

## 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
- Bucco
- 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 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: 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

**NDLAMBE MUNICIPALITY**

Ndlambe Municipality  
Corporate Services

28 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 9 076.69          |
| ✓                            | 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 30 536.05</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</b><br><b>Ndlambe Municipality</b><br><b>P O Box 13</b><br><b>Port Alfred</b><br><b>6170</b> | <b>Town Planning Office</b><br><b>Ndlambe Municipality</b><br><b>Causeway Road, Civic Centre</b><br><b>Port Alfred</b><br><b>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;

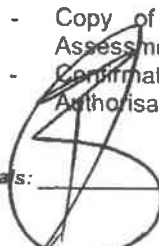
- Desirability of the proposed utilisation of land and any guidelines issued by the Provincial Minister/MEC regarding desirability of proposed land uses;
- Investigations carried out in terms of other laws that are relevant to the consideration of the application;
- The impact of the proposed land development 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 Mark                              |  |
| Surname   | Hindes                                    |  |
| Company name<br><i>(If applicable)</i>  | Setplan (Pty) Ltd                         |  |
| Street or Postal Address  | 145 Main Road<br>Walmer<br>Port Elizabeth | Postnet Suit 54, Private Bag<br>X40106<br>Walmer |
| Email Address   | Brendan@setplan.com                       |  |
| Contact Number  | 041 585 1788 /082 787 9393                |  |
| <b>PART C.2: REGISTERED LANDOWNER(S) DETAILS <i>(If different from applicant)</i></b> |   |  |
| Registered owner(s) Name  | Norwin Property (Pty) Ltd                 |  |
| Street or Postal Address  | 1 Keey Street<br>Port Alfred<br>6170      |  |
| 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   | 1655 , 2033 & 2768   | Suburb/Town/Area  | Kenton-on-Sea                       |
| Farm No  |  | Portion (if applicable)   |                                     |
| Physical or Street Address   | Kenton and Beaufort Road, Kenton-on-Sea  |   |                                     |
| Current Zoning   | Erf 2768 - Business Zone 1      Erf 2033- Business Zone 1<br>Erf 1655 - Residential Zone 1 |   |                                     |
| Proposed Zoning  | Business Zone 1 - Erf 1655   |   |                                     |
| Additional Rights or Consent Uses Approved   | N/A  |   |                                     |
| Current activities   | Retail development and Vacant (Paved Area)   |   |                                     |
| 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? | Retail development and paving in good condition  |   |                                     |
| Is the site/property being used in accordance with its present zoning? If not, how is the land being utilised?               | Yes:Retail development and vacant  |   |                                     |
| Property Size/ Extent (m <sup>2</sup> / ha - as per Title Deed   | Erf 1655 Area: 1 026 SQM      Erf 2033: 1 644 SQM<br>Erf 2768 Area: 1 878 SQM              |   |                                     |
| Title Deed Number  |  |   |                                     |
| Any additional/relevant information in regard to the property  | Not applicable   |   |                                     |
| Any restrictions ito Conveyance's Certificate?   | <input checked="" type="checkbox"/>  | If yes, list condition(s) in motivation report.   |                                     |
| Are the restrictive conditions in favour of a third party?   | <input checked="" type="checkbox"/>  | If yes, list the party(ies) in motivation report.   |                                     |
| Is the property owned by Council?  | <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 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 checked="" type="checkbox"/>  | Is the building older than 60 years?  | <input type="checkbox"/>            |
| Does the property fall inside the urban edge in terms of the SDF?  | <input checked="" type="checkbox"/>  | Does the property fall within the service edge in terms of SDF?                                   | <input type="checkbox"/>            |
| Is the property encumbered with a bond   | <input checked="" type="checkbox"/>  | If yes, is bond/mortgage holders consent attached   | <input type="checkbox"/>            |
| Any existing unauthorized buildings and/or land use on the subject property(ies)?  | <input checked="" type="checkbox"/>  | If yes, is this application to legalise the building / land use?                                  | <input checked="" 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 checked="" type="checkbox"/>  | Are there any land claim(s) registered on the subject property(ies)?                              | <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 rezoning of Erf 1655 from Residential Zone 1 to Business Zone 1

Proposed consolidation of Erven 1655, 2033 and 2768 Kenton-on-Sea

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.....  
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.....

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:

Not applicable

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

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

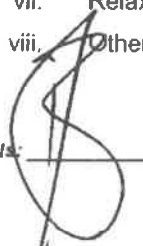
vi. Street boundary wall / fence height restriction from ..... m to ..... m;

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 motivation report

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

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:

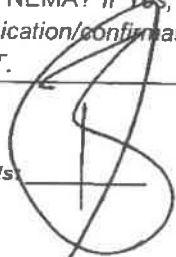
| QUESTIONS REGARDING PLANNING POLICY CONTEXT  | YES | NO | COMMENT               |
|--|-----|----|-----------------------|
| Is any Municipal Integrated Development Plan (IDP)/Spatial Development Framework (SDF) and/or any other Municipal policies/guidelines applicable? If yes, is the proposal in line 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)]  | ✓   | ✓  | See Motivation Report |
| 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)?  | ✓ |   | A Section 38(1) notice submitted |
| 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 ADDITIONAL INFRASTRUCTURE / SERVICES? | YES | NO | COMMENT        |
|---|-----|----|----------------|
| Electricity supply  |     | ✓  |                |
| Water supply  |     | ✓  |                |
| Sewerage and wastewater   |     | ✓  |                |
| Storm water   |     | ✓  |                |
| Road network  |     | ✓  |                |
| Other, services. Please specify   |     | ✓  | Not applicable |

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:<br>Noise Assessment .....                                 |     |    |                |
| .....  |     |    |                |
| .....  |     |    |                |
| .....  |     |    |                |

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

Comment re Engineering Services provided .....

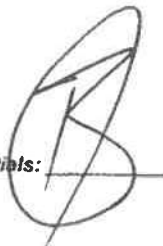
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Applicant's Initials:





**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 Mark Hindes   |   |           |
| Professional Capacity & Registration Number | Professional Town Planner A/1054/1998   |   |           |
| Statutory Body                              |  | Are you in Good Standing with the Statutory Body? | Yes       |
| Applicant's Signature                       |   | Date  | 23/7/2025 |

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

| PART K: FOR OFFICE USE ONLY           |  |
|---------------------------------------|--|
| APPLICATION RECEIVED AND VERIFIED BY: |  |
| Full Name(s)                          | Khorafeni Readingoama  |
| Title/Capacity                        | Manager: Town Planning   |
| Signature                             |   |
| Municipal Stamp                       |  |

**COMPANY RESOLUTION**  
**NORWIN PROPERTY (PTY) LTD – Reg No**

PASSED AT KENTON ON SEA ON THIS 23 DAY OF July 2025

RESOLVED THAT:

1. That the firm SETPLAN (PTY) LTD (Reg Nr: \_\_\_\_\_) be appointed to make application to the relevant authorities as may be deemed necessary for the:
  - a. REZONING OF ERF 1655 KENTON ON SEA
  - b. CONSOLIDATION OF ERVEN 1655, 2033 AND 2768 KENTON-ON-SEA.
  - c. REMOVAL OF RESTRICTIVE CONDITIONS
2. That **Brendan Hindes** and **Carel Olivier** of the firm SETPLAN (PTY) LTD (Reg Nr: \_\_\_\_\_) are hereby given Power of Attorney to sign application documentation and any other documents which may be deemed necessary to give effect to (1) above:
3. Mr / Ms HUGH ANTHONY WORMALD in his / her capacity as Director of **NORWIN PROPERTY (PTY) LTD** is hereby authorised to sign any documents which may be deemed necessary to give effect to this resolution.

CERTIFIED A TRUE EXTRACT



Director



Director

**BAXKAPLAN  
RUSSELL INC.**  
**137**  
043 050 5420

BLC Attorney  
4 Cape Road  
Central  
Port Elizabeth  
6000

| Fee Endorsement                |                         | Office Fee                          |
|--------------------------------|-------------------------|-------------------------------------|
| Amount                         |                         |                                     |
| Purchase Price/Value           |                         | R 946,000                           |
| Stamp Duty                     |                         | R .....                             |
| Capital.Amt.                   |                         | R .....                             |
| <b>ALL OTHER REGISTRATIONS</b> |                         | R .....                             |
| Reason For Exemption           | Category Exemption..... | Exempt i.to Sect/Reg Act/Proc ..... |

Prepared by me

  
CONVEYANCER  
PETER GERARD BOWES

## DEED OF TRANSFER

BE IT HEREBY MADE KNOWN THAT

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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

1.

2.

which said Power of Attorney was signed at GRAHAMSTOWN on 11 February  
2020

And the appearer declared that his/her said principal had, on 13 December 2019, 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:

**NORWIN PROPERTY PROPRIETARY LIMITED**  
**Registration Number**

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

ERF 1655 KENTON-ON-SEA  
NDLAMBE LOCAL MUNICIPALITY  
DIVISION OF BATHURST  
PROVINCE OF THE EASTERN CAPE

IN EXTENT 1026 (ONE THOUSAND AND TWENTY SIX) Square metres

FIRST TRANSFERRED by Deed of Transfer Number T49064/1988CTN with General Plan T.P. 11852 relating thereto and held by Deed of Transfer Number T33277/2011CTN

- A. SUBJECT to such conditions as are referred to in Deed of Transfer Number T.8365/1924CTN, save insofar these may have since lapsed or been cancelled.
- B. SUBJECT to the servitude referred to in the Servitude Endorsement dated 9th September, 1929, on Deed of Transfer Number T8365/1924CTN relating to an order of the Water Court (Water Court District No.10) dated 5th, 6th, and 7th December, 1927.
- C. SUBJECT to the following conditions imposed by the Administrator of the Province of the Cape of Good Hope in terms of Section 18 of Ordinance Number 33 of 1934, when approving the establishment of KENTON-ON-SEA TOWNSHIP NUMBER 10, contained in Deed of Transfer Number T49064/1988CTN, 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 14th 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 m to the street line which

forms a boundary of this erf, nor within 3 m of the rear of 1,5 m 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 m 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 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 m measured from the rear boundary of the erf, provided that in the case of a corner erf the distance of 12 m 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

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- 2.

