Zone 1				
<b>PURPOSE</b>		Single Residential				
<b>Objectives</b>						
<ul style="list-style-type: none"> <li>• Use of land for single residential purposes.</li> <li>• Protection of the quality and character of residential neighbourhoods and the well-being of its citizens.</li> <li>• Limit multiple use of buildings to minimize adverse impact on the residential environment.</li> <li>• Densities that are compatible with existing surrounding land uses and are generally situated inside the urban edge.</li> <li>• Site sizes to be guided by relevant subdivision / densification policy.</li> </ul>						
<b>USE OF THE PROPERTY</b>						
<b>Primary Use</b>	<b>Definition</b>				<b>Consent Use</b>	
<i>Dwelling Unit</i>	means a self-contained inter-leading group of rooms with not more than one kitchen used for human habitation and includes such outbuildings as are ordinarily used therewith and permit a home occupation for a single household.				<ul style="list-style-type: none"> <li>• <i>Additional Dwelling Unit</i></li> <li>• <i>Crèche</i></li> <li>• <i>Guest House</i></li> <li>• <i>Home Enterprise</i></li> <li>• <i>Medical Use</i></li> <li>• <i>Social Facility</i></li> </ul>	
<b>DEVELOPMENT PARAMETERS</b>						
<b>Building Lines</b>				<b>Height</b>	<b>Coverage</b>	<b>Floor Factor</b>
	<i>Street</i>	<i>Lateral</i>	<i>Rear</i>			
<i>Erven &lt; 600m<sup>2</sup></i>	4m	1.5m	2m	8.5m	70%	1.0
<i>Erven &gt; 600m<sup>2</sup></i>	5m	1.5m	3m	8.5m	50%	

FIGURE 3: EXTRACT FROM NDLAMBE ILUS - BUSINESS ZONE 1

## 5.5 EXISTING LAND USE

The property is currently vacant.



FIGURE 4: AERIAL PHOTOGRAPH OF EXISTING USE

The northern boundary is at a height of 27.5km, while the southern boundary is between 29.36km and 32.8km

## 5.6 SURROUNDING ZONING

The surrounding zoning is reflected below.

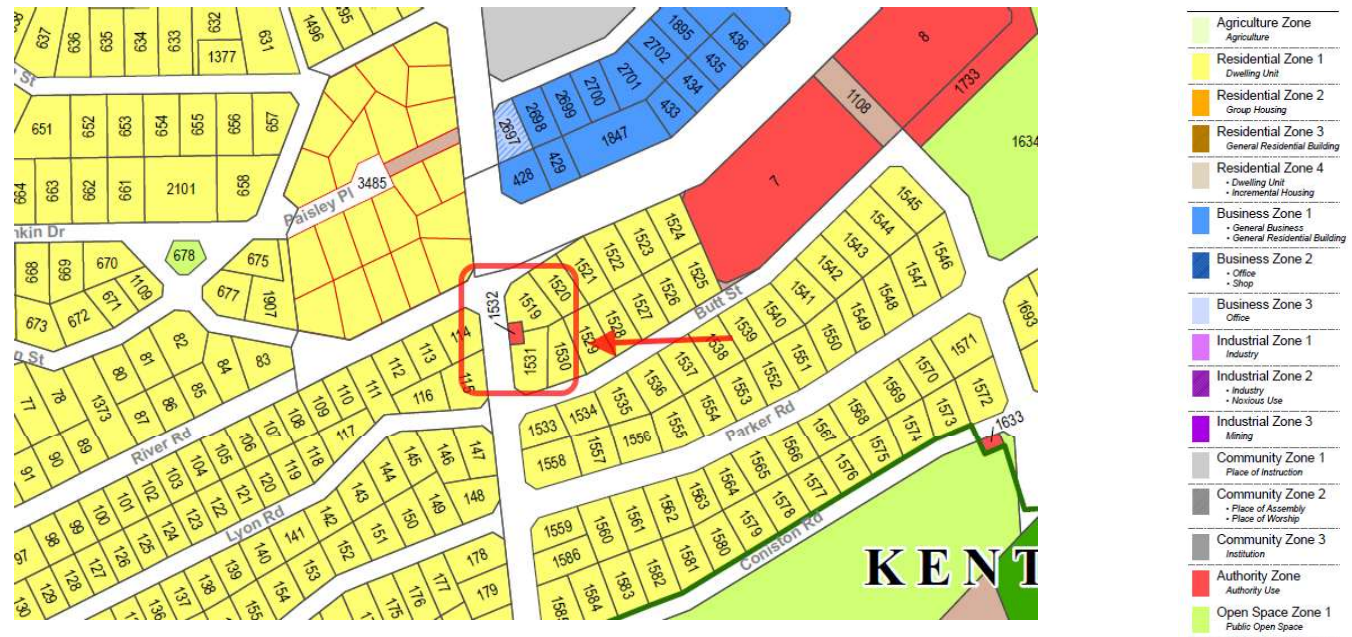


FIGURE 5: SURROUNDING ZONING

The property is surrounded by Residential Zone 11 properties the West, East, North-West and South.

Business Zone 1 properties are located on the opposite side of the River/Kentron road. An Authority zoned erf abuts the property in the South-Western corner. This erf accommodates a transformer.

## 5.7 SITE ELEVATION

The height and contour applicable to the site have been surveyed. See topographic diagram below.

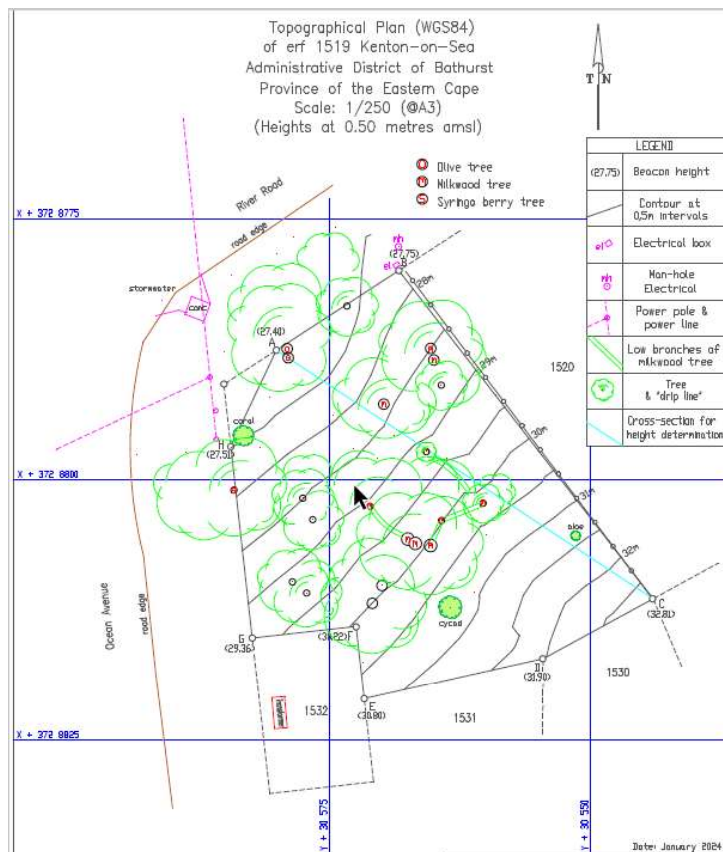


FIGURE 6: TOPOGRAPHIC DIAGRAM

# 6 MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (2023)

## 6.1 KENTON ON SEA

A summary of the SDF 2023 description and key remarks related to Kenton on Sea are set out below.

Kenton-on-Sea is designated as a "**Sub-District Centre**". This classification is primarily due to several key factors:

- Its **close proximity to the R72**, which is identified as a Tourism Route.
- The presence of **numerous tourism activities**, attracting visitors from across the province and the country.
- It features a **mini Central Business District (CBD)** that serves both local residents and tourists.
- The town's character is **dominated by guesthouses, restaurants, and hotel trends**.

**Business and retail activities** in Kenton-on-Sea are primarily concentrated **along River Road in the town centre**. This area features:

- **Double and single-storey retail shops.**
- **Restaurants and coffee shops.**
- **Bed and breakfast establishments.**
- **Professional offices.**
- Some double-storey buildings exhibit **mixed uses**, with shops on the ground floor and flats on upper floors.
- Shop fronts in this area are **well-maintained** and have **compatible uses**.
- While most business activities are currently concentrated on the upper end of River Road, there is **evidence of increasing office and home business uses further down the road towards the beach area**. It is anticipated that **River Road will eventually become an entire activity corridor**.

Beyond River Road, smaller business uses are situated:

- At the **entrance to Kenton along the main road to the CBD**, including establishments like Robby's Liquor Store.
- On the **coastal node along Eastbourne Road**. This coastal node shows **potential for further expansion** as it is located along the main road from the R72 and adjacent to a disused taxi rank.
- Additionally, several **corner/spaza shops** are found within Kenton-on-Sea, functioning as convenient neighbourhood shops.

Regarding **residential development**, Kenton-on-Sea currently has a **limited range of housing typologies**, which has resulted in **very low-density developments** and the **promotion of urban sprawl**. Residential areas are not well-integrated, with **low-income housing situated on the periphery**, far from economic opportunities in the CBD. To address this, there is a recognised need to:

- Provide **social housing on under-utilised vacant land near the CBD**.
- Create **economic nodes within the townships**.

## 6.2 THE SDF VISION

The SDF 2023 has adopted the following Vision statement:

**"A Spatially integrated Municipality which has unique characteristics and provides support to the towns of Ndlambe Local Municipality for various needs, and where the growth and development of towns are in line with spatial proposals for the Municipality and aims to achieve sustainability"**

The following development objectives have been adopted to enable the achievement of the stated Vision:

Objective	Description
Efficiency	The objective of efficiency requires that optimal development levels and functionality must be achieved with the minimum expenditure of resources. The concept relates to both functional and operational aspects and includes issues such as growth management, optimal utilisation of strategic locations, usability, mobility, productivity, and accessibility. The lack of executive functions limits the Ndlambe LM in achieving this at a detail level.
Sustainability	The objective of sustainability requires the sustainable management and use of both natural and man-made resources. Land use and development decisions must promote a harmonious relationship between the built and the natural environment while ensuring that land development is sustainable over the long term. Other aspects that need to be considered in the sphere of sustainability are conservation, environmental health and degradation, economic sustainability, and community satisfaction. The principle of sustainable development is particularly relevant in Ndlambe LM as far as the natural environment is concerned. Finding means of achieving balance between the conservation of this area and economic development is an important focus area of the Spatial Development Framework.
Equity	The objective of equity addresses social justice and fair and equal access to opportunities, facilities, or networks. Through planning, all residents irrespective of race, gender, ethnicity, faith, or income should be dealt with in an equitable way. The objective of equity also refers to the manner in which planning will address the inequitable legacy inherited from the past spatial planning injustices.
Integration	The objective of integration requires that the separate and diverse elements involved in development planning and land use should be combined and coordinated into a more complete or harmonious whole. The objective of integration reflects the need to integrate systems, policies and approaches in land use planning and development. Firstly, it requires that the planning process is integrated, and secondly look at spatial integration of different land uses, transportation, and places of living with places of working, shopping and relaxing.
Liveability and image	Liveability and image include aspects such as convenience, safety, security, and all other aspects related to one's experience of the physical environment, either as a resident or as a visitor. This aspect also directly relates to the marketability of the area from a qualitative perspective.

In order to achieve the above objectives the SDF has proposed specific development for the various settlement areas within the municipality. The SDF 2023 specifically promotes the expansion of the Kenton CBD. This expansion area is reflected on page 162 of the SDF 2023. Refer to the extract reflected in Figure 7 below.

#### KENTON ON SEA CBD UPGRADING AND URBAN RENEWAL

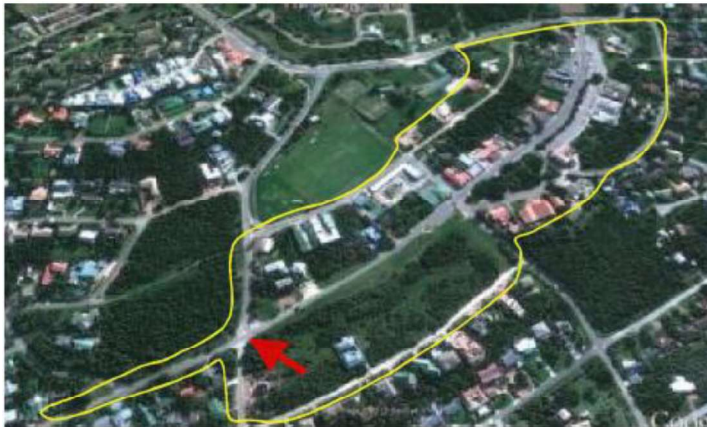


FIGURE 7: KENTON ON SEA CBD EXTENT FOR UPGRADING AND URBAN RENEWAL (SDF 2023 EXTRACT)

The SDF further conceptually indicates the CBD expansion areas for development of the following land uses:

- Mixed Use
- CBD Core and Edge
- High Density Residential/Mixed Use

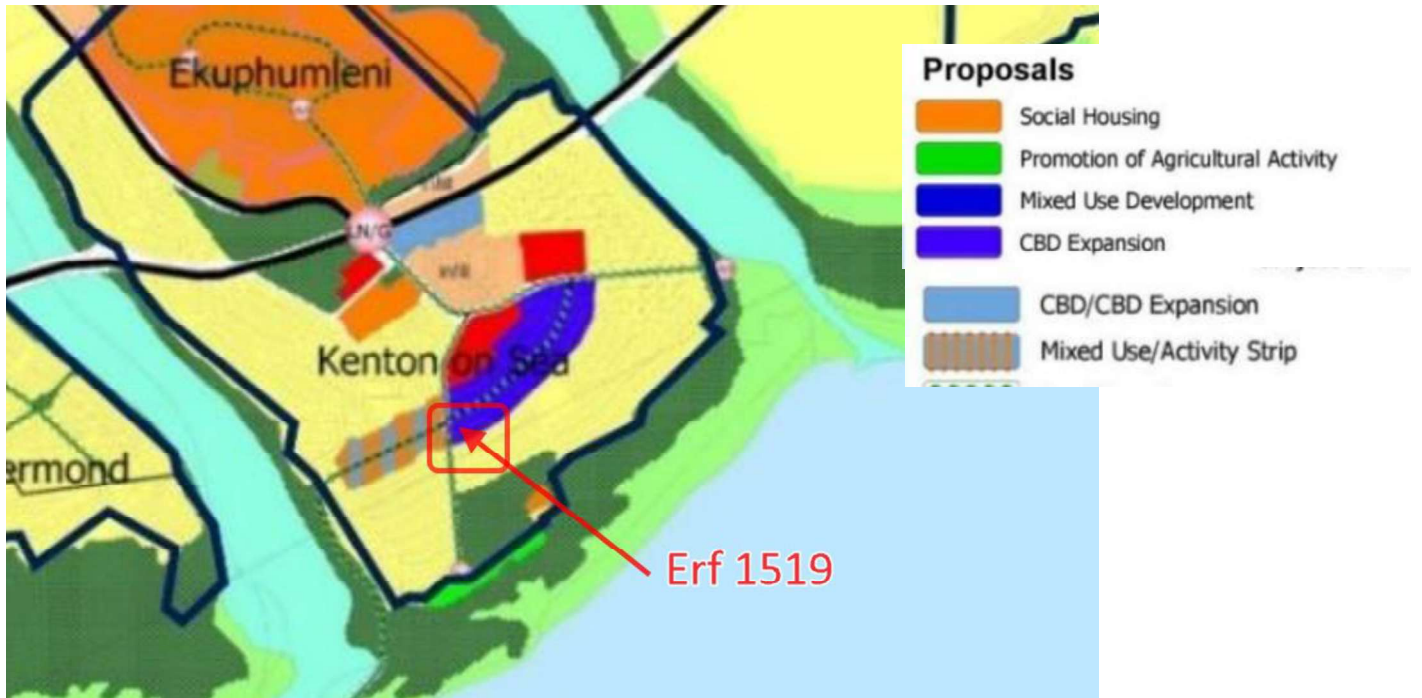
Refer to Figure 8

#### KENTON ON SEA CBD UPGRADING AND URBAN RENEWAL



**FIGURE 8: KENTON ON SEA CBD CONCEPTUAL EXPANSION (SDF 2023 EXTRACT)**

Erf 1519 Kenton on Sea falls within the area within which the SDF 2023 promotes High Density Residential/Mixed Use land uses (Red Arrow on Figure 8). This conceptual framework is then incorporated into an overall Land Use Proposal Plan on page 163 of the SDF 2023. Refer to Figure 9. This plan highlights the area along River Road from Kariega Road to Ocean Avenue for “CBD Expansion”, while the area to the west of Ocean Avenue along River Road is set aside as a “mixed use/activity strip” (Light Brown and Grey Hatched area).



**FIGURE 9: KENTON ON SEA CBD INTEGRATED LAND USE PROPOSALS (SDF 2023 EXTRACT)**

The SDF 2023 goes further to provide a detailed ‘zoomed-in’ plan of the Kenton CBD Expansion area and its proposed land uses. These are shown on Page 164 of the SDF 2023. (Refer to Figure 10). This plan then provides further detail by confirming that the area along River Road East of Ocean Avenue is proposed for CBD Expansion. The area to the West of Ocean Avenue is then set aside for “Business” land uses.



**FIGURE 10: EXTRACT FROM THE SDF 2023 MAP.**

Given that the SDF 2023 has identified “High Density Residential” and “CBD Expansion” and “Mixed Use” land uses for the development area within which Erf 1519 falls, it is necessary to unpack a detailed understanding of each of these terms within the context of the SDF.

## 6.3 HIGH DENSITY RESIDENTIAL

A key focus of the SDF 2023 is to make spatial development and land use management proposals that facilitate the creation of more efficient and compact towns and cities by enabling the densification and intensification of prevailing and new land uses in localities that are well-connected to existing developed areas and infrastructure and to **promote higher-density residential uses as well as mixed residential and economic land uses within urban areas and at identified nodes or strategic localities along identified public transport corridors.**

Under the "Built Environment Analysis", SDF 2023 notes that Kenton-on-Sea currently has a **limited range of housing typologies**, which has resulted in very low-density developments and the promotion of urban sprawl. Similarly, the "Built Environment Assessment" chapter notes that there are very few high-density residential developments such as flats, cluster or semi-detached houses, which is contrary to the principles of densification and integrated settlement entrenched in existing policy.

In the "Spatial Planning Principles" section, particularly under "Nodes", it is proposed that nodes must be characterised by mixed-use, high intensity activity and higher density residential development (maximum FAR's, coverage and height should not be restricted).

The principle of "Smart Growth" highlights that a sustainable approach to growth management involves reducing sprawl and promoting growth that is balanced and fiscally, environmentally, and socially responsible. This approach offers an antidote to sprawl that results from unlimited low-density development away from urban centres. Smart Growth tries to promote development in areas with optimal opportunity and encourages diversified housing options and development within existing neighbourhoods. To support the successful implementation of the urban edge, the municipality must focus on the strategies such as these:

Promoting Densification in and around strategic locations, as an important antidote to urban sprawl, by providing high numbers of housing units in strategic, highly accessible locations with high levels of access to economic and social opportunities.

The quality of the urban environment is key to stimulating demand for **\*\*higher density residential living\*\***. These areas should be focus areas for public investment in infrastructure, social services, streetscape and urban design, open spaces, and generally high-quality, positive performing urban environments.

Regarding "Human Settlements", the strategy for housing provision is to create sustainable and integrated human settlements with good quality homes which are in proximity to areas of employment and public transport.

For Kenton-on-Sea/Marselle/Bushmans, the document states that the limited range of housing typologies has led to very low-density developments and promotion of urban sprawl.

The SDF 2023 on page 57 has also recorded that - "The study area has a prevalence (87%) of houses or brick structures on a separate stand or yard and only 8% traditional dwellings. Informal dwellings in informal or squatter settlements constitute just over 4% of the dwellings in the area. The predominance of formal brick housing structures is an indication that the municipality has an urban bias where more people stay in the urban areas than the rural/farmlands. There are very few high-density residential developments such as flats, cluster or semi-detached houses which is contrary to the principles of densification and integrated settlement entrenched in existing policy."

## 6.4 CBD EXPANSION

The SDF 2023 describes "CBD Expansion" as a crucial strategy for urban development within the Municipality, aiming to create more efficient and compact towns and cities. It is closely linked with the concept of "nodes," which are areas designated for mixed-use, high-intensity activity and higher-density development, often acting as catalysts for new growth. The the key descriptions and objectives related to CBD Expansion are:

### 6.4.1 GENERAL PURPOSE AND CHARACTERISTICS

CBD expansion is part of a broader goal to facilitate the densification and intensification of prevailing and new land uses in areas well-connected to existing development and infrastructure.

Nodes, which include CBDs, are envisioned as mixed-use, high intensity activity areas that should not restrict maximum Floor Area Ratios (FARs), coverage, or height, promoting efficiency and functionality.

These areas are typically located at main access points and intersections of major mobility routes, providing maximum access and serving as catalysts for new growth and development.

It is also important to note that the SDF 2023 indicates that significant public investment in infrastructure, public domain, and social services should be concentrated in these nodes.

## 6.4.2 SPECIFIC PROPOSALS AND LOCATIONS FOR CBD EXPANSION

For Kenton-on-Sea the SDF 2023 notes that the town has a "mini CBD" along River Road and that there is evidence of increasing office uses and home businesses further down River Road towards the beach, with the anticipation that the entire River Road will eventually become an activity corridor. Kenton-on-Sea's CBD is also listed as a "Special Development Area" for housing.

The SDF notes that to achieve a more compact and viable urban form, medium to higher densities should be promoted through infill development and densification where possible. This means that new commercial and mixed-use developments should prioritise using existing vacant land within the urban footprint rather than expanding outwards.

The expansion of CBDs is intrinsically linked to promoting urban economic development and to alleviate poverty and increase employment opportunities.

The spatial objectives for urban areas specifically include the aim to redefine and/or extend business and light industrial areas and to encourage the utilisation of existing underutilised industrial areas.

Increased building density within towns would also promote CBD expansion and general urban development.

## 6.5 MIXED USE

SDF 2023 frequently references mixed use and mixed-use developments as a key strategy for achieving more efficient, compact, and sustainable urban environments within the Municipality. This approach is seen as crucial for creating more efficient urban areas, spatial transformation and addressing past imbalances.

### 6.5.1 CORE PURPOSE AND PRINCIPLES OF MIXED USE

A primary objective of the SDF 2023 is to promote higher-density residential uses as well as mixed residential and economic land uses within urban areas and at identified nodes or strategic localities along identified public transport corridors. This aims to create more efficient and compact towns and cities by enabling densification and intensification of land uses.

The Integrated Urban Development Framework (IUDF), which guides the future growth of South African urban areas, also emphasizes spatial integration through spatial transformation of settlement forms, transportation networks, social, and economic nodes, inherently supporting mixed-use concepts.

Smart Growth promoted in the SDF 2023 is a sustainable approach to urban development which encourages a mix of building types and uses and promotes integrated, mixed-land uses in strategic locations. This is presented as an antidote to urban sprawl by promoting mixed-use spaces in towns in order to minimise the utilisation of limited land.

Nodes, which can include Central Business Districts (CBDs), are generally described as areas of mixed-use development, usually having a higher intensity of activities involving retail, transportation, office, industry, and residential land uses. They are crucial for promoting efficient transactions and exchange of goods and services. Nodes should be characterised by mixed-use, high intensity activity and higher density residential development.

### 6.5.2 MANIFESTATION AND PROPOSALS IN SPECIFIC TOWNS

In Kenton-on-Sea, the existing "mini Central Business District (CBD)" along River Road features double and single-storey retail shops, restaurants, coffee shops, bed and breakfast establishments, and professional offices. Significantly, some double-storey buildings exhibit mixed uses, with shops on the ground floor and flats on upper floors. There's also evidence of increasing office uses and home businesses further down the road towards the beach area, with the anticipation that River Road will eventually become an entire activity corridor characterised by mixed use land uses.

In summary, "mixed use" is presented in the SDF 2023 as a fundamental spatial planning principle to integrate different functions (residential, commercial, office, etc.) within urban areas, particularly in nodes and corridors. This approach aims to foster denser, more efficient, and vibrant communities, reduce reliance on single-use zoning, and support sustainable urban growth.

## 6.6 DESIRED DEVELOPMENT CONCEPT

Given the SDF 2023 guided understanding of "High Density Residential" and "CBD Expansion" and "Mixed Use" land it is essential to identify a desirable development concept for Erf 1519 Kenton on Sea - based on the guidelines and imperatives gleaned from the SDF 2023. This desirable development concept is described below:

- The development needs to be focused within the identified urban nodes or along corridors. These locations are chosen for their maximum accessibility and potential to act as catalysts for new growth and development.

- The proposed development needs to further the goals of the stated CBD expansion initiatives, like the proposed northern extension of Port Alfred's CBD and the River Road CBD Extension in Kenton on Sea. Proposals would aim to strengthen these areas, improve linkages, enable upgrading and provide opportunities for mixed-use developments.
- The development should ideally involve a mix of building types and uses, integrating residential, commercial, retail, and office spaces within the same area, and often within the same building. The existing Kenton-on-Sea – River Road, double-storey buildings already demonstrate mixed uses with shops on the ground floor and flats on upper floors. The expectation is for areas like River Road to become "activity corridors" with increasing office and home businesses alongside existing retail and hospitality.
- The intended development should promote the intensification of land uses.
- The development should feature higher-density residential components, meaning a greater number of housing units per land area, typically in multi-storey formats like flats or apartments, which is a direct counter to urban sprawl and low-density development, making more efficient use of resources and existing infrastructure.
- Importantly, these high-density residential areas should be well-located, offering better access to social and economic opportunities like places of employment, public transport, and social amenities.
- Such developments should prioritize urban renewal and infill development, meaning it would focus on redeveloping existing areas and utilising vacant or underutilised land parcels within the current urban footprint before expanding outwards. This aligns with the "Managed Development" scenario promoted in the SDF.
- Such developments should promote urban economic development to alleviate poverty, increase employment opportunities, and stimulate economic activity.

In essence, a development meeting these guidelines would promote vibrant, compact urban centres (or extensions thereof) where people can live, work, shop, and access services within close proximity, supported by efficient infrastructure and public spaces, and designed to foster both economic growth and social equity.

# 7 DEVELOPMENT PROPOSAL

To achieve the SDF 2023's development Vision and enable a development on Erf 1519 Kenton on Sea which is aligned to the SDF guidelines, the following development proposal is made. The proposed mixed-use development will consist of flats offices and shops. Due to the acute shortage of affordable accommodation, the intention is for the flats to be occupied on a long term rental basis.

The preliminary SDP provides an indication of the proposal which could consist of 6 flats. and 4 offices and 2 shops. The flats will be located on the first floor. **No** flats are proposed to be accommodated on the ground floor.

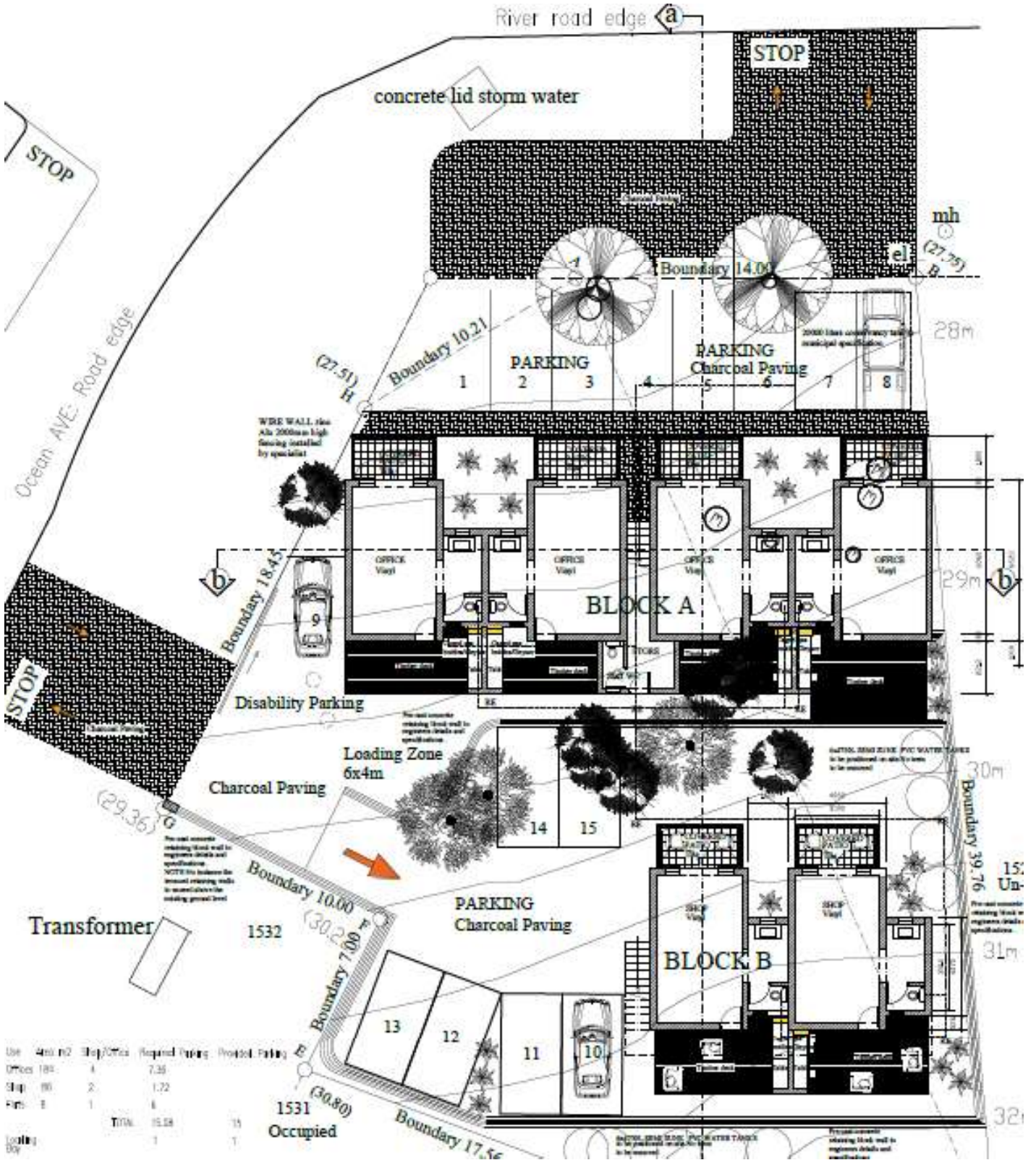


Figure 11: Proposed Site Plan/Ground Floor Plan.

## 7.1 ACCESS, CIRCULATION AND PARKING

- Access via River Road (North) and Ocean Avenue (South)
- Parking Provided: 15 bays including:
  - Standard parking
  - Dedicated disability parking
  - Loading zone (6x4 m)
- Surface: Charcoal paving throughout parking and circulation areas



FIGURE 12: ACCESS CONFIGURATION - EXTRACT FROM TRAFFIC ASSESSMENT (EAS)

## 7.2 BUILDING COMPOSITION

The development consists of two blocks — **Block A** and **Block B** — each with ground and first floor components.

### 7.2.1 BLOCK A:

- **Ground Floor:**
  - 4 x Office Units (43 m<sup>2</sup> each) with private **timber decks** (13 m<sup>2</sup> each)
  - Ancillary facilities: **Store/WC** (12 m<sup>2</sup>), **Staff WC**, gas bottle cages, water tanks
- **First Floor:**
  - 4 x Flats (43 m<sup>2</sup> each) with **private timber decks** (11–13 m<sup>2</sup>)
  - Shared **balcony** of 31 m<sup>2</sup>
- **Block A Total:** 667 m<sup>2</sup>

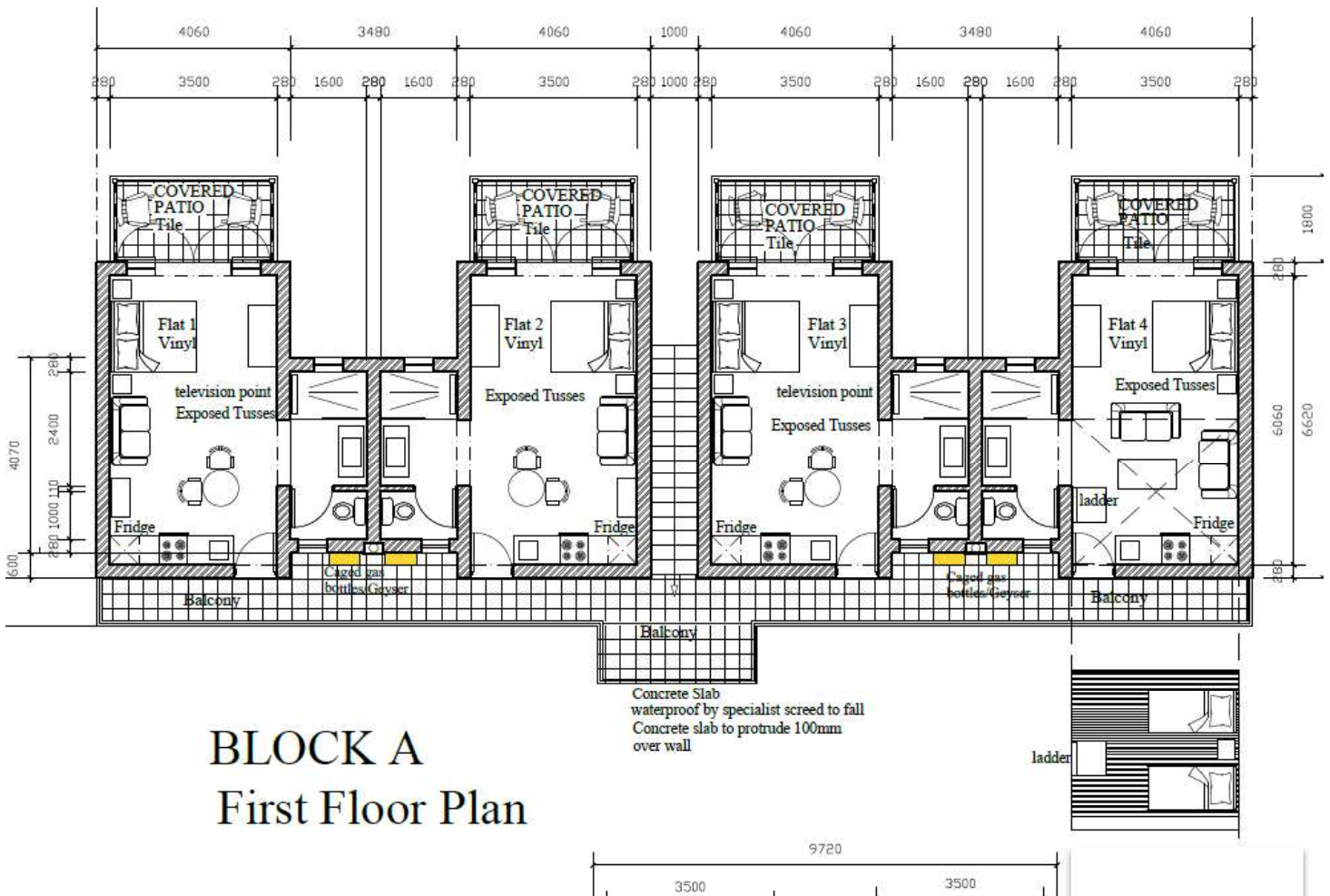


FIGURE 13: PROPOSED FIRST FLOOR BLOCK A

## 7.2.2 BLOCK B:

- Ground Floor:
  - 2 x Shop Units (43 m<sup>2</sup> each) with timber decks (15 m<sup>2</sup> each)
- First Floor:
  - 2 x Flats (43 m<sup>2</sup> each) with shared balcony (15 m<sup>2</sup>)
- Block B Total: 217 m<sup>2</sup>

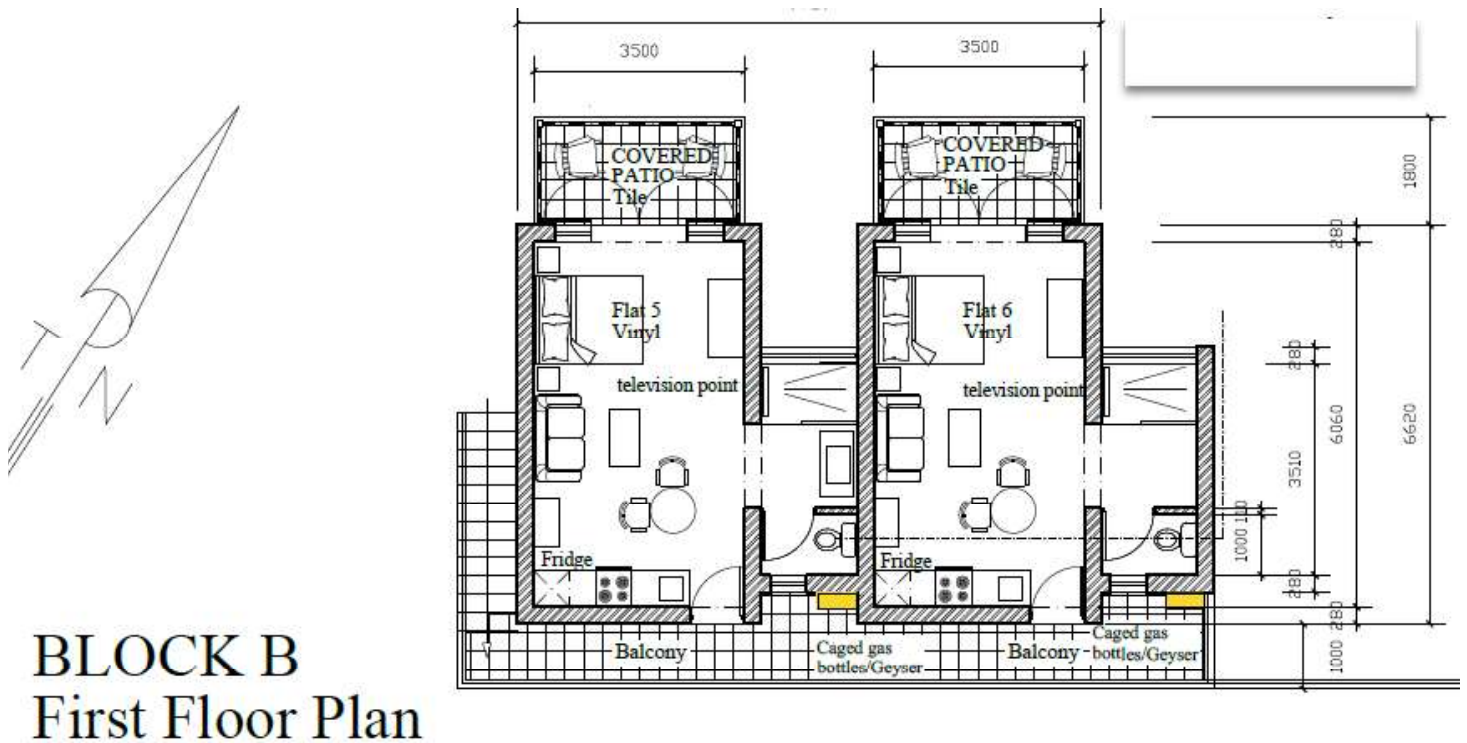


FIGURE 14: PROPOSED FIRST FLOOR (BLOCK B)

## 7.2.3 STOREYS, MAXIMUM HEIGHT AND ELEVATIONS

The structure will have a height of 2 storeys and will be a maximum height of 7.788m above ground level. The proposed First Floor in Block B (southern Block) can accommodate 2 dwelling units/flats. The proposed first Floor of Block A (Northern Cape) can accommodate 4 dwelling units/flats. It is proposed that some of these units contain a mezzanine floor (Bedroom).