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

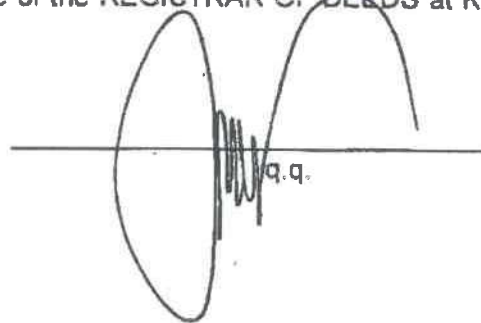
**NORWIN PROPERTY PROPRIETARY LIMITED**  
**Registration Number**

or its Successors in Title 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 R750 000,00 (SEVEN HUNDRED AND FIFTY 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.

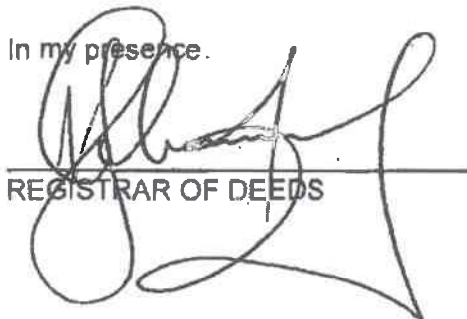
THUS DONE and EXECUTED at the Office of the REGISTRAR OF DEEDS at KING WILLIAM'S TOWN on

~~2020-05-20~~ 2020-05-21



q.q.

In my presence.



REGISTRAR OF DEEDS



**BAXKAPLAN  
RUSSELL INC.**  
**137**  
043 050 5420

**Squire, Smith & Laurie Inc.**  
No. 98/21579/21  
**9**  
Tel : 043 - 642 3430

Prepared by me

CONVEYANCER  
JACQUES ETTIENNE STEYL

| Use / Subsequent        |                    | Office Fee                         |
|-------------------------|--------------------|------------------------------------|
| Amount                  | R                  | R                                  |
| Purchase Price/Mortg    | R                  | 390.00                             |
| Mortgage Capital Amt.   | R                  | R                                  |
| ALL OTHER REGISTRATIONS |                    | R                                  |
| Reason For Exemption    | Category Exemption | Exempt into<br>Sec/Reg<br>Act/Proc |

All Paras

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2020 -02- 13

## DEED OF TRANSFER

BE IT HEREBY MADE KNOWN THAT

appeared before me, the Registrar of Deeds at King William's Town, the said appearer, being duly authorised thereto by a power of attorney granted to him by

Registration Number

signed at Cape Town on 24 January 2020

And the appearer declared that:

Whereas the Transferor had truly and legally sold the undermentioned properties on 27 August 2019 by Private Treaty

Now therefore the Appearer on behalf of the Transferor, did by these presents, cede and transfer to and on behalf of

**NORWIN PROPERTY PROPRIETARY LIMITED**  
Registration Number

its successors in title or assigns, in full and free property

- P
1. ERF 2768 KENTON-ON-SEA, IN THE AREA OF NDLAMBE LOCAL MUNICIPALITY, DIVISION OF BATHURST, PROVINCE OF THE EASTERN CAPE

IN EXTENT 1878 (ONE THOUSAND EIGHT HUNDRED AND SEVENTY EIGHT) SQUARE METRES

FIRST REGISTERED BY CERTIFICATE OF CONSOLIDATED TITLE NUMBER T52635/2004CTN WITH DIAGRAM SG NUMBER 742/2004 RELATING THERETO AND HELD BY DEED OF TRANSFER T53685/2014CTN

I. IN SO FAR as the figure A g h F on said Diagram S.G. No. 742/2004 is concerned:

A. SUBJECT to such conditions as are referred to in Deed of Transfer Number T8365/1924CTN , save insofar these may since have lapsed or been cancelled. . .

B. SUBJECT to the servitude referred to in the Servitude endorsement dated 9<sup>th</sup> September, 1929 on Deed of Transfer Number T8365/1924CTN , relating to an Order of the Water Court (Water Court District No. 10) dated 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> December, 1927.

C. SUBJECT to the following conditions, contained in Deed of Transfer Number T71265/1992CTN , imposed by the Administrator of the Province of the Cape of Good hope in terms of Section 18 of Ordinance Number 33 of 1934, when approving of the establishment of KENTON-ON-SEA TOWNSHIP 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 the Provincial Notice No. 623 dated 14<sup>th</sup> 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 conditions 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.

- D.
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 storm water 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 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 5m to the street line which forms a boundary of this erf, nor within 3m of the rear or 1,5m 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 3m 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

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a distance of 12m measured from the rear boundary of the erf, provided that in the case of a corner erf the distance of 12m 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 window 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.

II. IN SO FAR as the figure g B C D E h on said Diagram S.G. No. 742/2004 is concerned:

- A. SUBJECT to such conditions as are referred to in Deed of Transfer Number T8365/1924 CTN , save insofar these may since have lapsed or been cancelled.
- B. SUBJECT to the servitude referred to in Servitude Endorsement dated 9<sup>th</sup> September, 1929 on Deed of Transfer Number T8365/1924CTN, relating to an Order of the Water Court (Water Court District No. 10) dated 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> December 1927.
- C. SUBJECT to the conditions contained in Deed of Transfer Number T 67312/1993CTN imposed by the Administrator of the Province of the Cape of Good Hope in terms of Section 18 of Ordinance No. 33 of 1934, when approving of the establishment of KENTON-ON-SEA TOWNSHIP 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 the Provincial Notice No. 623 dated 14<sup>th</sup> 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 conditions 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 storm water 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 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.

- 4.
- (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 5m to the street line which forms a boundary of this erf, nor within 3m of the rear or 1,5m of the lateral boundary common to any adjoining erf, provided that with the consent of the local authority:-
- (iii) An outbuilding used solely for the housing of motor vehicles and not exceeding 3m 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 12m measured from the rear boundary of the erf, provided that in the case of a corner erf the distance of 12m shall be measured from the point furthest from the streets abutting the erf;
- (iv) 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 window 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.

2. ERF 2033, KENTON-ON-SEA, IN THE AREA OF NDLAMBE LOCAL MUNICIPALITY, DIVISION OF BATHURST, PROVINCE OF THE EASTERN CAPE

IN EXTENT 1644 (ONE THOUSAND SIX HUNDRED AND FORTY FOUR) SQUARE METRES

FIRST REGISTERED BY CERTIFICATE OF CONSOLIDATED TITLE NUMBER T58905/1997CTN WITH DIAGRAM SG NUMBER 9479/1996 ANNEXED AND HELD BY DEED OF TRANSFER T53685/2014CTN

- A. SUBJECT to such conditions as are referred to in Deed of Transfer Number T8365/1924 CTN , save insofar these may since have lapsed or been cancelled..
- B. SUBJECT to the servitude referred to in the Servitude endorsement dated 9<sup>th</sup> September, 1929 on Deed of Transfer Number T8365/1924CTN, relating to an Order of the Water of the Water Court (Water Court District No. 10) dated 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> December, 1927.
- C. SUBJECT to the following conditions, contained in Deed of Transfer Number T67312/1993CTN , imposed by the Administrator of the Province of the Cape of Good Hope in terms of Section 18 of Ordinance No. 33 of 1934, when approving of the establishment of KENTON-ON-SEA TOWNSHIP 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<sup>th</sup> 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 conditions 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 permitted in terms of these conditions.

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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 storm water of any other erf or even 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 5m to the street line which forms a boundary of this erf, nor within 3m of the rear or 1,5m 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 3m 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 12m measured from the rear boundary of the erf, provided that in the case of a corner erf the distance of 12m shall

Page Number: 11  
Deeds Number:

**ENDORSEMENT:**

The following conditions contained herein have been expunged, in terms of the Municipal Planning Tribunal on 19/08/2020 of the Ndlambe Municipal Spatial Planning and Land Use Management BY-LAW 2015. These conditions being C. 6. (a) on pages 3,5 and 8.

See Provincial Notice 146 of 2020, Provincial Gazette No. 4447.

Deeds Registry  
KING WILLIAM'S TOWN

2021-08-13

  
REGISTRAR OF DEEDS

**PROVINCIAL NOTICES • PROVINSIALE KENNISGEWINGS**

**PROVINCIAL NOTICE 146 OF 2020**

**GAZETTE NOTIFICATION OF REMOVAL OF RESTRICTIONS DECISION**



**NDLAMBE MUNICIPALITY**

**REMOVAL OF RESTRICTIVE CONDITION: ERF 2768 KENTON ON SEA**

**NDLAMBE MUNICIPALITY SPATIAL PLANNING AND LAND USE MANAGEMENT BY-LAW; 2015**

Notice is hereby given that the Municipal Planning Tribunal on the 19<sup>th</sup> of August 2020, Removed condition 6(a) as contained in Title Deed No. \_\_\_\_\_ in terms of Section 69 of the Ndlambe Municipality Spatial Planning and Land Use Management By-law; 2015.

**NOTICE NUMBER: 277/2019**

**ADV. R DUMEZWENI  
MUNICIPAL MANAGER**

be measured from the point furthest from the streets abutting the erf;

- (v) 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 window 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 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 appearer, renouncing all the right and title the said

Registration Number

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

NORWIN PROPERTY PROPRIETARY LIMITED, Registration Number

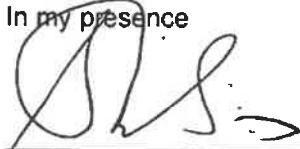
its successors in title or assigns, now is and henceforth shall be entitled thereto, conformably to local customs; the State, however, reserving its rights, and finally acknowledging that the purchase price is the amount of R13 000 000,00 (Thirteen Million Rand).

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.

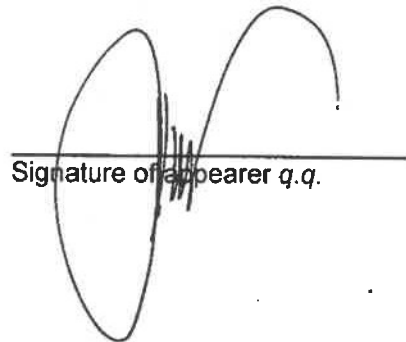
THUS SIGNED, EXECUTED AND SEALED at the Office of the Registrar of Deeds at King William's Town on

2020-02-13

In my presence



Registrar of Deeds



Signature of appearer q.q.