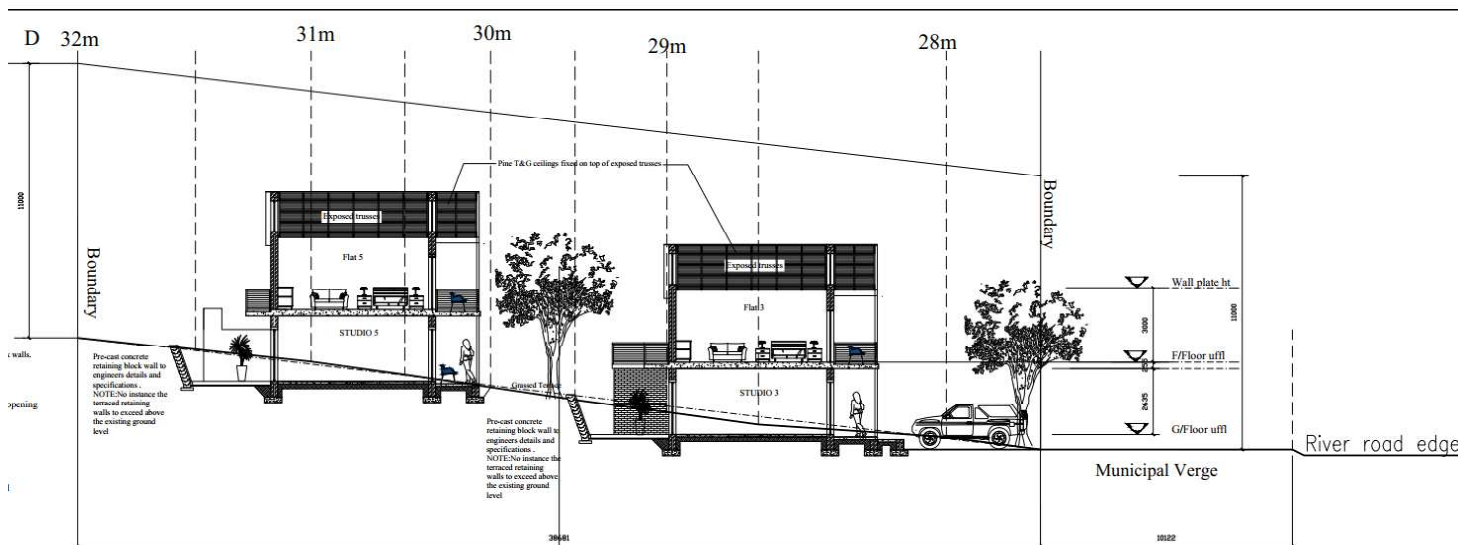


FIGURE 15: HEIGHT OF STRUCTURES



North River Rd Elevation

### Section a-a

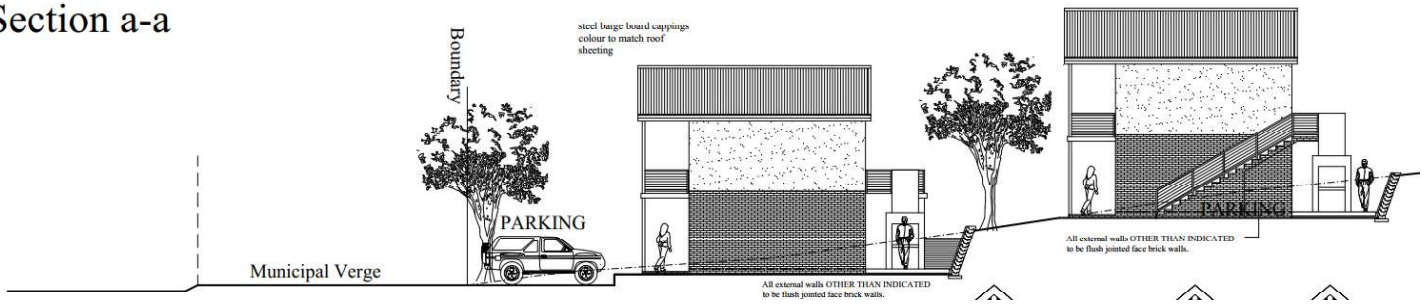


FIGURE 16: WEST ELEVATION

### 7.2.4 LANDSCAPE & TERRACING

- Site is **terraced** using pre-cast concrete retaining block walls
- No trees will be removed for tank installations
- Grassed terraces soften the built form and prevent erosion

## 7.3 LAND USE APPLICATIONS

The proposed development can be accommodated within the Business Zone 1 land use zone as the land uses are compatible, and the flats/dwelling units are located on the first floor.

### 7.3.1 REZONING TO BUSINESS ZONE 1

As the SDF promotes the development of High Density Residential as well as mixed use on the property it is proposed to rezone it to Business Zone 1. This zone permits both General Business as well as General Residential Uses (Above ground floor). The development parameters are set out in the extract below:

<b>LAND USE CATEGORY</b>		<b>Business</b>		
<b>ZONING</b>		<b>Business Zone 1</b>		
<b>PURPOSE</b>		<b>High Intensity Business</b>		
<b>Objectives</b>				
<ul style="list-style-type: none"> <li>The variety of business and related land use types representing the needs within a sub-regional and regional context.</li> <li>Key objective of this zone is to promote economic development, employment and mixed use through the inclusion of a wide range of uses.</li> <li>Generally located within the existing strong commercial nodes, central business district and areas identified for a wide range of commercial uses and mixed use activity in the SDF.</li> <li>For inclusion of storage, goods handling and general residential purposes.</li> <li>Industrial and manufacturing uses are restricted.</li> </ul>				
<b>USE OF THE PROPERTY</b>				
<b>Primary Use</b>	<b>Definition</b>	<b>Consent Use</b>		
General Business	means the use of a property for mixed use purposes of retail, commercial or professional operation, which may, inter alia, include restaurants, shops, offices, financial institutions, gymnasiums or any other which is reasonably connected to a business.	<ul style="list-style-type: none"> <li>Funeral Parlour</li> <li>Gambling Activity</li> <li>Institution</li> <li>Liquor Outlet</li> <li>Place of Assembly</li> <li>Place of Entertainment</li> <li>Place of Instruction</li> <li>Place of Worship</li> <li>Service Station</li> <li>Telecommunication Mast</li> <li>Tourist Facility</li> <li>Transport Facility</li> <li>Warehouse</li> </ul>		
General Residential Building above ground floor.	means a building for human habitation, together with such outbuildings and support facilities relating to the operation and sustainability of the scheme or building, and includes a boarding house, backpackers facility, residential rooms, guest house, children's home, retirement village, hostel, hotel, group housing, dwelling units, flats and a gate house.			
<b>DEVELOPMENT PARAMETERS</b>				
<b>Building Lines</b>		<b>Height</b>	<b>Coverage</b>	<b>Floor Factor</b>
<b>Street</b>	<b>Lateral &amp; Rear</b>			
0m	0m	11m	100%	3.0
Additional building lines may be imposed based on surrounding land uses or safety controls				

FIGURE 17:BUS ZONE 1 PARAMETERS – EXTRACT FROM LUS SCHEME 2019

The proposed development will comply with these development parameters.

## 7.4 CIVIL SERVICES

This section outlines the engineering considerations for water, sewerage, stormwater, solid waste, and electricity services to support the proposed development, based on professional consultation and site assessment conducted by MBB Consulting Engineers. A copy of the engineering report is included with the submission documentation.

### 7.4.1 WATER SUPPLY

**Municipal Supply** - The primary water source will be a bulk municipal connection to a 150 mm water main in Ocean Avenue, with adequate existing pressure and capacity. However, the Ndlambe Local Municipality (NLM) has flagged water supply constraints, prompting a strong recommendation for alternative water-saving measures.

**Water Demand and Efficiency** - The estimated **average daily demand (AADD)** is **9 kL/day**, based on 750 L per dwelling per day.

Through water-saving technologies, demand is **reduced to 3.81 kL/day**, ensuring minimal impact on municipal infrastructure.

**Water-Saving Measures - Water-efficient fixtures** (low-flow taps, showers, and dual/low-flush toilets) are proposed, achieving a **50% reduction** in potable water use.

**Rainwater harvesting** from ±488 m<sup>2</sup> of roof area will provide an additional **0.69 kL/day**, with each unit supplied by a **5 kL backup tank**. These combined interventions reduce municipal water reliance by **more than 57%**, affirming the development's alignment with sustainable design principles.

**Internal Reticulation** - A high-density polyethylene (HDPE) pipe network will be installed with capacity to support firefighting and domestic needs.

#### **7.4.2 SEWERAGE**

No waterborne sewerage infrastructure **exists** in this part of Kenton-on-Sea. Each unit will be equipped with a **5.5 kL conservancy tank**, with effluent removed and disposed of at a registered municipal wastewater treatment facility—consistent with existing practices in the area.

Estimated daily effluent generation is **4.5 kL/day**, matching the adjusted water usage levels.

#### **7.4.3 STORMWATER MANAGEMENT**

Erf 1519 is "well drained," naturally sloping towards its lowest point at the intersection of Ocean Avenue and River Road. The stormwater system utilizes this natural drainage direction, channeling runoff from the south-eastern and north-western areas via road or paving kerbside channels toward an existing catchpit at this intersection. While the paving of parking areas will increase surface runoff, this effect is mitigated by the mandatory implementation of rainwater harvesting from all roofs in the development. As a result of this measure, the post-development stormwater runoff is anticipated to be only marginally higher than pre-development levels, leading the engineers to conclude that the existing municipal infrastructure is fully capable of coping with the resulting flow.

#### **7.4.4 SOLID WASTE MANAGEMENT**

Domestic waste from the development will be collected by the **Ndlambe Local Municipality** and disposed of at the municipal waste disposal site. This is in accordance with standard municipal procedures for residential and business premises in the area.

#### **7.4.5 ELECTRICITY SUPPLY**

The development is located directly adjacent to an existing **municipal transformer**, with **no capacity constraints** noted. The estimated **total daily consumption** is 65–117 kWh for a fully electric solution; however, a **hybrid approach** is recommended to reduce load.

Hybrid Energy Strategy - **Solar panels**, **gas** for cooking and heating, and **electricity** only for essential backup functions are proposed.

This will **reduce daily demand to 39–65 kWh**, a load well within the capacity of existing infrastructure.

#### **7.4.6 ACCESS AND PAVEMENT DESIGN**

**Primary access** to the site will be via **Ocean Avenue**.

- The access road and parking areas will be paved with:
- 60 mm interlocking concrete pavers (25 MPa),
- 150 mm G5 sub-base,
- Proper road bed preparation and compaction.

This durable and practical paving solution ensures safe access for both vehicles and pedestrians and integrates with municipal stormwater channels.

#### **7.4.7 SERVICES IMPACT SUMMARY**

The proposed development has been planned taking existing infrastructure limitations and local environmental conditions into account. The implementation of water-saving technologies, sustainable energy systems, and conservancy-based sanitation ensures that the development will place minimal additional burden on municipal services. The civil services strategy demonstrates clear alignment with responsible planning principles and the long-term infrastructure vision of Ndlambe Municipality.

#### **7.4.8 COMMENT FROM MUNICIPAL ENGINEERING DEPARTMENT**

Mr Thulani Maluleke, Deputy Director in the Infrastructural Development & Planning Department, commented on the Civil Services Report prepared by MBB Consulting Engineers for the proposed Estuary Square development on Erf 1519. The Municipality acknowledged the report, confirming that basic bulk water, sanitation, and solid waste services are available to support the development. The Infrastructural Development & Planning Department initially identified a typing error in Section 3.1 (Water Demand) of the submitted Revision 2, noting that the Annual Average Daily Demand (AADD) was stated incorrectly. This typing error has been addressed in the latest engineering report (Revision 5, dated 16 June 2025). While confirming that connecting to the existing 150mm water main in Ocean Avenue is technically feasible, the Municipality stressed that due to current serious water shortages and infrastructure constraints, the Department indicated that the development's full water demand may not always be met. Consequently, the Municipality "strongly supports and requires" the implementation of water-efficient fixtures, rainwater harvesting, and greywater re-use as mandatory supplementary measures to ensure the development remains sustainable and reduces reliance on constrained municipal supply.

Should the development be approved, the developer is required to consult the infrastructure department prior to the commencement of the construction work, to ensure that all municipal concerns are adhered to, including compliance with municipal by-laws regarding the supported use of conservancy tanks for sanitation.

## 7.5 TRAFFIC IMPACT

This summary outlines the findings and outcomes of the Traffic Impact Statement (TIS) prepared by EAS

Engineering Advice & Services (Pty) Ltd was appointed by the Howard Family Trust in May 2025 to prepare this Traffic Impact Statement. The main objectives of the study were to:

- Determine the **extent and nature of traffic generated** by the proposed development.
- Assess the **impact of this traffic on the associated road network**.
- Devise **solutions for any identified problems**.
- Evaluate the **suitability and safety of proposed access and egress points**.
- Assess the **capacity of the existing and future road network** within the influence radius.
- Identify any **required road upgrading measures**.
- Ultimately, satisfy the Ndlambe Local Municipality that the **traffic impact is within acceptable limits** and that suggested mitigation measures conform to authority standards.

The methodology followed the guidelines set by TMH 16 Volume 1 - South African Traffic Impact and Site Assessment Manual. Given the scope, the development was considered small-sized, and the assessment focused on a 2025 development horizon. Traffic generation rates were determined using TMH 17 Volume 1 - South African Trip Data Manual. The study area encompassed the adjacent intersection of River Road and Ocean Avenue, as all trips to and from Erf 1519 are expected to use these roads and this intersection.

**Current Land Use, Environs, and Road Network:** Erf 1519 is approximately 978m<sup>2</sup> and is currently vacant, zoned for Residential Zone 1 purposes. It is located southwest of the existing business node on Kenton Road. Surrounding land use includes commercial properties to the north and along River Road, vacant land to the northwest, and residential properties to the south.

The road network in the study area comprises:

- **Kenton Road:** A Class U4A municipal commercial collector road, 6.4m wide, surfaced with block pavers, and in good condition.
- **River Road:** A Class U5B residential street, 6.4m wide, not kerbed, and in fair condition.
- **Ocean Avenue:** Classified as a Class U4A Commercial Street north of River Road and a Class U5B residential street south of River Road, 4.5m to 5m wide, not kerbed, and in fair to poor condition, except for its block-paved intersection with River Road, which is in good condition. The posted speed limit on all these roads is 60km/h. No formal public transport facilities or dedicated pedestrian facilities are currently in place along Kenton Road, River Road, or Ocean Avenue.

**Spatial Development Framework Alignment:** The Ndlambe Spatial Development Framework (SDF) of 2023 provides for the subject site to be used for **business purposes**, promoting it for **CBD expansion**. The proposed rezoning and development are **aligned with these SDF guidelines**.

### 7.5.1 TRAFFIC ANALYSIS AND IMPACT ASSESSMENT FINDINGS:

#### 1. Existing Traffic Conditions (Before Development):

- Peak hour traffic turning movement counts were conducted at the River Road / Ocean Avenue intersection on Thursday, 26 June 2025.
- The intersection was analyzed using the SIDRA Intersection 10 Network capacity analysis method, applying Highway Capacity Manual (6) gap acceptance criteria for unsignalised intersections.
- **No capacity problems are experienced at the affected intersection under existing conditions.** The intersection operates at **Level of Service (LOS) C** for both AM and PM peak hours (with control delays of 15.5 seconds in AM and 16.2 seconds in PM). LOS D is considered an acceptable design standard.

#### 2. Access Arrangements:

- Access to on-site parking is proposed from both Kenton Road and Ocean Avenue.
- Sight distances from the proposed access points are considered acceptable, provided existing vegetation is trimmed back.

- It is recommended that the Kenton Road access point be **restricted to the eastern edge of the site** to minimize conflict along the property frontage.

### 3. Trip Generation and Distribution (After Development):

- For the studio component (348m<sup>2</sup>), **office use trip generation rates** were applied, as this best represents the intended use.
- The proposed development (6 apartments and 348m<sup>2</sup> studios) is estimated to generate a total of **11 peak hour trips**.
  - For apartments, 0.65 trips per unit were used.
  - For offices, 2.10 trips per 100m<sup>2</sup> (AM peak) and 1 trip per unit (PM peak) were used.
- The distribution of these generated trips was estimated based on observed traffic flows and the location of employment/residential areas.

### 4. Capacity Analysis After Development:

- **Normal Weekday Conditions (2025 After Development):** The additional traffic generated by the proposed development has **little to no impact on the operation of the affected intersection in terms of capacity**. The intersection is projected to continue operating at **LOS C** for both AM and PM peak hours (with control delays of 16.1 seconds in AM and 15.3 seconds in PM).
- **Peak Season Weekday Conditions (2025 After Development):** Given that the area experiences substantial seasonal traffic fluctuations, the study also assessed the impact during peak holiday periods. Surveyed traffic volumes (June 2025) were escalated by a factor of 1.50 to reflect 80% of the December peak season average, which is considered a realistic worst-case scenario as it occurs only on approximately 11 days throughout the year. Even under these peak season conditions, the additional traffic from the proposed development has **little to no impact on the operation of the affected intersection in terms of capacity**. The intersection is projected to operate at **LOS C** for both AM and PM peak hours (with control delays of 17.1 seconds in AM and 15.8 seconds in PM).

### 5. Parking, Delivery, and Pedestrian Arrangements:

- The Ndlambe Municipality Land Use Scheme requires 1 bay per residential unit and 2 bays per 100m<sup>2</sup> for shops (studios). The development provides **15 parking bays on the erf**, which are considered sufficient.
- If required, deliveries will be accommodated by light delivery vehicles using the provided on-site parking bays.
- Provision for pedestrian movement has been made on the site to access buildings, and no additional public transport or pedestrian facilities are required in the vicinity.

## 7.5.2 CONCLUSIONS SUPPORTING REZONING:

Based on the comprehensive study, the following conclusions strongly support the proposed rezoning:

- The affected intersection (Kenton Road / River Road / Ocean Avenue) currently **operates without capacity problems** during both normal and peak season periods.
- Access to Erf 1519 can be **safely accommodated** from Kenton Road and Ocean Avenue, provided the Kenton Road access is configured as shown in Figure 8 of the EAS report.
- The proposed uses will generate a **minimal number of peak hour trips (11 trips)**, which will have a negligible impact on the surrounding road network.
- After the development, the affected intersection will **continue to operate at acceptable Levels of Service (C)** during both normal and peak season conditions for the 2025 development horizon.
- No additional public transport or pedestrian facilities are deemed necessary.
- The proposed development **aligns with the Ndlambe Spatial Development Framework** which encourages investment and sustainable development, particularly the expansion of the CBD.

## 7.6 OPEN SPACE REQUIREMENTS

No additional Open Space is required in terms of the zoning scheme regulations. Sufficient open space is available within walking distance of the site. This includes access to both the Bushmans River as well as Middle Beach recreation areas.

## 7.7 THE RESPECTIVE RIGHTS AND OBLIGATIONS OF ALL AFFECTED;

The Municipality has the obligation to ensure that the constitutional objectives are met. In addition, the Municipality has the obligation to ensure that all parties have a safe and healthy environment. By implication this means that the Municipality needs to ensure that the proposed development does not negatively affect the environment of the surrounding area.

The Municipality has the obligation to provide effective services to the area and the site.

The Applicant has the right to undertake the development of the property and the use without negatively impacting on the surrounding area.

## 7.8 THE IMPACT OF THE PROPOSAL IN TERMS OF HERITAGE CONSERVATION;

The proposed change in land use will have no negative impact from a heritage perspective.

## 7.9 THE INFLUENCE OF THE PROPOSAL ON SURROUNDING FACILITIES SUCH AS SCHOOLS AND OTHER COMMUNITY FACILITIES IF THE APPLICATION LEADS TO AN INCREASE IN THE RESIDENTS OF THE AREA;

The proposal will have a minor impact on the demand for community facilities due to the increase in the number of residents. This impact is accepted to be minor and can be accommodated by the existing facilities.

The Kenton Primary School is located in close proximity to the north of the site. The site falls within the CBD, which enables easy access by the residents of the development to the services and facilities provided here.

Erf 1519 is located on River Road which is a primary route within Kenton on Sea. This ensures effective vehicular access within Kenton and also to the N2 national Route via Ocean Avenue.

## 7.10 EXISTING CHARACTER

### River Road (East of Ocean Avenue)

The character of the area along River Road from Ocean Avenue toward the East is typical of the CBD of a Coastal Settlement. It is dominated by a mix of offices, retail, tourism and its associated economic activity. This is particularly relevant to the properties on the northern side of River Road. This area has a mixed commercial and retail character. The uses of the properties to the south of River Road between Ocean Avenue and Middle Beach Road is a mix of vacant property and scattered residential houses.



FIGURE 18:VIEW DOWN RIVER ROAD TOWARD OCEAN AVENUE INTERSECTION.

### Alfred Road

The block bordered by River, Alfred, Middle Beach and ocean Avenue is purely commercial in character.



FIGURE 19:VIEW UP OCEAN AVENUE TOWARD ALFRED ROAD

### River Road (West of Ocean Avenue)

This area has a predominantly residential character and consists of vacant as well as dwelling/residential uses. The property North West of the Ocean Avenue and River Road intersection is to be developed for higher density residential purposes.



FIGURE 20:VIEW DOWN RIVER ROAD TOWARDS THE EAST

### 7.10.1 INFLUENCE OF THE PROPOSAL ON THE EXISTING CHARACTER

The proposed development is a mix of residential uses as well as a small commercial component. It has the same character as the uses to the north and east along River Road.

It must also be noted that the SDF earmarks Erf 1519 for change to accommodate expansion of the CBD. This development application therefore gives effect to the intended character change proposed in the SDF.

### 7.10.2 PRIVACY AND VIEW

The development has been orientated towards the North and all the living areas of the flats have been located on the northern side of the structures. This will ensure that the surrounding properties are not impacted on from a privacy perspective.

The development will not impact on view.

## 8 DEVELOPMENT PRINCIPLES AND NORMS & STANDARDS AS CONTEMPLATED IN CHAPTER 2 OF SPLUMA;

The general principles set out in Chapter 2 of the SPLUMA apply to all of state organs and other authorities responsible for the implementation of legislation regulating the use and development of land, and guide -

- (a) The preparation, adoption and implementation of any spatial development framework, policy or by laws concerning spatial planning and the development or use of land;
- (b) The compilation, implementation and administration of any land use scheme or other regulatory mechanism for the management of the use of land;
- (c) The sustainable use and development of land
- (d) The consideration by competent authority of any application that impacts or may impact upon the use and development of land and
- (e) The performance of any function in terms of this Act or any other law regulating spatial planning and land use management.

As the above highlighted instances of land development activities will be affected during the consideration of this application the relevant Chapter 2 Development Principles are addressed below:

### 8.1 SPATIAL JUSTICE

In the broadest sense, spatial (in)justice refers to an intentional and focused emphasis on the spatial or geographical aspects of justice and injustice. As a starting point, this involves the fair and equitable distribution in space of socially valued resources and the opportunities to use them.

“The city and spatial justice”: Sophie Didier, Frédéric Dufaux, Spatial justice 01 September 2009

#### Spatial Justice

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>• Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas</li></ul>   | <ul style="list-style-type: none"><li>• Not applicable to this proposal</li></ul>   |
| <ul style="list-style-type: none"><li>• a Municipal Planning tribunal considering an application before it, may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land or property is affected by the outcome of the application</li></ul> | <ul style="list-style-type: none"><li>• The proposal will not negatively affect the values of surrounding properties.</li><li>• This proposal will support the principle of spatial justice in that it will provide benefit to the broader Kenton Community by alleviating parking congestion.</li><li>• The proposed development will be in keeping with the surrounding character and will not prevent the surrounding owners from giving effect to their current land use rights</li></ul> |

### 8.2 SPATIAL SUSTAINABILITY

Sustainable development implies that products designed for today's needs should not harm people and nature anywhere and should not limit the well-being of people and nature later.

#### Spatial Sustainability

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>• Promote land development that is within the fiscal, institutional and administrative means of the Republic</li></ul> | <ul style="list-style-type: none"><li>• There is no negative impact on the fiscal, institutional and administrative means of the Republic</li></ul> |
| <ul style="list-style-type: none"><li>• Ensure that special consideration is given to the protection of prime and unique agricultural land</li></ul>         | <ul style="list-style-type: none"><li>• No prime and unique agricultural land will be negatively affected.</li></ul>                                |

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>Uphold consistency of land use measures in accordance with environmental management instruments</li> </ul>                                   | <ul style="list-style-type: none"> <li>No NEMA applications are required</li> <li>The proposed development will not take place within a sensitive environmental area.</li> </ul>   |
| <ul style="list-style-type: none"> <li>Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments</li> </ul> | <ul style="list-style-type: none"> <li>The development will be accommodated within the existing infrastructure network</li> <li>The development is in the town central business district (CBD)</li> </ul>  |
| <ul style="list-style-type: none"> <li>Promote land development in locations that are sustainable and limit urban sprawl</li> </ul>   | <ul style="list-style-type: none"> <li>The development falls within the urban growth boundary and will therefore not contribute to urban sprawl.</li> <li>The development is to take place within the town central business district (CBD)</li> <li>The proposed use of Erf 1519 will give effect to the proposals contained in the MSDF which earmarks the erf for expansion of the CBD.</li> </ul> |
| <ul style="list-style-type: none"> <li>Result in communities that are viable</li> </ul>   | <ul style="list-style-type: none"> <li>The proposed development and usage will take place within the existing CBD and also within the proposed expansion thereof.</li> <li>The appropriate usage of the property will ensure that the Kenton-on-Sea community remains viable into the future.</li> <li>The proposal does not in any way trigger urban sprawl.</li> </ul>                             |

### 8.3 SPATIAL RESILIENCE AND EFFICIENCY

The application will ensure that the existing land is used to its maximum potential and in an affordable and effective manner. The development will also take place within the urban edge, will not enable urban sprawl and will therefore assist to achieve spatial resilience in the settlement of Kenton-on-Sea.

The proposals will make sure that the existing property can be developed to its maximum potential in affordable and resilient manner.

This principle also refers to the flexibility of plans, policy and land use management systems. The expansion of the retail outlets will support the existing services offered to the broader community.

### 8.4 GOOD GOVERNANCE

Prior to implementation the necessary legislative approvals will be obtained to ensure legislative compliance. The processes and procedures prescribed in terms of the Ndlambe Bylaws with respect to public participation advertising and approval procedures will be followed. This application will be advertised, and surrounding owners notified by registered post.

### 8.5 SUMMARY

The proposed development on Erf 1519 Kenton-on-Sea demonstrates **strong compliance** with the development principles set out in Chapter 2 of the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013).

Firstly, it adheres to the principle of **spatial justice** by providing a benefit to the broader Kenton Community through the alleviation of parking congestion. The proposal also ensures it will not negatively affect the values of surrounding properties or prevent existing land use rights.

Secondly, the development champions **spatial sustainability** by having no negative impact on fiscal, institutional, or administrative means, nor affecting prime agricultural or sensitive environmental land. It is designed to be accommodated within the existing infrastructure network and is strategically located within the Kenton Central Business District (CBD) and its proposed expansion area, thereby limiting urban sprawl and supporting the Ndlambe Spatial Development Framework (SDF) 2023. This alignment ensures the long-term viability of the Kenton-on-Sea community.

Thirdly, the principle of **efficiency** is met through the optimisation of existing resources and infrastructure. The civil services strategy responsibly plans for and minimises additional burden on municipal services through water-saving technologies and rainwater harvesting, reducing municipal water reliance by over 57%. Sewerage is managed with 5.5 kL conservancy tanks consistent with existing practices, and a hybrid energy strategy (solar, gas, electricity backup) keeps electricity demand within existing infrastructure capacity.

Furthermore, the Traffic Impact Statement (TIS) concludes a negligible increase of only 11 peak hour trips, maintaining an acceptable Level of Service (LOS C) for the affected intersection, indicating minimal traffic impact and efficient use of the road network.

Fourthly, **spatial resilience** is addressed by ensuring the existing land is used to its maximum potential in an affordable and effective manner, taking place within the urban edge and not contributing to urban sprawl, thus assisting in achieving spatial resilience for Kenton-on-Sea. The expansion of retail outlets also supports existing services, enhancing community robustness.

Finally, while the memorandum refers to "Good Governance", the project aligns with the principle of **good administration** as contemplated in SPLUMA Chapter 2. This is demonstrated by the commitment to obtaining all necessary legislative approvals, adhering to the processes and procedures prescribed by the Ndlambe By-laws, including public participation and advertisement, and notifying surrounding owners by registered post.

## 9 DESIRABILITY

**Section 53(4) of the Ndlambe Spatial Planning and Land Use Management (SPLUMA) By-law sets out the desirability criteria against which proposed development is to be measured.** The By-law states that desirability is the degree of acceptability of the proposed land utilisation, and it considers various factors. The proposed development on Erf 1519 Kenton-on-Sea is assessed against these desirability criteria.

### 9.1 THE LAND'S SUITABILITY FOR PROPOSED UTILISATION OF LAND IN TERMS OF LOCATION, ACCESSIBILITY AND PHYSICAL CHARACTERISTICS:

**Location:** Erf 1519 is located to the east of the intersection of Kenton Road and Ocean Avenue within the Kenton Central Business District (CBD). The Municipal Spatial Development Framework (SDF) 2023 specifically promotes the expansion of the Kenton CBD, and Erf 1519 falls within an area promoted for **CBD Expansion/High Density Residential/Mixed Use** land uses. The development aims to utilise a currently vacant property.

**Accessibility:** Access to the site will be via Ocean Avenue and River Road, with access to on-site parking proposed from both roads. The access and parking areas will be paved for safe and controlled access. The site's location on River Road, a primary route, ensures effective vehicular access within Kenton and to the N2 national route via Ocean Avenue.

**Physical Characteristics:** The site's topography naturally facilitates stormwater drainage, sloping from northeast to southwest. The height of the structure is proposed to be two storeys, with a maximum height of 7.788m above ground level, which is less than that permitted in the proposed zoning parameters.

**Overall:** The proposal aligns with the SDF's vision for densification, CBD expansion and mixed use developments, making the location suitable for the proposed integrated business and residential development.

### 9.2 CONFORMITY WITH THE MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK OR THE LOCAL SPATIAL DEVELOPMENT FRAMEWORK, IF APPLICABLE:

The proposed rezoning and development are **aligned with the Ndlambe Spatial Development Framework (SDF) 2023 guidelines.** The SDF promotes the development of High Density Residential, CBD Expansion and Mixed-Use land uses on Erf 1519. It also explicitly promotes the expansion of the Kenton CBD, and the development gives effect to this intended character change. The development supports the SDF's goal of creating more efficient and compact towns by enabling densification and intensification of land uses within urban areas and identified nodes. It promotes development within the urban growth boundary, thus not contributing to urban sprawl.

### 9.3 THE COMPATIBILITY OF THE PROPOSED UTILISATION OF LAND WITH THE CHARACTER AND THE EXISTING SPATIAL STRUCTURE OF THE SURROUNDING AREA:

The area along River Road (East of Ocean Avenue) is characterised by a mix of offices, retail, tourism, and associated economic activity, reflecting a mixed commercial and retail character typical of a coastal settlement's CBD. The proposed development, being a mix of residential uses and a commercial component, **shares the same character as the uses to the north and east along River Road.** The SDF specifically earmarks Erf 1519 for CBD expansion, indicating that the proposed change in character is intended and supported by municipal planning.

### 9.4 THE ACCESSIBILITY OF THE LAND REGARDING EXISTING DEVELOPMENT AND INFRASTRUCTURE:

The site has existing access points via River Road and Ocean Avenue. The development is well-located within the CBD, enabling easy access by residents to existing services and facilities. The proposal intends to use existing infrastructure networks.

## 9.5 THE COST AND AVAILABILITY OF REQUIRED SERVICES AND INFRASTRUCTURE:

**Water Supply:** The development will connect to an existing municipal water main. While Ndlambe Municipality has water supply constraints, the proposal incorporates water-saving technologies and rainwater harvesting, reducing municipal water reliance by over 57%.

**Sewerage:** Since no waterborne sewerage infrastructure exists, each unit will have a 5.5 kL conservancy tank, with effluent removed by the municipality, which is consistent with existing practices in the area.

**Stormwater Management:** The site's natural topography aids drainage, and rainwater harvesting will mitigate increased runoff, leading to only marginally greater post-development impact on municipal stormwater infrastructure.

**Solid Waste:** Domestic waste will be collected and disposed of by the Ndlambe Local Municipality following standard procedures.

**Electricity Supply:** The development is adjacent to an existing municipal transformer with no capacity constraints. A hybrid energy strategy (solar, gas, electricity backup) will keep demand within existing infrastructure capacity.

**Overall:** The civil services strategy demonstrates an alignment with responsible planning principles and minimises additional burden on municipal services through sustainable solutions. The development is intended to be accommodated within the existing infrastructure network.

## 9.6 THE EXTERNAL VISUAL IMPACT OF THE PROPOSED UTILISATION OF THE LAND:

The development's building composition consists of two main blocks with ground and first floor components. The 'bulk' and building design will be in keeping with the recent developments undertaken in Kenton. The site will be terraced using pre-cast concrete retaining block walls, and grassed terraces will soften the built form and prevent erosion. **the development will not impact on any rights to view.**

## 9.7 ANY POTENTIAL DISRUPTION OF OR DAMAGE TO THE ENVIRONMENT OR PUBLIC NUISANCE AS A RESULT OF THE PROPOSED UTILISATION OF LAND AND PROPOSED MITIGATION MEASURES:

An environmental screening report for the proposed development on Erf 1519, Kenton-on-sea, dated 7 August 2025, was prepared by Claire De Jongh - Environmental Assessment Practitioner (EAP- EAPASA: 2021/3519 and SACNASP: 115390). The report's conclusion and recommendation section states that it is the "opinion of the EAP" that no Environmental Authorisation is required for the development proposal.

The environmental screening conducted for the proposed development and rezoning of Erf 1519 from Residential Zone 1 to Business Zone 1 concluded that the project can proceed without triggering the need for Environmental Authorisation (EA) in terms of the National Environmental Management Act (NEMA) EIA regulations. The site, which is approximately 978 m<sup>2</sup> in extent and situated in an urban area designated for Central Business District (CBD) expansion by the Ndlambe Local Municipality Spatial Development Framework (SDF), was assessed for various environmental sensitivities. Although the DFFE National Screening Tool indicated sensitivities such as "VERY HIGH" for the Aquatic Biodiversity Theme, the Environmental Assessment Practitioner (EAP) determined that the proposal presents a low risk due to the site's existing urban context, its distance from the Bushman's and Kariega estuaries (650m and 1000m, respectively), and the absence of mapped wetlands or watercourses on the property. Furthermore, the site does not fall within mapped terrestrial Critical Biodiversity Areas (CBAs) or Ecological Support Areas (ESAs), and the indigenous vegetation (Kasouga Dune Thicket) is classified as 'least concern'. This crucial conclusion—that **no EIA listed activities are triggered by the proposal or the rezoning**—was officially confirmed by the Eastern Cape Department of Economic Development, Environmental Affairs and Tourism (DEDEAT).

Andries Struwig, Manager: EQM, Cacadu Region, confirmed via email dated 19 September 2025, that neither the rezoning of the property nor the subsequent development will trigger any EIA listed activities, although permits may still be required from DEDEAT and the Forestry Branch of DFFE for the clearing of vegetation and disturbance or removal of protected plants or trees (such as Milkwoods) on the site.

The screening report and confirmation email from DEDEAT are included in the submission documentation.

## 9.8 THE POTENTIAL IMPACT ON IMMEDIATE NEIGHBOURS AND EXISTING RIGHTS AS WELL AS THE SURROUNDING COMMUNITY:

The development has been oriented towards the North, and all living areas of the dwellings/flats are on the northern side of the structures, which will ensure surrounding properties are not impacted from a privacy perspective.

The proposal is stated to be in keeping with the surrounding character and will not prevent surrounding owners from giving effect to their current land use rights.

The development is expected to have a minor impact on the demand for community facilities due to the increase in residents, which can be accommodated by existing facilities.

The proposal will support the principle of spatial justice by alleviating parking congestion.

The proposal **will not negatively affect the values of surrounding properties.**

## 9.9 THE PROPOSED LAYOUT, INCLUDING STREET PATTERN, DENSITY AND OPEN SPACE AND COMMUNITY FACILITY PROVISION:

**Layout:** The development consists of two main blocks (A and B) with 6 dwelling units/flats 4 offices and 2 shops. Dwellings/flats are located on the first floor in compliance with the proposed zoning parameters.

**Density:** The proposal involves higher-density residential components (flats on upper floors), which directly counters urban sprawl and promotes efficient use of resources and existing infrastructure, aligning with SDF principles.

**Open Space:** No additional open space is required in terms of the zoning scheme regulations. The site includes private timber decks and shared balconies.

**Community Facility Provision:** The location within the CBD provides easy access to existing services and facilities. The impact on community facilities is considered minor and manageable.

## 9.10 TRAFFIC IMPACT AND ACCESS ARRANGEMENTS:

**Access Arrangements:** Access is proposed via River Road (North) and Ocean Avenue (South). Sight distances from proposed access points are considered acceptable, provided existing vegetation is trimmed. The Kenton Road access point will be restricted to the eastern edge of the site to minimise conflict.

**Traffic Impact:** A Traffic Impact Statement (TIS) concluded that the proposed development is estimated to generate a **minimal number of peak hour trips (11 trips)**. The affected intersection (Kenton Road/River Road/Ocean Avenue) currently operates at an acceptable Level of Service (LOS C), and even after the development, it is projected to **continue operating at LOS C** for both normal and peak season conditions for the 2025 development horizon. The minimal trip generation will have a negligible impact on the surrounding road network.

**Parking:** The development provides 15 parking bays on the erf, which are considered sufficient based on municipal requirements

**Pedestrian Facilities:** Provision for pedestrian movement has been made on the site to access buildings, and no additional public transport or pedestrian facilities are deemed necessary in the vicinity.

## 9.11 SPLUMA CHAPTER 2 ALIGNMENT

The proposed development on Erf 1519 Kenton-on-Sea demonstrates strong compliance with the development principles set out in Chapter 2 of the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013). It upholds spatial justice by providing a benefit to the broader Kenton community through the alleviation of parking congestion and ensures no negative impact on surrounding property values or existing land use rights. Spatial sustainability is achieved through the development's strategic location within the Kenton CBD, designated for expansion and higher-density mixed-use development in the Ndlambe Spatial Development Framework (SDF) 2023, thereby limiting urban sprawl and being accommodated within existing infrastructure without affecting prime agricultural or sensitive environmental land. The principle of efficiency is clearly met by optimising existing resources: water-saving technologies and rainwater harvesting are projected to reduce municipal water reliance by over 57%, sewerage will utilise conservancy tanks consistent with existing practices, and a hybrid energy strategy will keep electricity demand within existing infrastructure capacity, all while demonstrating a negligible traffic impact of only 11 peak hour trips and maintaining an acceptable Level of Service (LOS C) for the affected intersection. Moreover, the proposal supports spatial resilience by ensuring the existing land is used to its maximum potential within the urban edge and by fostering the expansion of retail outlets that support existing community services. Lastly, the project aligns with good administration through its commitment to obtaining all necessary legislative approvals and adhering to prescribed processes, including public participation and notification of surrounding owners.

## 9.12 CONCLUSION

### 9.12.1 PROPOSED ZONING CHANGE

The proposed development on Erf 1519 Kenton-on-Sea has been thoroughly assessed against the desirability criteria set out in **Section 53(4) of the Ndlambe Spatial Planning and Land Use Management (SPLUMA) By-law**, which defines desirability as the degree of acceptability of the proposed land utilisation.

The assessment concludes that the proposal demonstrates **strong compliance with these criteria**, primarily driven by its alignment with the Ndlambe Spatial Development Framework (SDF) 2023. The site's **location within the Kenton CBD**, designated as a "Sub-District Centre" and identified for **CBD expansion and High Density Residential/Mixed Use land uses** in the SDF, renders it highly suitable for the proposed integrated business and residential development. This directly supports the SDF's vision for creating more efficient and compact towns by promoting densification within urban growth boundaries and identified nodes, countering urban sprawl.

Furthermore, the proposed mixed residential and commercial use is **compatible with the existing and intended character of the surrounding River Road area**, which is already a blend of offices, retail, and tourism activities. Accessibility is well-addressed with primary access via Ocean Avenue and on-site parking from both Kenton Road and Ocean Avenue, ensuring safe vehicular access and minimal traffic impact, with the Traffic Impact Statement concluding a **negligible increase of only 11 peak hour trips** and maintaining an acceptable Level of Service (LOS C) for the affected intersection.

Crucially, the development's civil services strategy demonstrates **responsible planning and minimisation of additional burden on municipal services** through sustainable solutions. This includes the use of water-saving technologies and rainwater harvesting to reduce municipal water reliance by over 57%, the implementation of 5.5 kL conservancy tanks for sewerage consistent with existing area practices, and a hybrid energy strategy (solar, gas, electricity backup) to keep electricity demand within existing infrastructure capacity. The external visual impact is carefully managed through terracing and soft landscaping, and the design ensures **no negative impact on privacy or existing views** of surrounding properties due to northern orientation of living areas. The proposal also indicates no significant environmental disruption, as no NEMA applications are required and no sensitive environmental areas are impacted.

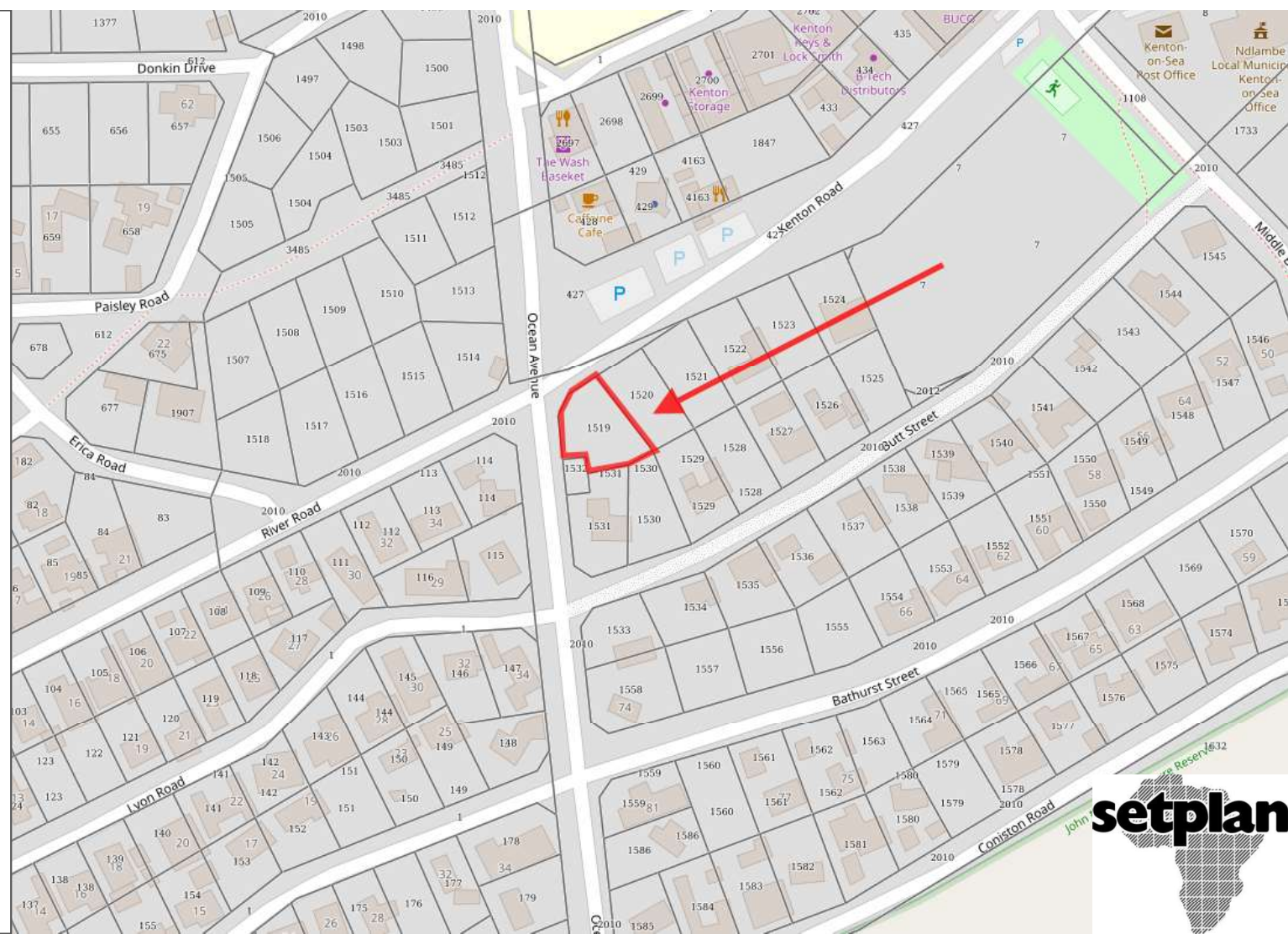
### 9.12.2 REMOVAL OF RESTRICTIONS

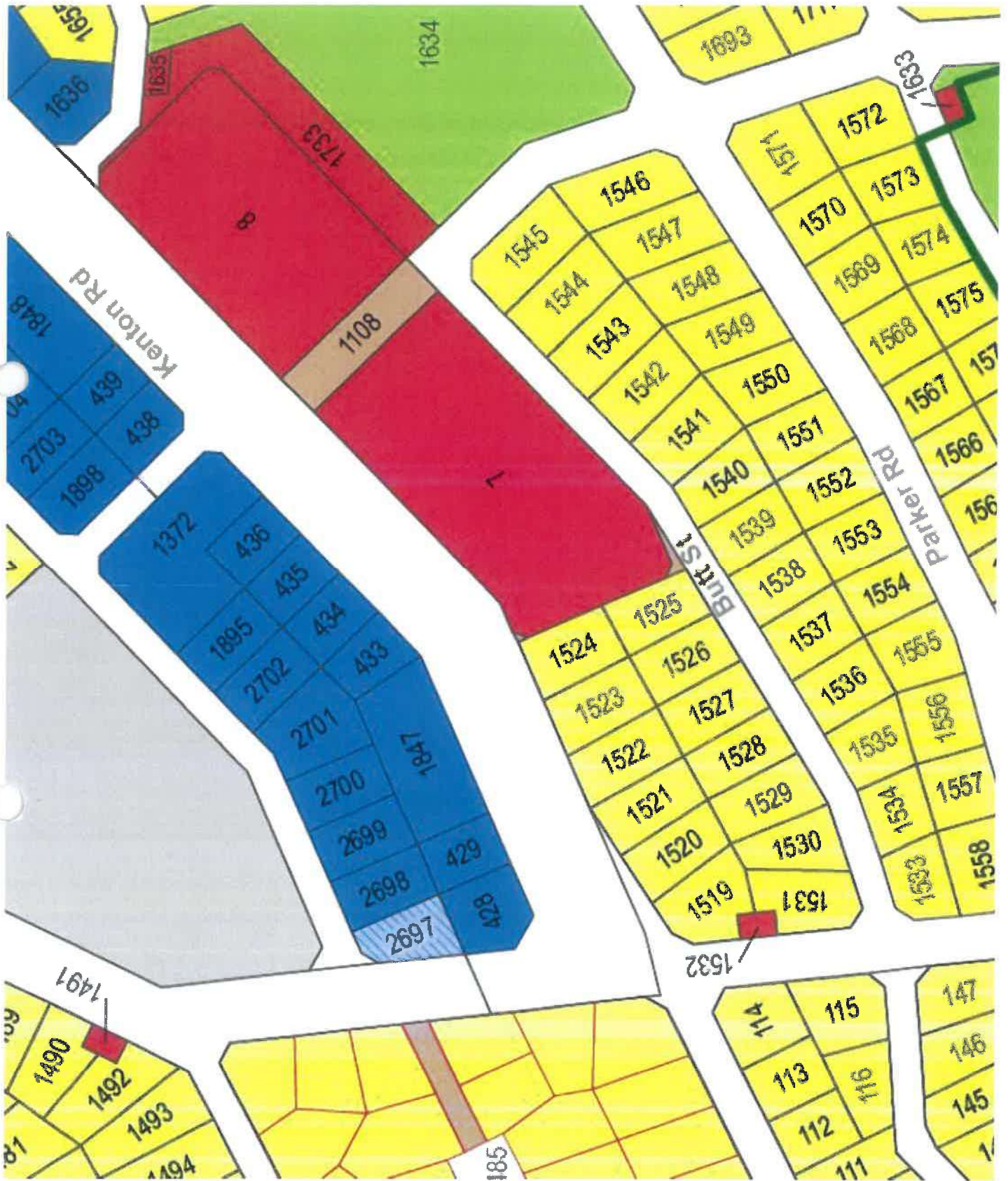
The proposed removal of restrictive conditions C6(a), C6(b), C6(b)(i), and C6(b)(ii) from Deed No. 1360 of Erf 1519 Kenton-on-Sea is motivated in terms of **Section 69(5) of the Ndlambe Spatial Planning and Land Use Management (SPLUMA) By-law** [4, 15, 69(5)]. These conditions, originally imposed in 1988 when town planning schemes were less prevalent, **limited the erf's use to dwelling construction and imposed outdated building line restrictions**. Their removal is justified as they are now **obsolete**, given that the Ndlambe Municipality has since adopted a modern Integrated Land Use Scheme (ILUS) and a Land Use By-law, which **effectively manage and control land use and development parameters**.

In terms of **Section 69(5)(a) and (b)**, the removal will **not negatively impact the Municipality** (as the Administrator's successor) or surrounding residents, as the new scheme provides effective land use management and **current planning legislation adequately manages property extent and use**, ensuring no negative effect on surrounding property values or existing land use rights. Conversely, the removal offers **significant personal benefits to the applicant** by enabling the **effective and full development of the property** for an integrated business and residential development [18, 6(c)].


Crucially, the removal aligns with **Section 69(5)(e)**, providing **substantial social benefit** by enabling the Ndlambe Spatial Development Framework (SDF) 2023 proposals for the area. The SDF earmarks Erf 1519 for **CBD expansion, mixed-use, and high-density residential development**, aiming to create a **more efficient and compact town by promoting densification and mixed-use development within urban growth boundaries**. This development, made possible by the restriction removal, supports **spatial justice** by **alleviating parking congestion** within Kenton, limits urban sprawl, and is accommodated within existing infrastructure with minimal additional burden. The project's civil services strategy, including **water-saving technologies reducing municipal water reliance by over 57%** and a hybrid energy approach, demonstrates **efficiency** and **spatial sustainability**. Furthermore, the Traffic Impact Statement (TIS) concludes a **negligible increase of only 11 peak hour trips**, maintaining an acceptable Level of Service (LOS C) for the affected intersection, ensuring efficient use of the road network. Finally, the removal targets specific outdated conditions, with modern municipal land use tools ensuring continued effective management without detriment to society, addressing **Section 69(5)(f)**.

LOCALITY PLAN – ERVEN 1519 KENTON ON SEA









**ENVIRONMENTAL SCREENING FOR A PROPOSED  
DEVELOPMENT ON ERF 1519, KENTON-ON-SEA, AND  
ASSOCIATED REZONING FROM RESIDENTIAL ZONE 1 TO  
BUSINESS ZONE 1**

**Kenton-on-sea, Ndlambe Local Municipality  
Eastern Cape**

**Prepared for: Brendan Hindes – Setplan on behalf of the  
landowner**

**Prepared by: Claire De Jongh  
(EAPASA: 2021/3519; SACNASP: 115390)**

**Date: 7 August 2025**

# CONTENTS

- 1. Introduction ..... 6
- 2. Overview of proposed development and rezoning ..... 6
- 3. Overview of environmental sensitivities ..... 8
  - a. Terrestrial Biodiversity and fauna and flora ..... 8
  - b. Aquatic systems and biodiversity ..... 10
  - c. Screening tool report ..... 11
- 4. Relevant Legislation ..... 12
  - a. National Water Act 36 of 1998 ..... 12
  - b. National Environmental Management: Waste Act 59 Of 2008..... 12
  - c. National Environmental Management Act (Act 107 of 1998)..... 12
  - d. National Environmental Management: Biodiversity Act, 2004 (Act No.10 Of 2004) , Nature Conservation Ordinance No. 19 of 1974 and National Forest Act (Act 84 of 1998)..... 14
  - e. Conservation of Agricultural Resources Act (Act 43 of 1993) and National Environmental Management: Biodiversity Act (10 of 2004; NEMBA):..... 14
  - f. National Environmental Management: Integrated Coastal Management Act (Act 204 of 2008) as amended (NEM: ICMA)..... 14
  - g. National Heritage Resources Act (Act 25 of 1999) (NHRA) ..... 14
- 5. Conclusion and Recommendation ..... 15

### List of Figures

- Figure 1: Location of Erf 1519, Kenton-on-sea (provided by Setplan)..... 6
- Figure 2: Site is situated with residential and outside CBA (adapted from NLM SDF, 2023) ..... 7
- Figure 3: Site on corner of River and Ocean Road, Kenton-on- sea ..... 8
- Figure 4: Kasouga Dune Thicket (National Vegetation Map, 2024 )(least concern -NEMBA revised list ecosystems, 2022) ... 9
- Figure 5: Site does not fall within mapped Terrestrial CBA and ESA (ECBCP, 2019) ..... 9
- Figure 6: Photos showing typical thicket vegetation on site and Milkwood trees ..... 10
- Figure 7: Aquatic ESA 1 indicated by the ECBCP (2019) ..... 11

### List of Tables

- Table 1: Environmental sensitivity identified in DFFE screening tool report ..... 11
- Table 2: Relevant NEMA EIA Listed activity ..... 13

### List of Appendices

- Appendix A: USEFUL CONTACTS
- Appendix B: Relevant legislation

**Glossary of Terms**

<b>BCP</b>	Biodiversity conservation Plan
<b>BGIS</b>	Biodiversity Geographic Information System
<b>CBA</b>	CBA Critical Biodiversity Area – Areas in a natural condition that are required to meet biodiversity targets, for species, ecosystems or ecological processes and infrastructure.
<b>CBD</b>	Central Business District
<b>CFM</b>	Cape Farm Mapper
<b>DEDEAT</b>	Eastern Cape Department of Economic Development, Environmental Affairs and Tourism
<b>DFFE</b>	National Department of Forestry, Fisheries and the Environmental
<b>DWS</b>	Department of Water and Sanitation
<b>EA</b>	Environmental Authorisation
<b>EAP</b>	Environmental Assessment Practitioner
<b>ECBCP</b>	Eastern Cape Biodiversity Conservation Plan, 2019
<b>ECO</b>	Environmental Control Officer – A site agent who needs to ensure that all environmental authorisation and conditions are adhered to during the construction phase of the project.
<b>EIA</b>	Environmental Impact Assessment
<b>EMPr</b>	Environmental Management Programme – can be defined as “an environmental management tool used to ensure that undue or reasonably avoidable adverse impacts of the construction, operation and decommissioning of a project are prevented; and that the positive benefits of the projects are enhanced”.
<b>EMF</b>	Environmental Management Framework
<b>EMP</b>	Environmental Management Plan
<b>ESA</b>	Ecological Support Area – Areas that are not essential for meeting biodiversity targets, but that play an important role in supporting the functioning of PAs or CBAs and are often vital for delivering ecosystem services.
<b>GA</b>	General Authorisations
<b>IAP</b>	Interested and Affected Party/ies - in relation to an application, means an interested and affected party whose name is recorded in the register opened for that application in terms of regulation 42.
<b>ILUS</b>	Integrated Land Use Scheme
<b>MMP</b>	Maintenance Management Plan
<b>NEMA</b>	National Environmental Management Act (Act 107 of 1998) as amended 2017 – national environmental legislation that provides principles for decision-making on matters that affect the environment.
<b>NEMWA</b>	National Environmental Management Waste Act (Act
<b>NEMWAA</b>	National Environmental Management: Waste Amendment Act
<b>NLM</b>	Ndlambe Local Municipality
<b>NWA</b>	National Water Act (act 36 of 1998)
<b>NWM</b>	National Wetland Mapper
<b>PA</b>	Protected Area
<b>SABS</b>	South African Bureau of Standards
<b>SANS</b>	South African National Standards
<b>SANBI</b>	South African National Biodiversity Institute
<b>SDF</b>	Spatial Development Framework
<b>SPLUMA</b>	Spatial Planning and Land Use Management Act (Act 16 of 2013).
<b>STR</b>	<b>Screening tool Report</b>
<b>WULA</b>	Water use license application
<b>WUL</b>	Water use license



## Table of Definitions

<p><b>“bioregional plan”</b> means the bioregional plan contemplated in Chapter 3 of the National Environmental Management Biodiversity Act, 2004 (Act No. 10 of 2004); NEMBA, 2004:</p> <p><i>40. Bioregions and bioregional plans</i></p> <p><i>(1) The Minister or the MEC for environmental affairs in a province may, by notice in the Gazette-</i></p> <p><i>(a) determine a geographic region as a bioregion for the purposes of this Act if that region contains whole or several nested ecosystems and is characterised by its landforms, vegetation cover, human culture and history; and</i></p> <p><i>(b) publish a plan for the management of biodiversity and the components of biodiversity in such region</i></p>
<p><b>Biodiversity Conservation Plan; ECBCP, 2019:</b></p> <p>A Biodiversity Conservation Plan (BCP), also known as a Biodiversity Sector Plan, is a tool that guides and informs land use and resource-use planning and decision-making by a full range of sectors whose policies, programmes and decisions impact on biodiversity, in order to preserve long-term functioning and health of priority areas known as Critical Biodiversity Areas (CBAs) and Ecological Support Areas (ESAs). A BCP is based on a systematic biodiversity planning approach, which is clearly outlined in the guidelines for bioregional planning (NEMBA Guidelines No 291 of 2009) and the technical guidelines for CBA maps (SANBI, 2017). It is important to understand the purpose and objectives of biodiversity planning tools in order to correctly interpret, apply and implement this BCP. A BCP is not itself a multi-sectoral tool, but is the biodiversity sectors input that should be integrated into other planning processes. The primary intention of NEMBA Chapter 3 is to facilitate conservation and management of biodiversity in “biodiversity priority areas” or priority areas for conservation, outside of the Protected Area network, at a landscape level. <u>The BCP may be used as a precursor for further refined mapping in Bioregional or Biodiversity Sector Plans undertaken at more localised scales (e.g. District or Local Municipalities).</u></p>
<p><b>“systematic biodiversity plan”</b> is a plan that identifies important areas for biodiversity conservation, taking into account biodiversity patterns (i.e. the principle of representation) and the ecological and evolutionary processes that sustain them (i.e. the principle of persistence). A systematic biodiversity plan must set quantitative targets/thresholds for aquatic and terrestrial biodiversity features in order to conserve a representative sample of biodiversity pattern and ecological processes;</p>
<p><b>“business zone 1”</b> is the zoning in terms of the NLM ILUS for the purpose of high intensity business with the objectives: Variety of business and related land use types representing needs within sub-regional and regional context; promote economic development, employment and mixed use; generally located within existing strong commercial nodes, CBD and areas identified for wide range of commercial and mixed use activity in the SDF; includes storage, goods handling, general residential; restriction on industrial and manufacturing</p>
<p><b>"construction"</b> means the building, erection, establishment of a facility, structure or infrastructure that is necessary for the undertaking of a waste management activity, but excludes any modification, expansion, alteration or upgrading of such facility, structure or infrastructure that does not result in a change to the nature of the activity being undertaken or an increase in the range of outputs for the facility or extending the area covered by a facility used to undertake an activity;</p>
<p><b>Environmental management framework</b> refers to the study of the biophysical and socio-cultural systems of a geographically defined area to reveal where specific land-uses may be best practiced under to offer performance standards for maintaining appropriate use of such land. Section 24(3) of the National Environmental Management Act allows the Minister or MEC to prepare a draft Environmental Management Framework (EMF) which identifies the geographical area to which it applies, including the sensitivity, extent, interrelationship and significance of such attributes which must be taken into account by every competent authority.</p>
<p><b>Estuary</b> means a body of surface water-</p> <p>(a) that is permanently or periodically open to the sea;</p> <p>(b) in which a rise and fall of the water level as a result of the tides is measurable at spring tides when the body of surface water is open to the sea; or</p> <p>(c) in respect of which the salinity is higher than fresh water as a result of the influence of the sea, and where there is a salinity gradient between the tidal reach and the mouth of the body of surface water;</p>
<p><b>Estuarine functional zone</b> refers to the spatial area encompassing not just the estuary itself, but also the surrounding areas that support its ecological functions and health. The 5-meter contour is sometimes used but cannot be applied to all estuaries.</p>
<p><b>Maintenance Management Plan</b> means a maintenance management plan for maintenance purposes defined and adopted by the competent authority</p>

**A protected area** is an area of land or sea that is formally protected by law and managed mainly for biodiversity conservation. Protected areas recognised in the National Environmental Management: Protected Areas Act (Act 57 of 2003) (hereafter referred to as the Protected Areas Act) are considered formal protected areas in the NPAES. This is a narrower definition of protected areas than the International Union for Conservation of Nature (IUCN) definition.<sup>1</sup> The NPAES distinguishes between land-based protected areas, which may protect both terrestrial and freshwater biodiversity features, and marine protected areas.

**“residential zone 1”** is the zoning in terms of the NLM ILUS for the purpose of single residential with the objectives: Use of land for single residential purposes, protection of the quality and character of residential neighbourhood and the wellbeing of its citizens, limit multiple use of buildings to minimise impact on the residential environment; densities that are compatible with the existing surrounding land uses and are generally situated in side the urban edge; sie guided by relevant subdivision / densification policy

**“watercourse”** means – (a) a river or spring; (b) a natural channel in which water flows regularly or intermittently; (c) a wetland, pan, lake or dam into which, or from which, water flows; and any collection of water which the Minister may, by notice in the Gazette, declare to be a watercourse as defined in the National Water Act, 1998 (Act No. 36 of 1998); and a reference to a watercourse includes, where relevant, its bed and banks; and “wetland” means land which is transitional between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is periodically covered with shallow water, and which land in normal circumstances supports or would support vegetation typically adapted to life in saturated soil.

# ENVIRONMENTAL SCREENING FOR PROPOSED DEVELOPMENT ON ERF 1519, KENTON-ON-SEA, AND ASSOCIATED REZONING FROM RESIDENTIAL ZONE 1 TO BUSINESS ZONE 1

Ndlambe Local Municipality

Sarah Baartman District Municipality

Eastern Cape

August 2025

## 1. INTRODUCTION

Erf 1513 (the site) (C00800040000151900000) is situated in Kenton-on-sea, approximately 15km north of St Francis Bay in the Kouga Local Municipality (KLM), Eastern Cape; Approximate central coordinates: 33°41'7.13"S; 26°40'12.97"E. The site is approximately 978 m<sup>2</sup> in extent (Cape Farm Mapper); the site is currently zoned as residential 1.

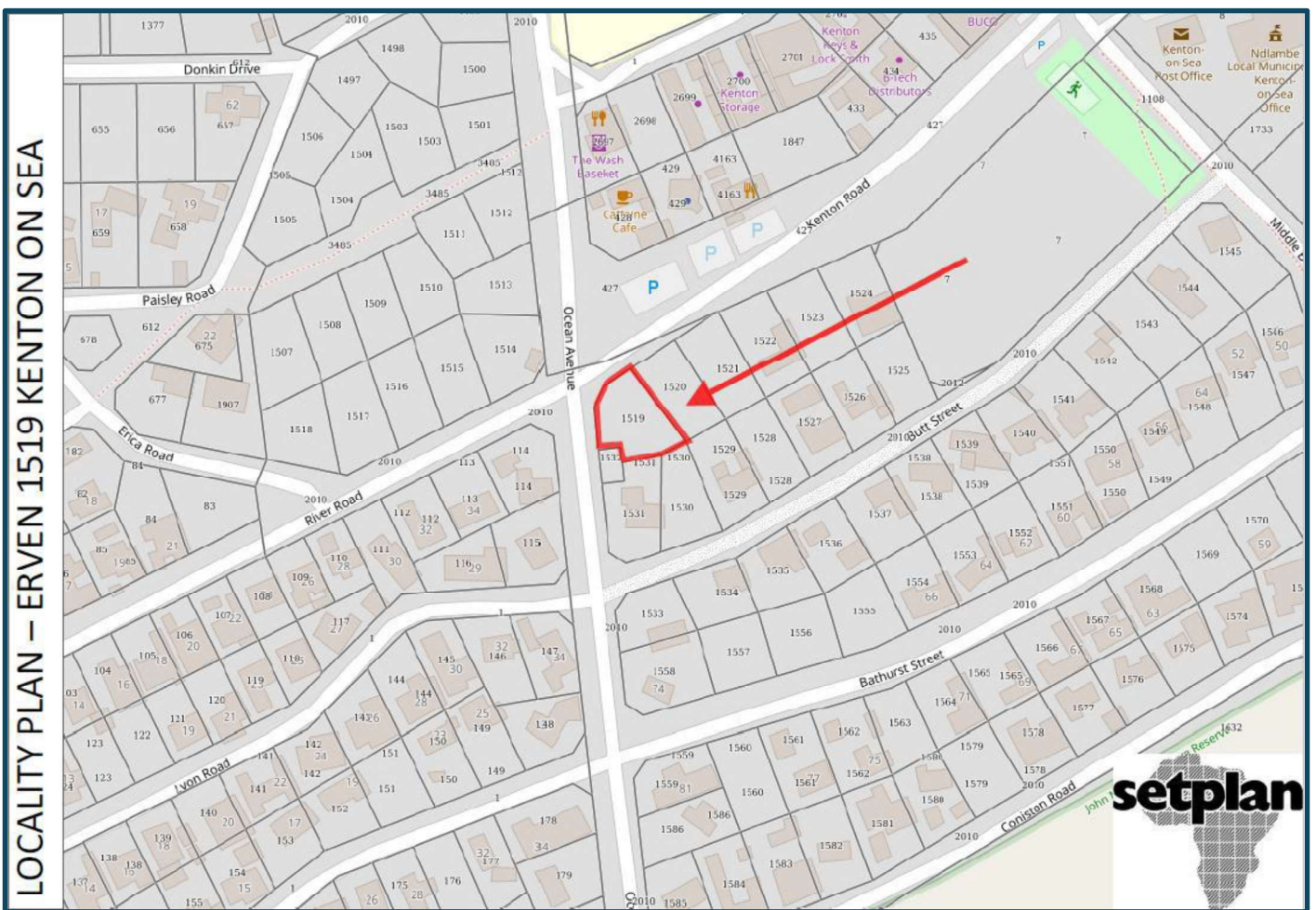


Figure 1: Location of Erf 1519, Kenton-on-sea (provided by Setplan)

## 2. OVERVIEW OF PROPOSED DEVELOPMENT AND REZONING

Erf 1517 is currently vacant; land uses surrounding the site include residential zone 1 erven (east and south); authority zone with transformer (south west); River road and business zone 1 (north); Ocean road and residential zone 1 (west). The site is within an urban area.

In terms of the Ndlambe Local Municipality (NLM) Spatial Development Framework, 2023 (SDF) the site is situated in an area indicated as *proposals for CBD expansion*; The site is outside designated critical biodiversity areas (CBA) and corridors.

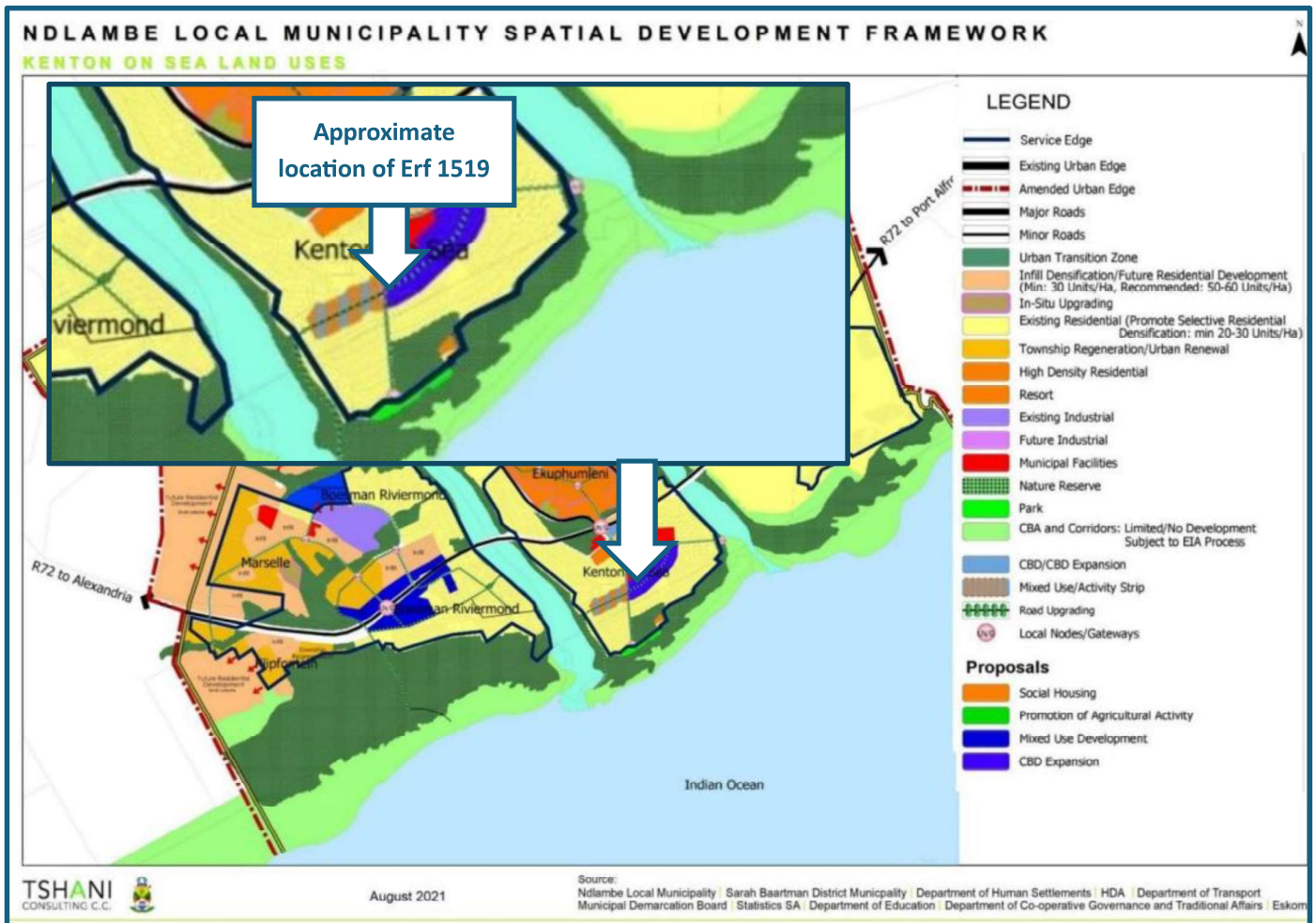


Figure 2: Site is situated with residential and outside CBA (adapted from NLM SDF, 2023)

The landowner is proposing a mixed used development on the site which will entail a mix of dwellings and business (office/studios/ shops) use with dwellings on first floor and business on the ground floor. The proposal includes 15 parking bays and access via River Road (North) and Ocean Avenue (west).

No waterborne sewerage infrastructure exists in this part of Kenton-on-Sea and water supply is a problem in the NLM. Water is proposed to be sourced primarily from the municipality via a bulk municipal connection to a 150 mm water main in Ocean Avenue, with adequate existing pressure and capacity. Rainwater harvesting and water saving technology is planned to be incorporated into the design and aims to reduce water daily demand from 9 kL/day to 3.81 kL/day, Rainwater harvesting from an estimated 488 m<sup>2</sup> of roof area will provide an additional 0.69 kL/day, with each unit supplied by a 5 kL backup tank. Sewage is proposed to be treated using conservancy tank (each unit equipped with 5.5kl tank) and the sludge removed and disposed at a registered municipal wastewater treatment works (WWTW).

An existing municipal transformer is adjacent to the site. The estimated total daily consumption is 65–117 kWh for a fully electric solution; a hybrid (solar, gas, and electricity as backup) approach has been recommended to reduce load to 39–65 kWh, which will be within the capacity of existing infrastructure.



Figure 3: Site on corner of River and Ocean Road, Kenton-on- sea

This screening report provides an overview of environmental sensitivities identified and an overview of environmentally related legislation and how it applies to development proposal.