**ERVEN 1655, 2033 AND 2768 KENTON ON  
SEA**

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**REZONING OF ERF 1655 TO BUSINESS ZONE  
1, CONSOLIDATION OF ERVEN 1655, 2033  
AND 2768 KENTON ON SEA AND REMOVAL  
OF RESTRICTIVE CONDITIONS**

**22 JULY 2025**



**SETTLEMENT PLANNING SERVICES**

Geo-Spatial Solutions

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# 1 SUMMARY

This application proposes the rezoning of Erf 1655 from Residential Zone 1 to Business Zone 1, consolidation of Erven 1655, 2033, and 2768 into a single commercial property, and the removal of outdated title deed restrictions. These three sites form the Kenton SPAR complex, a key commercial node serving both residents and visitors of Kenton On Sea. The development seeks to create an integrated retail development, address the acute shortage of parking in the Kenton-on-Sea CBD and to improve goods delivery operations that currently interfere with customer access. By rezoning and integrating Erf 1655 into the broader commercial site, the development will enhance operational efficiency, support the local economy, and align with the Ndlambe Spatial Development Framework (SDF 2023), which promotes commercial expansion in this area. The proposal aligns with SPLUMA principles, meets the SPLUM ByLaw desirability criteria, contributes to spatial efficiency and sustainability, and supports the viability of Kenton’s town centre.

This proposal also responds directly to the functional challenges faced in the Kenton CBD and particularly the SPAR development:

- A well-documented **shortage of parking** during peak periods (noted by the Chamber of Business, traffic reports, and public comment).
- **Congestion and delivery conflicts** in shared customer/vehicle areas that reduce safety and access.
- **Inconsistent zoning and restrictive title deed conditions** that prevent proper site planning and integration.

The rezoning, consolidation, and removal of conditions will:

- Allow for efficient land use planning across the full site.
- Improve customer access and convenience.
- Enable better logistics through dedicated delivery access and separation from customer flows.
- Ensure compliance with planning laws and remove reliance on outdated legal instruments.

# 2 LOCALITY

The erven are located to the east of the intersection of Kenton Road and Beaufort Street in the Kenton on Sea CBD.



FIGURE 1: LOCALITY PLAN

## 3 PROPERTY AND OWNER INFORMATION

### 3.1 ERF 1655

The relevant property information is reflected in the table below.

| PROPERTY INFORMATION  |                     |                     |                       |
|-----------------------|---------------------|---------------------|-----------------------|
| Property Type         | ERF                 | Diagram Deed Number |                       |
| Township              | KENTON-ON-SEA       | Local Authority     | KENTON ON SEA MUN     |
| Erf Number            | 1655                | Province            | EASTERN CAPE          |
| Portion Number        | 0                   | Extent              | 1026.0000SQM          |
| Registration Division | NOT AVAILABLE       | LPI Code            | C00800040000165500000 |
| Previous Description  | PTN OF 2010-TP11852 |                     |                       |

| OWNER INFORMATION (1) |                     |                          |              |
|-----------------------|---------------------|--------------------------|--------------|
| NORWIN PROP PTY LTD   |                     |                          | Owner 1 of 1 |
| Company Type          | COMPANY             | Document                 |              |
| Registration Number   | 201938555907        | Microfilm / Scanned Date | -            |
| Name                  | NORWIN PROP PTY LTD | Purchase Price (R)       | 750 000      |
| Multiple Owners       | NO                  | Purchase Date            | 2019/12/13   |
| Multiple Properties   | NO                  | Registration Date        | 2020/05/21   |
| Share (%)             | -                   |                          |              |

### 3.2 ERF 2768

The relevant property information is reflected in the table below.

| PROPERTY INFORMATION  |               |                     |                       |
|-----------------------|---------------|---------------------|-----------------------|
| Property Type         | ERF           | Diagram Deed Number |                       |
| Township              | KENTON-ON-SEA | Local Authority     | KENTON ON SEA MUN     |
| Erf Number            | 2768          | Province            | EASTERN CAPE          |
| Portion Number        | 0             | Extent              | 1878.0000SQM          |
| Registration Division | NOT AVAILABLE | LPI Code            | C00800040000276800000 |
| Previous Description  | -             |                     |                       |

| OWNER INFORMATION (1) |                     |                          |              |
|-----------------------|---------------------|--------------------------|--------------|
| NORWIN PROP PTY LTD   |                     |                          | Owner 1 of 1 |
| Company Type          | COMPANY             | Document                 |              |
| Registration Number   | 201938555907        | Microfilm / Scanned Date | -            |
| Name                  | NORWIN PROP PTY LTD | Purchase Price (R)       | 13 000 000   |
| Multiple Owners       | NO                  | Purchase Date            | 2019/08/27   |
| Multiple Properties   | NO                  | Registration Date        | 2020/02/13   |
| Share (%)             | -                   |                          |              |

### 3.3 ERF 2033

The relevant property information is reflected in the table below.

| PROPERTY INFORMATION  |               |                     |                       |
|-----------------------|---------------|---------------------|-----------------------|
| Property Type         | ERF           | Diagram Deed Number |                       |
| Township              | KENTON-ON-SEA | Local Authority     | KENTON ON SEA MUN     |
| Erf Number            | 2033          | Province            | EASTERN CAPE          |
| Portion Number        | 0             | Extent              | 1644.0000SQM          |
| Registration Division | NOT AVAILABLE | LPI Code            | C00800040000203300000 |
| Previous Description  | -             |                     |                       |

| OWNER INFORMATION (1) |                     |                          |              |
|-----------------------|---------------------|--------------------------|--------------|
| NORWIN PROP PTY LTD   |                     |                          | Owner 1 of 1 |
| Company Type          | COMPANY             | Document                 |              |
| Registration Number   | 201938555907        | Microfilm / Scanned Date | -            |
| Name                  | NORWIN PROP PTY LTD | Purchase Price (R)       | 13 000 000   |
| Multiple Owners       | NO                  | Purchase Date            | 2019/08/27   |
| Multiple Properties   | NO                  | Registration Date        | 2020/02/13   |
| Share (%)             | -                   |                          |              |

## 4 SG DIAGRAM

Copies of the relevant SG diagrams are attached to this submission. The diagrams do not contain any references to servitudes and other encumbrances that could affect the development proposal.

## 5 COMPANY RESOLUTION

A company resolution is included in the submission documentation. The registered owners have issued the necessary consent to enable the applications to be submitted by Setplan.

## 6 BONDHOLDERS CONSENT

Erven 2033 and 2768 are held under the same title deed and are subject to the same bond. The bondholder's consent is included in the annexures. Erf 1655 is not bonded.

## 7 TITLE DEED RESTRICTIONS

The impact of title deed restrictions on the development proposal are addressed below.

### 7.1 CONDITION 6(A) - DEED (EXPUNGED)

Condition C6(a) on pages 3, 5 and 8 has been expunged. See Provincial Gazette No 4447 (Notice No 146 of 2020). The land use of Erven 2033 and 2768 is therefore not restricted.

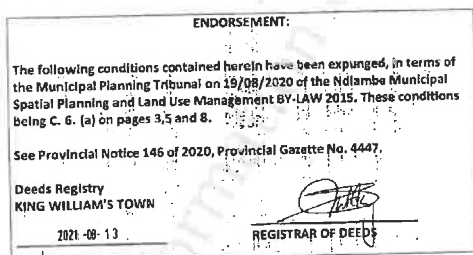


Figure 2: Extract from Page 11 of Deed

### 7.2 TITLE DEED CONDITIONS 1(II)(C) 6(B), 6(B)(I) AND 6(B)(II) AND CONDITION 1(II)(C) 6(B), 6(B)(III) AND (IV) AND 2(C) (B), 6(B)(I) AND 6(B)(V) - DEED

#### 7.2.1 DESCRIPTION OF THE RESTRICTIVE CONDITIONS

The conditions identified for removal are as follows:

**Section C.6.(b) of Deed** (applicable to both Erf 2768 and Erf 2033) stipulates: "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 **5m to the street line** which forms a boundary of this erf, nor within **3m of the rear or 1,5m of the lateral boundary** common to any adjoining erf, provided that with the consent of the local authority:-". This condition imposes general minimum setbacks for all buildings or structures on the erven.

**Section C6b(i) and C6b(iii) of Deed** (applicable to both Erf 2768 and Erf 2033) details specific allowances for outbuildings: "an outbuilding used solely for the housing of motor vehicles and not exceeding **3m 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 **12m measured from the rear boundary** of the erf, provided that in the case of a corner erf the distance of 12m shall be measured from the point furthest from the streets abutting the erf;". This condition provides specific height and setback relaxations for outbuildings, particularly garages, but also imposes a rigid 12m rear setback for other outbuildings on corner erven.

**Section C6b(ii) and C6b(v) of Deed** (applicable to both Erf 2768 and Erf 2033) imposes a further restriction on outbuildings: "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 window or doors are inserted in any wall facing such boundary**". This condition prohibits windows or doors in outbuilding walls facing boundaries if placed closer than the standard setbacks.

## 7.2.2 COMPLIANCE WITH THE RESTRICTIVE CONDITIONS

The existing structures on Erven 2033 and 2768 do not adhere to these building line restrictions. The proposed removal of these conditions would regularise the existing circumstances.

## 7.3 TITLE DEED CONDITIONS (C) 6(A), 6(B), 6(B)(I) AND 6(B)(II) - DEED [REDACTED] - ERF 1655

### 7.3.1 DESCRIPTION OF THE RESTRICTIVE CONDITIONS

The conditions identified for removal are as follows:

#### Section C.6.(a) of Deed

"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".

**Section C.6.(b) of Deed** stipulates: "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 **5m to the street line** which forms a boundary of this erf, nor within **3m of the rear or 1,5m of the lateral boundary** common to any adjoining erf, provided that with the consent of the local authority:-". This condition imposes general minimum setbacks for all buildings or structures on the erven.

**Section C6b(i) and C6b(iii) of Deed** details specific allowances for outbuildings: "an outbuilding used solely for the housing of motor vehicles and not exceeding **3m 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 **12m measured from the rear boundary** of the erf, provided that in the case of a corner erf the distance of 12m shall be measured from the point furthest from the streets abutting the erf;". This condition provides specific height and setback relaxations for outbuildings, particularly garages, but also imposes a rigid 12m rear setback for other outbuildings on corner erven.

**Section C6b(ii) and C6b(v) of Deed** imposes a further restriction on outbuildings: "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 window or doors are inserted in any wall facing such boundary**". This condition prohibits windows or doors in outbuilding walls facing boundaries if placed closer than the standard setbacks.

## 7.4 MOTIVATION FOR THE REMOVAL OF THESE RESTRICTIVE CONDITIONS

This application is made in terms of **Section 69(2) of the Ndlambe Municipality Spatial Planning and Land Use Management By-law, 2015** (hereafter referred to as "the By-law"), which permits an applicant to seek the amendment, suspension, or removal of such conditions.

### 7.4.1 CONTEXT AND OBSOLESCENCE OF THE CONDITIONS

These conditions, along with others were **imposed by the Administrator of the Province of the Cape of Good Hope in terms of Section 18 of Ordinance No. 33 of 1934**. This Ordinance significantly predates the current comprehensive planning legislation in South Africa, namely the **Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013)** and the **Ndlambe Municipality Spatial Planning and Land Use Management By-law, 2015**. Modern land use management within the Ndlambe Municipality is now governed by the **Municipality's adopted Land Use Scheme**. The detailed land use, building line and outbuilding restrictions are a product of the historical planning regime. The continued existence of such specific and rigid conditions from an outdated Ordinance leads to a **fragmented and inconsistent planning framework**, which is contrary to the objectives of modern spatial planning legislation.

### 7.4.2 PRECEDENT FOR REMOVAL WITHIN THE SAME DEED

A significant precedent for the removal of such outdated conditions already exists within Deed [REDACTED] itself. **Section C.6.(a)**, which governed the land use purpose for Erf 2768 and originated from the same Ordinance, **has already been formally expunged** by the Municipal Planning Tribunal on 19 August 2020, as recorded in Provincial Notice 146 of 2020, Provincial Gazette No. 4447. This prior removal clearly demonstrates the Municipality's recognition that conditions deriving from obsolete legislation are redundant and should be removed to align with the contemporary planning framework and the existing Land Use Scheme. The principle applied to the land use purpose condition in C.6.(a) is equally applicable to the building line and outbuilding restrictions.

### 7.4.3 MOTIVATION IN TERMS OF SECTION 69(5) OF THE BY-LAW

When considering the removal, suspension, or amendment of a restrictive condition, the Municipality must have regard to the following:

**(a) The financial or other value of the rights in terms of the restrictive condition enjoyed by a person or entity:** The financial or other value of these historically defined building line and outbuilding restrictions to beneficiaries (e.g., adjacent property owners) is **marginal in the current planning context**. While building lines and outbuilding regulations inherently provide spatial separation, light, and privacy, the specific distances and detailed outbuilding rules imposed not typically provide additional practical value beyond what is already, or can be, stipulated by the **comprehensive and flexible setback requirements and development parameters of the Municipality's current Land Use Scheme**. The value of these "rights" is therefore largely superseded by modern planning principles.

**(b) The personal benefits which accrue to the holder of rights in terms of the restrictive condition:** The personal benefits for neighbouring property owners generally relate to ensuring appropriate land use, adequate light, air circulation, privacy, and maintaining an open spatial character. However, the **specific** land uses and distances (5m street, 3m rear, 1.5m lateral) and detailed outbuilding rules (3m height, 12m corner rear, no windows/doors facing boundaries) are relics of outdated planning norms. Modern urban design and planning, as reflected in the By-law, allow for **more nuanced and context-sensitive approaches** to achieving these benefits through the Land Use Scheme's development parameters. The removal of these rigid, historical conditions enables site-specific solutions that can better address contemporary urban design principles without necessarily compromising amenity, rendering the historical benefits of these outdated clauses less compelling.

**(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 grant the applicant **crucial flexibility in the use, placement, design, and size of future buildings and outbuildings** on Erf 1655, 2768 and 2033 Kenton-on-Sea. This directly translates into significant practical benefits for the applicant, enabling the **optimal and efficient utilisation of the land's development potential**. This flexibility can facilitate innovative architectural designs, better accommodation of parking, and improved spatial layout, aligning with contemporary urban development needs and the Municipality's objectives to promote sustainable development and densification.

**(d) The social benefit of the restrictive condition remaining in place in its existing form:** The social benefit of maintaining the restrictions in their current form is **limited and potentially detrimental**. As relics of an outdated planning regime, they contribute to **fragmentation and inconsistency** within the Municipality's planning regulations. Their continued existence can impede development that might otherwise positively contribute to the local economy or optimal land use, especially if they conflict with the Municipality's current spatial development framework or integrated development plan objectives that promote higher densities or different urban forms. Maintaining obsolete conditions unnecessarily complicates property development and administrative processes.

**(e) The social benefit of the removal or amendment of the restrictive condition:** The removal of these conditions offers substantial social benefits by:

- **Promoting Consistent Planning:** It ensures that the development of Erf 1655, 2768 and Erf 2033 is guided by a **unified, contemporary, and comprehensive Land Use Scheme**, rather than a fragmented mix of outdated ordinances and current by-laws.
- **Facilitating Sustainable Development:** It allows for **more efficient and sustainable land use practices**, potentially supporting densification objectives and the optimal use of existing serviced land within the urban area.
- **Unlocking Economic Potential:** By removing unnecessary constraints, it can stimulate local investment and economic activity related to property development and construction.
- **Alignment with Municipal Goals:** It enables development to align more effectively with the Municipality's **Spatial Development Framework and Integrated Development Plan**, which guide decisions relating to land development and overall community well-being.

**(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 request is for the **complete removal** of the clauses. However, this does **not imply an absence of regulation** concerning building lines or outbuilding parameters. Upon removal, the property will become solely subject to the **contemporary and comprehensive building line and development parameters stipulated in the Municipality's Land Use Scheme**

Therefore, it constitutes a **replacement of obsolete regulatory controls with modern and relevant ones**, ensuring that appropriate spatial relationships, amenity, and urban design principles are still maintained in line with current planning best practices.

### 7.4.4 NECESSITY AND DESIRABILITY OF THE APPLICATION (SECTION 85(2){D} AND SCHEDULE 7, POINT 2)

**Necessity:** The removal of Section C.6.(b), C.6.(b)(i), and C.6.(b)(ii) is **necessary** to:

- **Achieve Regulatory Harmony:** It is essential to eliminate the conflict and overlap between these obsolete title deed conditions and the current Ndlambe Land Use Scheme, which provides the primary and most relevant regulatory framework for land use and development.

- **Enable Contemporary Development:** It is necessary to free the property from outdated constraints to allow for development that is responsive to current architectural practices, land economics, and the Municipality's strategic planning objectives for sustainable growth.
- **Streamline Planning Processes:** Removing redundant conditions simplifies the planning approval process for future developments, reducing unnecessary administrative burdens for both the applicant and the Municipality.

**Desirability:** The removal is **highly desirable** because it:

- **Promotes Modern Planning Principles:** It ensures that land development is guided by the most current and effective planning instruments, designed to foster **harmonious and compatible land use patterns**, aesthetic considerations, and a healthy environment.
- **Optimises Resource Utilisation:** It allows the property owner to realise the full potential and suitability of the land for its proposed utilisation, considering its location, accessibility, and physical characteristics, without being unduly constrained by historical, potentially arbitrary, setbacks and outbuilding restrictions [156(a), (b)].
- **Enhances Spatial Coherence:** It contributes to a more coherent and consistent spatial planning framework across the municipal area by removing isolated, outdated restrictions.

## 8 CURRENT ZONING

Erf 1655 is zoned Residential Zone 1 (RZ1). The zoning parameters currently applicable to the land units are as follows:-

|   |   |  |             |               |                 |                     |
|---|---|--|-------------|---------------|-----------------|---------------------|
| <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>• Side 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>   |             |               |                 |                     |
| Dwelling Unit   | 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>• Additional Dwelling Unit</li> <li>• Crèche</li> <li>• Guest House</li> <li>• Home Enterprise</li> <li>• Medical Use</li> <li>• Social Facility</li> </ul> |             |               |                 |                     |
| <b>DEVELOPMENT PARAMETERS</b>   |   |  |             |               |                 |                     |
| <b>Building Lines</b>   |   |  |             |               |                 |                     |
|   | <b>Street</b>   | <b>Lateral</b>   | <b>Rear</b> | <b>Height</b> | <b>Coverage</b> | <b>Floor Factor</b> |
| Erven < 600m <sup>2</sup>   | 4m  | 1.5m   | 2m          | 8.5m          | 70%             | 1.0                 |
| Erven > 600m <sup>2</sup>   | 5m  | 1.5m   | 3m          | 8.5m          | 50%             |                     |

**FIGURE 3: ZONING PARAMETERS - RESIDENTIAL ZONE 1**

Erven 2033 and 2768 are zoned Business Zone 1 (BZ1) see parameters below.

|  |   |   |  |               |                 |                     |
|--|---|---|--|---------------|-----------------|---------------------|
| <b>LAND USE CATEGORY</b>   |   | Business  |  |               |                 |                     |
| <b>ZONING</b>  |   | Business Zone 1   |  |               |                 |                     |
| <b>PURPOSE</b>   |   | High Intensity Business   |  |               |                 |                     |
| <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>Street</b>   | <b>Lateral &amp; Rear</b>   |  | <b>Height</b> | <b>Coverage</b> | <b>Floor Factor</b> |
|  | 0m  | 0m  |  | 11m           | 100%            | 3.0                 |
| Additional building lines may be imposed based on surrounding land uses or safety controls   |   |   |  |               |                 |                     |

**FIGURE 4: ZONING PARAMETERS - BUSINESS ZONE 1**

## 9 EXISTING LAND USE

Norwin Prop Pty Ltd has developed a full-line Spar supermarket, Spar Tops liquor outlet, ancillary shops and ATMs on Erf 2033 and Erf 2768 Kenton on Sea. Erf 1655 has been leveled and partially paved with the intention of utilizing the erf to alleviate the conflict between delivery and parking traffic as well as to increase parking provision for the retail offering. A small area of Erf directly abutting Erf 2768 is included in the manoeuvring space for vehicles entering the delivery yard. A small area of the current recycling activity encroaches onto Erf 1655.



FIGURE 5: AERIAL PHOTOGRAPH OF EXISTING DEVELOPMENT (EAS – PLAN EXTRACT)



The delivery area is located to the rear of this complex on Erf 2768 and is currently accessed from the parking area adjoining Kenton road.



FIGURE 6:VIEW OF THE KENTON ROAD ACCESS TO DELIVERY AND PARKING AREA (ERF 2768).