The following have been reviewed and used for the compilation of this screening report:

- Email correspondence
- Planning and rezoning documents, Setplan, July 2025
- Available desktop spatial data including, *inter alia*, ECBCP, 2019, NVM 2024, DFFE STR and identified SCC, SANBI, BGIS, NFEPA, NWM5, CFM, DWS 1:50 000, IRIS
- Ndlambe Integrated Development Plan 2025/26
- Ndlambe Spatial Development Framework, 2023
- Relevant legislation and accompanying regulations including, *inter alia*, NEMA, NEMWA, NEMBA, NWA, NEMICMA
- Photographs of the site

### 3. OVERVIEW OF ENVIRONMENTAL SENSITIVITIES

#### a. Terrestrial Biodiversity and fauna and flora

According to the National Vegetation Map, 2024, the historical natural vegetation of the area is Kasouga Dune Thicket, falling within the Albany Thicket biome. The conservation status of Kasouga Dune Thicket is *least concern* (revised list threatened ecosystems, 2022); protection status: *moderately protected* (16.9%). The site is located within 1 km of a formal protected area designated in term so the NEMPAA.

In terms of the Eastern Cape Biodiversity Conservation Plan, 2019 (ECBCP) the site does not fall within a terrestrial critical biodiversity area (CBA) or an ecological support area (ESA). In terms of the Addo Biodiversity Sector Plan, the site falls in an area designated as NNR – No natural area.

Important plant species associated with Kasouga Dune Thicket: Trees and shrubs - *Azima tetraacantha*, *Brachylaena discolor*, *Cordia caffra*, *Ekebergia capensis*, *Erythrina caffra* and *Euphorbia triangularis*, *Plumbago auriculata*, *Rhus pallens*,

*Sideroxylon inerme (Protected tree)* and *Tecomaria capensis.*, with a matrix of grassland dominated by, for example *Cynodon dactylon*, *Eragrostis curvula*, *Sporobolus fimbriatus*, *Stenotaphrum secundatum* and *Themeda triandra*.

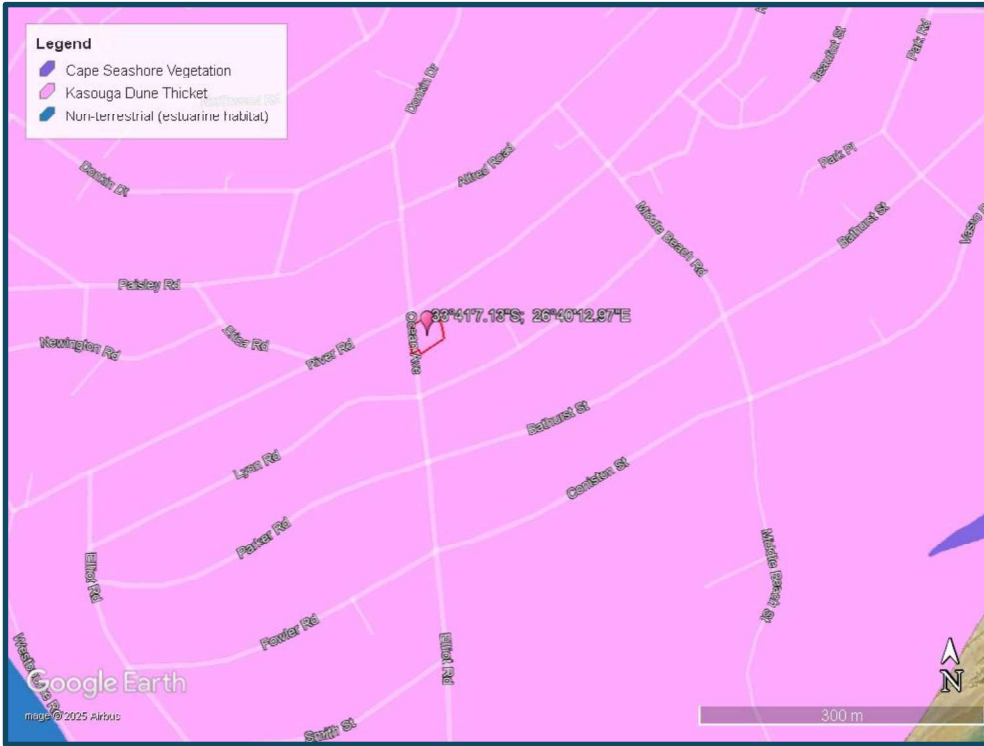


Figure 4: Kasouga Dune Thicket (National Vegetation Map, 2024 )(least concern -NEMBA revised list ecosystems, 2022)



Figure 5: Site does not fall within mapped Terrestrial CBA and ESA (ECBCP, 2019)



Figure 6: Photos showing typical thicket vegetation on site and Milkwood trees

#### b. Aquatic systems and biodiversity

The site falls within quaternary catchment P30C and is located approximately 650 meters east of the Bushman's estuary, 1000-meter west of the Kariega estuary and 620 meters north of the coastline. No wetlands are mapped on the site (NFEPA, NWM5) and no drainage lines are mapped on the site (DWS: 1:50 000). In terms of the ECBCP, 2019, the site sits in an area designated as Aquatic ESA1.

The site is situated at approximately 29 - 32 masl and is a level / gentle sloping site. Depth to groundwater is approximately 22 m below ground level, with an aquifer classification of poor (a recharge of 22 mm / annum) and a *least* vulnerability (CFM).

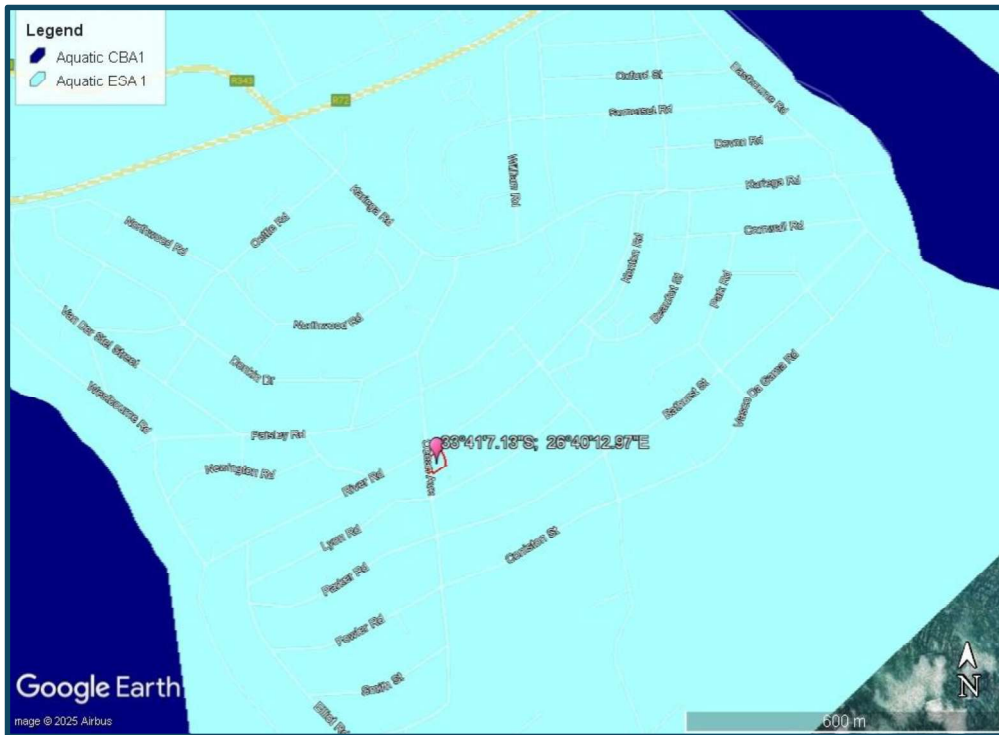


Figure 7: Aquatic ESA 1 indicated by the ECBCP (2019)

c. Screening tool report

The National Web-Based Environmental Screening Tool (Gazetted on 5 July 2019) operational under Regulation 16 of the NEMA 2014 Environmental Impact Assessment (EIA) regulations (as amended, 2017), published in terms of the National Environmental Management Act (Act 107 of 1998) was used to generate a Screening Report for the site. The DFFE National Screening Tool indicates the following environmental sensitivities for the site:

The Screening Tool Report (STR) was generated for **Application Category:** Transformation of land - Indigenous vegetation

Table 1: Environmental sensitivity identified in DFFE screening tool report

Theme	Sensitivity in STR	EAP comment
1 Agriculture Theme	MEDIUM	Zoned as residential 1. Not used for agricultural . NA.
2 Animal species Theme	MEDIUM	Small site and not connected to any open space / undeveloped areas. Site is 974m2.
3 Aquatic Biodiversity Theme Aquatic sensitivities identified in STR – ESA 1	VERY HIGH	Located approximately 650 meters east of the Bushman’s estuary, 1 km west of the Kariega estuary. No wetlands are mapped on the site (NFEPA, NWM5); no drainage lines are mapped on the site. In terms of the ECBCP, 2019, the site sits in an area designated as Aquatic ESA1. The depth to groundwater is approximately 22 m below ground level, with an aquifer classification of poor (a recharge of 22 mm / annum) and a <i>least</i> vulnerability. The proposal on the site is not considered to be a risk to aquatic sensitives in the area and taking into consideration the surrounding developed area, the site is considered a low sensitivity site.

Theme		Sensitivity in STR	EAP comment
4	Archaeological and Cultural Heritage Theme	LOW	No existing structures on site. Site is 974m2. NHRA NID not triggered. Any archaeological resources uncovered should be reported to SAHRA / ECPHRA
5	Civil Aviation Theme	HIGH	Situated within urban area designated as CBD expansion (NLM SDF, 2023)
6	Defense theme	LOW	Situated within urban area designated as CBD expansion (NLM SDF, 2023)
6	Paleontology Theme	VERY HIGH	Site is 974m2. NHRA NID not triggered. Any palaeontological resources uncovered should be reported to SAHRA / ECPHRA
7	Plant Species Theme No flora SCC identified in STR.	LOW	Small site and not connected to any open space / undeveloped areas. Site is 974m2. Some protected plants could occur on site and require permits from DEDET and / or DFFE: Forestry for removal / relocation / destruction as required.
8	Terrestrial Biodiversity Theme No terrestrial biodiversity sensitivities identified in STR	LOW	Small site and not connected to any open space / undeveloped areas. Site is 974m2. Some protected plants could occur on site and require permits from DEDET and / or DFFE: Forestry for removal / relocation / destruction as required.

## 4. RELEVANT LEGISLATION

### a. National Water Act 36 of 1998

Section 19 of the NWA deals with pollution prevention, in particular where pollution of a water resource occurs or might occur as a result of activities on land. The person who owns, controls, occupies or uses the land in question is responsible for taking measures to prevent pollution of water resources. If measures are not taken, the catchment management agency concerned may itself do whatever is necessary to prevent the pollution or to remedy its effects and to recover all reasonable costs from the persons responsible for the pollution.

Section 21 of NWA sets out general principles for water use. Groundwater will not be abstracted; the site does not fall within 500m of a wetland or within 100m of a watercourse / drainage line (DWS regulated area); the location of the conservancy tanks, and the anticipated volumes discharged daily (<50 m<sup>3</sup> / 50 Kl per day), do not trigger the need to register any aspect of the proposal as water uses.

### b. National Environmental Management: Waste Act 59 Of 2008

No waste management activities (GNR 921, as amended) are triggered by the proposal. Sludge removed must be handled and transported to an authorised WWTW for further treatment. The waste management hierarchy should be followed during construction and operational phase. – avoid, reduce, reuse, recycle and dispose (least desirable option).

### c. National Environmental Management Act (Act 107 of 1998)

Section 28 of National Environmental Management Act (No 107 of 1998) (NEMA) imposes a general duty of care on any person who causes, has caused or may cause significant pollution or degradation of the environment to take reasonable measures to prevent such pollution or degradation from occurring, continuing or recurring, or is so far as such harm to the environment is authorised by law or can reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment. The NEMA 2014 Environmental Impact Assessment (EIA) Regulations (as amended, 2017) sets out a list of identified activities that may not commence without environmental authorisation from the competent

authority. Activities that may be applicable are listed below with an indication of relevance of the listed activity to the development and rezoning proposal.

**Table 2: Relevant NEMA EIA Listed activity**

Identified NEMA EIA Related Listed activity	Relevance to project
<b>Listing Notice 1</b>	
<p>GNR. 327 - Activity 12 The development of— (ii) infrastructure or structures with a physical footprint of 100 square metres or more; where such development occurs— (a) within a watercourse; (b) in front of a development setback; or (c) if no development setback exists, within 32 metres of a watercourse, measured from the edge of a watercourse; — excluding— (cc) activities listed in activity 14 in Listing Notice 2 of 2014 or activity 14 in Listing Notice 3 of 2014, in which case that activity applies; <b>(dd) where such development occurs within an urban area;</b></p>	<p>No watercourses within 32 meters of site. Site situated in an urban area. Not triggered.</p>
<p><b>GNR. 327 - Activity 19</b> The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse; but excluding where such infilling, depositing, dredging, excavation, removal or moving— (a) will occur behind a development setback; (b) is for maintenance purposes undertaken in accordance with a maintenance management plan;</p>	<p>No watercourses within 32 meters of site. Site situated in an urban area. Not triggered.</p>
<p><b>GNR. 327 - Activity 27</b> The clearance of an area of 1 hectares or more, but less than 20 hectares of indigenous vegetation, except where such clearance of indigenous vegetation is required for— (i) the undertaking of a linear activity; or (ii) maintenance purposes undertaken in accordance with a maintenance management plan.</p>	<p>Site is 974m2. Not triggered</p>
<p><b>GNR. 327 - Activity 28</b> Residential, mixed, retail, commercial, industrial or institutional developments where such land was used for agriculture, game farming, equestrian purposes or afforestation on or after 01 April 1998 and where such development: (i) will occur inside an urban area, where the total land to be developed is bigger than 5 hectares; or (ii) will occur outside an urban area, where the total land to be developed is bigger than 1 hectare; excluding where such land has already been developed for residential, mixed, retail, commercial, industrial or institutional purposes.</p>	<p>Site is 974m2. Site is currently zoned as residential 1. Site is within urban area Not triggered</p>
<p><b>Listing Notice 2; GNR. 325</b></p>	<p>Not applicable</p>
<p><b>Listing Notice 3</b></p>	
<p><b>GNR. 324 -Activity 12</b> The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan. Eastern Cape i. Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004; ii. Within critical biodiversity areas identified in bioregional plans;</p>	<p>Site is 974m2. Site is within urban area Kasouga Dune Thicket (least concern in terms of revised list threatened ecosystems, 2022). In terms of the Eastern Cape Biodiversity Conservation Plan, 2019 (ECBCP) the site does not fall within a terrestrial critical biodiversity area (CBA) or an ecological support area (ESA); site falls within area designated as Aquatic ESA1.</p>

Identified NEMA EIA Related Listed activity	Relevance to project
iii. Within the littoral active zone or 100 metres inland from the high water mark of the sea, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas; iv. Outside urban areas, within 100 metres inland from an estuarine functional zone; or v. On land, where, at the time of the coming into effect of this Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning.	No Bioregional Plan in place for Ndlambe. Site falls outside CBA in terms of NLM SDF. Site is within urban area does not fall within 100 meters of estuarine functional zone of either estuary. Site is currently zoned as residential 1. Not triggered.
<b>GNR. 324 - Activity 14</b> The development of (ii) infrastructure or structures with a physical footprint of 10 square metres or more; where such development occurs— (a) within a watercourse; (c) if no development setback has been adopted, within 32 m of a watercourse measured from the edge of the watercourse Eastern Cape ii. Inside urban areas: aa) Areas zoned for use as public open space; (bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority, zoned for a conservation purpose; or (cc) Areas seawards of the development setback line.	Site is 974m2. Site is within urban area. Site is currently zoned as residential 1. Site falls outside CBA / open space in terms of NLM SDF. Not triggered.

**d. National Environmental Management: Biodiversity Act, 2004 (Act No.10 Of 2004) , Nature Conservation Ordinance No. 19 of 1974 and National Forest Act (Act 84 of 1998)**

Collection and translocation of NEMBA threatened or protected species (TOPS) or species listed in the Nature Conservation Ordinance No. 19 of 1974 will require the relevant permits to be in place.

Search and rescue by a suitable specialist will need to be carried and required permits be in place irrespective of whether an Environmental Authorisation and accompanying EMP is required.

Disturbance / removal of trees protected in terms of the National forest Act will also require a permit.

**e. Conservation of Agricultural Resources Act (Act 43 of 1993) and National Environmental Management: Biodiversity Act (10 of 2004; NEMBA):**

CARA provides for control over the utilization of the natural agricultural resources in order to promote the conservation of the soil, the water sources and the vegetation and the combating of weeds and invader plants.

NEMBA and CARA provides a list of Alien invasive species requiring removal (NEMBA supersedes CARA);

**f. National Environmental Management: Integrated Coastal Management Act (Act 204 of 2008) as amended (NEM: ICMA)**

The NEM: ICMA in summary, provides for the protection and management of coastal areas and estuarine environments. The site is located approximately 650 meters from Bushman's estuary, 1000 meters from Kariega Estuary and therefore not within 100 meters of an estuary functional zone. The site is stated approximately 600 meters north of the coastal area.

No impact of any significance on the coastal environment from the development proposal is expected.

**g. National Heritage Resources Act (Act 25 of 1999) (NHRA)**

In terms of Section 38(1) of the NHRA any development exceeding 5000m<sup>2</sup> can trigger the need for assessment. The development proposal does not meet this threshold. No buildings are on site. The STR indicates a very high sensitivity for paleontology, and low for archaeological and cultural heritage themes. It is recommended any resources uncovered during excavation is reported to the Eastern Cape Provincial Heritage Resources Authority (ECPHRA).

## 5. CONCLUSION AND RECOMMENDATION

Based on the information contained within this screening report, it is the opinion of the EAP that no environmental authorisation in terms of NEMA and EIA regulations, 2014 (as amended, 2017) is required for the development proposal. NEMA Section 2: Duty of care is applicable, and the landowner must take reasonable measures to avoid / stop / minimise / rectify pollution on the site or degradation of the environment.

Based on the information contained within this screening report, it is the opinion of the EAP that no water use license or general authorisation for Section 21 water uses in terms of the National Water Act (Act 36 of 1998) is required for the development proposal. It is recommended that the proposed water saving technologies and rainwater harvesting be implemented and adequate stormwater management be in place. The conservancy tanks must be regularly serviced and sludge transported to an authorised WWTW and proof of service kept on record.

Permits will be required from the DFFE: Forestry for any protected trees (i.e. Milkwoods) on site which may be required to be removed or pruned by more than 25% to facilitate the development layout and design. Permits may be required from the DEDEAT for any protected plants that may be on site, and which may be required to be removed. It is recommended that a fauna specialist be contacted to assist with identifying of plants / trees and that relevant permits be applied for, as required, and these permits kept on record. All indigenous trees, especially protected trees are encouraged to be retained as far as practically possible and feasible. Indigenous landscaping should be carried out using species local to the area, and using any thicket plants removed that can be easily transplanted on the site (e.g., aloe, plumbago).

It is the responsibility of the landowner to ensure no alien invasive plants occur on the site; the landowner and future tenants should familiarise themselves with the common alien plants occurring in the area and ensure these are removed as required at seedling stage. Any alien trees / plants currently on site should also be removed and this should be carried out throughout construction and operations.

Waste generated should be managed as per the waste management hierarchy during construction, and for the life of operation. Measures should be put in place to ensure good housekeeping on site during construction phase (examples include, *inter alia*, low noise, no litter, dust minimising measures, using cement mixers, correct separation and storage of waste on site, prevention of any fuel / oil leaks using drip trays etc.).

It is recommended that this screening report be submitted to the relevant competent authorities to confirm whether they are in agreement with the conclusion of the screening report.

## APPENDIX A: USEFUL CONTACTS

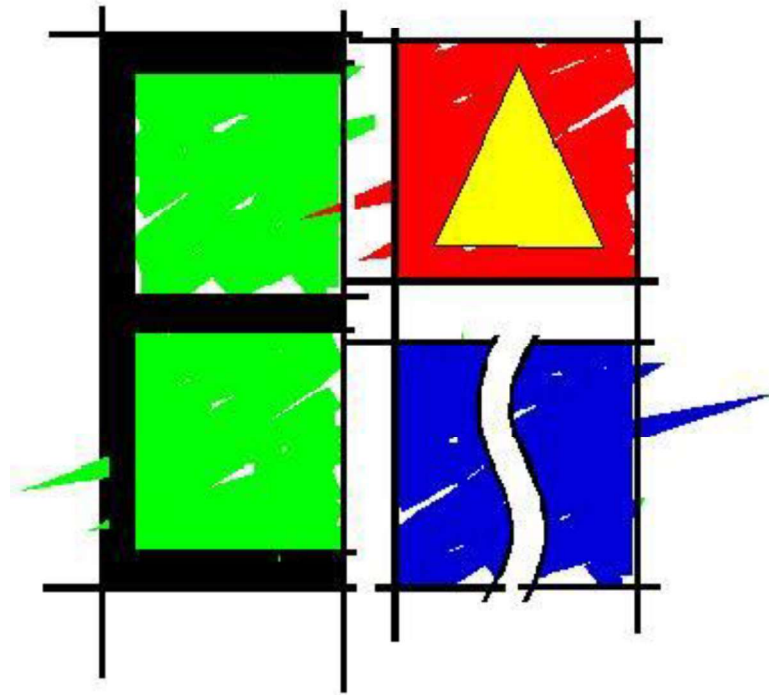
Requirement	Contact Details
<b>Palaeontology</b>	John E. Almond PhD (Cantab.) Natura Viva cc PO Box 12410 Mill Street, Cape Town 8010, RSA <a href="mailto:naturaviva@universe.co.za">naturaviva@universe.co.za</a>
<b>Identify / Search and rescue flora and fauna</b>	Mark Marshall Mark Marshall <a href="mailto:sandulaconservation@gmail.com">sandulaconservation@gmail.com</a>  Jamie Pote <a href="mailto:jamiepote@gmail.com">jamiepote@gmail.com</a>
<b>EC Heritage officer</b>	Ayanda Mncwabe-Mama Email: <a href="mailto:ayanda.mncwabe-mama@ecsrac.gov.za">ayanda.mncwabe-mama@ecsrac.gov.za</a>
<b>DEDEAT officer - EA</b>	Andries Struwig Andries Struwig Pr. Sci. Nat. Tel: 041 508 5840 • Mobile: 079 503 1762 Cnr of Athol Fugard Terrace & Castle Hill, Central Port Elizabeth, 6001 P/Bag X5001, Greenacres, South Africa, 6057 <a href="http://www.dedea.gov.za/">http://www.dedea.gov.za/</a> <a href="mailto:andries.struwig@dedea.gov.za">andries.struwig@dedea.gov.za</a>
<b>DWS – Water use license and conditions</b>	<b>Ntombiyamayirha Mpumela (Ms)</b> Department of Water and Sanitation Mzimvubu-Tsitsikamma Proto-Catchment Management Agency 140 Govan Mbeki Avenue, 6 <sup>th</sup> Floor, Starport Building, Gqeberha, 6000 T: 041 501 0714 C: 082 658 3970 E: <a href="mailto:MpumelaN@dws.gov.za">MpumelaN@dws.gov.za</a> Cc: 'NiemandM@dws.gov.za'; 'VisagieH@dws.gov.za'; 'GqotanaA@dws.gov.za'
<b>DEDEAT – permit applications – NEMBA and provincial ordinance</b>	Luzuko Dali <a href="mailto:luzuko.dali@dedea.gov.za">luzuko.dali@dedea.gov.za</a>
<b>EC Forestry – permit applications – Protected trees in terms of National forest Act</b>	Babalwa Layini Department of Forestry, Fisheries & Environment 54 Paterson Road, North End Port Elizabeth 6000 Tel : 041 4074051 Email: <a href="mailto:BLayini@environment.gov.za">BLayini@environment.gov.za</a>

## **APPENDIX B: RELEVANT LEGISLATION**

- List of Protected trees
- Declared alien invasive species list
- NEMBA TOPs, 2007
- Protected plants in terms of PCNO

# ***TRAFFIC IMPACT STATEMENT***

***FOR  
PROPOSED REZONING OF ERF 1519, KENTON-ON-SEA,  
NDLAMBE LOCAL MUNICIPALITY***



**July 2025**

Prepared for: **Howard Family Trust**

Prepared by: **Engineering Advice and Services (Pty) Ltd**  
(041) 5812421



**DOCUMENT CONTROL SHEET**

CLIENT REF:                   **HOWARD FAMILY TRUST**

PROJECT NAME:               **REZONING OF ERF 1519, KENTON-ON-SEA**

DOCUMENT TITLE:           **TRAFFIC IMPACT ASSESSMENT**

DOCUMENT FILE REF:        F:\2200-2299\2217\Reports\REP001 - Kenton Spar Traffic Study - V1.docx

<b>Version</b>	<b>1</b>		
Compiled by	M Mallick Candidate Eng Technologist (2023404570) JK Charlton Candidate Eng Technologist (201580304)	June 2025	
Reviewed by	CGA Hastie Pr Tech. Eng (200070122)	July 2025	
Amendments made by			

- DISTRIBUTION:       1) Original     :     Client – Howard Family Trust– Mr David Howard  
                           2) Copy         :     Ndlambe Municipality  
                           3) Copy         :     Setplan – Mr B Hindes  
                           4) Copy         :     EAS File 2410

PREPARED BY :           Engineering Advice and Services (Pty) Ltd  
P O Box 13867  
HUMEWOOD  
6013

Telephone :               041 581 2421  
Email :                     caryh@easpe.co.za

This Report has been prepared by Engineering Advice and Services, with all reasonable skill, care and diligence within the terms of the contract with the client, incorporating our standard terms and conditions of business and taking into account the resources devoted to it by agreement with the client. EAS disclaims any responsibility to the client and others in respect of any matters outside of the scope of the above.

This report is exclusive to the client and the described project. EAS accepts no responsibility of whatsoever nature to third parties to whom this Report, or any part thereof, is made known. Any such persons or parties rely on the report at their own risk.

---

**CONTENTS**

	<b>Page</b>
Document Control Sheet	i
Contents	ii
List of Tables	iii
List of Figures	iii
List of Annexures	iii
Abbreviations	iii
<b>1 Introduction</b>	<b>1</b>
1.1 Background	1
1.2 Objectives of the Study	1
1.3 Methodology	1
1.4 Study Area	3
1.5 Assumptions and Limitations	3
<b>2 Land Use Rights, Development and Environs</b>	<b>4</b>
2.1 Land –Use Rights	4
2.2 Development Environs	4
2.3 Overview of Development	4
<b>3 Data Collection</b>	<b>5</b>
3.1 Peak Hour Traffic Volumes	5
3.2 Daily Traffic Volumes	5
3.3 Peak Season Peak Hour Traffic Volumes	6
3.4 Road Network	9
3.5 Spatial Development Framework	11
3.6 Public Transport	11
3.7 Non-Motorised Transport	11
<b>4 Capacity Analysis</b>	<b>12</b>
<b>5 Access Arrangements and Site Circulation</b>	<b>13</b>
<b>6 Trip Generation and Distribution</b>	<b>15</b>
6.1 Trip Generation	15
6.2 Trip Distribution	16
<b>7 Capacity Analysis After Development</b>	<b>18</b>
7.1 2025 Normal	18
7.2 2025 Peak Season	19
<b>8 Public Transport Operations and Pedestrian Arrangements</b>	<b>19</b>
<b>9 Parking Requirements</b>	<b>19</b>
<b>10 Delivery and Loading Arrangements</b>	<b>19</b>
<b>11 Conclusions</b>	<b>20</b>
<b>12 Recommendations</b>	<b>20</b>
<b>13 References</b>	<b>21</b>

## LIST OF TABLES

Table 1: Level of Service definitions for Vehicles (Highway Capacity Manual <sup>(6)</sup> method)	12
Table 2: Results of Intersection Capacity Analysis – 2025 Before Development	12
Table 3: COTO Trip Generation Rates	15
Table 4: Summary of Development Generated Trips	16
Table 5: Summary of Trip Distribution	16
Table 6: Results of Intersection Capacity Analysis – 2025 After Development - Normal	18
Table 7: Results of Intersection Capacity Analysis – 2025 Peak Season After Development	19

## LIST OF FIGURES

Figure 1: Locality Plan	2
Figure 2: Existing Peak Hour Traffic Volumes – 2025	5
Figure 3: 2019 Traffic Volume Variation (Dec ~ 100%)	6
Figure 4: December 2019 Traffic Volume Variation (23 Dec = 100%)	7
Figure 5: Escalated Background Peak Season Peak Hour Traffic Volumes – 2025	8
Figure 6: Existing Road and Intersection Configuration	10
Figure 7: Spatial Development Framework	11
Figure 8: Proposed Layout, Access and Parking Arrangements	14
Figure 9: Generated Peak Hour Traffic Volumes	17
Figure 10: Peak Hour Traffic Volumes After Development - 2025	17
Figure 11: Peak Hour Traffic Volumes After Development – 2025 Peak Season	18

## LIST OF ANNEXURES

ANNEXURE A Land Use Rights
ANNEXURE B Peak Hour Traffic Counts
ANNEXURE C Extract of Daily Traffic Volumes – June 2019
ANNEXURE D SIDRA OUTPUT SHEETS 2025 Before Development
ANNEXURE E SIDRA OUTPUT SHEETS 2025 After Development - Normal
ANNEXURE F SIDRA OUTPUT SHEETS 2025 After Development – Peak Season

## ABBREVIATIONS

ADT	Average Daily Traffic
ADTT	Average Daily Truck Traffic
EAS	Engineering Advice & Services (Pty) Ltd
ECDOT	Eastern Cape Department of Transport
Km/h	kilometres per hour
LOS	Level of Service
LSDF	Local Spatial Development Framework
NLM	Ndlambe Local Municipality
TIA	Traffic Impact Assessment
TMH	Technical Methods for Highways
TRH	Technical Recommendations for Highways

# 1 INTRODUCTION

## 1.1 BACKGROUND

Engineering Advice & Services (Pty) Ltd was appointed by Howard Family Trust during May 2025 to prepare a Traffic Impact Statement for proposed rezoning of erf 1519, Kenton-on-Sea from Residential Zone 1 to Business Zone 1 to facilitate a mixed-use business and residential development on the erf. The location of the site is indicated on **Figure 1** overleaf.



## 1.2 OBJECTIVES OF THE STUDY

In broad terms, the purpose of the traffic assessment is to determine the extent and nature of the traffic generated by the proposed development, assess the impact of this traffic on the operation of the associated road network, and devise solutions for any problems identified. The following key elements, *inter alia*, are addressed in this traffic impact assessment:

- The suitability and safety of proposals for access to and egress from the site;
- The capacity of the existing and future road network within the influence radius; and
- Possible road upgrading measures required to accommodate traffic generated by the proposed development.

In general, this report serves to satisfy the Ndlambe Local Municipality that the traffic impact of the rezoning application is within acceptable limits and that the suggested mitigation measures conform to the standards and parameters set by the authority.

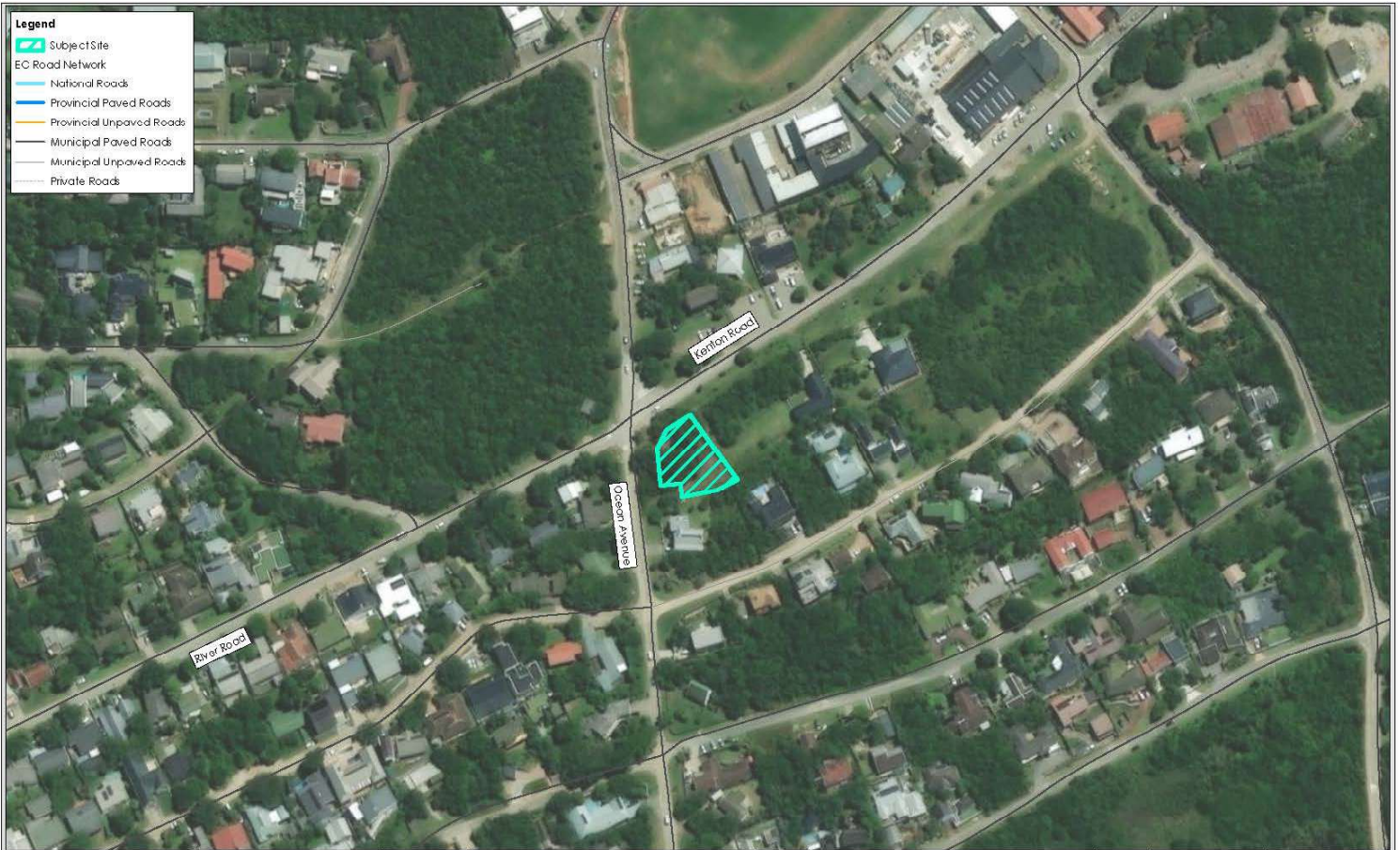
## 1.3 METHODOLOGY



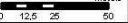
The approach followed in conducting the traffic impact statement was in accordance with the guidelines set by **TMH 16 Volume 1 - South African Traffic Impact and Site Assessment Manual** <sup>(1)</sup>.

Given the extent of the proposed development and in terms of the aforementioned guidelines, the development is considered to be a small-sized development. As such, this assessment considered impact for the development horizon (assumed to be 2025).

The methodology used was as follows:

- Present traffic flow patterns were obtained and the affected intersections analysed, where after recommendations were made on the present need for road network improvements, without taking the proposed development into account;
- Given the development extent, trips generated by the development were determined using applicable trip generation rates specified in **TMH 17 Volume 1 - South African Trip Data Manual** <sup>(2)</sup>;
- The distribution of the generated trips was estimated where after the generated traffic was assigned to the surrounding road network;
- The proposed access points were assessed from operational and traffic safety perspectives in terms of **TRH26: South African Road Classification and Access Management Manual** <sup>(3)</sup>;
- Operation of affected intersections and the existing access points was analysed to ensure that they operate safely at acceptable levels of service and recommendations made on the need for rationalisation taking cognisance of the proposed development for the 2025 development horizon;
- On-site circulation, parking and delivery aspects were assessed; and
- Taking into account the major findings of the study, conclusions were made regarding the financial responsibilities of the affected parties for possible required road upgrading measures.



 <p>Engineering Advice and Services Tel: (041) 581 2421</p>		<p>Project Title: Traffic Impact Statement for Proposed Rezoning of erf 1519, Kenton-on-sea, Ndlambe Local Municipality</p>	<p>Drawing No.: 2410-P-001</p>	 <p>Scale: 1:2 500</p>
		<p>Drawing Title: Figure 1: Locality Plan</p>	<p>Drawing Date: June 2025</p>	<p>Prepared by :</p>
				<p>Checked by : CH</p>

## 1.4 STUDY AREA

Based on the type and extent of the development the study area extended to the adjacent intersection of River Road with Ocean Avenue as all trips entering and exiting erf 1519 will approach along these roads and through this intersection.

## 1.5 ASSUMPTIONS AND LIMITATIONS

The scope of this TIA is limited to the project as described in this report. The scope only deals with vehicular and pedestrian traffic related impacts in the immediate vicinity of erf 1618 and excludes consideration of the following:

- Any vehicular activity outside of a radius of 300m of the site;

The report is based on a number of assumptions and is subject to certain limitations. These are as follows:

- That vehicle trips are based on development information supplied by the site owner / developer;
- That trips generated by the proposed development are distributed to and from the site based on the location of the development site, relative to trip attractors (e.g., employment areas, schools, shops) and the major road network; and
- That the site will be used for the purposes as advised by the developer.

Note further that all figures represented in this Traffic Impact Statement are concept drawings only and are not to be used for construction purposes. These concept drawings are to be developed into engineering drawings by the Developer's appointed civil engineer for subsequent submission to and approval by the relevant road authority officials prior to construction.

Notwithstanding these assumptions and limitations, it is our view that this Traffic Impact Assessment provides the necessary framework to allow the developer to conduct activities within the necessary legal, planning and operational requirements set by Ndlambe Local Municipality.