FIGURE 7:VIEW OF ERF 1655 – PARTIALLY PAVED (GOOGLE STREETVIEW - OCTOBER 2023)

## 10 ZONING CONTRAVENTION

The following is a summary provided by Mr Guy Dakin from BLC Attorneys.

- “In terms of an undertaking provided in 2022 under Case no 4215/222 paving initiated by the Applicant on Erf 1655 Kenton on Sea was ceased with the Applicant agreeing to not use the property for any purpose contrary to the residential zoning of the Erf.
- Subsequent thereto, the property owner who initiated the above Court proceedings complained to the Ndlambe Municipality in April 2024 that Erf 1655 was being utilized for parking and delivery purposes.
- Based on such allegation Ndlambe Municipality issued a compliance notice dated 22 April 2024.
- A reply dated 24 April 2024 by BLC Attorneys was lodged with the Ndlambe Municipality refuting allegations of unlawful use and offering the Municipality access to recorded camera footage to confirm that no illegal use was taking place in contravention of the 2022 Court Order.
- Correspondence was thereafter received from Wheeldons Attorneys representing the Municipality on 2 May 2024 and replied to refuting any contravention by way of reply to them dated 3 May 2024.
- A further complaint alleging unlawful use of Erf 1655 in March 2025 resulted in a further compliance notice being issued by the Municipality and resulted in an email dated 24 March 2025 to the Ndlambe Municipality refuting same with accompanying detailed photographs being provided to the Municipality reflecting Erf 1655 Kenton on Sea.”

Copies of this correspondence is included in the submission documentation.

# 11 SURROUNDING ZONING

The surrounding zoning is reflected below.



FIGURE 8: SURROUNDING ZONING

\*\*\*\*NOTE: Erven 1654 and 1653 – Are zoned Business Zone 2

A land use application for the development of Erf 1653 and 1654 Kenton on Sea was approved in August 2022 by Ndlambe MPT.

The application covered the following proposals:

- Consolidation of Erven 1653 and 1654
- Rezoning of the consolidated property from **Residential Zone 1 to Business Zone 2**
- Consent use for a **restaurant and general residential building**
- Removal of restrictive title-deed conditions

The consolidation and rezoning components were approved while the proposed restaurant component of the application was not approved. The applicant appealed the decision to refuse the restaurant’s application, and the appeal was upheld.

The recent land use application and subsequent approval for the rezoning of Erven 1653 and 1654, located directly adjacent to the subject property, from Residential Zone 1 to Business Zone 1, established a clear and relevant planning precedent. That application successfully motivated the expansion of the commercial footprint of the Kenton CBD onto residentially-zoned properties that were functionally and spatially integrated with the established commercial core. In approving that application, the Ndlambe Local Municipality acknowledged the need for the gradual consolidation and expansion of business uses in this transitional area, in line with the intentions of the 2023 Spatial Development Framework (SDF).

The current proposal involving Erf 1655 is consistent with and directly comparable to the earlier approval. Like Erven 1653 and 1654, Erf 1655 is located on Beaufort Street, within the CBD expansion zone identified by the SDF, and has been in non-residential use for an extended period. The proposed rezoning from Residential Zone 1 to Business Zone 1 would regularise the existing commercial-related activity and integrate the erf into the Kenton SPAR complex through consolidation with Erven 2033 and 2768. The municipality’s prior decision affirms the planning rationale for such rezoning and reinforces the principle that spatial restructuring in this part of the CBD is both necessary and desirable. It also illustrates consistent municipal support for the functional intensification of this precinct, subject to proper assessment and mitigation—criteria which the current application has met through technical studies and compliance with planning policy. A copy of the approval of the rezoning of Erven 1653 and 1654 is included in the submission documentation.

# 12 MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (2023)

## 12.1 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**.

## 12.2 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 9 below.

### KENTON ON SEA CBD UPGRADING AND URBAN RENEWAL

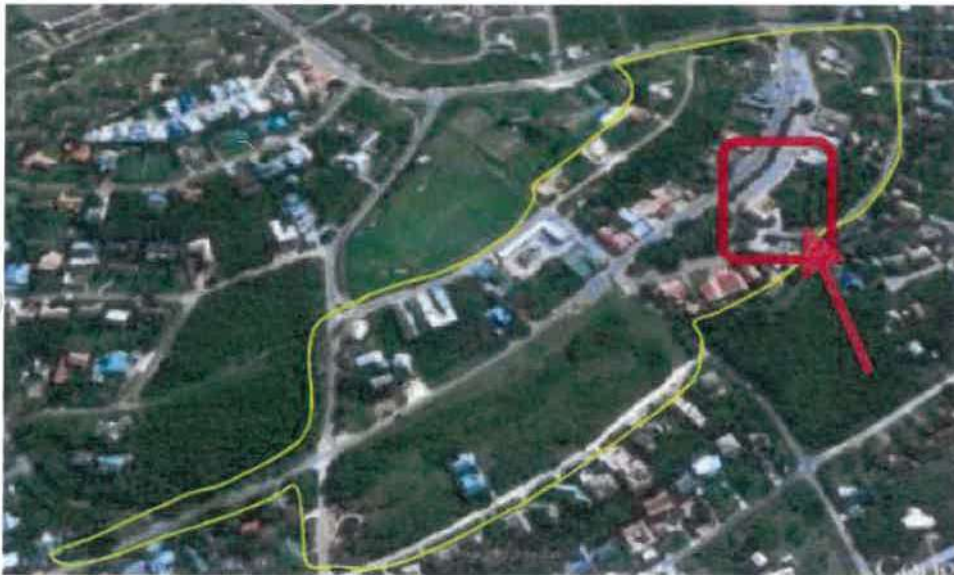


FIGURE 9: KENTON ON SEA CBD EXTENT FOR UPGRADING AND URBAN RENEWAL (SDF 2023 EXTRACT)

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

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

## KENTON ON SEA CBD UPGRADING AND URBAN RENEWAL



FIGURE 10: KENTON ON SEA CBD CONCEPTUAL EXPANSION (SDF 2023 EXTRACT)

The site falls within the area within which the SDF 2023 promotes CBD Expansion/CBD Core and Edge land uses (Red Arrow on FIGURE 9). This conceptual framework is then incorporated into an overall Land Use Proposal Plan on page 163 of the SDF 2023. Refer to Figure 11. 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).

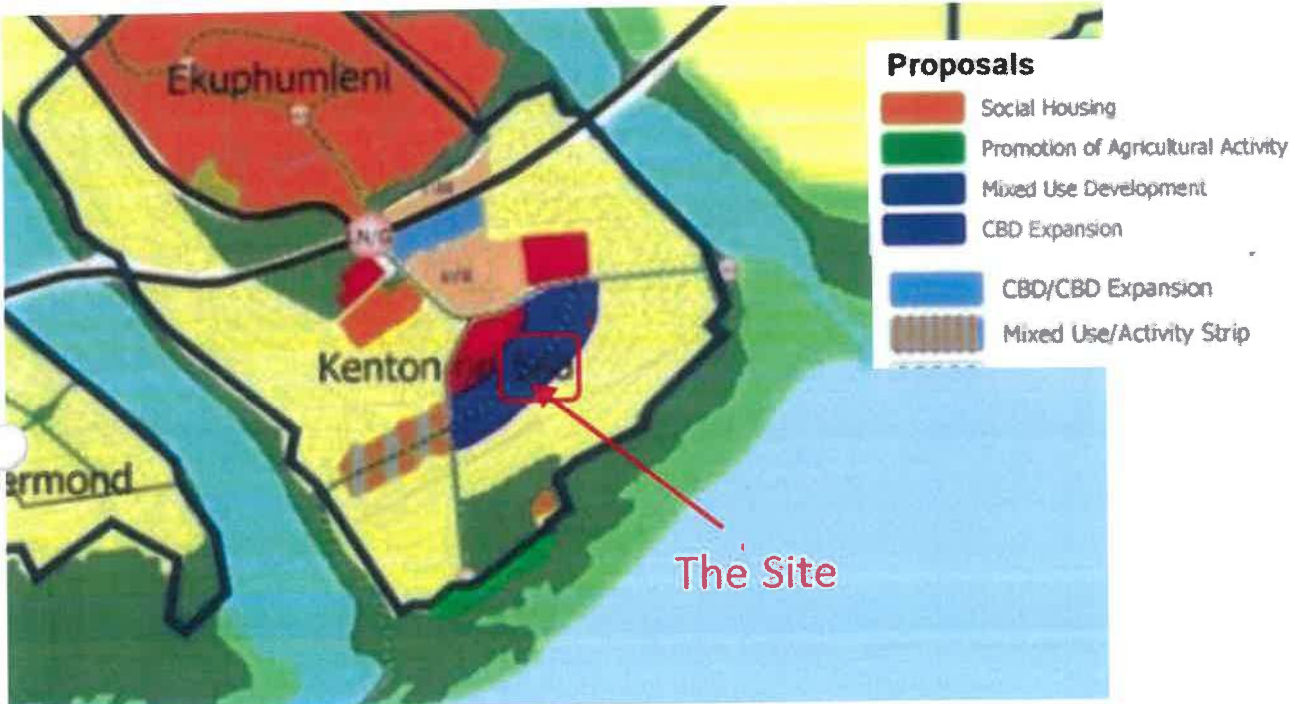


FIGURE 11: KENTON ON SEA CBD INTEGRATED LAND USE PROPOSALS (SDF 2023 EXTRACT)

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 **Error! Reference source not found.**). 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 12: EXTRACT FROM THE SDF 2023 MAP.

Given that the SDF 2023 has identified and CBD Expansion/CBD Core and Edge land uses for the development area within which Erven 1655, 2768 and 2033 fall, it is necessary to unpack a detailed understanding of each of these terms within the context of the SDF. As Mixed Use Development is integral to the expansion and development a description of this strategy is also provided.

## 12.3 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 key descriptions and objectives related to CBD Expansion are:

### 12.3.1 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.

### 12.3.2 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.

## 12.4 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.

### 12.4.1 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.

### 2.4.2 MANIFESTATION AND PROPOSALS IN KENTON ON SEA

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.

## 12.5 DESIRED DEVELOPMENT CONCEPT

Given the SDF 2023 guided understanding of "High Density Residential" and "CBD Expansion" and "Mixed Use" it is essential to identify a desirable development concept for Erven 2033, 2768 and 1655 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 in the node 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.

## 13 DEVELOPMENT PROPOSAL

### 13.1 DEVELOPMENT RATIONALE

The rationale for the proposed development is:

- Alleviating parking congestion especially during peak season.
- Improving delivery logistics and separating them from customer traffic.
- Unlocking land use efficiency and consistency across the Kenton SPAR complex.
- Aligning with the 2023 SDF which earmarks the site for CBD expansion.
- Alignment with the recent adjoining business zone approvals.

It is well known that a lack of parking and traffic congestion is a regular occurrence in the Kenton on Sea CBD, particularly during the holiday and peak seasons.

The provision of additional parking and the reconfiguration of deliveries around the Kenton Spar in Kenton-on-Sea is essential to accommodate the growing demand generated by the expanded retail offering, which includes a full-line Spar supermarket, Spar Tops liquor outlet, and ancillary shops and ATMs. As a key commercial node in the town, the development not only serves the local residential population but also draws significant seasonal traffic from tourists and visitors. The currently parking provision may be insufficient during peak trading periods, potentially leading to congestion, informal or unsafe parking practices, and result in a diminished customer experience. Supplementary parking will improve access, promote safer traffic movement, and support long-term commercial viability by ensuring the site can accommodate peak volumes comfortably.

In addition to parking expansion, the reconfiguration and improvement of delivery routes is equally important. A dedicated delivery yard is proposed; however, further enhancement through the introduction of a **separate delivery access point**, distinct from customer traffic routes, will reduce conflicts between delivery vehicles and patrons. This separation will minimise disruptions, reduce wear on high-traffic customer zones, and prevent delivery operations from occupying or obstructing existing parking bays. By implementing clearly defined, low-impact service vehicle access, the development will function more efficiently, enhance safety, and reduce congestion within the broader precinct.

### 13.2 THE DEVELOPMENT PROPOSAL

This application proposes the rezoning of Erf 1655 from Residential Zone 1 to Business Zone 1, consolidation of Erven 1655, 2033, and 2768 into a single commercial property, and the removal of outdated title deed restrictions. These three sites form the Kenton SPAR complex, a key commercial node serving both residents and visitors.

The development seeks to create an integrated retail development, address the acute shortage of parking in the Kenton-on-Sea CBD and to improve goods delivery operations that currently interfere with customer access. By rezoning and integrating Erf 1655 into the broader commercial site, the development will enhance operational efficiency, support the local economy, and align with the Ndlambe Spatial Development Framework (SDF 2023), which promotes commercial expansion in this area.

#### 13.2.1 REZONING OF ERF 1655 FROM RESIDENTIAL ZONE 1 TO BUSINESS ZONE 1

In order to achieve the development objective, it is necessary to rezone Erf 1655 from Residential Zone 1 to Business Zone 1. No amendments or departures from the standard Land Use Scheme parameters are proposed. The proposed zoning parameters for Erf 1655 are as follows: -

## Business Zone 1

|  |   |   |                 |                     |
|--|---|---|-----------------|---------------------|
| <b>LAND USE CATEGORY</b>   |   | Business  |                 |                     |
| <b>ZONING</b>  |   | Business Zone 1   |                 |                     |
| <b>PURPOSE</b>   |   | High Intensity Business   |                 |                     |
| <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 13:EXTRACT FROM NDLAMBE ILUS – BUSINESS ZONE 1

### 13.2.2 PROPOSED CONSOLIDATION

It is proposed to consolidate Erven 1655, 2033 and 2768 Kenton-on-Sea to enable one single development site. The consolidation will enable more effective development.

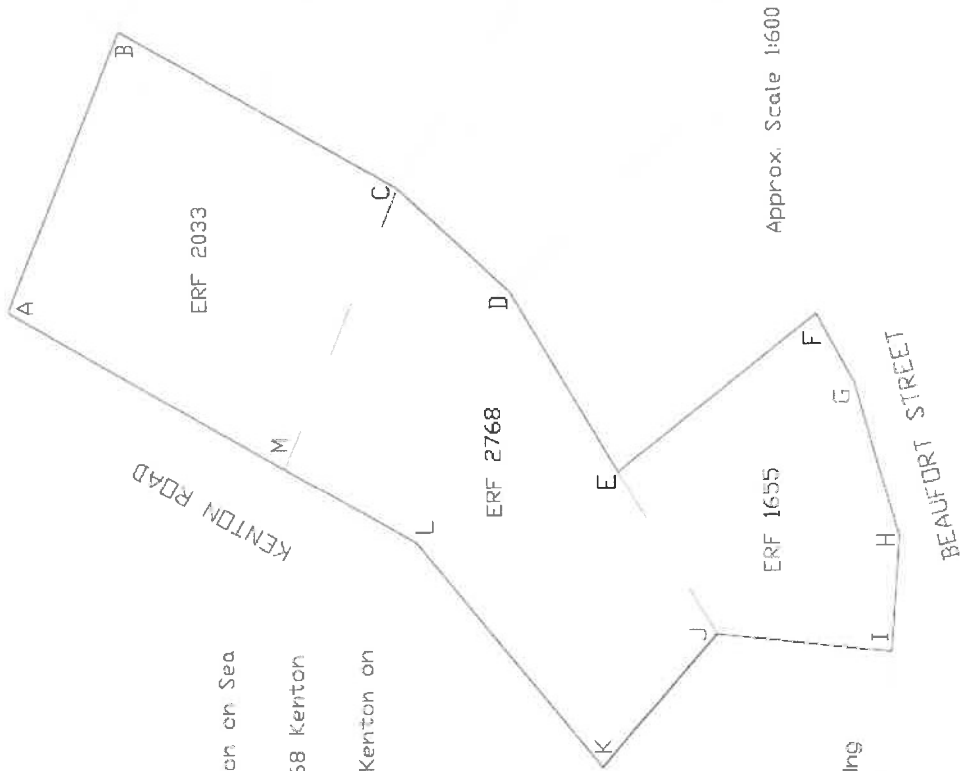
The proposed consolidation is reflected in Figure 14 and included in the submission documentation.

**CONSOLIDATION SKETCH PLAN**  
**ERVEN 1655, 2033, 2768 KENTON ON SEA**

| SIDES | Metres |
|-------|--------|
| AB    | 37.38  |
| BC    | 44     |
| CD    | 20.29  |
| DE    | 26.76  |
| EF    | 34.12  |
| FG    | 10     |
| GH    | 19.45  |
| HI    | 14.06  |
| IJ    | 24.95  |
| JK    | 23     |
| KL    | 38     |
| LM    | 20.77  |
| AM    | 44     |

Component Notes:

1. The figure A B C M represents Erf 2033 Kenton on Sea vide Diagram No.9479/1996 Size - 1644m<sup>2</sup>
2. The figure C D E J K L M represents Erf 2768 Kenton on Sea vide Diagram No.742/2004 Size - 1878m<sup>2</sup>
3. The figure E F G H I J represents Erf 1655 Kenton on Sea vide Diagram No.4266-87 Size - 1026m<sup>2</sup>



The figure ABCDEFGHIJKLM represents proposed consolidated property being erf?? 4548 Square metres in extent.

Situate in Kouga Local Municipality Administrative District of Bothurst Province of Eastern Cape

**FIGURE 14: PROPOSED CONSOLIDATION DIAGRAM**

## 13.3 DEVELOPMENT COMPONENTS

- **SPAR Kenton (General Shopping):**

Located on Erf 2033

- Total floor area:
- Includes:
  - Bakery
  - Deli (prep and server)
  - Fresh produce, fruit & veggie sections
  - Braai area
  - Meat, cheese, and dairy counters
  - Frozen sections with chillers and freezers
  - Admin and staff offices
  - Cash tills and ATMs

- **SPAR TOPS:**

- Independent access and exit

- **SHOP 1:**

- **ATM Block:**

- 2 ATMs (separate from shops)

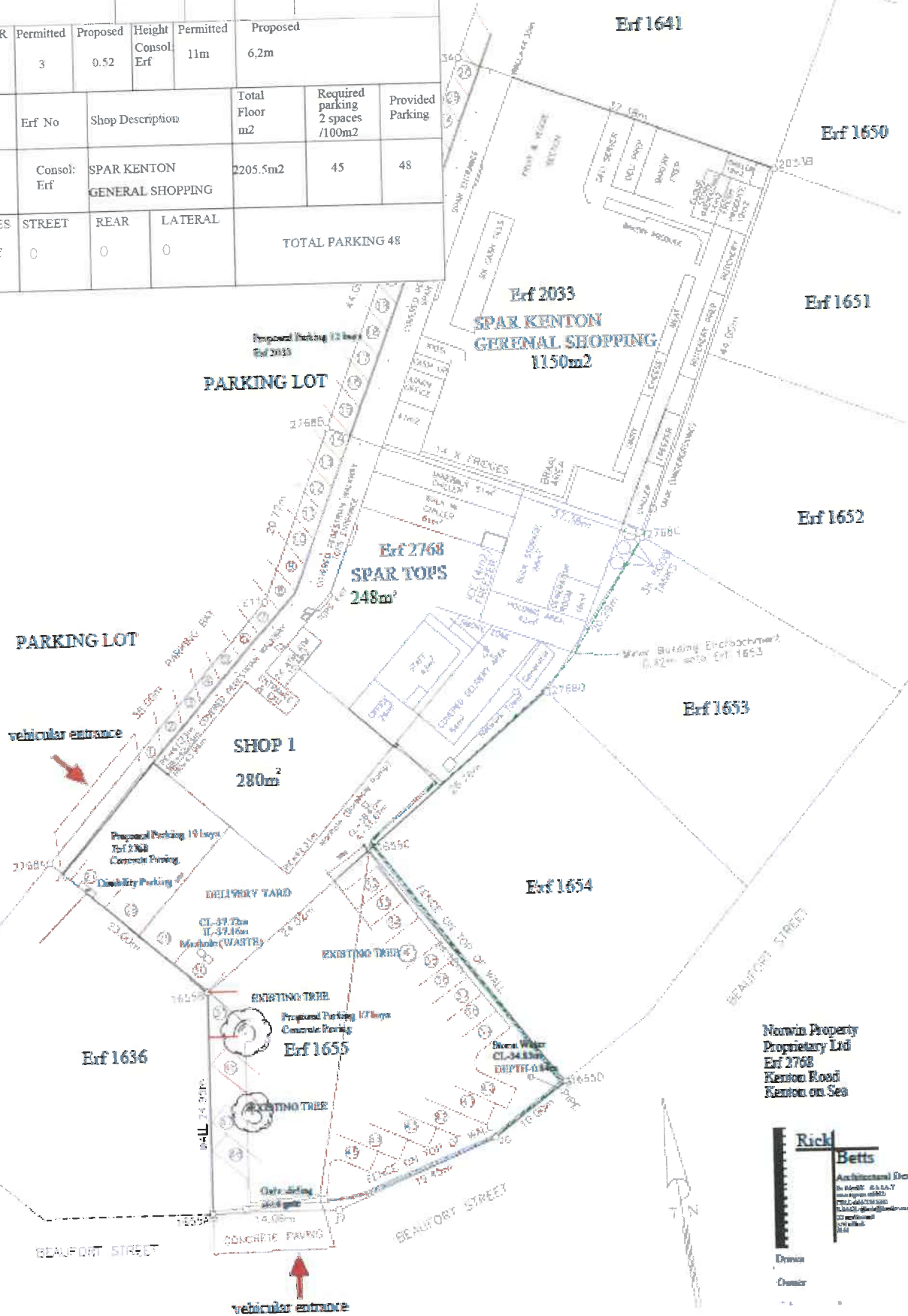
### 13.3.1 PARKING PROVISION

- Total proposed parking bays: **48**
- Includes designated 2 **disabled parking**
- Access via **vehicular entrances** from Beaufort Street and Kenton Road