## **2 LAND USE RIGHTS, DEVELOPMENT AND ENVIRONS**

### **2.1 LAND –USE RIGHTS**

Erf 1519, Kenton on Sea measures approximately 978m<sup>2</sup> in extent, is zoned for Residential Zone 1 purposes and is currently vacant. An application to rezone the property to Business Zone 1 purposes will be submitted in due course. This TIS will address the impact of the proposed development on the surrounding road network.

The existing land use rights are reflected on the zoning certificate attached as **Annexure A**.

The Town Planning application is also attached as **Annexure A**.

### **2.2 DEVELOPMENT ENVIRONS**

The site is situated in Kenton-on-Sea to the southwest of the existing business node on Kenton Road as indicated on **Figure 1**.

Land use to the north and along River Road between is commercial in nature. To the northwest the land is vacant while to the south the land use is residential in nature.

### **2.3 OVERVIEW OF DEVELOPMENT**

The proposed rezoning is required to facilitate the development of small studios spaces (total of 348 m<sup>2</sup>) as well as 6 residential apartments on the site.

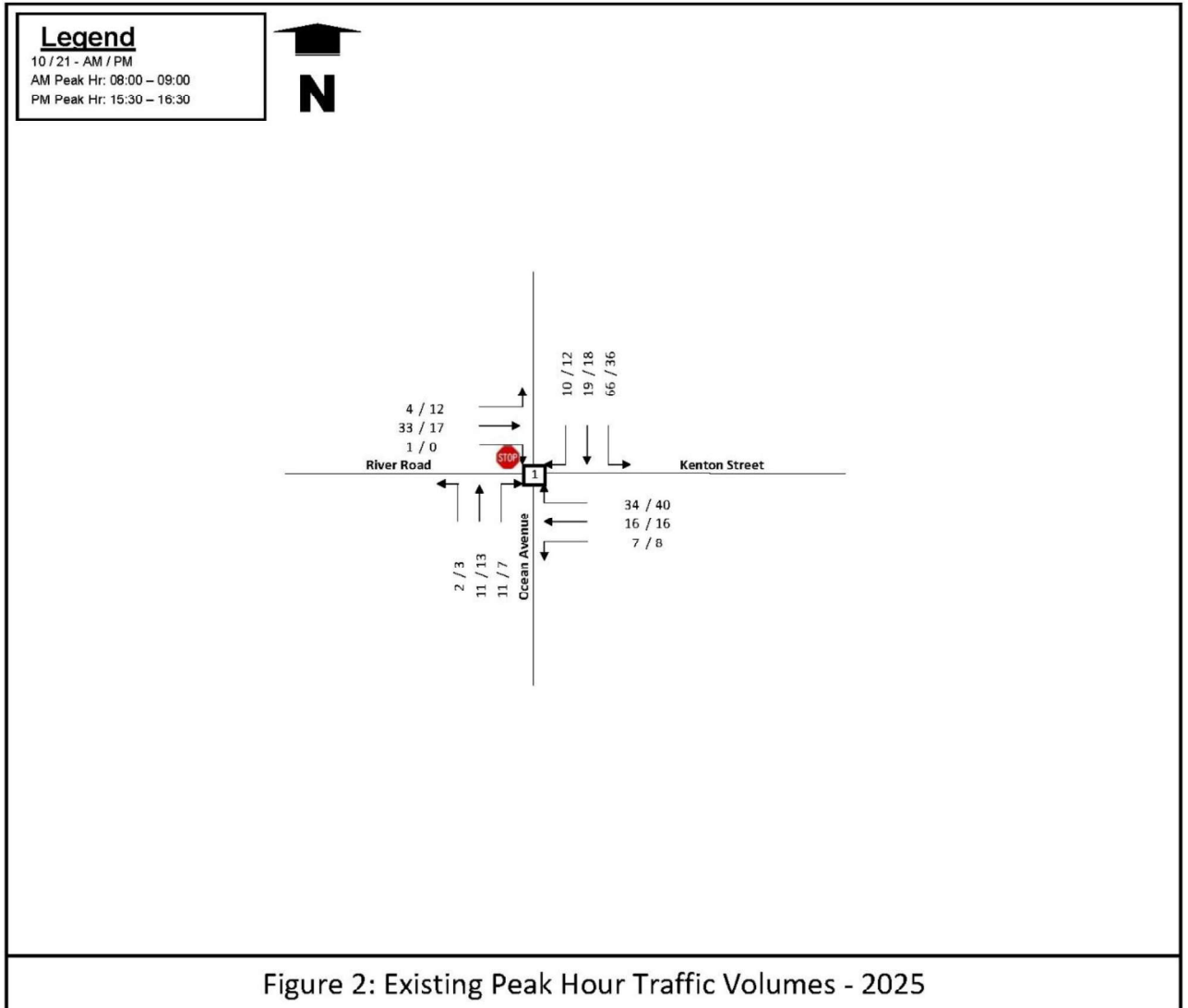
A total of 15 parking bays are accommodated on the erf with access from two vehicular entrances – one on River Road and one on Ocean Avenue.

### 3 DATA COLLECTION

#### 3.1 PEAK HOUR TRAFFIC VOLUMES

Peak hour traffic turning movement counts were conducted at the River Road / Ocean Avenue intersection on a typical weekday during the AM and PM peak periods on Thursday 26 June 2025.

The detailed survey data is attached as **Annexure B** and summarised on **Figure 2** below.



#### 3.2 DAILY TRAFFIC VOLUMES

As this study will only assess the impact of the development in the 2025 planning horizon for both normal and peak holiday season, traffic volumes will not be escalated to approximate future conditions (2030).

### 3.3 PEAK SEASON PEAK HOUR TRAFFIC VOLUMES

Given that the proposed development is located in area which experiences substantial seasonal traffic fluctuations, this study will also assess the impact of the proposed development during the peak holiday period. To achieve this, it is necessary to either source peak season volumes or apply an expansion factor to adjust normal traffic volumes to reflect peak season volumes.

Normal traffic occurs on a typical weekday during a school term, while peak season traffic is traffic that occurs during peak holiday periods i.e., Easter, June/July, September/October and Christmas/New Year.

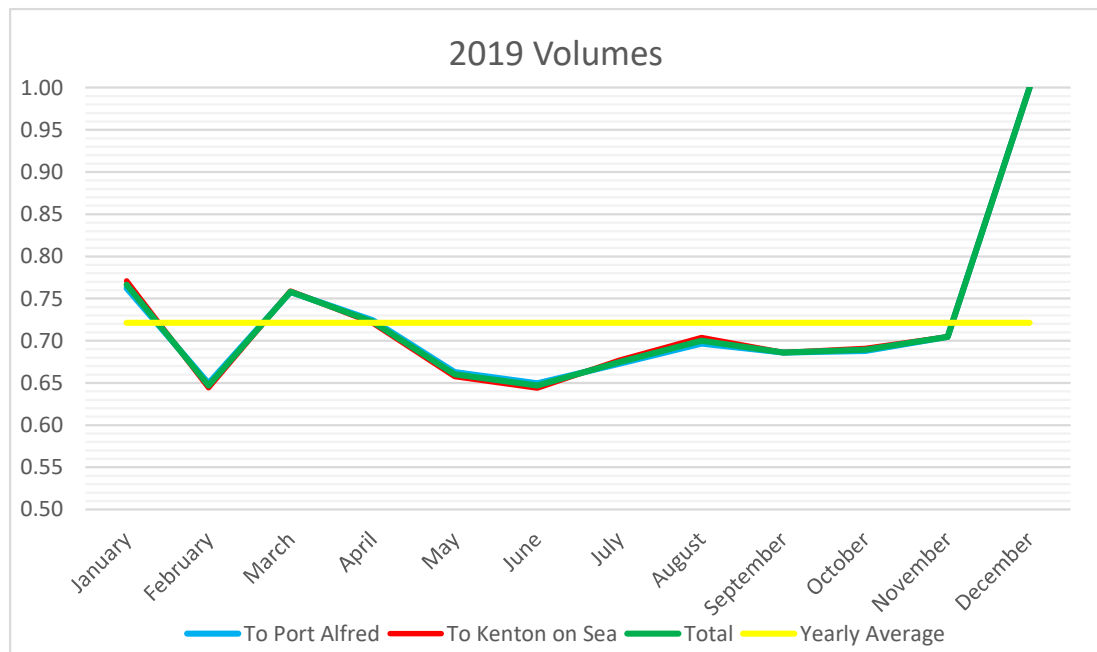
As stated earlier, surveys were conducted during a typical weekday in June. However, this period does not reflect the worst-case scenario, which is normally experienced during December / January.

In the interests of speedily addressing the requirements at the affected intersections as soon as possible however, it is necessary to investigate methods to determine traffic growth for future demand during peak holiday periods. The approach taken was to use a Modification Factor to expand surveyed peak hour traffic volume to a required peak season peak hour making use of variations in traffic flow at a permanent count station.

A paper entitled **Quantification of the Natural Variation in Traffic Flow on Selected National Roads in South Africa** <sup>(4)</sup> presented at the SA Transport Conference, indicates how a Modification Factor can be used to expand surveyed peak hour traffic volume to a required peak season peak hour making use of variations in traffic flow at a nearby permanent count station.

Traffic data was sourced from the permanent SANRAL count station on the R72 east of Kenton-on-Sea (Station 02615) – attached as **Annexure C**. The relationship between the data at this station on the same day as the peak hour traffic counts conducted in Kenton (Thursday 26 June 2025) and peak season December data (generally the highest peak seasonal period) was used to modify the surveyed peak hour traffic to represent peak season traffic volumes at the Kenton-on-Sea intersections.

**Figure 3** below and **Figure 4** overleaf respectively indicate traffic volume variances from 1 January to 31 December 2019. Based on the data analysed, December is the peak volume and equates to 100%. The average volumes for the remainder of the surveyed 12-month period based on monthly averages are in the order of 72%. Average volumes during June based on total monthly volumes are in the order of 65% of the December peak season period.



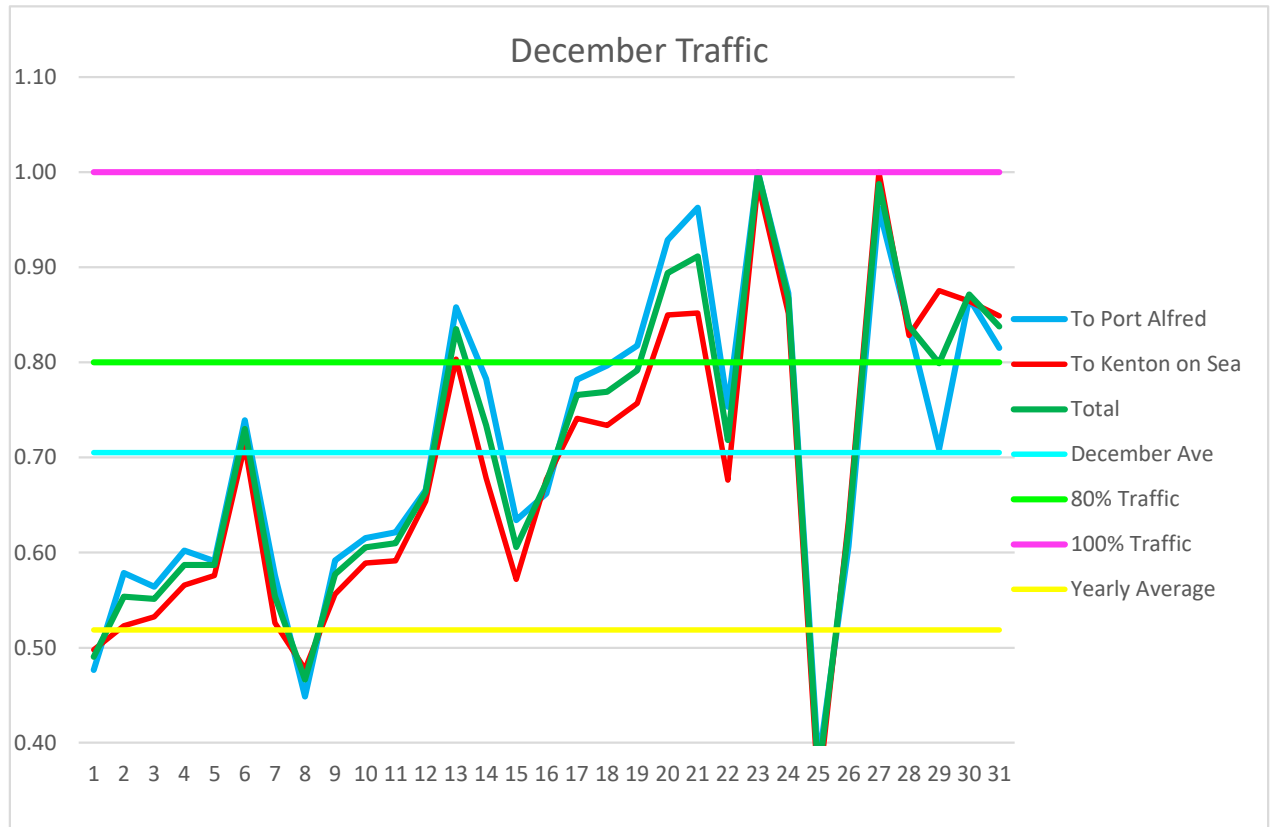
**Figure 3: 2019 Traffic Volume Variation (Dec ~ 100%)**

Analysis of the R72 data throughout the year indicates that on Thursday 27 June 2019 (which equates to Thursday 26 June 2025) the R72 volume equates to 53% of the highest recorded daily volume on the R72 (which occurs during the December peak period).

Given the above, it is assumed that the 2025 intersection count volumes would also represent 53% of the peak season volumes (December).

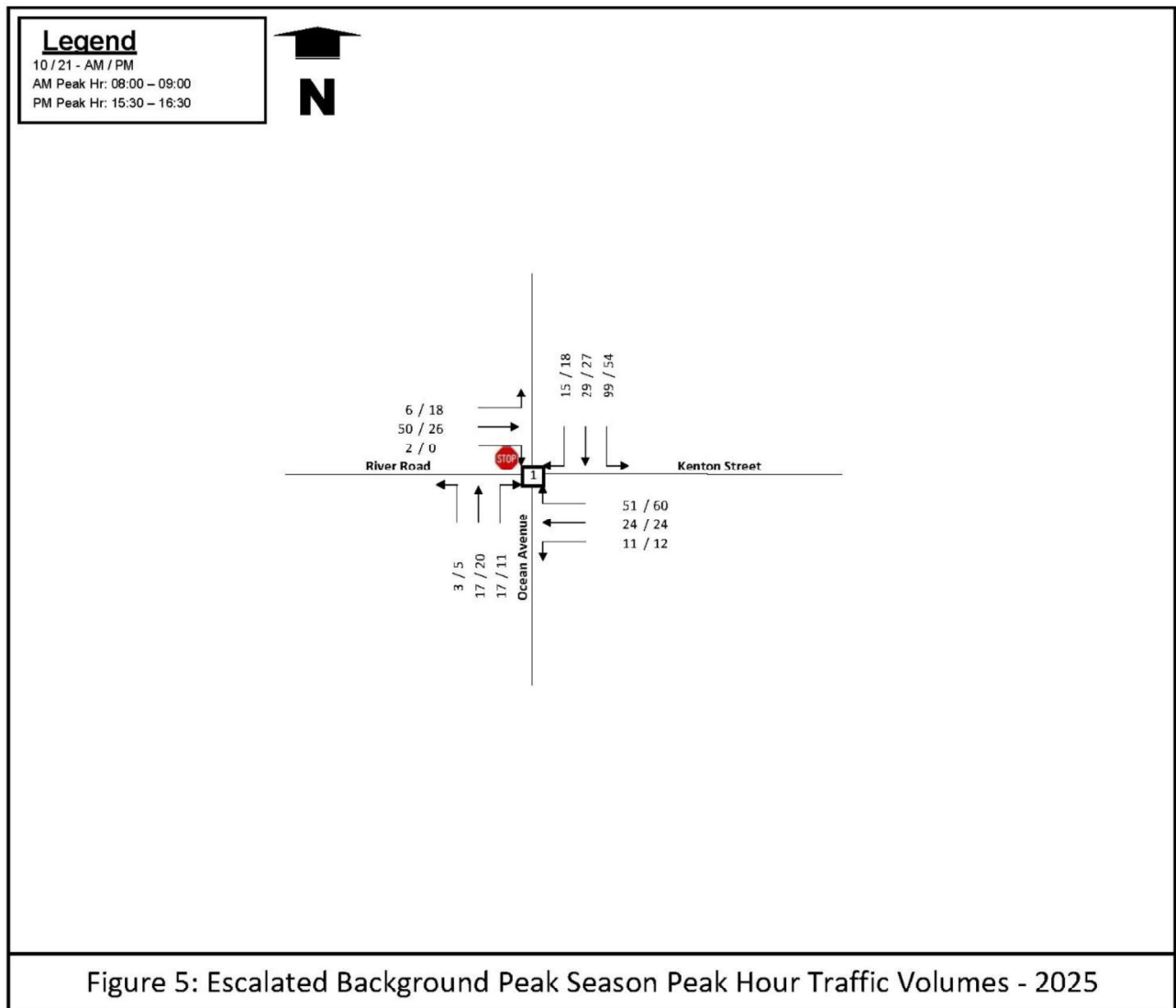
Further analysis of the daily volumes during the December peak period, indicate that the average volume for December is 71%. **Figure 4** below indicates that the average volume was exceeded on 16 days and 80% of the peak volume was only exceeded on 9 days.

For the purposes of this study therefore, an additional After Development peak season scenario will be conducted for 2025, where the surveyed AM and PM background traffic volumes will be increased by a factor of **1.50** to reflect 80% of the December Peak season average. 80% of the peak season volume is considered a more realistic measure as it only occurs on 11 days throughout the full year.



**Figure 4: December 2019 Traffic Volume Variation (23 Dec = 100%)**

The adjusted peak season escalated background traffic volumes for the 2025 development horizon are indicated on **Figure 5**.



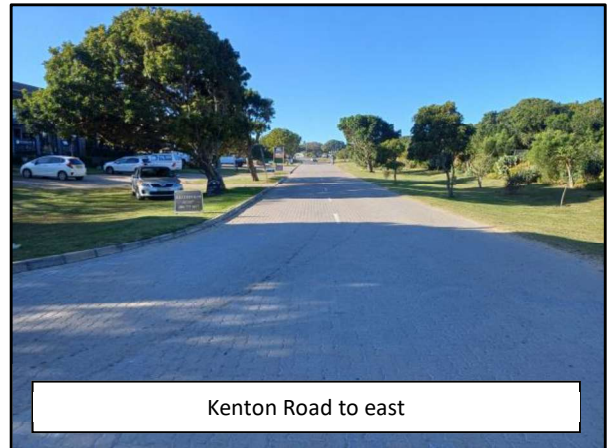
### 3.4 ROAD NETWORK

- **Kenton Road** from Kariega Road to Ocean Avenue is a Class U4A municipal commercial collector road that provides a link between Kariega Road and the Kariega River through the Kenton-on-Sea CBD and village. The road serves predominantly commercial properties along its length. The road is surfaced with block pavers, is 6.4m wide with kerbing on the northern side and is in a good condition.
- **River Road** from Ocean Avenue to the Kariega River is a Class U5B residential street linking Kenton Road with the Kariega River and serving residential properties along its length. The road is 6.4 m wide and is not kerbed. The road is in a fair condition.
- **Ocean Avenue** is a municipal street classified as a class U4A Commercial Street north of River Road and a class U5 B residential street south of River Road. The road is 4.5 to 5m wide and is not kerbed. The road is in a fair to poor condition apart from the intersection with River Road which is block paved and in good condition.

The southbound approach to River Road includes a shorth left-turn lane.

The posted speed limit on all roads is 60km/h.

The existing road network configuration is indicated on **Figure 6** overleaf.

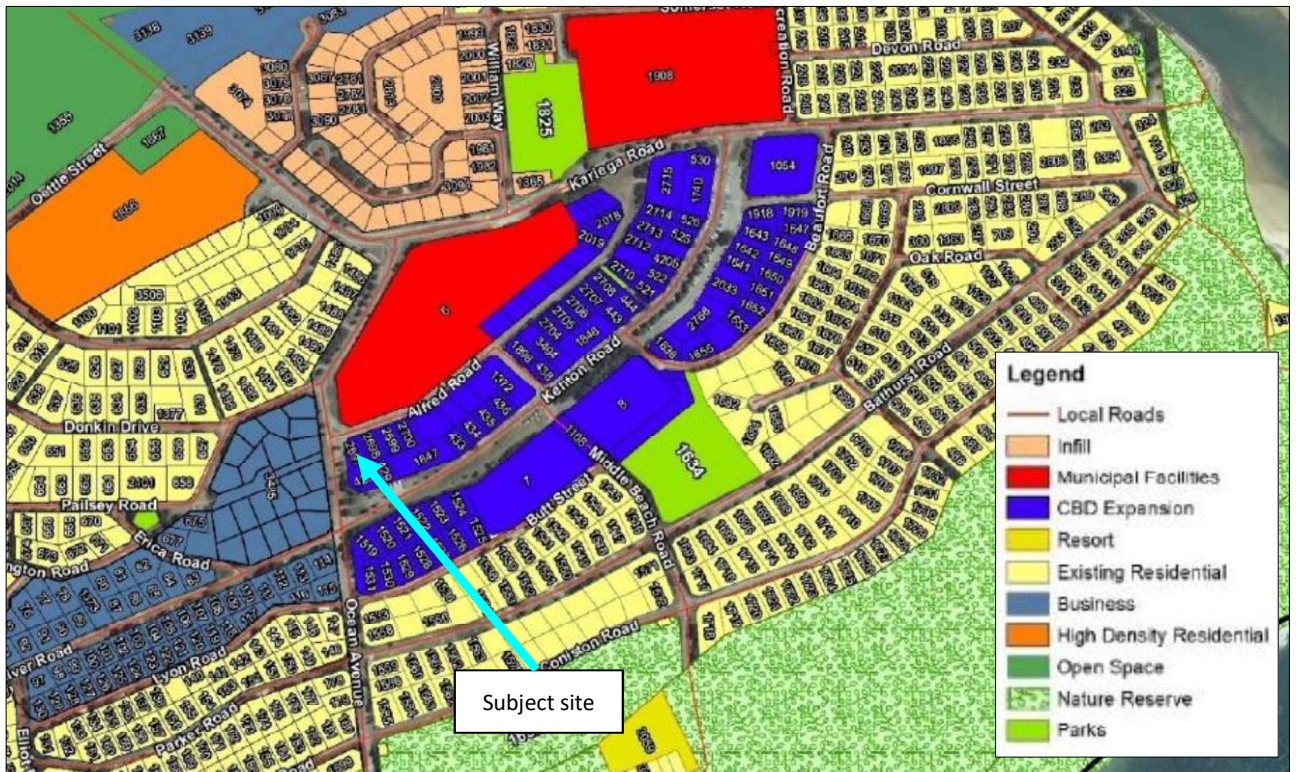




<table border="1"> <thead> <tr> <th colspan="3">AMENDMENTS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>01</td> <td>2022/07/27</td> <td>INITIAL ISSUE</td> </tr> <tr> <td>02</td> <td>2022/07/27</td> <td></td> </tr> <tr> <td>03</td> <td>2022/07/27</td> <td></td> </tr> <tr> <td>04</td> <td>2022/07/27</td> <td></td> </tr> <tr> <td>05</td> <td>2022/07/27</td> <td></td> </tr> </tbody> </table>			AMENDMENTS			NO.	DATE	DESCRIPTION	01	2022/07/27	INITIAL ISSUE	02	2022/07/27		03	2022/07/27		04	2022/07/27		05	2022/07/27		<table border="1"> <tr> <td>DATE</td> <td>APPROVED</td> </tr> <tr> <td></td> <td></td> </tr> </table>	DATE	APPROVED			<p><b>FOR REPORT</b></p> <p>COORDINATE DATUM</p> <p><b>TM - WGS84 - LO 27</b></p>	<p>ORIGINAL PAPER SIZE A3</p> <p>SCALE 1:1000</p>	<p>ENGINEERING ADVICE AND SERVICES</p> <p>59 High Street, Welton</p> <p>P.O. Box 13847</p> <p>ALBERTON</p> <p>0487</p> <p>9015</p> <p>HE 0911 981 2821</p>		<table border="1"> <tr> <td>DESIGN</td> <td>MM</td> <td>APPROVED</td> </tr> <tr> <td>DRAWN</td> <td>FF</td> <td></td> </tr> <tr> <td>APPROVED</td> <td>CSH</td> <td>PHS/FFR</td> </tr> <tr> <td>DATE</td> <td>JUL 2025</td> <td>DATE</td> </tr> </table>	DESIGN	MM	APPROVED	DRAWN	FF		APPROVED	CSH	PHS/FFR	DATE	JUL 2025	DATE	<table border="1"> <tr> <td>APPROVED</td> <td>PROJECT</td> <td>CONTRACT NO.</td> </tr> <tr> <td></td> <td>TRAFFIC IMPACT STATEMENT FOR PROPOSED REZONING OF ERF 1619, KENTON-ON-SEA, NOLAMBÉ LOCAL MUNICIPALITY</td> <td>---</td> </tr> <tr> <td>DATE</td> <td>DWG DESCRIPTION</td> <td>DWG NO.</td> </tr> <tr> <td></td> <td>FIGURE 6: EXISTING ROADS AND INTERSECTION CONFIGURATION</td> <td>2410 P.006</td> </tr> </table>	APPROVED	PROJECT	CONTRACT NO.		TRAFFIC IMPACT STATEMENT FOR PROPOSED REZONING OF ERF 1619, KENTON-ON-SEA, NOLAMBÉ LOCAL MUNICIPALITY	---	DATE	DWG DESCRIPTION	DWG NO.		FIGURE 6: EXISTING ROADS AND INTERSECTION CONFIGURATION	2410 P.006	<p>REVISION: 001</p>
AMENDMENTS																																																											
NO.	DATE	DESCRIPTION																																																									
01	2022/07/27	INITIAL ISSUE																																																									
02	2022/07/27																																																										
03	2022/07/27																																																										
04	2022/07/27																																																										
05	2022/07/27																																																										
DATE	APPROVED																																																										
DESIGN	MM	APPROVED																																																									
DRAWN	FF																																																										
APPROVED	CSH	PHS/FFR																																																									
DATE	JUL 2025	DATE																																																									
APPROVED	PROJECT	CONTRACT NO.																																																									
	TRAFFIC IMPACT STATEMENT FOR PROPOSED REZONING OF ERF 1619, KENTON-ON-SEA, NOLAMBÉ LOCAL MUNICIPALITY	---																																																									
DATE	DWG DESCRIPTION	DWG NO.																																																									
	FIGURE 6: EXISTING ROADS AND INTERSECTION CONFIGURATION	2410 P.006																																																									

### 3.5 SPATIAL DEVELOPMENT FRAMEWORK

Figure 7 below is an extract of the Ndlambe Spatial Development Framework (2023) <sup>(5)</sup> prepared by Tshani Consulting on behalf of the Ndlambe Municipality. The SDF provides for the subject site to be used for business purposes.



*Figure 7: Spatial Development Framework*

### 3.6 PUBLIC TRANSPORT

No formal public transport facilities are in place in the vicinity of the proposed development. Services do however operate between Kenton-on-Sea and Ekuphumleni

### 3.7 NON-MOTORISED TRANSPORT

No pedestrian facilities are in place along neither Kenton Road, River Road nor Ocean Avenue.

## 4 CAPACITY ANALYSIS

**Level of Service (LOS)** is defined as the operating condition that may occur at an intersection when it accommodates various traffic volumes. LOS is a qualitative measure of the effect of speed, travel time, traffic interruptions, freedom to manoeuvre, safety, driving comfort and convenience, and operating costs. **LOS D** is considered an acceptable design standard. The LOS applicable to intersections under various control conditions, as defined in the **Highway Capacity Manual** <sup>(6)</sup> are indicated in **Table 1** below:

**Table 1: Level of Service definitions for Vehicles (Highway Capacity Manual <sup>(6)</sup> method)**

Level of Service	Control delay per vehicle in seconds (d) (Including geometric delay)		LOS Colour Rating
	Signals and Roundabouts	Stop Signs and Yield Signs	
A	$d \leq 10$	$d \leq 10$	Excellent
B	$10 < d \leq 20$	$10 < d \leq 15$	Very Good
C	$20 < d \leq 35$	$15 < d \leq 25$	Good
D	$35 < d \leq 55$	$25 < d \leq 35$	Acceptable
E	$55 < d \leq 80$	$35 < d \leq 50$	Poor
F	$80 < d$	$50 < d$	Very Poor

The traffic situation was analysed in order to determine the Level of Service at which the affected intersections operate currently with existing background traffic.

Peak hour traffic volumes at the Kenton Road / Ocean Avenue intersection are relatively low.

As such, capacity analysis was only conducted for this intersection, using the **SIDRA Intersection 10 Network** <sup>(7)</sup> capacity analysis method but applying the **Highway Capacity Manual** <sup>(6)</sup> gap acceptance criteria for unsignalised intersections.

The results are shown in **Table 2** below and the detailed SIDRA output sheets attached as **Annexure D**.

**Table 2: Results of Intersection Capacity Analysis – 2025 Before Development**

Intersection	Control	Delay (s)		LOS - Intersection *		LOS Critical approach	
		AM	PM	AM	PM	AM	PM
Kenton Road / River Road / Ocean Avenue	All-way Stop Control	15.5	16.2	C	C	C	C

As can be seen from the results contained in **Table 2**, no capacity problems are experienced at the affected intersections under existing conditions.

It is noted that the intersection operates at LOS C given its configuration as a 4-way Stop.

## 5 ACCESS ARRANGEMENTS AND SITE CIRCULATION

Given the requirements for on-site parking, and to ensure optimum uses of the site access to on-site parking is provided from both Kenton Road and Ocean Avenue.

Provided that the existing vegetation is cut back to accommodate the planned development, there are no concerns with sight distances from the proposed access points.

It is noted however that given the proximity of the access on Kenton Road to the intersection and in order to minimise conflict along the Kenton Road property frontage, it is recommended that the access point be restricted to a location at the eastern edge of the site as indicated on **Figure 8**.



View from Kenton Road access to east



View from Kenton Road access to west



View from Ocean Avenue access to north



View from Ocean Avenue access to south



## 6 TRIP GENERATION AND DISTRIBUTION

### 6.1 TRIP GENERATION

TMH 17 Volume 1 - South African Trip Data Manual <sup>(3)</sup> defines the planned uses on erf 1519 as follows:

- **Flats** – Apartments and flats – Dwelling units located in one building. Buildings are normally multi-storied while the dwelling units are normally small in size.
- **Studios** – There is no specific provision for a studio in TMH 17. The uses that may best accommodate a studio activity would include Service Industries, Light Manufacturing, Shopping Centre, Home Offices and Undertakings or Offices.
  - Service Industries (110)  
This use includes the provision of industrial services to the public – such as vehicle repairs, appliance and television repairs.
  - Light Manufacturing (140)  
This use includes activities that require the conversion of raw materials (of a light nature) into products and may include clothing, food and furniture. The use also includes small office components.
  - Shopping Centre (820)  
This use provides for an integrated group of commercial establishments that operate as a unit.
  - Home Offices and Undertakings (713)  
This use includes small businesses, professional firms, hairdressers, etc.
  - Offices (710)  
This use includes developments at which affairs of businesses, commercial or industrial organisations are conducted.

Based on the type of use envisaged on the site, there are elements of light manufacturing uses, service industry, home undertakings and offices.

For the purposes of this study the office use will be used to determine trip generation rates for the studio component as this most closely represents the intended use both from a size and use perspective

TMH 17 Volume 1 - South African Trip Data Manual <sup>(3)</sup> recommends the following trip generation rates for the components of the proposed development.

**Table 3: COTO Trip Generation Rates**

Component	AM			PM		
	Trip Rates	Trips		Trip Rates	Trips	
		IN	OUT		IN	OUT
Apartments and Flats (220)	0.65 / unit	25	75	0.65 / unit	70	30
Offices (710)	2.10 / 100m <sup>2</sup>	85	15	1 / unit	20	80

Given the development parameters this relates to the following peak hour trip generation.

Apartments (220)

$$= 0.65 \text{ trip} * \text{no. of units}$$

$$= 0.65 * 6$$

$$= \mathbf{4 \text{ trips}} \text{ (in and out)}$$

Offices (710)

$$= 2.1 \text{ trips} * \text{GLA} / 100\text{m}^2$$

$$= 2.1 * 3.48$$

$$= \mathbf{7 \text{ trips}} \text{ (in and out)}$$

### 6.1.1 Summary of Generated Trips

The trips generated by the development components are summarised in **Table 4** below.

**Table 4: Summary of Development Generated Trips**

Land Use Type	AM		PM	
	IN	OUT	IN	OUT
Apartments and Flats (220)	1	1	3	1
Offices (710)	6	1	1	6

### 6.2 TRIP DISTRIBUTION

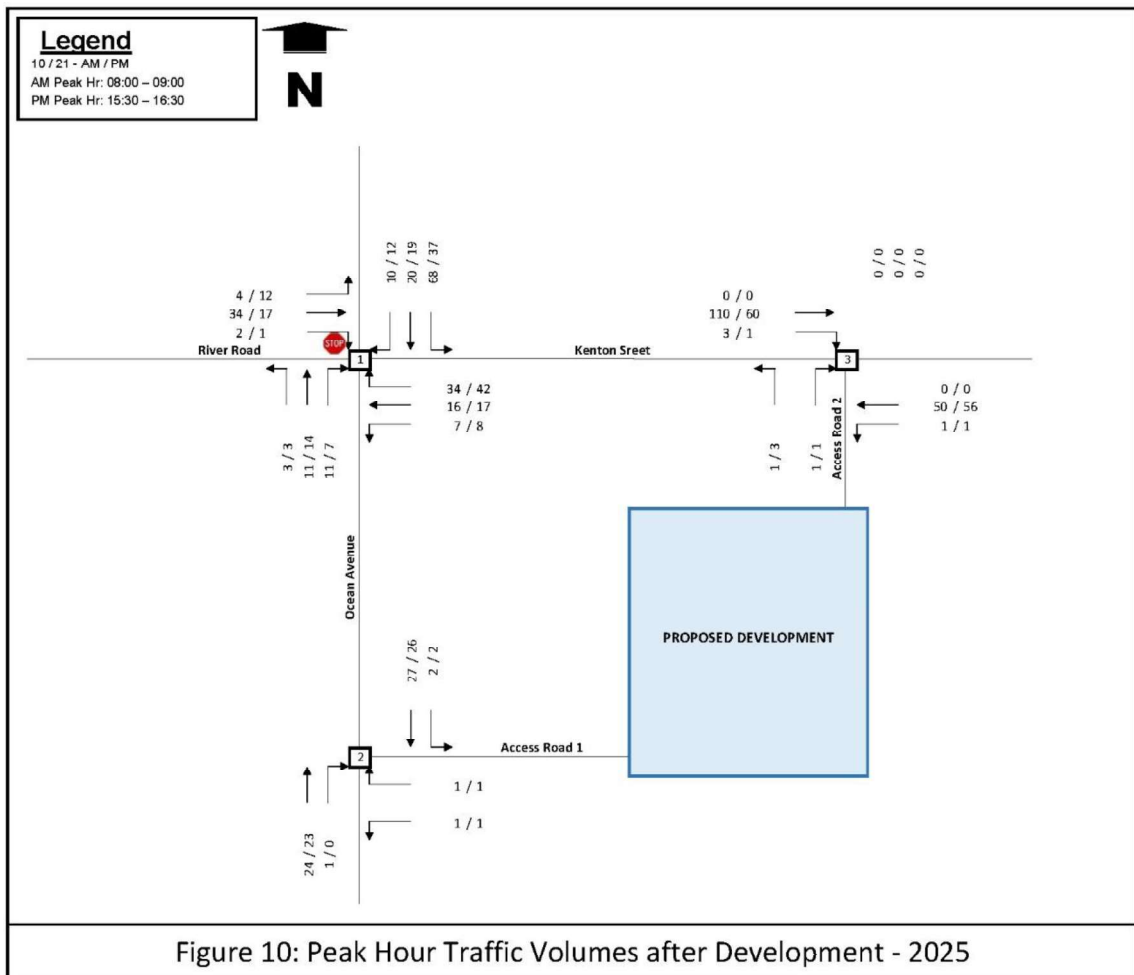
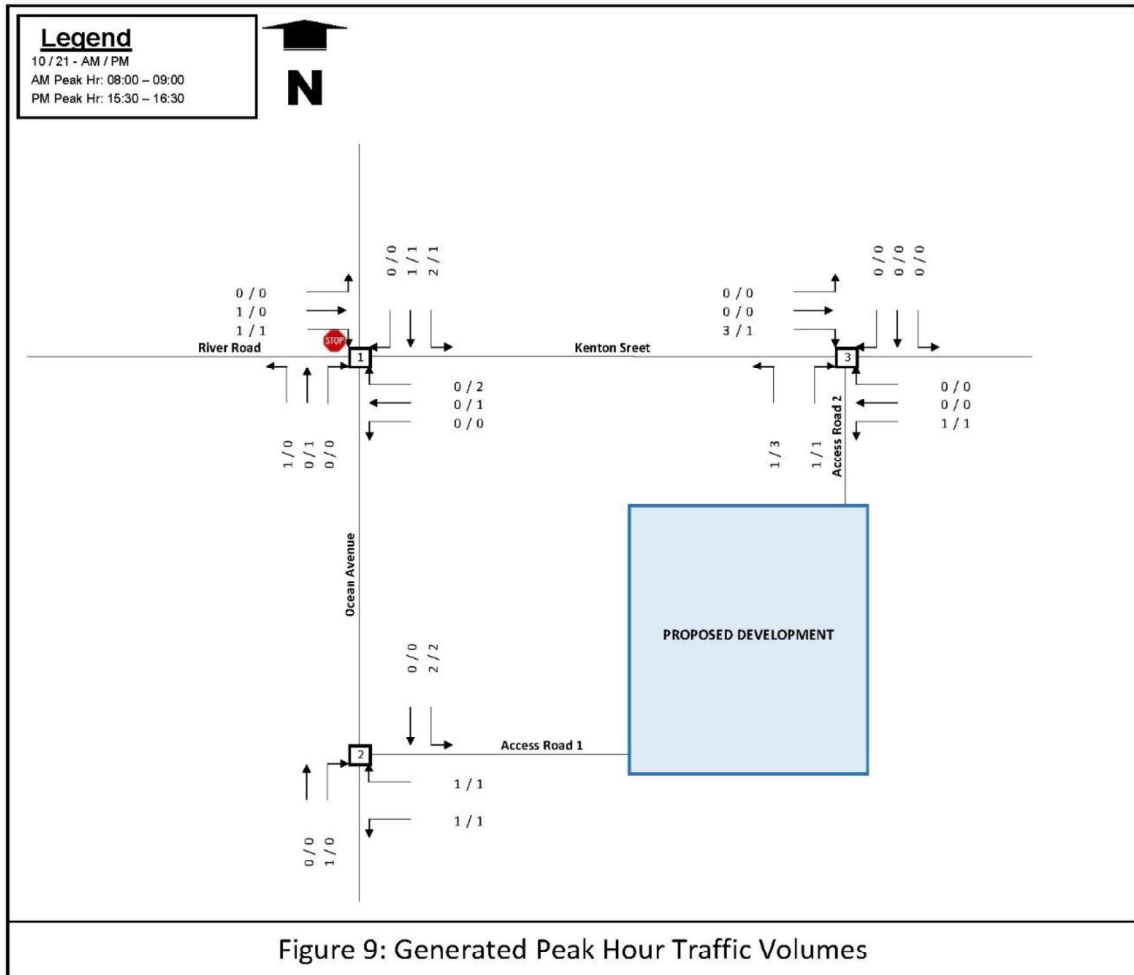
The distribution of trips to and from the development were determined by using the observed traffic flows at the surveyed intersections as a basis, as well as the location of employment and residential areas in relation to the site.

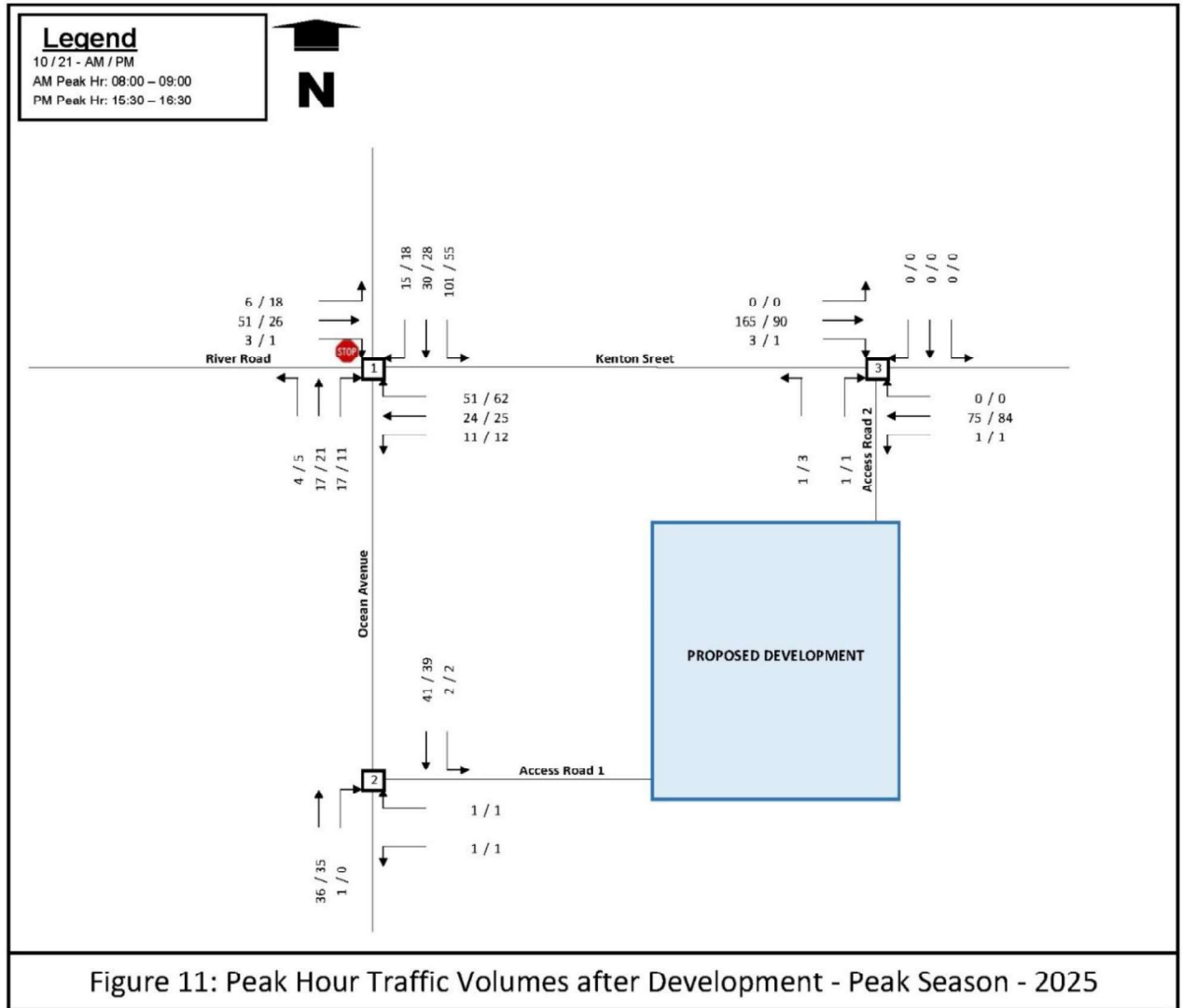
The distribution indicated in **Table 5** has been assumed.

**Table 5: Summary of Trip Distribution**

Route	AM Peak		PM Peak	
	IN %	OUT %	IN %	OUT %
East via Kenton Road	20	20	20	20
West via River Road	20	20	20	20
South via Ocean Avenue	10	10	10	10
North via Ocean Avenue	40	40	40	40
<b>Total</b>	100	100	100	100

Using these assignments, the projected traffic volumes generated by the development are indicated on **Figure 9** and the projected volumes added to the normal and peak season 2025 background traffic volumes are indicated on **Figure 10** and **Figure 11** respectively overleaf.





## 7 CAPACITY ANALYSIS AFTER DEVELOPMENT

### 7.1 2025 NORMAL

After adding generated peak hour traffic volumes to the peak hour volumes, the traffic situation was analysed in order to determine the LOS at which the affected intersection would operate during a typical weekday after development occurs for the 2025 development horizon.

The results are shown in **Table 6** below and the detailed SIDRA output sheets attached as **Annexure E**.

**Table 6: Results of Intersection Capacity Analysis – 2025 After Development - Normal**

Intersection	Control	Delay (s)		LOS - Intersection *		LOS Critical approach	
		AM	PM	AM	PM	AM	PM
Kenton Road / River Road / Ocean Avenue	All-way Stop Control	16.1	15.3	C	C	C	C

As can be seen from the results contained in **Table 6**, the additional traffic as a result of the proposed development has little or no impact on the operation of the affected intersection in terms of capacity.

## 7.2 2025 PEAK SEASON

After adding generated peak hour traffic volumes to the peak season volumes, the traffic situation was analysed in order to determine the LOS at which the affected intersection would operate during a peak season weekday after development occurs for the 2025 development horizon.

The results are shown in **Table 6** below and the detailed SIDRA output sheets attached as **Annexure F**.

**Table 7: Results of Intersection Capacity Analysis – 2025 Peak Season After Development**

Intersection	Control	Delay (s)		LOS - Intersection *		LOS Critical approach	
		AM	PM	AM	PM	AM	PM
Kenton Road / River Road / Ocean Avenue	All-way Stop Control	17.1	15.8	C	C	C	C

As can be seen from the results contained in **Table 7**, the additional traffic as a result of the proposed development added to peak season weekday traffic volumes has little or no impact on the operation of the affected intersection in terms of capacity.

## 8 PUBLIC TRANSPORT OPERATIONS AND PEDESTRIAN ARRANGEMENTS

No additional public transport facilities are required.

Provision for pedestrian movement has been made on the site to access buildings.

## 9 PARKING REQUIREMENTS

The **Ndlambe Municipality Land Use Scheme** <sup>(9)</sup> makes provision for 1 bay per residential unit and 2 bays per 100m<sup>2</sup> for shops (studios).

The required parking will be indicated on the Site Development Plan to be submitted to the Ndlambe Municipality.

## 10 DELIVERY AND LOADING ARRANGEMENTS

If required deliveries will be provided making use of light delivery vehicles which can be accommodated in the parking bays provided on-site.

## 11 CONCLUSIONS

The following conclusions can thus be drawn from the study:

- Under existing traffic conditions no problems are experienced at the affected intersection in terms of capacity during neither normal or peak season periods;
- Access to erf 1519 can be safely accommodated from Kenton Road and Ocean Avenue provide the Kenton Road access is configured as indicated on **Figure 8**;
- Vegetation will need to be cleared to either side of the Ocean Avenue access to ensure that sight distance can be achieved;
- Trip generation rates for office use have been applied to the studio component of the development as this best relates to the intended use;
- The proposed uses will generate a total of 11 peak hour trips;
- Current surveyed traffic is further estimated to represent 53% of the December peak season traffic volumes (100%);
- Given that 80% of the December Peak volumes are only exceeded on 9 days, surveyed volumes were escalated by a factor of 1.50 to reflect 80% of the December peak season average volume;
- When considering the traffic generated by the proposed development added to escalated background traffic for both normal and peak season conditions for the 2025 development horizon, the affected intersection operates at acceptable Levels of Service (C) in terms of capacity during both the AM and PM peak hours; and
- No additional public transport or pedestrian facilities are required.

## 12 RECOMMENDATIONS

In view of the findings of this study, it is recommended that:

- This TIA be approved by the Ndlambe Local Municipality;
- Access to erf 1519 be provided from Kenton Road and Ocean Avenue provided the Kenton Road access is configured as indicated on **Figure 8**;
- Vegetation be cleared to either side of the Ocean Avenue access to ensure that sight distance can be achieved; and
- The parking bays required on site be configured as indicated on **Figure 8**.

## 13 REFERENCES

1. *Joubert, Sampson, et al, TMH 16 Volume 1- South African Traffic Impact and Site Assessment Manual*, COTO, September 2013.
2. *Joubert, Sampson, et al, TMH 17 Volume 1- South African Trip Data Manual*, COTO, September 2013.
3. *COTO, TRH 26 - South African Road Classification and Access Management Manual*, SANRAL, August 2012.
4. *F de Jongh & M Bruwer, Quantification of the Natural Variation in Traffic Flow on Selected National Roads in South Africa*, 2017.
5. *Tshani Consulting, Ndlambe Local Municipality Spatial Development Framework – 2023*, Ndlambe LM, May 2023.
6. *Transportation Research Board, Highway Capacity Manual*, 2000.
7. *Akcelik & Associates (Pty) Ltd, SIDRA Junction Network 10 User Guide*, SIDRA Solutions, April 2025.
8. *Joubert, Sampson, et al, TMH 16 Volume 2- South African Traffic Impact and Site Assessment Standards and Requirements Manual*, COTO, September 2013.
9. *Urban Dynamics Eastern Cape (Pty) Ltd, Ndlambe Integrated Land Use Scheme*, Ndlambe Municipality, March 2019.

ANNEXURE A  
Land Use  
Rights



**Ndlambe Municipality**  
**ZONING CERTIFICATE**

**Date : 13 December 2023**

**Fax No: (046) 624 2669**

**Tel: 046 624 5500**

**Address:**

**P O Box 13**

**Port Alfred**

**6170**

**Property description:**

**Erf 1519, Kenton on Sea**

**Street Address:**

**2 Cnr River Road, Ocean Avenue**

**Registered area:**

**978.0 SQM**

**Municipality:**

**Ndlambe Municipality**

**Zoning:**

**Residential Zone 1**

**Primary Use:**

**Dwelling Unit**

**Consent Use:**

**Additional Dwelling Unit, Crèche,  
Guest House, Home Enterprise,  
Medical Use, Social Facility**

**Restrictions:**

**Land use restrictions and additional  
Provisions applicable to this zone as  
per the Title Deed.**

This information is in accordance with the **Ndlambe Integrated Land Use Scheme (2019)**, regulations as on above date, and may be amended from time to time. This information is also given in respect of Land Use Management requirement only and must not be construed as indicating requirements in terms of any By-Laws, the National building regulations, Environmental Legislations or any restrictive conditions in title Deeds.

  
**DR. N. VITHI-MASIZA**

**Director: Infrastructural Development**

# ERVEN 1519 KENTON ON SEA

---

- APPLICATION FOR THE REZONING OF ERF 1519 KENTON ON SEA TO BUSINESS ZONE 1
- DEPARTURE TO PERMIT GENERAL RESIDENTIAL USES ON THE GROUND FLOOR.
- REMOVAL OF RESTRICTIVE CONDITIONS

September 2024



SETTLEMENT PLANNING SERVICES

Geo-Spatial Solutions

# Table of Contents

<b>1</b>	<b>APPLICATION SUMMARY</b>	<b>2</b>
1.1	APPLICATION FOR THE REZONING OF ERF 1519 KENTON ON SEA TO BUSINESS ZONE 1	2
1.2	DEPARTURE TO PERMIT GENERAL RESIDENTIAL USES ON THE GROUND FLOOR.	2
1.3	REMOVAL OF RESTRICTIVE CONDITIONS APPLICABLE TO ERVEN 1519 KENTON ON SEA	2
<b>2</b>	<b>TRUST RESOLUTION</b>	<b>2</b>
<b>3</b>	<b>BONDHOLDERS CONSENT</b>	<b>2</b>
<b>4</b>	<b>LOCALITY</b>	<b>2</b>
<b>5</b>	<b>PROPERTY AND OWNER INFORMATION</b>	<b>3</b>
5.1	ERF 1519	3
5.2	SG DIAGRAM	3
5.3	TITLE DEED RESTRICTIONS	3
5.3.1	<i>Erven 1519</i>	3
5.3.2	<i>Proposed Removal of Restrictions</i>	4
5.4	CURRENT ZONING	4
5.5	EXISTING LAND USE	5
5.6	SURROUNDING ZONING	6
5.7	HEIGHT	6
<b>6</b>	<b>DEVELOPMENT PROPOSAL</b>	<b>7</b>
6.1	ROAD ACCESS	9
6.2	PARKING	9
6.3	LAND USE APPLICATIONS	10
6.3.1	<i>Rezoning to Business Zone 1</i>	10
6.3.2	<i>Departure to permit general residential uses on the ground floor</i>	10
6.4	ENGINEERING SERVICES	11
<b>7</b>	<b>PLANNING MOTIVATION</b>	<b>11</b>
7.1	DEVELOPMENT PRINCIPLES AND NORMS & STANDARDS AS CONTEMPLATED IN CHAPTER 2 OF SPLUMA;	11
7.1.1	<i>Spatial Justice</i>	11
7.1.2	<i>Spatial Sustainability</i>	12
7.1.3	<i>Spatial Resilience and Efficiency</i>	12
7.1.4	<i>Good Governance</i>	13
7.1.5	<i>Constitutional transformation imperatives and the related duties of the state;</i>	13
7.2	THE STATE AND IMPACT OF ENGINEERING SERVICES, SOCIAL INFRASTRUCTURE AND OPEN SPACE	13
7.2.1	<i>Engineering Services</i>	13
7.2.2	<i>Open Space Requirements</i>	13
7.3	MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (2023)	13
7.4	THE RESPECTIVE RIGHTS AND OBLIGATIONS OF ALL AFFECTED;	15
7.5	THE IMPACT OF THE PROPOSAL IN TERMS OF HERITAGE CONSERVATION;	15
7.6	THE INFLUENCE OF THE PROPOSAL ON SURROUNDING FACILITIES SUCH AS SCHOOLS, OPEN SPACES AND OTHER COMMUNITY FACILITIES IF THE APPLICATION LEADS TO AN INCREASE IN THE RESIDENTS OF THE AREA;	15
7.7	THE INFLUENCE OF THE PROPOSAL ON THE EXISTING CHARACTER OF THE AREA AND THE RIGHTS OF RESIDENTS WITH REGARDS TO PRIVACY, VIEW, ETC.	15
7.7.1	<i>Existing Character</i>	15
7.7.2	<i>Influence of the Proposal on the existing Character</i>	16
7.7.3	<i>Privacy and View</i>	16
<b>8</b>	<b>CONCLUSION</b>	<b>17</b>

# List of Figures

FIGURE 1: LOCALITY PLAN .....	2
FIGURE 2: TITLE DEED EXTRACT PAGE 3 .....	3
FIGURE 3: AERIAL PHOTOGRAPH OF EXISTING USE .....	5
FIGURE 4: SURROUNDING ZONING .....	6
FIGURE 5: TOPOGRAPHIC DIAGRAM .....	6
FIGURE 6: PROPOSED GROUND FLOOR PLAN .....	7
FIGURE 7: PROPOSED FIRST FLOOR (BLOCK B) .....	8
FIGURE 8: PROPOSED FIRST FLOOR BLOCK A .....	8
FIGURE 9: WEST ELEVATION .....	9
FIGURE 10: HEIGHT OF STRUCTURES .....	9
FIGURE 11: BUS ZONE 1 PARAMETERS – EXTRACT FROM LUS SCHEME 2019 .....	10
FIGURE 12: KENTON ON SEA CBD CONCEPTUAL EXPANSION (SDF 2023 EXTRACT) .....	14
FIGURE 13: EXTRACT FROM THE SDF 2023 MAP .....	14
FIGURE 14: VIEW DOWN RIVER ROAD TOWARD OCEAN AVENUE INTERSECTION. ....	15
FIGURE 15: VIEW UP OCEAN AVENUE TOWARD ALFRED ROAD .....	16
FIGURE 16: VIEW DOWN RIVER ROAD TOWARDS THE EAST .....	16

# 1 APPLICATION SUMMARY

The purpose of this submission is to apply for the necessary land use rights to enable the development of business and dwelling units of Erf 1519 Kenton-On-Sea. To enable the development the following land use applications are submitted:

## 1.1 APPLICATION FOR THE REZONING OF ERF 1519 KENTON ON SEA TO BUSINESS ZONE 1

Proposed rezoning of Erf 1519 Kenton on Sea to Business Zone 1

## 1.2 DEPARTURE TO PERMIT GENERAL RESIDENTIAL USES ON THE GROUND FLOOR.

## 1.3 REMOVAL OF RESTRICTIVE CONDITIONS APPLICABLE TO ERVEN 1519 KENTON ON SEA

The removal of conditions 6(a) 6(b)(i)(ii) on page 3 of Deed No [redacted] and all the other related deeds.

# 2 TRUST RESOLUTION

A Trust resolution is included in the submission documentation.

The registered owners have issued the necessary consent to enable the applications to be submitted by Setplan.

# 3 BONDHOLDERS CONSENT

Erf 1519 is not bonded.

# 4 LOCALITY

The erven are located to the east of the intersection of Kenton Road and Ocean Avenue in the Kenton CBD.

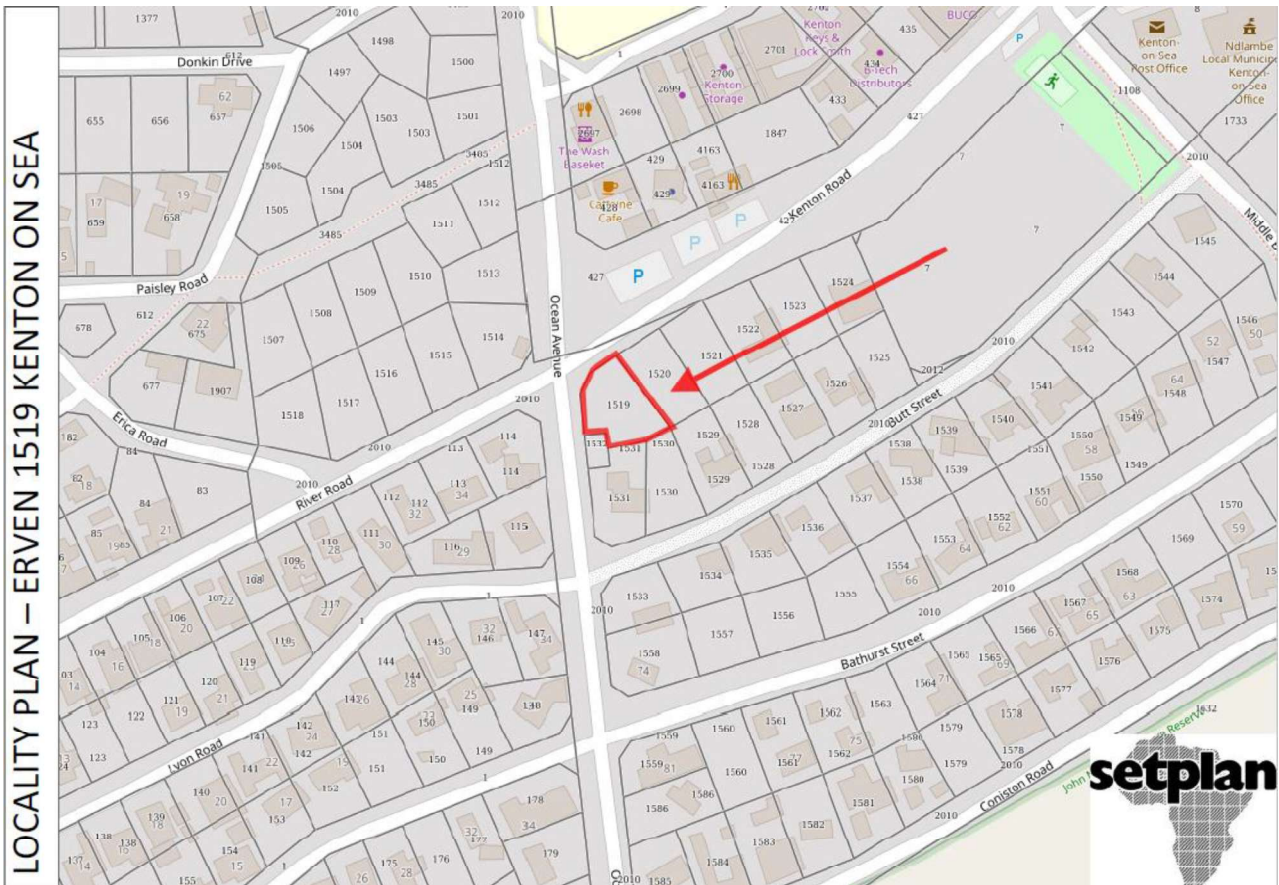


FIGURE 1: LOCALITY PLAN

## 5 PROPERTY AND OWNER INFORMATION

### 5.1 ERF 1519

PROPERTY INFORMATION			
Property Type	ERF	Diagram Deed Number	T27688/2023
Township	KENTON-ON-SEA	Local Authority	KENTON ON SEA MUN
Erf Number	1519	Province	EASTERN CAPE
Portion Number	0	Extent	978.000SQM
Registration Division	NOT AVAILABLE	LPI Code	C00800040000151900000
Previous Description	PTN OF 2010-TP11852		
OWNER INFORMATION (1)			
HOWARD FAMILY TRUST			Owner 1 of 1
Company Type	TRUST	Document	T27688/2023
Registration Number	IT187/2022(E)	Microfilm / Scanned Date	-
Name	HOWARD FAMILY TRUST	Purchase Price (R)	690 000
Multiple Owners	NO	Purchase Date	2023/09/01
Multiple Properties	NO	Registration Date	2023/10/30
Share (%)	-		

### 5.2 SG DIAGRAM

Copies of the relevant SG diagrams are attached to this submission.

### 5.3 TITLE DEED RESTRICTIONS

#### 5.3.1 ERVEN 1519

The erven are held under Deed [REDACTED]

This deed contains conditions that would restrict the proposed development. Conditions 6(a) 6(b)(i)(ii) on page 3 of Deed No .

Page 3	
6.(a)	This erf shall be used solely for the purpose of erecting thereon one dwelling or other buildings for such purposes as the Administrator may, from time to time after reference to the Townships Board and the local authority, approve, provided that: if the erf is included within the area of a Town Planning Scheme, the local authority may permit such other buildings as are permitted by the scheme subject to the conditions and restrictions stipulated by the scheme.
(b)	No building or structure or any portion thereof except boundary walls and fences shall, except with the consent of the Administrator, be erected nearer than 5,0 metres to the street line which forms a boundary of this erf, nor within 3,0 metres of the rear or 1,5 metres of the lateral boundary common to any adjoining erf, provided that with the consent of the local authority –
(i)	an outbuilding used solely for the housing of motor vehicles and not exceeding 3,0 metres in height, measured from the ground floor of the outbuilding to the wall-plate thereof, may be erected within such side and rear spaces, and any other outbuilding of the same height may be erected within the rear space and side space for a distance of 12,0 metres measured from the rear boundary of the erf, provided that in the case of a corner erf the distance of 12,0 metres shall be measured from the point furthest from the streets abutting the erf.
(ii)	an outbuilding in terms of subparagraph (i) may only be erected nearer to a lateral or rear boundary of a site than the above prescribed spaces, if no windows or doors are inserted in any wall facing such boundary.

FIGURE 2:TITLE DEED EXTRACT PAGE 3

As the proposed use of the property will contravene the title conditions. It is therefore proposed that restrictive conditions 6(a) 6(b)(i)(ii) on page 3 of contained in the Deed No 1 [redacted] 3 applicable to Erf 1519 be removed.

### 5.3.2 PROPOSED REMOVAL OF RESTRICTIONS

These conditions aim to control the use and development of the property to and for dwelling house purposes. The current planning legislation applicable to these erven adequately manages extent and use of properties. There would be no negative impact on the surrounding residents or owners in Kenton on Sea should these conditions be removed.

In addition, the adopted Spatial Development Framework proposals for the area promote non-residential development i.e. as CBD expansion. The removal of these conditions would enable the Ndlambe Municipality to achieve the development ideals set out in the SDF.

## 5.4 CURRENT ZONING

Erf 1519 is zoned Residential Zone 1 (RZ1)

The zoning parameters currently applicable to the land units are as follows:-

### Residential Zone 1

<b>LAND USE CATEGORY</b>		<b>Residential</b>				
<b>ZONING</b>		<b>Residential Zone 1</b>				
<b>PURPOSE</b>		<b>Single Residential</b>				
<b>Objectives</b>						
<ul style="list-style-type: none"> <li>• Use of land for single residential purposes.</li> <li>• Protection of the quality and character of residential neighbourhoods and the well-being of its citizens.</li> <li>• Limit multiple use of buildings to minimize adverse impact on the residential environment.</li> <li>• Densities that are compatible with existing surrounding land uses and are generally situated inside the urban edge.</li> <li>• Site sizes to be guided by relevant subdivision / densification policy.</li> </ul>						
<b>USE OF THE PROPERTY</b>						
<b>Primary Use</b>	<b>Definition</b>				<b>Consent Use</b>	
<i>Dwelling Unit</i>	means a self-contained inter-leading group of rooms with not more than one kitchen used for human habitation and includes such outbuildings as are ordinarily used therewith and permit a home occupation for a single household.				<ul style="list-style-type: none"> <li>• <i>Additional Dwelling Unit</i></li> <li>• <i>Crèche</i></li> <li>• <i>Guest House</i></li> <li>• <i>Home Enterprise</i></li> <li>• <i>Medical Use</i></li> <li>• <i>Social Facility</i></li> </ul>	
<b>DEVELOPMENT PARAMETERS</b>						
<b>Building Lines</b>				<b>Height</b>	<b>Coverage</b>	<b>Floor Factor</b>
	<i>Street</i>	<i>Lateral</i>	<i>Rear</i>			
<i>Erven &lt; 600m<sup>2</sup></i>	4m	1.5m	2m	8.5m	70%	1.0
<i>Erven &gt; 600m<sup>2</sup></i>	5m	1.5m	3m	8.5m	50%	

## 5.5 EXISTING LAND USE

The property is currently vacant.



FIGURE 3: AERIAL PHOTOGRAPH OF EXISTING USE

## 5.6 SURROUNDING ZONING

The surrounding zoning is reflected below.

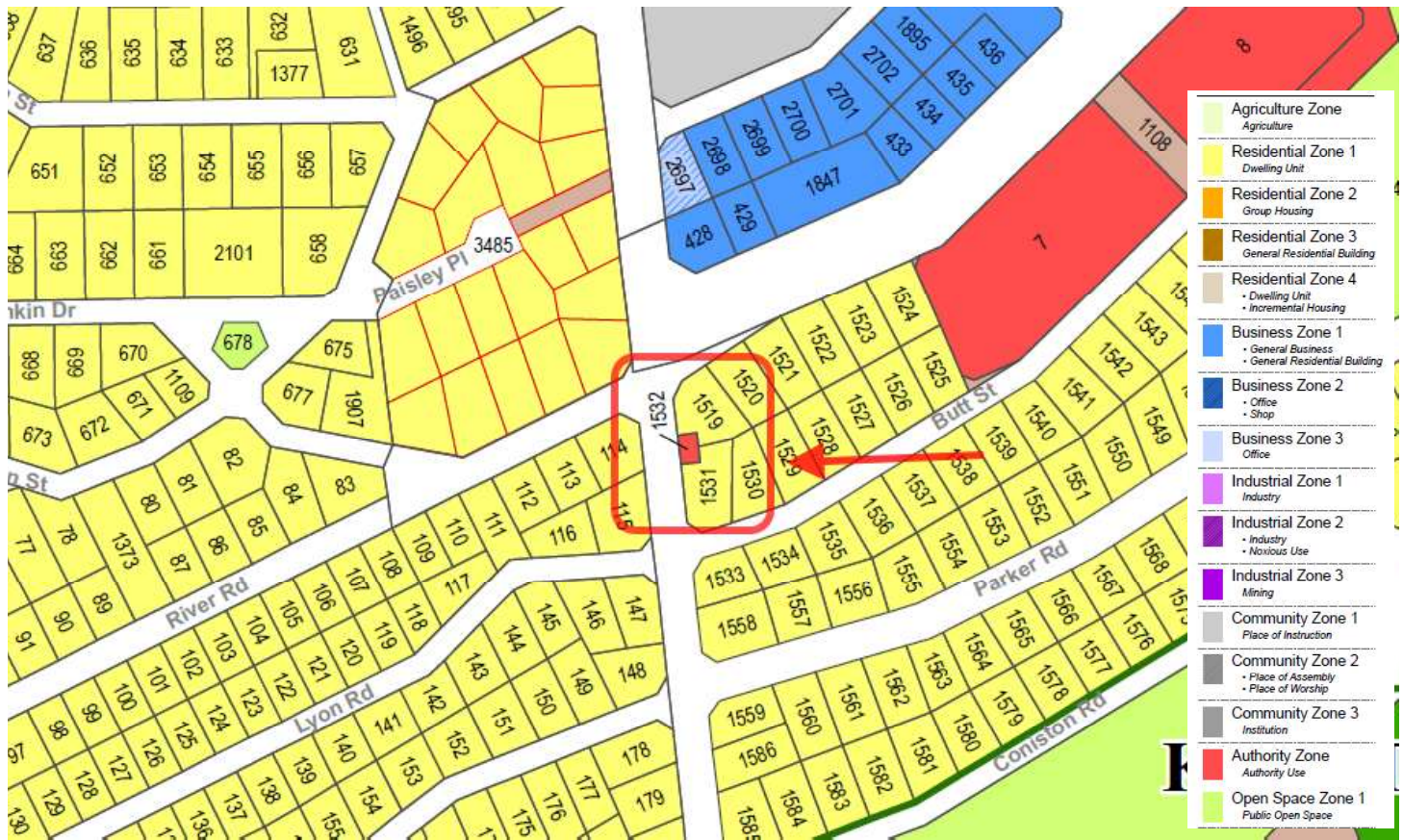


FIGURE 4: SURROUNDING ZONING

## 5.7 HEIGHT

The height and contour applicable to the site have been surveyed. See topographic diagram below.

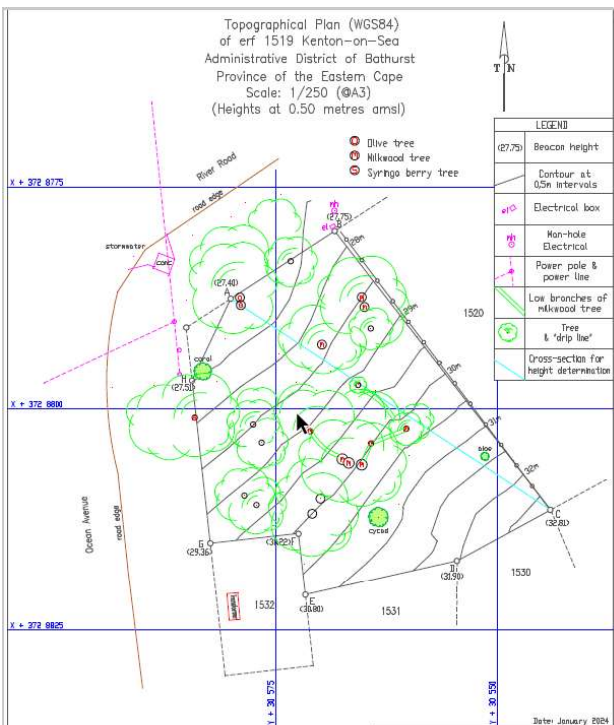


FIGURE 5: TOPOGRAPHIC DIAGRAM

# 6 DEVELOPMENT PROPOSAL

Refer to the Site Development Plan attached to the submission and extracts included in this report. The owner of the property wishes to develop the site for dwellings and studios/shops. The preliminary SDP provides an indication of the proposal which could consist of 10 dwelling units, and 4 studio/shops.

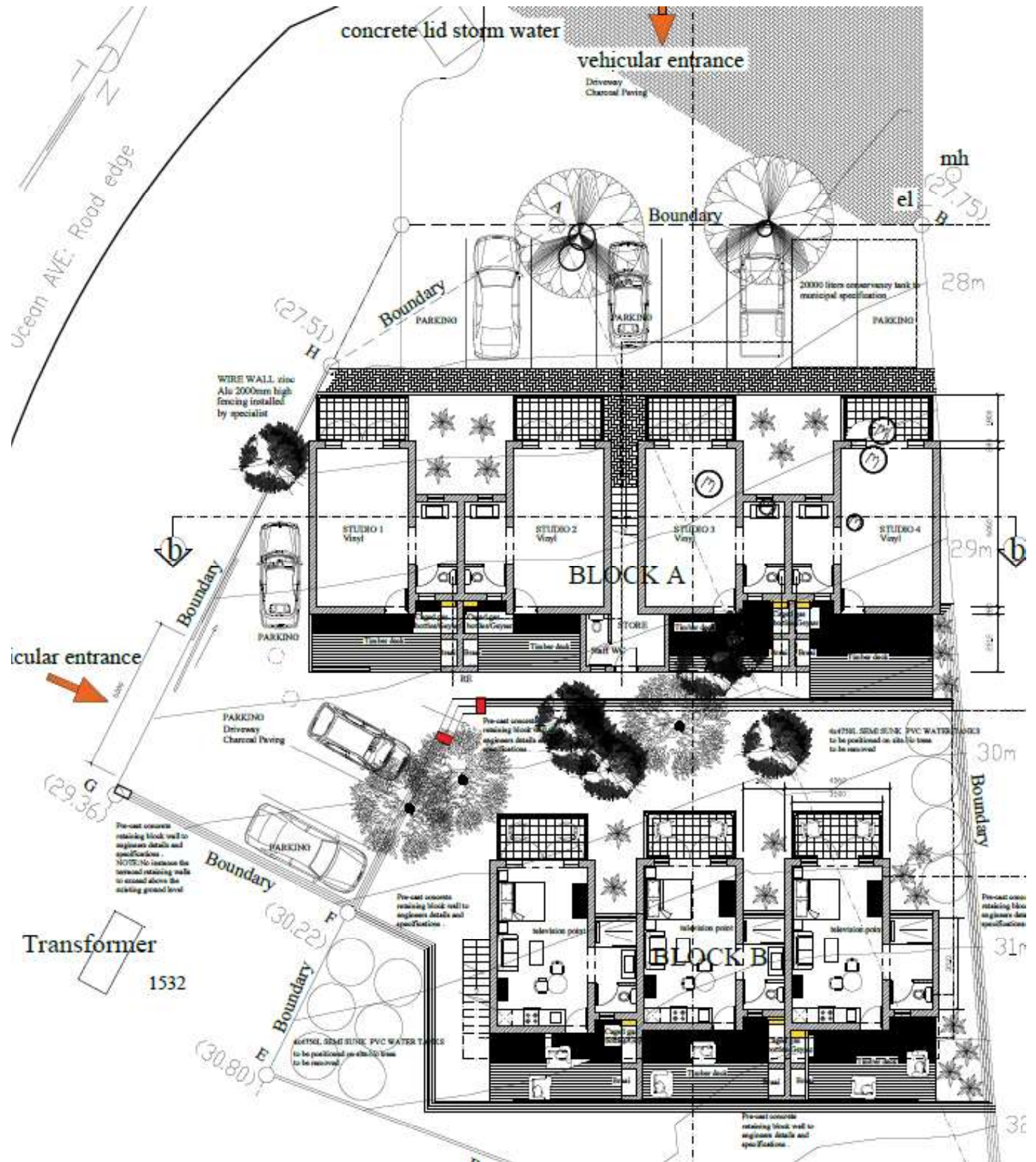


FIGURE 6: PROPOSED GROUND FLOOR PLAN.