### 13.3.2 SUPPORTING INFRASTRUCTURE

- **Delivery yard** located behind the main building
- **Bulk storage**, butchery prep, bakery produce, and walk-in freezer/chiller units
- **Generator** and **network tower**
- **3 x 5000L underground tanks**
- **Covered pedestrian walkway** for safe access
- **Smoke zone** and minor **holding area**
- **Concrete paving** for pedestrian and vehicle surfaces

| SITE DEVELOPMENT PLAN - (Proposed Rezoning of Erf 1655 - Bus Z 1 and Consolidation of ERF 2033, 2768 & 1655) |             |                              |                   | Site Areas Consolidated Erf      | Size             | Permitted  | Coverage |
|--|-------------|------------------------------|-------------------|----------------------------------|------------------|------------|----------|
|  |             |                              |                   | 4556                             | 100%             | 2540 - 52% |          |
| FLOOR FACTOR Consolidated Erf  | Permitted   | Proposed                     | Height Consol Erf | Permitted                        | Proposed         |            |          |
|  | 3           | 0.52                         | 11m               | 11m                              | 6,2m             |            |          |
| Zoning   | Erf No      | Shop Description             | Total Floor m2    | Required parking 2 spaces /100m2 | Provided Parking |            |          |
| Business Z 1   | Consol: Erf | SPAR KENTON GENERAL SHOPPING | 2205.5m2          | 45                               | 48               |            |          |
| BUILDING LINES Consolidated Erf  | STREET      | REAR                         | LATERAL           | TOTAL PARKING 48                 |                  |            |          |
|  | 0           | 0                            | 0                 |                                  |                  |            |          |



Neurwin Property Proprietary Ltd  
Erf 2768  
Kenton Road  
Kenton on Sea

**Rick Betts**  
Architectural Design  
PO BOX 8342  
KENTON ON SEA  
TEL: 0331 210 200  
E: rick@rickbetts.co.za  
C: 0331 210 200  
0331 210 200

FIGURE 15: DEVELOPMENT PROPOSAL – SDP (RICK BETTS ARCHITECT)



## 13.4 ROAD ACCESS:

Historically SPAR was located in the commercial building on the intersection between Kenton Road and Beaufort Avenue (Er1636). Delivery access during this time was located to the rear of the building and accessed Beaufort Avenue directly. This historical access is located directly adjacent to the proposed access from Erf 1655. The proposed access is approximately 5m east of the historical access point



FIGURE 16: PROPOSED VS HISTORICAL DELIVERY ACCESS (GOOGLE STREETVIEW – OCT 2023)

The consolidated site will gain access from the parking area adjoining Kenton Road and from Beaufort Street (**Egress Only**). The additional parking to be provided on Erf 1655 will gain access from the Kenton Road side as the access to Beaufort Street will be restricted to egress only.

In order to address congestion on the Kenton Road parking area it is proposed that the delivery vehicles will exit the site via Beaufort Street. Thereafter the vehicles will not proceed down Beaufort Street but will turn right and proceed back up to Kenton Road. The delivery vehicle movements are set out on Figure 18.

Comments by Deputy Director (Infrastructure Development & Planning): Thulani Maluleke “In line with the recommendations from the Traffic Impact Assessment (TIA), the Municipality requires the developer to upgrade Beaufort Street, from Erf 1165 to Kenton Road, including the bell mouths at the intersection. The upgrade should involve widening and paving the road to accommodate truck turning movements. Block paving is preferred due to its durability against the friction caused by heavy vehicles turning.

Additionally, the stormwater infrastructure must be adequately addressed in the design. The developer is required to submit a detailed design report, inclusive of drawings, prepared and signed off by a professionally registered civil engineer, for municipal approval prior to implementation”

## 13.5 PARKING

Parking for developments on the Southern side of the CBD has historically been provided by the public parking opposite Kenton Road. Part of this parking area is developed inside the western boundaries of erven 2768 and 2033. These erven have therefore contributed to the provision of this extensive public parking area.



FIGURE 17: VIEW OF PARKING AND DELIVERIES PRIOR TO THE DEVELOPMENT OF ERF 2768 AND RELOCATION OF TOPS (GOOGLESTREETVIEW – DEC 2009).

Recently the parking has become congested, particularly during the peak season and the SPAR owners purchased Erf 1655 with the intention to provide additional parking while also attempting to alleviate the traffic congestion. To enable this an additional 18 bays are to be provided on Erf 1655. Additional movement space for the delivery vehicles will also be created on this erf.

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 45 bays (@2bays per 100m<sup>2</sup> of shop).

The site development plan indicates that by adding the proposed 17 bays on erf 1655 a total of 48 bays can be provided on the site. The proposed parking provision therefore meets the minimum required in terms of Section 66 of the Land Use Scheme.

## 13.6 ENGINEERING SERVICES

### Electricity:

There is an existing electrical supply to the erven.

Comments by Deputy Director (Infrastructure Development & Planning): Thulani Maluleke "As this area falls under Eskom's jurisdiction for electricity supply, the Municipality has no direct comments on this aspect. However, the developer should exercise caution regarding existing underground electrical services when upgrading Beaufort Street"

### Refuse Removal:

Refuse waste is removed by the Ndlambe Municipality.

Comments by Environmental Law Officer: Willem Nel "From the Environmental Legislation side, you need to comply with NEMA"

### Sewage issues

All sites are connected to the municipal sewer system.

Comments by Deputy Director (Infrastructure Development & Planning): Thulani Maluleke "The proposed development will not make use of municipal sewerage infrastructure. Therefore, there are no objections concerning sewerage. It is also worth noting that there is no waterborne sewer system in this area. The existing properties utilize conservancy tanks"

### Roads And Stormwater:

Storm water is via natural run-off. The stormwater on Erf 1655 will be collected at a low point on the erf and then discharged into the street.

Comments by Deputy Director (Infrastructure Development & Planning): Thulani Maluleke "In line with the recommendations from the Traffic Impact Assessment (TIA), the Municipality requires the developer to upgrade Beaufort Street, from Erf 1165 to Kenton Road, including the bell mouths at the intersection. The upgrade should involve widening and paving the road to accommodate truck turning movements. Block paving is preferred due to its durability against the friction caused by heavy vehicles turning.

Additionally, the stormwater infrastructure must be adequately addressed in the design. The developer is required to submit a detailed design report, inclusive of drawings, prepared and signed off by a professionally registered civil engineer, for municipal approval prior to implementation”

Comments by Ndlambe Traffic Department: Teresa Jacobs “The Ndlambe Traffic Department has no objections on your application of Kenton SPAR”

#### **Water supply**

All erven have existing water connections

Comments by Deputy Director (Infrastructure Development & Planning): Thulani Maluleke” The Municipality does not foresee any significant impact on the current water demand due to the proposed development. However, the developer must consider the presence of existing water services when upgrading Beaufort Street”

Comments by Environmental Law Officer: Willem Nel “From the Environmental Legislation side, you need to comply with NEMA”

## **14 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 Kariega River, Bushmans River as well as Middle Beach recreation areas.

## **15 POTENTIAL NOISE IMPACT**

An environmental noise impact assessment was conducted by Future Impact (Pty) Ltd in October 2024 to evaluate potential noise implications associated with the proposed rezoning and operational use of Erf 1655. A copy of this report is included in the submission documentation.

The study measured existing baseline ambient noise levels and predicted future levels once the site is formally used for parking and delivery support. The results confirm that the current and projected noise levels remain within the acceptable limits prescribed in SANS 10103:2008 for an urban district with mixed commercial activity. Importantly, no increase in traffic volume is anticipated as the new parking serves existing demand. Therefore, there will be no material increase in noise exposure to adjoining neighbours.

The only potentially disturbing source identified is the idling of refrigerated delivery trucks during early morning hours (e.g., 03:00), which could affect nearby residences if not managed appropriately. To mitigate this, it is recommended that such vehicles wait off-site until operating hours or refrain from idling near sensitive boundaries. With this precaution in place, the proposed use of Erf 1655 will not result in any adverse noise impacts on surrounding properties and remains compliant with relevant environmental noise legislation.

## **16 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.

## **17 TRAFFIC IMPACT ASSESSMENT**

A comprehensive Traffic Impact Assessment (TIA) was undertaken to evaluate the effects of the proposed rezoning, consolidation, and formalisation of parking and delivery logistics on Erven 1655, 2033, and 2768 in Kenton-on-Sea. The TIA confirms that the proposed development will not result in any material increase in overall traffic volumes, as no new land uses are introduced. Instead, the application seeks to regularise existing activities and improve site functionality by providing 17 additional formal parking bays and optimising delivery vehicle access. Importantly, the study found that affected intersections—including Kenton Road and Beaufort Street—will continue to operate at acceptable Levels of Service (LOS A) under both current and projected 2028 peak season conditions. The reconfigured delivery route, which allows trucks to exit via Beaufort Street, will significantly reduce congestion and conflict in the main customer parking area. The only road upgrade required is the localised widening of a 30m segment of Beaufort Street to accommodate turning movements of long trucks—an improvement that will be implemented at the developer’s expense. The TIA concludes that the development will enhance traffic circulation, improve safety, and meet municipal parking requirements without generating negative traffic impacts on the surrounding road network. A copy of this report is included in the submission documentation.