The proposed First Floor in Block B (southern Block) can accommodate 3 dwelling units.



FIGURE 7: PROPOSED FIRST FLOOR (BLOCK B)

The proposed first floor of Block A (Northern Cape) can accommodate 4 dwelling units. It is proposed that one of these units contain a mezzanine floor (Bedroom).

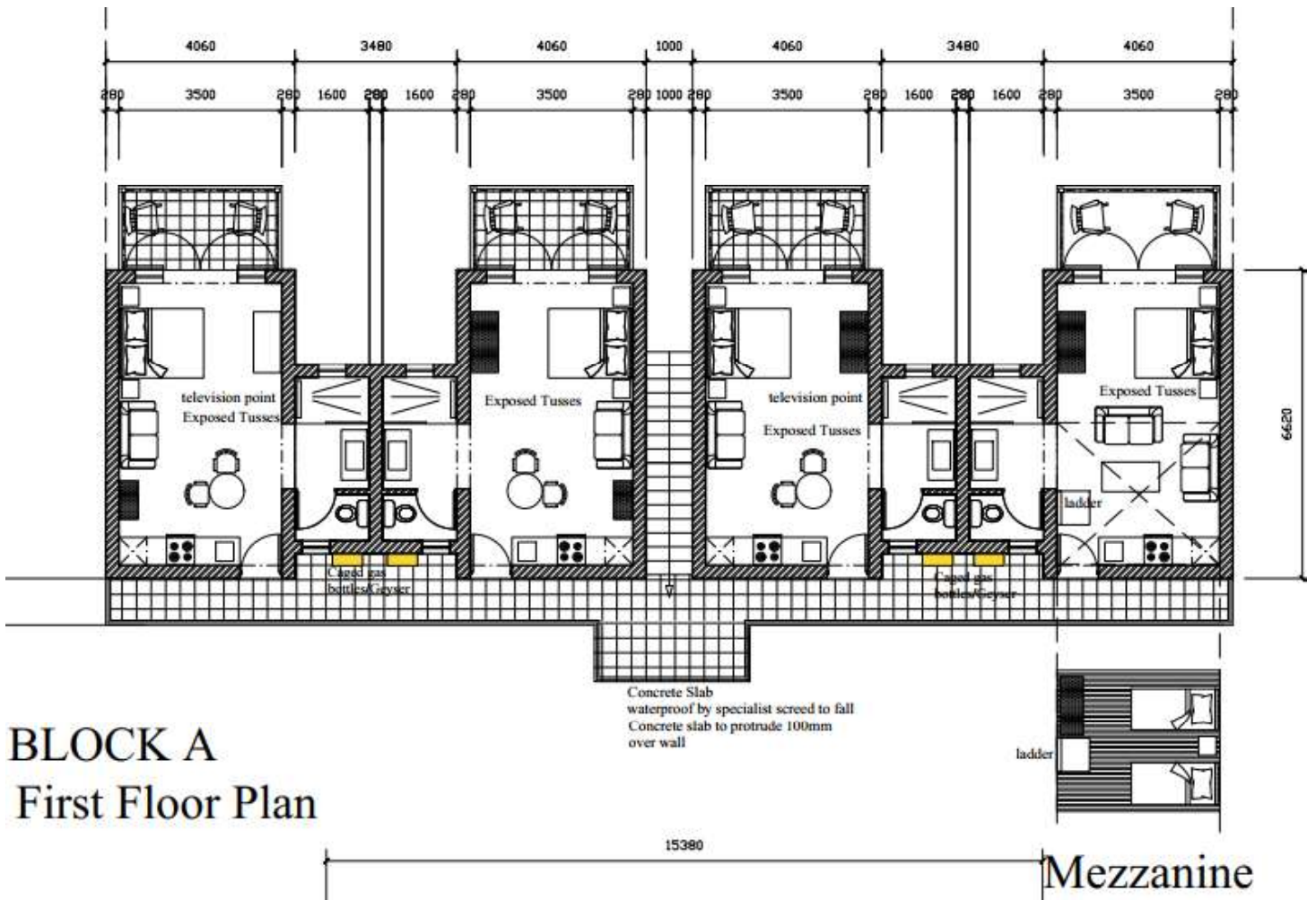
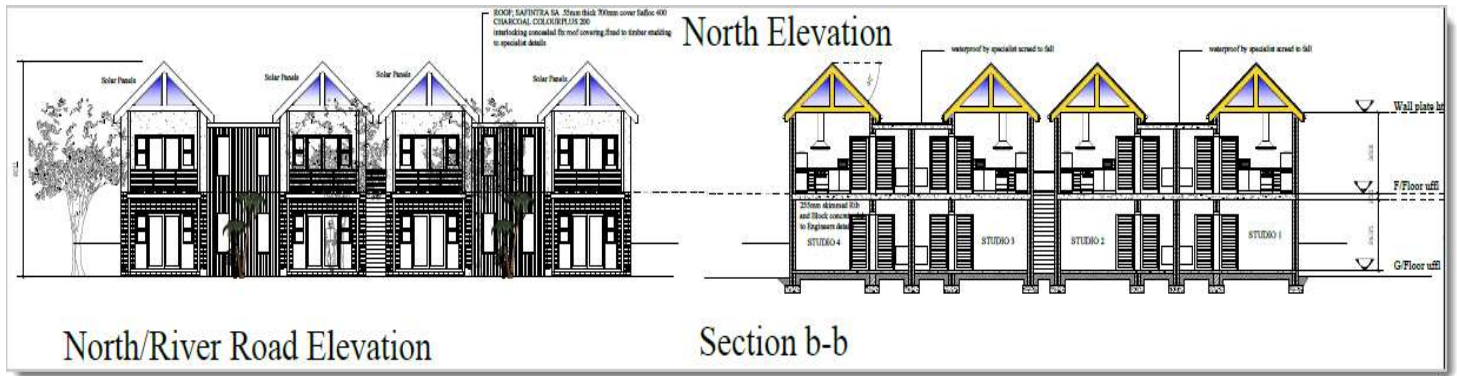


FIGURE 8: PROPOSED FIRST FLOOR BLOCK A



North Elevation

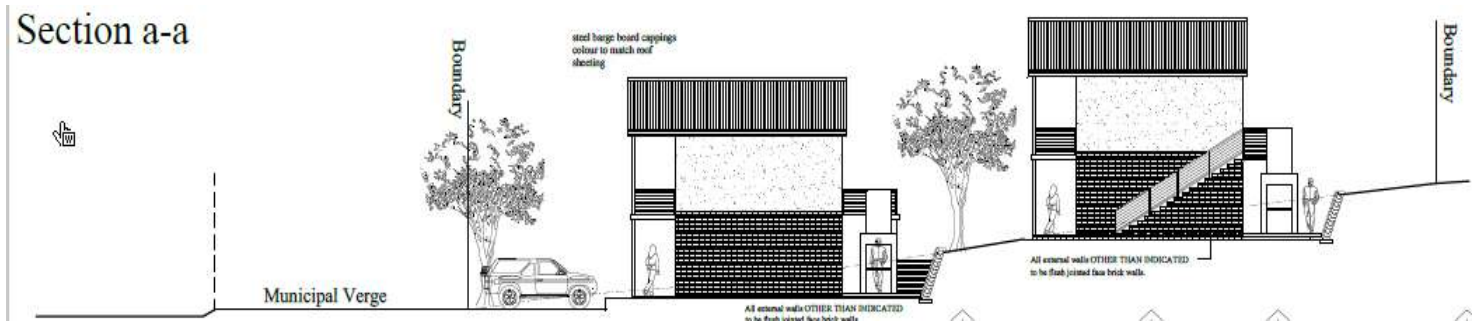


FIGURE 9: WEST ELEVATION

The structure will have a height of 2 storey and will be a maximum height of 7.788m above ground level

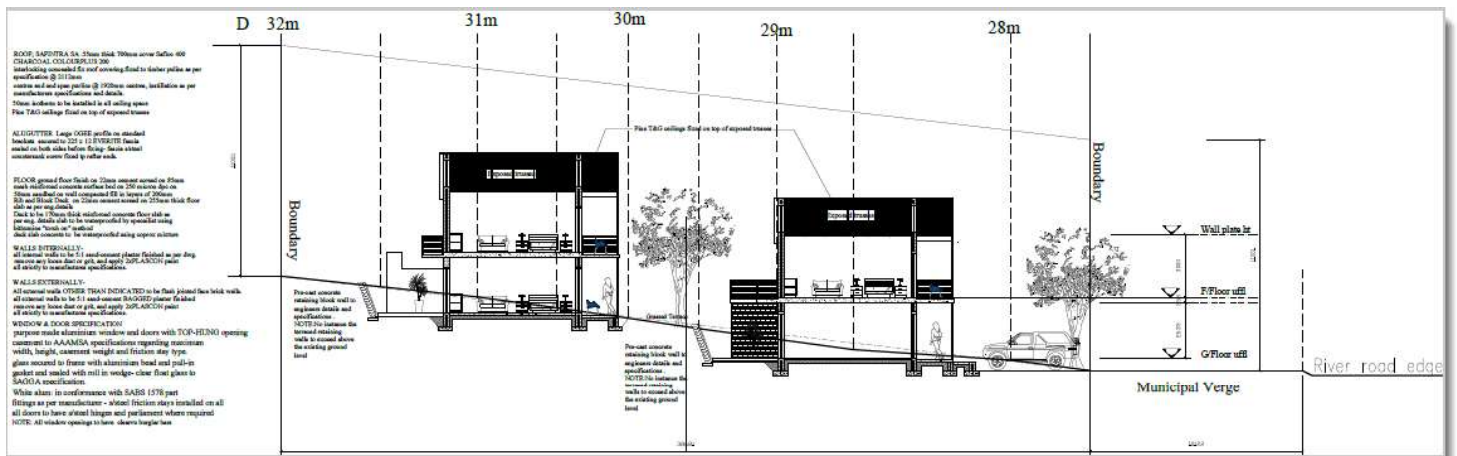


FIGURE 10: HEIGHT OF STRUCTURES

## 6.1 ROAD ACCESS

The development will gain access from both River Road and Ocean Avenue. Both of these roads serve non-residential uses and distribute traffic within Kenton on Sea. The proposed rezoning will not have a negative impact on these roads.

## 6.2 PARKING

The Site Development Plan prepared by Rick Betts Architecture indicates that there is a total of 2205.5m<sup>2</sup> of retail space which would attract a parking requirement of 2 bays (@2bays per 100m<sup>2</sup> of business). The 10 dwelling units will attract a parking requirement of 10 bays. A total of 12 bays are required for the development and 12 bays can be accommodated on the site. Nine bays will be accessed from River Road while 3 bays will be accessed from Ocen Drive.

## 6.3 LAND USE APPLICATIONS

To give effect to this development proposal the following applications are required.

1. Application for the Rezoning of Erf 1519 Kenton On Sea to Business Zone 1
2. Departure to permit general residential uses on the ground floor..

### 6.3.1 REZONING TO BUSINESS ZONE 1

As the SDF promotes the development of High Density Residential as well as mixed use on the property it is proposed to rezone it to Business Zone 1. This zone permits both General Business as well as General Residential Uses (Above ground floor). The development parameters are set out in the extract below:

<b>LAND USE CATEGORY</b>		<b>Business</b>		
<b>ZONING</b>		<b>Business Zone 1</b>		
<b>PURPOSE</b>		<b>High Intensity Business</b>		
<b>Objectives</b>				
<ul style="list-style-type: none"> <li>• The variety of business and related land use types representing the needs within a sub-regional and regional context.</li> <li>• Key objective if this zone is to promote economic development, employment and mixed use through the inclusion of a wide range of uses.</li> <li>• Generally located within the existing strong commercial nodes, central business district and areas identified for a wide range of commercial uses and mixed use activity in the SDF.</li> <li>• For inclusion of storage, goods handling and general residential purposes.</li> <li>• Industrial and manufacturing uses are restricted.</li> </ul>				
<b>USE OF THE PROPERTY</b>				
<b>Primary Use</b>	<b>Definition</b>	<b>Consent Use</b>		
General Business	means the use of a property for mixed use purposes of retail, commercial or professional operation, which may, inter alia, include restaurants, shops, offices, financial institutions, gymnasiums or any other which is reasonably connected to a business.	<ul style="list-style-type: none"> <li>• Funeral Parlour</li> <li>• Gambling Activity</li> <li>• Institution</li> <li>• Liquor Outlet</li> <li>• Place of Assembly</li> <li>• Place of Entertainment</li> <li>• Place of Instruction</li> <li>• Place of Worship</li> <li>• Service Station</li> <li>• Telecommunication Mast</li> <li>• Tourist Facility</li> <li>• Transport Facility</li> <li>• Warehouse</li> </ul>		
General Residential Building above ground floor.	means a building for human habitation, together with such outbuildings and support facilities relating to the operation and sustainability of the scheme or building, and includes a boarding house, backpackers facility, residential rooms, guest house, children's home, retirement village, hostel, hotel, group housing, dwelling units, flats and a gate house.			
<b>DEVELOPMENT PARAMETERS</b>				
<b>Building Lines</b>		<b>Height</b>	<b>Coverage</b>	<b>Floor Factor</b>
<b>Street</b>	<b>Lateral &amp; Rear</b>			
0m	0m	11m	100%	3.0
Additional building lines may be imposed based on surrounding land uses or safety controls				

FIGURE 11:BUS ZONE 1 PARAMETERS – EXTRACT FROM LUS SCHEME 2019

The proposed development will comply with these development parameters apart from the requirement that the General Residential Use be located above the ground floor.

### 6.3.2 DEPARTURE TO PERMIT GENERAL RESIDENTIAL USES ON THE GROUND FLOOR

In order to enable compliance with the zoning scheme it is proposed that a permanent departure be granted to permit the General Residential Uses on the ground floor.

In order to create an effective mixed use development and to meet the current demand for middle income residential units on a sloping site the development has been structured in two blocks. Block A has been located close to River Road and to make use of this visibility and accessibility the studio/shops have been located on the ground floor. Residential units have been located on the floor above.

Block B is located at the back of the site and does not have the benefit of visibility or accessibility afforded by River Road. The developer has indicated that commercial units would not be viable here and is proposing therefore to create two floors of residential units.

It is proposed that a condition be imposed that the departure only be applicable to the Block B ground floor units.

## 6.4 ENGINEERING SERVICES

### **Electricity:**

There is an existing electrical supply to the erven.

### **Refuse Removal:**

Refuse waste is removed by the Ndlambe Municipality.

### **Sewage issues**

All site is connected to the municipal sewer system.

### **Stormwater:**

Storm water is via natural run-off. The stormwater will be collected at a low point on the erf and then discharged into the street.

### **Water supply**

All erven have existing water connections.

## 7 PLANNING MOTIVATION

### 7.1 DEVELOPMENT PRINCIPLES AND NORMS & STANDARDS AS CONTEMPLATED IN CHAPTER 2 OF SPLUMA;

The general principles set out in Chapter 2 of the SPLUMA apply to all of state organs and other authorities responsible for the implementation of legislation regulating the use and development of land, and guide -

- (a) The preparation, adoption and implementation of any spatial development framework, policy or by laws concerning spatial planning and the development or use of land;
- (b) The compilation, implementation and administration of any land use scheme or other regulatory mechanism for the management of the use of land;
- (c) The sustainable use and development of land
- (d) The consideration by competent authority of any application that impacts or may impact upon the use and development of land and
- (e) The performance of any function in terms of this Act or any other law regulating spatial planning and land use management.

As the above highlighted instances of land development activities will be affected during the consideration of this application the relevant Chapter 2 Development Principles are addressed below:

#### 7.1.1 SPATIAL JUSTICE

In the broadest sense, spatial (in)justice refers to an intentional and focused emphasis on the spatial or geographical aspects of justice and injustice. As a starting point, this involves the fair and equitable distribution in space of socially valued resources and the opportunities to use them.

“The city and spatial justice”: Sophie Didier, Frédéric Dufaux, Spatial justice 01 September 2009

## Spatial Justice

- 
- Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas
  - Not applicable to this proposal
- 
- a Municipal Planning tribunal considering an application before it, may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land or property is affected by the outcome of the application
  - The proposal will not negatively affect the values of surrounding properties.
  - This proposal will support the principle of spatial justice in that it will provide benefit to the broader Kenton Community by alleviating parking congestion.
  - The proposed development will be in keeping with the surrounding character and will not prevent the surrounding owners from giving effect to their current land use rights

### 7.1.2 SPATIAL SUSTAINABILITY

Sustainable development implies that products designed for today's needs should not harm people and nature anywhere and should not limit the well-being of people and nature later.

#### Spatial Sustainability

- 
- Promote land development that is within the fiscal, institutional and administrative means of the Republic
  - There is no negative impact on the fiscal, institutional and administrative means of the Republic
- 
- Ensure that special consideration is given to the protection of prime and unique agricultural land
  - No prime and unique agricultural land will be negatively affected.
- 
- Uphold consistency of land use measures in accordance with environmental management instruments
  - No NEMA applications are required
  - The proposed development will not take place within a sensitive environmental area.
- 
- Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments
  - The development will be accommodated within the existing infrastructure network
  - The development is in the town central business district (CBD)
- 
- Promote land development in locations that are sustainable and limit urban sprawl
  - The development falls within the urban growth boundary and will therefore not contribute to urban sprawl.
  - The development is to take place within the town central business district (CBD)
  - The proposed use of Erf 1519 will give effect to the proposals contained in the MSDF which earmarks the erf for expansion of the CBD.
- 
- Result in communities that are viable
  - The proposed development and usage will take place within the existing CBD and also within the proposed expansion thereof.
  - The appropriate usage of the property will ensure that the Kenton-on-Sea community remains viable into the future.
  - The proposal does not in any way trigger urban sprawl.

### 7.1.3 SPATIAL RESILIENCE AND EFFICIENCY

The application will ensure that the existing land is used to its maximum potential and in an affordable and effective manner. The development will also take place within the urban edge, will not enable urban sprawl and will therefore assist to achieve spatial resilience in the settlement of Kenton-on-Sea.

The proposals will make sure that the existing property can be developed to its maximum potential in affordable and resilient manner. This principle also refers to the flexibility of plans, policy and land use management systems. The expansion of the retail outlets will support the existing services offered to the broader community.

#### 7.1.4 GOOD GOVERNANCE

Prior to implementation the necessary legislative approvals will be obtained to ensure legislative compliance. The processes and procedures prescribed in terms of the Ndlambe Bylaws with respect to public participation advertising and approval procedures will be followed. This application will be advertised, and surrounding owners notified by registered post

#### 7.1.5 CONSTITUTIONAL TRANSFORMATION IMPERATIVES AND THE RELATED DUTIES OF THE STATE ;

The Constitution states that within its financial and administrative capacity the **objects of local government** are-

- (a) to provide democratic and accountable government for local communities.
- (b) to ensure the provision of services to communities in a sustainable manner;
- (c) to promote social and economic development
- (d) to promote a safe and healthy environment; and
- (e) to encourage the involvement of communities and community organizations in the matters of local government.

In addition, the Constitution states that as municipality's **developmental duties** are to:

- (a) structure and manage its administration and budgeting and planning processes to give priority to the basic needs of the community, and to promote the social and economic development of the community; and
- (b) participate in national and provincial development programs.

Although this development proposal does not enable the municipality to directly meet transformational imperatives it does enable the Municipality to exercise its developmental duties and to meet the object of creating economic development opportunities.

## 7.2 THE STATE AND IMPACT OF ENGINEERING SERVICES, SOCIAL INFRASTRUCTURE AND OPEN SPACE

### 7.2.1 ENGINEERING SERVICES

The proposed development will connect to the existing services surrounding the site.

### 7.2.2 OPEN SPACE REQUIREMENTS

No additional Open Space is required in terms of the zoning scheme regulations.

## 7.3 MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (2023)

The SDF 2023 has adopted the following Vision statement:

**“A Spatially integrated Municipality which has unique characteristics and provides support to the towns of Ndlambe Local Municipality for various needs, and where the growth and development of towns are in line with spatial proposals for the Municipality and aims to achieve sustainability”**

The following development objectives have been adopted to enable the achievement of the stated Vision:

Objective	Description
Efficiency	<i>The objective of efficiency requires that optimal development levels and functionality must be achieved with the minimum expenditure of resources. The concept relates to both functional and operational aspects and includes issues such as growth management, optimal utilisation of strategic locations, usability, mobility, productivity, and accessibility. The lack of executive functions limits the Ndlambe LM in achieving this at a detail level.</i>
Sustainability	<i>The objective of sustainability requires the sustainable management and use of both natural and man-made resources. Land use and development decisions must promote a harmonious relationship between the built and the natural environment while ensuring that land development is sustainable over the long term. Other aspects that need to be considered in the sphere of sustainability are conservation, environmental health and degradation, economic sustainability, and community satisfaction. The principle of sustainable development is particularly relevant in Ndlambe LM as far as the natural environment is concerned. Finding means of achieving balance between the conservation of this area and economic development is an important focus area of the Spatial Development Framework.</i>
Equity	<i>The objective of equity addresses social justice and fair and equal access to opportunities, facilities, or networks. Through planning, all residents irrespective of race, gender, ethnicity, faith, or income should be dealt with in an equitable way. The objective of equity also refers to the manner in which planning will address the inequitable legacy inherited from the past spatial planning injustices.</i>
Integration	<i>The objective of integration requires that the separate and diverse elements involved in development planning and land use should be combined and coordinated into a more complete or harmonious whole. The objective of integration reflects the need to integrate systems, policies and approaches in land use planning and development. Firstly, it requires that the planning process is integrated, and secondly look at spatial integration of different land uses, transportation, and places of living with places of working, shopping and relaxing.</i>
Liveability and image	<i>Liveability and image include aspects such as convenience, safety, security, and all other aspects related to one's experience of the physical environment, either as a resident or as a visitor. This aspect also directly relates to the marketability of the area from a qualitative perspective.</i>

In order to achieve the above objectives the SDF has proposed specific development for the Kenton on Sea CBD. The SDF conceptually promotes expansion along River road as reflected in Figure 12 : The detailed development proposals applicable to this area of the CBD, including Erf 1519 are reflected on Figure 13> These are:

- CBD Expansion up until the intersection between Ocean Avenue and Kenton Road. (Inclusive of Erf 1519)
- Business Expansion further West towards the Bushman’s River.



FIGURE 12: KENTON ON SEA CBD CONCEPTUAL EXPANSION (SDF 2023 EXTRACT)



FIGURE 13: EXTRACT FROM THE SDF 2023 MAP.

The proposal is aligned with the SDF guidelines.

## 7.4 THE RESPECTIVE RIGHTS AND OBLIGATIONS OF ALL AFFECTED;

The Municipality has the obligation to ensure that the constitutional objectives are met. In addition, the Municipality has the obligation to ensure that all parties have a safe and healthy environment. By implication this means that the Municipality needs to ensure that the proposed development does not negatively affect the environment of the surrounding area.

The Municipality has the obligation to provide effective services to the area and the site.

The Applicant has the right to undertake the development of the property and the use without negatively impacting on the surrounding area.

## 7.5 THE IMPACT OF THE PROPOSAL IN TERMS OF HERITAGE CONSERVATION;

The proposed change in land use will have no negative impact from a heritage perspective.

## 7.6 THE INFLUENCE OF THE PROPOSAL ON SURROUNDING FACILITIES SUCH AS SCHOOLS, OPEN SPACES AND OTHER COMMUNITY FACILITIES IF THE APPLICATION LEADS TO AN INCREASE IN THE RESIDENTS OF THE AREA;

The proposal will have a minor impact on the demand for community facilities due to the increase in the number of residents. This impact is accepted to be minor and can be accommodated by the existing facilities.

The Kenton Primary School is located in close proximity to the north of the site. The site falls within the CBD, which enables easy access by the residents of the development to the services and facilities provided here.

Erf 1519 is located on River Road which is a primary route within Kenton on Sea. This ensures effective vehicular access within Kenton and also to the N2 national Route via Ocean Avenue.

## 7.7 THE INFLUENCE OF THE PROPOSAL ON THE EXISTING CHARACTER OF THE AREA AND THE RIGHTS OF RESIDENTS WITH REGARDS TO PRIVACY, VIEW, ETC.

### 7.7.1 EXISTING CHARACTER

#### River Road (East of Ocean Avenue)

The character of the area along River Road from Ocean Avenue toward the East is typical of the CBD of a Coastal Settlement. It is dominated by a mix of offices, retail, tourism and its associated economic activity. This is particularly relevant to the properties on the northern side of River Road. This area has a mixed commercial and retail character. The uses of the properties to the south of River Road between Ocean Avenue and Middle Beach Road is a mix of vacant property and scattered residential houses.

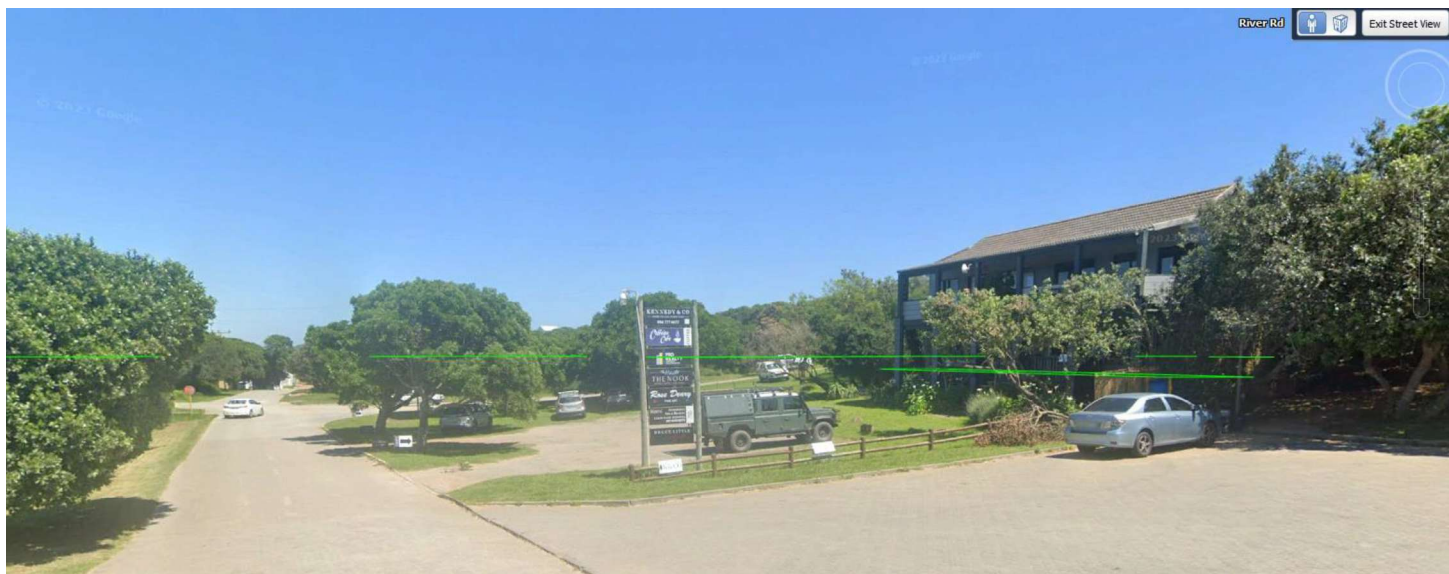


FIGURE 14:VIEW DOWN RIVER ROAD TOWARD OCEAN AVENUE INTERSECTION.

#### Alfred Road

The block bordered by River, Alfred, Middle Beach and ocean Avenue is purely commercial in character.



FIGURE 15:VIEW UP OCEN AVENUE TOWARD ALFRED ROAD

### River Road (West of Ocean Avenue)

This area has a predominantly residential character and consists of vacant as well as dwelling uses. It needs to be noted that the property North West of the Ocean Avenue and River Road intersection is to be developed for residential purposes.



FIGURE 16:VIEW DOWN RIVER ROAD TOWARDS THE EAST

### 7.7.2 INFLUENCE OF THE PROPOSAL ON THE EXISTING CHARACTER

The proposed development is a mix of residential uses as well as a small commercial component. It has the same character as the uses to the north and east along River Road.

It must also be noted that the SDF earmarks Erf 1519 for change to accommodate expansion of the CBD. This development application therefore gives effect to the intended character change proposed in the SDF.

### 7.7.3 PRIVACY AND VIEW

The development has been orientated to wards the North and all the living areas of the dwellings have been located on the northern side of the structures. This will ensure that the surrounding properties are not impacted on from a privacy perspective.

The development will not impact on view.

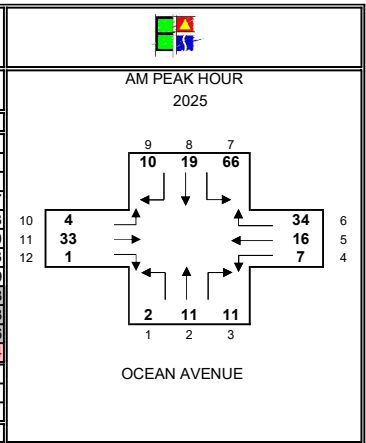
## 8 CONCLUSION

This proposal is desirable from a Town Planning point of view for the following reasons:

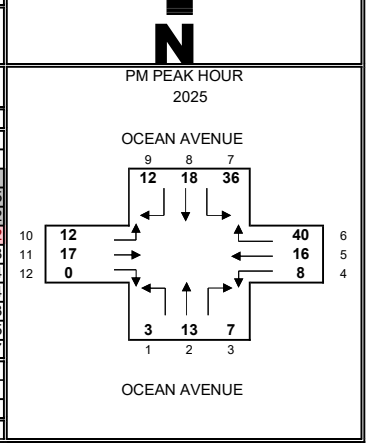
- The proposed development aligns with the Ndlambe SDF which encourages investment and sustainable development.
- The development is aligned with the SPLUMA Principles.

**ANNEXURE B**  
**Peak Hour**  
**Traffic Counts**

Project :		TIS : PROPOSED REZONING OF ERF 1519, KENTON-ON-SEA										Day & date :		24/06/2025				
Intersection :		OCEAN AVENUE/ RIVER ROAD/KENTON STREET										NO. 1		Time period:		06:00 - 09:00		
STARTING TIME	OCEAN AVENUE Northbound				KENTON STREET Westbound				OCEAN AVENUE Southbound				RIVER ROAD Eastbound				INTER-SECTION	
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Hour
06:00	0	1	0	1	0	0	3	3	2	2	0	4	1	0	0	1	9	
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30	1	0	1	2	0	0	1	1	1	1	0	2	0	1	0	1	6	
06:45	0	2	2	4	0	0	2	2	5	1	0	6	0	0	0	0	12	27
07:00	0	4	0	4	0	0	2	2	7	0	1	8	1	0	0	1	15	33
07:15	0	3	0	3	1	0	3	4	8	4	3	15	1	4	0	5	27	60
07:30	0	1	1	2	0	4	9	13	14	3	1	18	3	3	0	6	39	93
07:45	0	0	0	0	0	1	10	11	9	1	4	14	4	8	1	13	38	119
08:00	1	3	4	8	2	4	9	15	17	9	1	27	0	9	0	9	59	163
08:15	0	1	0	1	2	5	6	13	12	1	4	17	1	4	1	6	37	173
08:30	0	4	3	7	2	2	8	12	14	3	4	21	1	11	0	12	52	186
08:45	1	3	4	8	1	5	11	17	23	6	1	30	2	9	0	11	66	214
Total	3	22	15	40	8	21	64	93	112	31	19	162	14	49	2	65	360	
Peak hour	2	11	11	24	7	16	34	57	66	19	10	95	4	33	1	38	214	
Peak 15 min				8				17				30				12	66	
PHF				0.75				0.84				0.79				0.79	0.81	



Project :		TIS : PROPOSED REZONING OF ERF 1519, KENTON-ON-SEA										Day & date :		24/06/2025				
Intersection :		OCEAN AVENUE/ RIVER ROAD/KENTON STREET										NO. 1		Time period:		15:00 - 18:00		
STARTING TIME	OCEAN AVENUE Northbound				KENTON STREET Westbound				OCEAN AVENUE Southbound				RIVER ROAD Eastbound				INTER-SECTION	
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Hour
15:00	0	2	1	3	2	7	13	22	5	5	5	15	2	3	0	5	45	
15:15	0	2	1	3	0	5	12	17	7	4	2	13	0	4	1	5	38	
15:30	1	1	1	3	2	1	12	15	11	7	4	22	4	5	0	9	49	
15:45	1	3	2	6	1	4	12	17	7	5	1	13	2	5	0	7	43	175
16:00	0	5	2	7	4	7	7	18	7	2	2	11	2	4	0	6	42	172
16:15	1	4	2	7	1	4	9	14	11	4	5	20	4	3	0	7	48	182
16:30	1	6	0	7	1	9	6	16	4	0	4	8	4	5	0	9	40	173
16:45	0	2	1	3	2	10	7	19	7	1	2	10	4	5	3	12	44	174
17:00	3	2	0	5	0	1	1	2	1	2	1	4	3	6	2	11	22	154
17:15	1	2	0	3	0	4	3	7	1	5	2	8	3	5	1	9	27	133
17:30	0	0	0	0	0	1	2	3	0	0	1	1	2	5	1	8	12	105
17:45	0	0	0	0	0	3	5	8	1	1	2	4	0	3	1	4	16	77
Total	8	29	10	47	13	56	89	158	62	36	31	129	30	53	9	92	410	
Peak hour	3	13	7	23	8	16	40	64	36	18	12	66	12	17	0	29	182	
Peak 15 min				7				18				22				9	49	
PHF				0.82				0.89				0.75				0.81	0.93	



ANNEXURE C  
Extract of Daily  
Traffic Volumes  
– June 2019

Site ID	Date	Year	Month	Day	To Port Alfred	To Port Alfred MF	To Kenton on Sea	To Kenton on Sea MF	Total	Total MF
18051	2019/06/01	2019	June	1	1628	0.44	1758	0.46	3386	0.45
18051	2019/06/02	2019	June	2	1409	0.38	1396	0.36	2805	0.37
18051	2019/06/03	2019	June	3	1868	0.51	1801	0.47	3669	0.49
18051	2019/06/04	2019	June	4	1778	0.48	1779	0.46	3557	0.48
18051	2019/06/05	2019	June	5	1811	0.49	1767	0.46	3578	0.48
18051	2019/06/06	2019	June	6	1653	0.45	1733	0.45	3386	0.45
18051	2019/06/07	2019	June	7	2030	0.55	2054	0.53	4084	0.55
18051	2019/06/08	2019	June	8	1394	0.38	1383	0.36	2777	0.37
18051	2019/06/09	2019	June	9	1217	0.33	1308	0.34	2525	0.34
18051	2019/06/10	2019	June	10	1767	0.48	1640	0.42	3407	0.45
18051	2019/06/11	2019	June	11	1795	0.49	1740	0.45	3535	0.47
18051	2019/06/12	2019	June	12	1689	0.46	1736	0.45	3425	0.46
18051	2019/06/13	2019	June	13	1878	0.51	1846	0.48	3724	0.50
18051	2019/06/14	2019	June	14	2440	0.66	2376	0.62	4816	0.64
18051	2019/06/15	2019	June	15	1760	0.48	1651	0.43	3411	0.46
18051	2019/06/16	2019	June	16	1376	0.37	1411	0.37	2787	0.37
18051	2019/06/17	2019	June	17	1527	0.42	1648	0.43	3175	0.42
18051	2019/06/18	2019	June	18	1887	0.51	1814	0.47	3701	0.49
18051	2019/06/19	2019	June	19	1932	0.53	1876	0.49	3808	0.51
18051	2019/06/20	2019	June	20	1903	0.52	1936	0.50	3839	0.51
18051	2019/06/21	2019	June	21	2296	0.63	2322	0.60	4618	0.62
18051	2019/06/22	2019	June	22	1559	0.42	1567	0.41	3126	0.42
18051	2019/06/23	2019	June	23	1176	0.32	1338	0.35	2514	0.34
18051	2019/06/24	2019	June	24	1738	0.47	1688	0.44	3426	0.46
18051	2019/06/25	2019	June	25	1763	0.48	1802	0.47	3565	0.48
18051	2019/06/26	2019	June	26	1788	0.49	1772	0.46	3560	0.48
18051	2019/06/27	2019	June	27	1935	0.53	2041	0.53	3976	0.53
18051	2019/06/28	2019	June	28	2313	0.63	2548	0.66	4861	0.65
18051	2019/06/29	2019	June	29	1786	0.49	1787	0.46	3573	0.48
18051	2019/06/30	2019	June	30	1592	0.43	1646	0.43	3238	0.43

ANNEXURE D  
SIDRA  
OUTPUT  
SHEETS 2025  
Before  
Development

# MOVEMENT SUMMARY

**STOP** Site: [o1a] [01] 01 am nd (2025 Existing)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

TIA for proposed Business Development on erf 1519, Kento on Sea

2025 BEfore Development

Site Category: Base Year

Stop (All-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%				[ Veh. ]	[ Dist ]				
			veh/h		veh/h		v/c	sec		veh	m				km/h
South: Ocean Avenue															
1	L2	All MCs	2	0.0	2	0.0	0.056	14.4	LOS B	0.2	1.2	0.83	1.17	1.88	48.2
2	T1	All MCs	12	0.0	12	0.0	0.056	14.1	LOS B	0.2	1.2	0.83	1.17	1.88	45.9
3	R2	All MCs	12	0.0	12	0.0	0.056	13.8	LOS B	0.2	1.2	0.83	1.17	1.88	47.9
Approach			25	0.0	25	0.0	0.056	14.0	LOS B	0.2	1.2	0.83	1.17	1.88	47.1
East: River Road															
4	L2	All MCs	7	0.0	7	0.0	0.096	12.4	LOS B	0.3	2.1	0.74	1.18	1.84	49.3
5	T1	All MCs	17	0.0	17	0.0	0.096	12.0	LOS B	0.3	2.1	0.74	1.18	1.84	49.3
6	R2	All MCs	36	0.0	36	0.0	0.096	12.0	LOS B	0.3	2.1	0.74	1.18	1.84	47.1
Approach			60	0.0	60	0.0	0.096	12.1	LOS B	0.3	2.1	0.74	1.18	1.84	48.1
North: Ocean Avenue															
7	L2	All MCs	69	0.0	69	0.0	0.213	20.0	LOS C	0.8	5.4	0.94	1.20	2.18	42.2
8	T1	All MCs	20	0.0	20	0.0	0.102	19.0	LOS C	0.3	2.4	0.93	1.17	2.03	42.8
9	R2	All MCs	11	0.0	11	0.0	0.102	18.8	LOS C	0.3	2.4	0.93	1.17	2.03	42.5
Approach			100	0.0	100	0.0	0.213	19.7	LOS C	0.8	5.4	0.94	1.19	2.14	42.3
West: River Road															
10	L2	All MCs	4	0.0	4	0.0	0.093	15.3	LOS C	0.3	2.1	0.86	1.17	1.95	45.3
11	T1	All MCs	35	0.0	35	0.0	0.093	14.9	LOS B	0.3	2.1	0.86	1.17	1.95	47.6
12	R2	All MCs	1	0.0	1	0.0	0.093	14.7	LOS B	0.3	2.1	0.86	1.17	1.95	47.4
Approach			40	0.0	40	0.0	0.093	14.9	LOS B	0.3	2.1	0.86	1.17	1.95	47.4
All Vehicles			225	0.0	225	0.0	0.213	16.2	LOS C	0.8	5.4	0.86	1.18	2.00	45.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

**SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com**

Organisation: ENGINEERING ADVICE & SERVICES | Licence: NETWORK / 1PC | Processed: Monday, 30 June 2025 3:28:33 PM

Project: F:\2400-2499\2410\Design\SIDRA\Erf 1519, Kenton.sipx

# MOVEMENT SUMMARY

**STOP** Site: [o1a (2)] [01] 01 pm nd (2025 Existing)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

TIA for proposed Business Development on erf 1519, Kento on Sea

2025 BEfore Development

Site Category: Base Year

Stop (All-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Depart	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. ]	[ Dist ]		Rate		km/h
South: Ocean Avenue															
1	L2	All MCs	3	0.0	3	0.0	0.066	16.5	LOS C	0.2	1.5	0.89	1.17	1.95	46.9
2	T1	All MCs	14	0.0	14	0.0	0.066	16.2	LOS C	0.2	1.5	0.89	1.17	1.95	44.5
3	R2	All MCs	7	0.0	7	0.0	0.066	15.9	LOS C	0.2	1.5	0.89	1.17	1.95	46.7
Approach			24	0.0	24	0.0	0.066	16.2	LOS C	0.2	1.5	0.89	1.17	1.95	45.6
East: River Road															
4	L2	All MCs	8	0.0	8	0.0	0.096	11.7	LOS B	0.3	2.0	0.70	1.19	1.80	49.7
5	T1	All MCs	17	0.0	17	0.0	0.096	11.3	LOS B	0.3	2.0	0.70	1.19	1.80	49.7
6	R2	All MCs	42	0.0	42	0.0	0.096	11.3	LOS B	0.3	2.0	0.70	1.19	1.80	47.5
Approach			67	0.0	67	0.0	0.096	11.4	LOS B	0.3	2.0	0.70	1.19	1.80	48.4
North: Ocean Avenue															
7	L2	All MCs	38	0.0	38	0.0	0.117	18.6	LOS C	0.4	2.8	0.92	1.17	2.04	43.0
8	T1	All MCs	19	0.0	19	0.0	0.108	19.4	LOS C	0.4	2.6	0.94	1.17	2.04	42.5
9	R2	All MCs	13	0.0	13	0.0	0.108	19.2	LOS C	0.4	2.6	0.94	1.17	2.04	42.3
Approach			69	0.0	69	0.0	0.117	18.9	LOS C	0.4	2.8	0.93	1.17	2.04	42.7
West: River Road															
10	L2	All MCs	13	0.0	13	0.0	0.076	15.4	LOS C	0.2	1.7	0.86	1.16	1.93	45.2
11	T1	All MCs	18	0.0	18	0.0	0.076	15.0	LOS C	0.2	1.7	0.86	1.16	1.93	47.5
12	R2	All MCs	1	0.0	1	0.0	0.076	14.8	LOS B	0.2	1.7	0.86	1.16	1.93	47.2
Approach			32	0.0	32	0.0	0.076	15.2	LOS C	0.2	1.7	0.86	1.16	1.93	46.6
All Vehicles			193	0.0	193	0.0	0.117	15.3	LOS C	0.4	2.8	0.83	1.17	1.92	45.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

**SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com**

Organisation: ENGINEERING ADVISE & SERVICES | Licence: NETWORK / 1PC | Processed: Monday, 30 June 2025 3:28:35 PM

Project: F:\2400-2499\2410\Design\SIDRA\Erf 1519, Kenton.sipx

ANNEXURE E  
SIDRA  
OUTPUT  
SHEETS 2025  
After  
Development -  
Normal

# MOVEMENT SUMMARY

**STOP** Site: [o1a (3)] [02] 01 am ad (2025 After)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

TIA for proposed Business Development on erf 1519, Kento on Sea

2025 After Development

Site Category: Base Year

Stop (All-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles to Depart	Aver. Speed
			[ Total HV ]	[ Total HV ]	[ Total HV ]	[ Total HV ]	v/c	sec		[ Veh. ]	[ Dist ]		Rate		km/h
			veh/h	%	veh/h	%				veh	m				
South: Ocean Avenue															
1	L2	All MCs	3	0.0	3	0.0	0.058	14.4	LOS B	0.2	1.3	0.83	1.17	1.87	48.2
2	T1	All MCs	12	0.0	12	0.0	0.058	14.0	LOS B	0.2	1.3	0.83	1.17	1.87	45.9
3	R2	All MCs	12	0.0	12	0.0	0.058	13.8	LOS B	0.2	1.3	0.83	1.17	1.87	47.9
Approach			26	0.0	26	0.0	0.058	14.0	LOS B	0.2	1.3	0.83	1.17	1.87	47.2
East: River Road															
4	L2	All MCs	7	0.0	7	0.0	0.098	12.5	LOS B	0.3	2.1	0.75	1.18	1.84	49.3
5	T1	All MCs	17	0.0	17	0.0	0.098	12.1	LOS B	0.3	2.1	0.75	1.18	1.84	49.2
6	R2	All MCs	36	0.0	36	0.0	0.098	12.1	LOS B	0.3	2.1	0.75	1.18	1.84	47.0
Approach			60	0.0	60	0.0	0.098	12.2	LOS B	0.3	2.1	0.75	1.18	1.84	48.0
North: Ocean Avenue															
7	L2	All MCs	72	0.0	72	0.0	0.214	19.6	LOS C	0.8	5.4	0.93	1.19	2.16	42.4
8	T1	All MCs	21	0.0	21	0.0	0.103	18.7	LOS C	0.3	2.4	0.93	1.17	2.01	43.0
9	R2	All MCs	11	0.0	11	0.0	0.103	18.5	LOS C	0.3	2.4	0.93	1.17	2.01	42.7
Approach			103	0.0	103	0.0	0.214	19.3	LOS C	0.8	5.4	0.93	1.18	2.11	42.5
West: River Road															
10	L2	All MCs	4	0.0	4	0.0	0.098	15.3	LOS C	0.3	2.2	0.86	1.17	1.94	45.3
11	T1	All MCs	36	0.0	36	0.0	0.098	14.9	LOS B	0.3	2.2	0.86	1.17	1.94	47.6
12	R2	All MCs	2	0.0	2	0.0	0.098	14.7	LOS B	0.3	2.2	0.86	1.17	1.94	47.4
Approach			42	0.0	42	0.0	0.098	14.9	LOS B	0.3	2.2	0.86	1.17	1.94	47.4
All Vehicles			232	0.0	232	0.0	0.214	16.1	LOS C	0.8	5.4	0.86	1.18	1.98	45.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

**SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com**

Organisation: ENGINEERING ADVICE & SERVICES | Licence: NETWORK / 1PC | Processed: Monday, 30 June 2025 3:50:57 PM

Project: F:\2400-2499\2410\Design\SIDRA\Erf 1519, Kenton.sipx

# MOVEMENT SUMMARY

**STOP** Site: [o1a (4)] [02] 01 pm ad (2025 After)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

TIA for proposed Business Development on erf 1519, Kento on Sea

2025 After Development

Site Category: Base Year

Stop (All-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Depart	Aver. Speed
			[ Total HV ]	[ Total HV ]	[ Total HV ]	[ Total HV ]	v/c	sec		[ Veh. ]	[ Dist ]		Rate		km/h
			veh/h	%	veh/h	%				veh	m				
South: Ocean Avenue															
1	L2	All MCs	3	0.0	3	0.0	0.069	16.6	LOS C	0.2	1.6	0.89	1.16	1.94	46.9
2	T1	All MCs	15	0.0	15	0.0	0.069	16.3	LOS C	0.2	1.6	0.89	1.16	1.94	44.5
3	R2	All MCs	7	0.0	7	0.0	0.069	16.0	LOS C	0.2	1.6	0.89	1.16	1.94	46.6
Approach			25	0.0	25	0.0	0.069	16.3	LOS C	0.2	1.6	0.89	1.16	1.94	45.5
East: River Road															
4	L2	All MCs	8	0.0	8	0.0	0.100	11.7	LOS B	0.3	2.1	0.70	1.19	1.79	49.7
5	T1	All MCs	18	0.0	18	0.0	0.100	11.3	LOS B	0.3	2.1	0.70	1.19	1.79	49.7
6	R2	All MCs	44	0.0	44	0.0	0.100	11.3	LOS B	0.3	2.1	0.70	1.19	1.79	47.5
Approach			71	0.0	71	0.0	0.100	11.4	LOS B	0.3	2.1	0.70	1.19	1.79	48.4
North: Ocean Avenue															
7	L2	All MCs	39	0.0	39	0.0	0.121	18.6	LOS C	0.4	2.9	0.92	1.17	2.02	43.0
8	T1	All MCs	20	0.0	20	0.0	0.112	19.5	LOS C	0.4	2.7	0.94	1.17	2.03	42.5
9	R2	All MCs	13	0.0	13	0.0	0.112	19.2	LOS C	0.4	2.7	0.94	1.17	2.03	42.2
Approach			72	0.0	72	0.0	0.121	19.0	LOS C	0.4	2.9	0.93	1.17	2.03	42.7
West: River Road															
10	L2	All MCs	13	0.0	13	0.0	0.077	15.5	LOS C	0.2	1.7	0.86	1.16	1.92	45.1
11	T1	All MCs	18	0.0	18	0.0	0.077	15.1	LOS C	0.2	1.7	0.86	1.16	1.92	47.4
12	R2	All MCs	1	0.0	1	0.0	0.077	14.9	LOS B	0.2	1.7	0.86	1.16	1.92	47.2
Approach			32	0.0	32	0.0	0.077	15.2	LOS C	0.2	1.7	0.86	1.16	1.92	46.6
All Vehicles			199	0.0	199	0.0	0.121	15.3	LOS C	0.4	2.9	0.83	1.17	1.92	45.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

**SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com**

Organisation: ENGINEERING ADVICE & SERVICES | Licence: NETWORK / 1PC | Processed: Monday, 30 June 2025 3:50:58 PM

Project: F:\2400-2499\2410\Design\SIDRA\Erf 1519, Kenton.sipx

ANNEXURE F  
SIDRA  
OUTPUT  
SHEETS 2025  
After  
Development –  
Peak Season

# MOVEMENT SUMMARY

**STOP** Site: [o1a (5)] [03] 01 am ad (2025 Peak Season After)  
 Output produced by SIDRA INTERSECTION Version: 10.0.5.217

TIA for proposed Business Development on erf 1519, Kento on Sea  
 2025 Peak Season After Development  
 Site Category: Base Year  
 Stop (All-Way)  
**Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Depart	Aver. Speed
			[ Total HV ]	[ Total HV ]	[ Total HV ]	[ Total HV ]	v/c	sec		[ Veh. ]	[ Dist ]		Rate		km/h
			veh/h	%	veh/h	%				veh	m				
South: Ocean Avenue															
1	L2	All MCs	4	0.0	4	0.0	0.088	14.6	LOS B	0.3	2.0	0.84	1.17	1.91	48.0
2	T1	All MCs	18	0.0	18	0.0	0.088	14.3	LOS B	0.3	2.0	0.84	1.17	1.91	45.8
3	R2	All MCs	18	0.0	18	0.0	0.088	14.0	LOS B	0.3	2.0	0.84	1.17	1.91	47.8
Approach			40	0.0	40	0.0	0.088	14.2	LOS B	0.3	2.0	0.84	1.17	1.91	47.0
East: River Road															
4	L2	All MCs	12	0.0	12	0.0	0.148	12.9	LOS B	0.5	3.3	0.76	1.19	1.92	49.0
5	T1	All MCs	25	0.0	25	0.0	0.148	12.5	LOS B	0.5	3.3	0.76	1.19	1.92	49.0
6	R2	All MCs	54	0.0	54	0.0	0.148	12.5	LOS B	0.5	3.3	0.76	1.19	1.92	46.8
Approach			91	0.0	91	0.0	0.148	12.6	LOS B	0.5	3.3	0.76	1.19	1.92	47.8
North: Ocean Avenue															
7	L2	All MCs	106	0.0	106	0.0	0.321	21.8	LOS C	1.3	8.9	0.95	1.23	2.36	41.1
8	T1	All MCs	32	0.0	32	0.0	0.156	19.7	LOS C	0.5	3.8	0.94	1.18	2.08	42.4
9	R2	All MCs	16	0.0	16	0.0	0.156	19.4	LOS C	0.5	3.8	0.94	1.18	2.08	42.1
Approach			154	0.0	154	0.0	0.321	21.1	LOS C	1.3	8.9	0.95	1.21	2.27	41.5
West: River Road															
10	L2	All MCs	6	0.0	6	0.0	0.147	15.8	LOS C	0.5	3.4	0.87	1.18	2.01	45.0
11	T1	All MCs	54	0.0	54	0.0	0.147	15.4	LOS C	0.5	3.4	0.87	1.18	2.01	47.3
12	R2	All MCs	3	0.0	3	0.0	0.147	15.2	LOS C	0.5	3.4	0.87	1.18	2.01	47.1
Approach			63	0.0	63	0.0	0.147	15.4	LOS C	0.5	3.4	0.87	1.18	2.01	47.1
All Vehicles			347	0.0	347	0.0	0.321	17.1	LOS C	1.3	8.9	0.87	1.20	2.09	44.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
 Vehicle movement LOS values are based on average delay per movement.  
 Intersection and Approach LOS values are based on average delay for all vehicle movements.  
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

**STOP** Site: [o1a (6)] [03] 01 pm ad (2025 Peak Season After)  
 Output produced by SIDRA INTERSECTION Version: 10.0.5.217

TIA for proposed Business Development on erf 1519, Kento on Sea  
 2025 Peak Season After Development  
 Site Category: Base Year  
 Stop (All-Way)  
**Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles to Depart	Aver. Speed	
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. ]	[ Dist ]			km/h	
			veh/h		veh/h					veh	m				
South: Ocean Avenue															
1	L2	All MCs	5	0.0	5	0.0	0.106	16.9	LOS C	0.4	2.5	0.89	1.17	1.98	46.7
2	T1	All MCs	22	0.0	22	0.0	0.106	16.6	LOS C	0.4	2.5	0.89	1.17	1.98	44.3
3	R2	All MCs	12	0.0	12	0.0	0.106	16.3	LOS C	0.4	2.5	0.89	1.17	1.98	46.5
Approach			39	0.0	39	0.0	0.106	16.5	LOS C	0.4	2.5	0.89	1.17	1.98	45.4
East: River Road															
4	L2	All MCs	13	0.0	13	0.0	0.148	12.0	LOS B	0.5	3.2	0.71	1.20	1.87	49.6
5	T1	All MCs	26	0.0	26	0.0	0.148	11.6	LOS B	0.5	3.2	0.71	1.20	1.87	49.5
6	R2	All MCs	65	0.0	65	0.0	0.148	11.6	LOS B	0.5	3.2	0.71	1.20	1.87	47.3
Approach			104	0.0	104	0.0	0.148	11.7	LOS B	0.5	3.2	0.71	1.20	1.87	48.3
North: Ocean Avenue															
7	L2	All MCs	58	0.0	58	0.0	0.178	19.4	LOS C	0.6	4.4	0.93	1.18	2.11	42.5
8	T1	All MCs	29	0.0	29	0.0	0.165	20.2	LOS C	0.6	4.0	0.95	1.18	2.10	42.0
9	R2	All MCs	19	0.0	19	0.0	0.165	20.0	LOS C	0.6	4.0	0.95	1.18	2.10	41.8
Approach			106	0.0	106	0.0	0.178	19.7	LOS C	0.6	4.4	0.94	1.18	2.10	42.3
West: River Road															
10	L2	All MCs	19	0.0	19	0.0	0.116	15.9	LOS C	0.4	2.7	0.87	1.17	1.98	44.8
11	T1	All MCs	27	0.0	27	0.0	0.116	15.5	LOS C	0.4	2.7	0.87	1.17	1.98	47.2
12	R2	All MCs	1	0.0	1	0.0	0.116	15.3	LOS C	0.4	2.7	0.87	1.17	1.98	46.9
Approach			47	0.0	47	0.0	0.116	15.7	LOS C	0.4	2.7	0.87	1.17	1.98	46.3
All Vehicles			297	0.0	297	0.0	0.178	15.8	LOS C	0.6	4.4	0.84	1.18	1.98	45.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
 Vehicle movement LOS values are based on average delay per movement.  
 Intersection and Approach LOS values are based on average delay for all vehicle movements.  
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# Erf 1519 Kenton on Sea

## Civil Services Report for the Development of Erf 1519 Kenton on Sea

16 June 2025

(Revision 5)

**Prepared by:**

**MBB Consulting Engineers (EC)**

3 Miles Street, Makhanda, 6139

Eastern Cape, South Africa

☎ (+27) 46 622 7223

💻 [gst@mbb.co.za](mailto:gst@mbb.co.za)

**Prepared for:**

**Howard Family Trust**

**c/o SETPLAN**

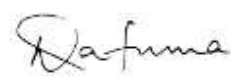

40 Bird Street, Central

Port Elizabeth

💻 Brendan Hindes: [brendan@setplan.com](mailto:brendan@setplan.com)



**QUALITY CONTROL SHEET**

<b>MBB Project No.</b> G2991	<b>Date:</b> 16 June 2025	<b>Report Status</b> Revision 5		
<b>Prepared by:</b> MBB Consulting Engineers (EC) 3 Miles Street MAKHANDA 6139  Tel: 046 622 7223 Email: gst@mbb.co.za		<b>Prepared for:</b> Estuary Square c/o SETPLAN 40 Bird Street, Central Port Elizabeth  Tel: 041 585 1788 Email: Brendan Hindes: brendan@setplan.com		
<b>Author:</b> LUKE MAFUMA Pr Tech Eng		<b>Contact Person:</b> BRENDAN HINDES		
<b>Report Title:</b> CIVIL SERVICES REPORT FOR THE DEVELOPMENT OF ESTUARY SQUARE, ERF 1519, KENTON ON SEA				
<b>Verification</b>	<b>Capacity</b>	<b>Name</b>	<b>Signature</b>	<b>Date</b>
Author	MBB Project Engineer	L Mafuma Pr Tech Eng		16/06/2025
Check/Approved	MBB Project Director	PK Nosib Pr Tech Eng		16/06/2025

## **Table of Contents**

<b>1. INTRODUCTION .....</b>	<b>4</b>
1.1 BACKGROUND.....	4
1.2 PROJECT SUMMARY.....	4
<b>2. LOCATION AND TOPOGRAPHY AND SITE ACCESS .....</b>	<b>6</b>
2.1 LOCATION.....	6
2.2 TOPOGRAPHY .....	6
2.2 SITE ACCESS.....	7
<b>3. WATER SUPPLY .....</b>	<b>7</b>
3.1 WATER DEMAND .....	8
3.2 PRIMARY WATER SOURCE .....	8
3.3 ALTERNATIVE WATER SOURCES: WATER EFFICIENT FIXTURES, RAIN WATER HARVESTING, GREY WATER TREATMENT AND RE-USE .....	8
3.3.1 INSTALLATION OF WATER EFFICIENT FIXTURES .....	8
3.3.2 RAIN WATER HARVESTING .....	9
3.4 WATER DISTRIBUTION SYSTEM.....	10
<b>4. SEWERAGE.....</b>	<b>11</b>
<b>5. SOLID WASTE.....</b>	<b>11</b>
<b>6. ELECTRICITY SUPPLY.....</b>	<b>11</b>

## 1. INTRODUCTION

### 1.1 Background

It is proposed to develop six residential apartment units on Est Erf 1519, Kenton on Sea. Erf 1519 is located across the western end of the Kenton on Sea central business district.

SETPLAN on behalf of the developer appointed MBB Consulting Engineers (EC), (MBB), to prepare an engineering civil services report for the development to be submitted to the Ndlambe Local Municipality, (NLM).

A site inspection visit was carried out on 9<sup>th</sup> June 2025. Consultations were also held with the Ndlambe Local Municipality's Infrastructure Department officials regarding the availability of services. This report summarizes the findings made during the site inspection as well as the outcome of the consultations held with the NLM officials. It also presents recommendations regarding the provision of the various civil services required for the development.

### 1.2 Project Summary

The development will consist of two blocks as below:

- Block A – 4No x studio apartments;
- Block B – 2No x studio apartments;

On site parking will also be provided.

The proposed site development plan was extracted from the architect's layout plan and is shown on **Figure 1** on the following page.

CIVIL SERVICES REPORT FOR THE DEVELOPMENT OF ERF 1519 KENTON ON SEA.

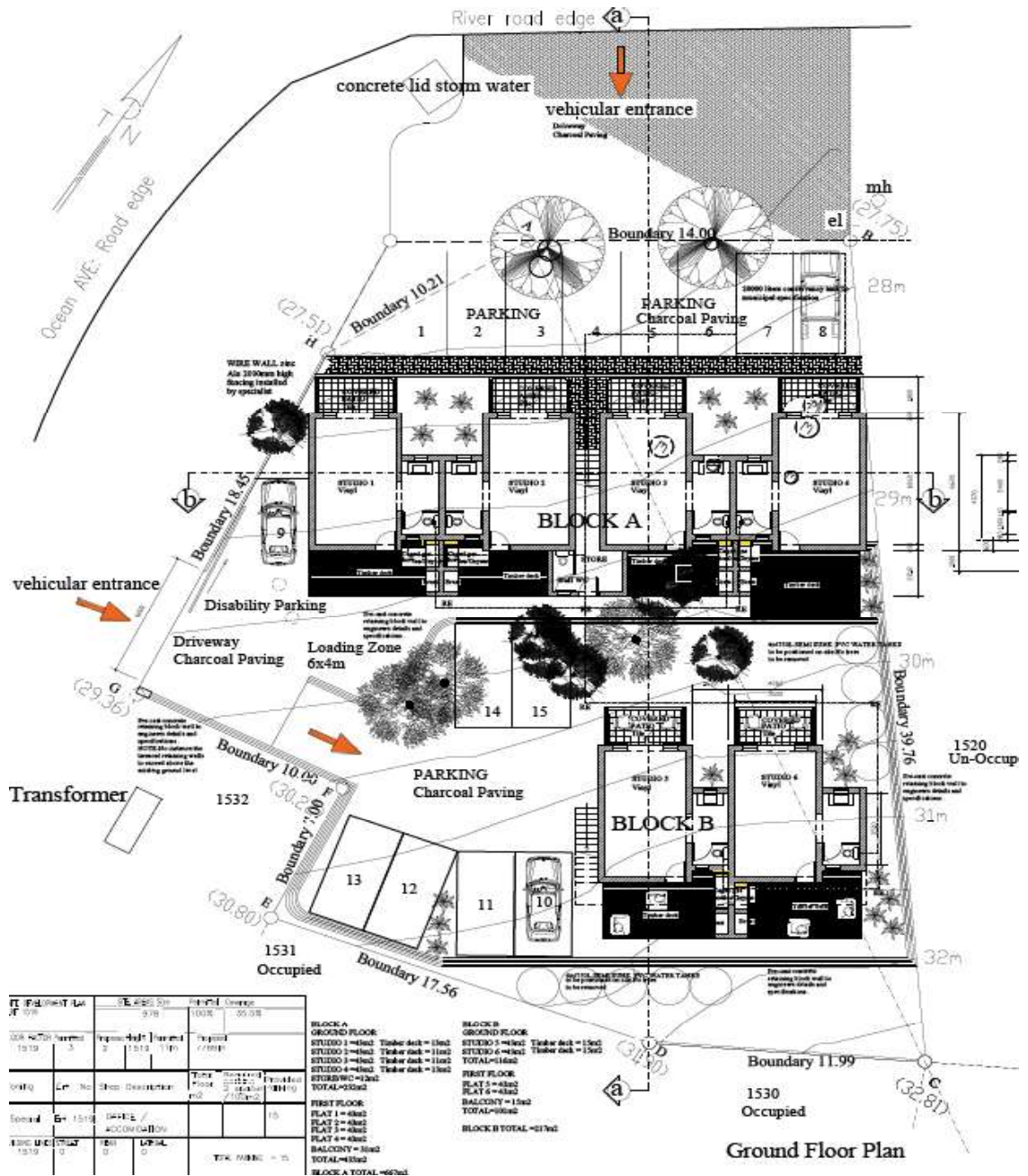
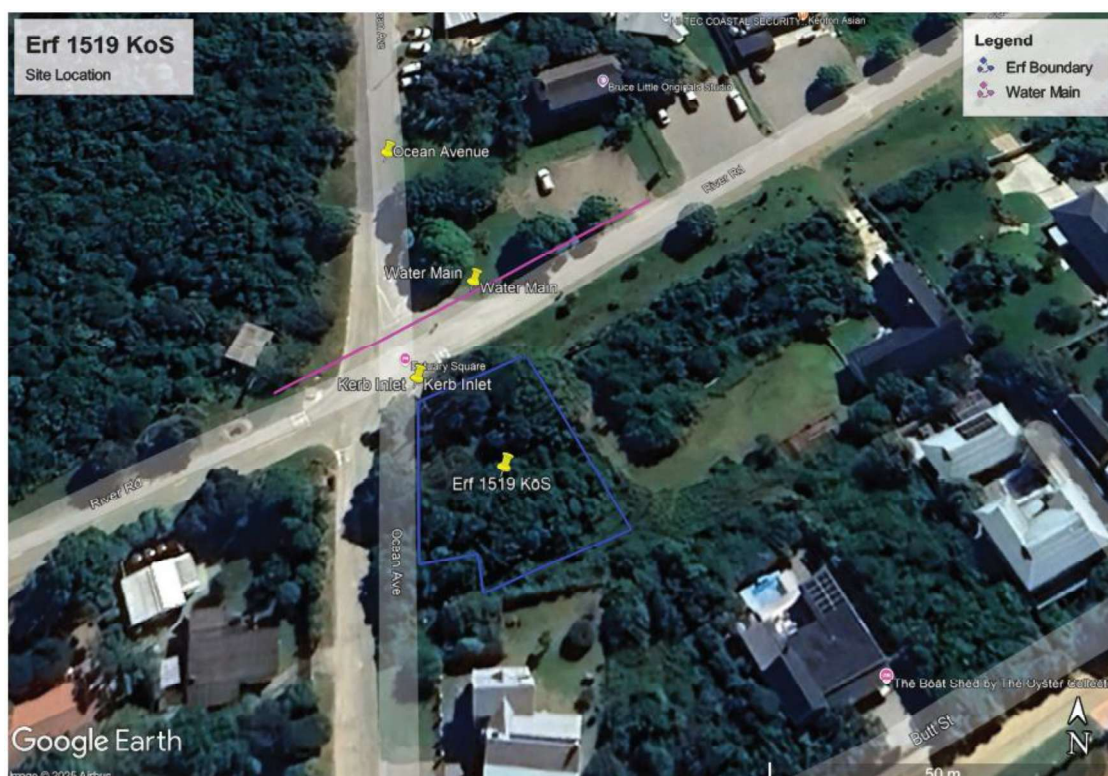


Figure 1: Proposed Site Development Plan

## 2. LOCATION AND TOPOGRAPHY AND SITE ACCESS

### 2.1 Location

Erf 1519 is located across the western end of the Kenton on Sea central business district and is located at the intersection of Ocean Avenue and River Road and is bound by Ocean Avenue to the west and River Road to the north. The site centre point google coordinates are 33°41'6.95"S and 26°40'13.05"E, refer to **Figure 2** below.



**Figure 2:** Erf 1519 location

### 2.2 Topography and Surface Water drainage

The topography of the site has an influence on the design of the stormwater management system that will enable adequate drainage of the site. The erf 1519 ground surface slopes gently, gradually and uniformly in the south to north direction and more steeply in the south-east to north-west direction with the lowest point of the site being located at the intersection of Ocean Avenue and River Road. The site is therefore characterized as being well drained and the surface runoff is expected to drain rapidly off the site. The stormwater disposal will therefore follow the natural drainage.

The stormwater emanating from the south eastern part of the housing site will drain via road kerbside channels towards the existing stormwater catchpit located at the intersection of Ocean Avenue and River Road. Similarly the stormwater collecting from the northwest of the site will also flow along the paving kerbside channels and will be disposed of at the same exiting stormwater catchpit.

The paving of the parking areas will result in an increase in stormwater runoff due to the hardening of the paved surface. However, due to the planned rainwater harvesting from all roofs in the development it is anticipated that the post-development stormwater runoff will be marginally higher than the pre-development runoff levels and the existing infrastructure will be able to cope with the slightly increased stormwater runoff

Although no detailed geological assessment was carried out the area is generally of low ground water potential and it is unlikely that ground water will pose a problem in the foundation designs. However, a more detailed geotechnical investigation will need to be carried out in order to establish the foundation depth levels and assist with the foundation designs.

## **2.2 Site Access**

The site will be accessed via River Road, refer to site development layout, **Figure 1**. The vehicular access will be paved. The proposed pavement structure design is as follows:

- 60mm: 25MPa interlocking concrete block pavers;
- 150mm: Sub base course - G5 natural gravel material;
- road bed preparation (rip, shape and compact), where required.

Road construction material will be acquired from commercial sources.

## **3. WATER SUPPLY**

The provision of adequate water supply is proving to be the most challenging of all the services required for the development of the site. In the consultation that MBB held with the NLM Infrastructure Development officials it was made abundantly clear that NLM is facing immense water challenges as a result of the under capacitated infrastructure. However, the Developer was urged to investigate alternative sources of water to sustain

the development. These alternative water 'sources' are discussed in Section 3.3 of this report.

### **3.1 Water demand**

The proposed development is categorized as a middle income development whose annual average daily water demand, (AADD), calculated as per the Guidelines for Human Settlement Planning and Design, (commonly known as the "Red Book") is 750l/dwelling/ day. The AADD for the proposed 6 dwellings is therefore:  $6 \times 750\text{l/d} = 4500\text{l/d}$  or **4.5Kl/d**. The peak water demand is **9kl/d**. This is quite a significant quantity of water that the municipality may not be able to provide.

In view of the water scarcity in Ndlambe the developer is advised to implement a "green buildings" approach to the development and implement measures to develop "alternative sources" of water that will attenuate the demand on municipal supply. These measures, complete with the calculations showing the water savings, are presented in Section 3.3 below and demonstrate that by implementing these measures it is possible that the demand on the already constrained municipal supply can be reduced.

### **3.2 Primary Water Source**

The primary source of water for the development is the NLM via a bulk connection to an existing 150mm water main located in the Ocean Avenue road reserve. There are no water pressure problems currently being experienced in this water main.

### **3.3 Alternative Water Sources: Water Efficient Fixtures, Rain Water Harvesting, Grey Water Treatment and Re-use**

The developer is advised to adopt a "green buildings" approach in order to save water and thereby create "alternative water sources". It is proposed to install efficient water fixtures in all the buildings and harvest rain water from all the development's roofs and each of the apartments will be provided with a 5Kl rain water tank to serve as back up supply.

These various measures are discussed in further detail below.

#### **3.3.1 Installation of Water Efficient Fixtures**

Water efficient fixtures are devices that are designed to reduce water consumption. Toilets, taps and showers typically consume 40% to 60% of the total potable water use

in domestic and commercial areas. Installing water efficient fixtures can therefore reduce water consumption by an average of 50%. Water efficient fixtures, i.e. low flow toilet cisterns, low flow shower heads, low flow taps or taps with auto shut off mechanisms will therefore be specified and installed in all the buildings of the development.

#### ***Low Flow Toilet Cisterns***

Normal toilet cisterns use between 6l and 12l for a flush and account for 30% to 40% of a household's water use and research has established that a standard cistern in a standard household typically uses 88Kl/year whereas a hold flush system, (multi flush or interruptible flush, a system that flushes for as long as the handle is held down), uses 28Kl/year, a saving of up to 60Kl/year (or 68%). *Arumloo*, a typical highly efficient toilet type readily available on the domestic market, uses less than 2ltrs of water for a flush, saving tremendous amounts of water. Solids can be flushed with 1.75litres of water. A small flush button for liquids only uses 0.75litres for a flush. Several makes of low flow cisterns with similar performance are readily available on the market and will be installed.

#### ***Low Flow Taps and Showers***

Standard water taps use 44Kl per year whereas low flow aerators and restrictor taps, (high efficiency tap aerators attached to the spouts of basin taps), achieve an estimated 45% to 65% water saving as they restrict flow from 12litres per second - 15litres per second to 6litres per second - 7litres per second. This saving translates to 18Kl per year thus saving 26Kl/year (or 60%) compared to the standard water taps. Standard showerheads use 57Kl per year whereas an *Oxygenics e-shower*, a typical low flow shower, readily available on the market uses 23Kl per year, thus saving 34Kl per year (or 60%).

***By specifying and installing these water efficient fixtures alone, the development's water demand is reduced by 4.5Kl per day (or 50%), refer to Table 1 on the following page.***

#### **4.3.2 Rain Water Harvesting**

Rain water is a sustainable and renewable water resource that the Developer intends to develop in an effort to reduce reliance on municipal supply. The Ndlambe region's mean annual precipitation is 570mm. A rainfall of 1mm supplies 0.001m<sup>3</sup> or 1ltr of water to

each square meter of catchment. The Rational Method, (Q=CIA), was used to calculate the amount of water harvestable from the development's roofs and the results are presented in **Table 1** below.

The total roof area of all the structures on the development is approximately 488m<sup>2</sup>. With the mean annual precipitation of 570mm per annum for the area the quantity of roof water that is harvestable is 278Kl per annum or 0.69Kl per day. It is proposed to harvest this roof water into storage from which it will be pumped, through a closed loop reticulation, to all the buildings for non-potable consumption.

***By harvesting and re-using rainwater the development's water demand is further reduced by 0.69Kl per day, thus achieving a further water saving of 7.7%, Refer to Table 1 below.***

Red Book Guideline Water Demand AADD For the site <b>(1)</b>	Water Saving Due to Water Efficient Fixtures (50% of Red Book AADD) <b>(2)</b>	Roof Water Harvested (Roof Area x 570mm x 0.9 /1000 / 365) <b>(3)</b>	Net Water Demand (Water Required from the Municipality) <b>(1) - (2) - (3)</b>
4.5Kl/day	2.25Kl/day	0.69Kl/day	1.56Kl/day

**Table 1:** Attenuated Annual Average Daily Water Demand

From the above discussion and calculations, the capability has been demonstrated for water saving thereby drastically reducing the total development's water demand by 2.94Kl per day to only 1.56Kl per day.

The Developer hereby requests that NLM approves the Erf 1519 development with a water allocation not exceeding 1.56Kl per day.

### **3.4 Water Distribution System**

The internal water reticulation system for the proposed development will be HDPE pipes sized to allow adequate water flow for firefighting.

#### **4. SEWERAGE**

There is no water borne sewerage in the area where the Estuary Square is located. Sewage emanating from the proposed development is estimated at 4.5kl/day in keeping with the development's water demand. Each apartment will be provided with a 5.5kl conservancy tank. The sewage from the conservancy tanks will be pumped out and disposed of at a registered municipal wastewater treatment works in keeping with the current practice for the area.

#### **5. SOLID WASTE**

Refuse will be collected by the NLM and disposed of at the registered waste disposal site as per the normal practice for business and residential premises.

#### **6. ELECTRICITY SUPPLY**

The area is served by overhead electricity powerlines running in the Ocean Avenue road servitude. There is an electrical transformer across the road from the development site, refer to **Figure 1**. There are no capacity issues related to electricity supply in the area.

The total estimated daily demand/consumption per unit is 5-9 kWh and hence the total development daily consumption is 65-117kWh if an *all electrical* solution is implemented.

It is recommended that a Hybrid Solution (Electrical, Gas & Solar) be implemented so as to reduce the demand on mains electricity. Cooking, Lighting and water heating will mainly be by gas and solar respectively with electricity needed only for backup water heating. This will reduce the total development's electricity daily consumption at **39-65 kWh**. This demand can easily be supplied with the existing infrastructure.