The Conclusions and Recommendations of the report are set out below:

“The following conclusions can thus be drawn from the study:

- Under existing traffic conditions no problems are experienced at the affected junctions in terms of capacity;
- Delivery vehicles cause congestion in the existing parking area in the vicinity of the Beaufort Street /parking area entrance as they must manoeuvre to access the Spar goods receiving area;
- Parking is at a premium during peak holiday periods;
- Based on the Ndlambe zoning scheme, there is a parking shortfall on erf 2033 and 2768;
- Based on historical growth per annum on the R72 background traffic volumes can be escalated by 1.5% per annum;
- Surveyed traffic is further estimated to represent 74% 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 to reflect 2028 volumes and further escalated by a factor of 1.12 to reflect 80% of the December peak season average volume
- Rezoning of Erf 1655 will allow 17 additional parking bays to be accommodated to meet the shortfall and assist in facilitating in improving access to the Spar goods receiving area;
- Delivery vehicles will be able to more easily access the goods receiving area by entering the site from the north, manoeuvring on-site into position and exiting right out onto Beaufort Street back to Kenton Road as indicated on **Figure 9**;

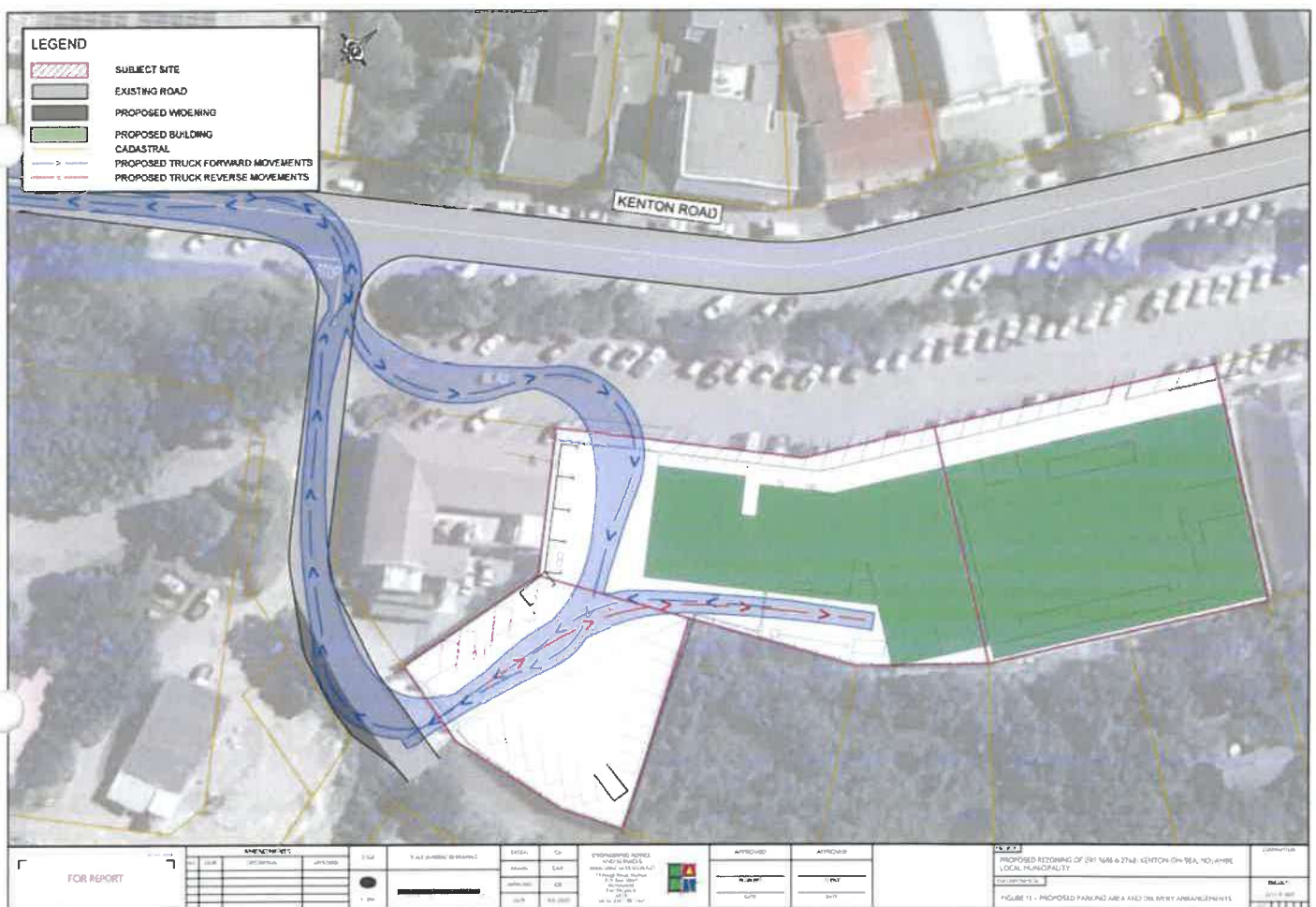


FIGURE 18: TIA “FIGURE 9” EXTRACTED FROM THE EAS- TIA.

- Beaufort Street from erf 1655 to Kenton Road (80m) will need to be upgraded to accommodate long trucks including widening of a short section existing erf 1165 at the developer’s expense;
- No additional traffic will be generated as a result of the rezoning of erf 1655. Instead, the parking load along Kenton Road will be relieved by provision of additional bays on erf 1655;
- When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access point all operate at acceptable Levels of Service in terms of capacity for the 2028 development horizon for peak season traffic conditions; and
- No additional public transport or pedestrian facilities are required.

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

- This TIA be approved by the Ndlambe Local Municipality;
- Spar delivery vehicles access the goods receiving area and exit right onto Beaufort Street as indicated on Figure 9;
- The parking bays on site be reconfigured as indicated on Figure 9; and
- The developer contributes towards the cost of improving Beaufort Street from erf 1655 to Kenton Road (80m) including widening to accommodate long trucks.”

## 18 SURROUNDING FACILITIES SUCH AS SCHOOLS AND OTHER COMMUNITY FACILITIES

The proposal will enable a more effective retail offering on the combined property. The owner does not envisage the development of dwelling units and as such the proposal will have no impact on the schools, open spaces and other community facilities in the area.

## 19 CHARACTER – EXISTING AND FUTURE

### 19.1 EXISTING CHARACTER

#### Kenton Road

The character of the area along Kenton Road is typical of the CBD of a Coastal Settlement dominated by tourism and its associated economic activity. This area has a mixed commercial and retail character, which includes a residential component typically located above the retail uses.

#### Beaufort Street

Beaufort Street currently has a dual character. The section in close proximity to its intersection with Kenton Road mirrors that of the rest of the Kenton Road area i.e. a mixed commercial and retail character. It enables access to the municipal offices, the municipal depot as well as to the business and residential units developed on Erf 1636. This section of Beaufort Street is already characterised by the presence of heavy vehicles and non-residential traffic.



FIGURE 19:VIEW OF MIXED USE BUILDING ON THE CORNER OF KENTON ROAD AND BEAUFORT AVENUES (GOOGLE STREETVIEW – DEC 2009).



FIGURE 20: THE VIEW OF THE INTERSECTION OF BEAUFORT STREET AND KENTON ROADS (GOOGLE STREETVIEW – OCT 2023).



FIGURE 21: VIEW OF ACCESS TO MUNICIPAL DEPOT (GOOGLE STREETVIEW – OCT 2023).

Once past Erf 1657 the street has less of a non-commercial character which continues till its intersection with Cornwall Street. This residential character is artificially strengthened by the fact that a number of erven on the northern side of Beaufort Street are currently vacant. These erven have all been identified for commercial development as part of the CBD expansion in both the 2013 and 2023 Spatial Development Frameworks. It is therefore important to consider the proposed development of the adjoining erven 1653 and 1654 for hotel, residential and restaurant purposes as being part of the existing character.

## 19.2 FUTURE LAND USE AND CHARACTER

A land use application for the rezoning of Erf 1653 and 1654 KOS to Business Zone 2 was approved in August 2022 by Ndlambe MPT.

The application covered the following proposals:

- Consolidation of Erven 1653 and 1654
- Rezoning from **Residential Zone 1 to Business Zone 2**

- Consent use for a **restaurant and general residential building**
- Removal of restrictive title-deed conditions

The consolidation and rezoning components were approved while the proposed restaurant component of the application was not approved. The applicant appealed the decision to refuse the restaurant’s application, and the appeal was upheld.



**FIGURE 22: ARCHITECTURAL IMPRESSION OF DEVELOPMENT ON ERVEN 1653 AND 1654 (JUAN PRETORIUS ARCHITECTURE)**

The approval of the rezoning of Erf 1653 and 1654 KOS to a business zoning is aligned with the SDF proposals which set the sites aside for CBD Expansion. This approval also sets a clear precedent for the rezoning of the erven on the northern side of Beaufort Road including Erf 1655 to enable business uses.

The recent land use application and subsequent approval for the rezoning of Erven 1653 and 1654, located directly adjacent to the subject property, from Residential Zone 1 to Business Zone 1, established a clear and relevant planning precedent. That application successfully motivated the expansion of the commercial footprint of the Kenton CBD onto residentially-zoned properties that were functionally and spatially integrated with the established commercial core. In approving that application, the Ndlambe Local Municipality acknowledged the need for the gradual consolidation and expansion of business uses in this transitional area, in line with the intentions of the 2023 Spatial Development Framework (SDF).

The current proposal involving Erf 1655 is consistent with and directly comparable to the earlier approval. Like Erven 1653 and 1654, Erf 1655 is located on Beaufort Street, within the CBD expansion zone identified by the SDF, and has been in non-residential use for an extended period. The proposed rezoning from Residential Zone 1 to Business Zone 1 would regularise the existing commercial-related activity and integrate the erf into the Kenton SPAR complex through consolidation with Erven 2033 and 2768. The municipality’s prior decision affirms the planning rationale for such rezoning and reinforces the principle that spatial restructuring in this part of the CBD is both necessary and desirable. It also illustrates consistent municipal support for the functional intensification of this precinct, subject to proper assessment and mitigation—criteria which the current application has met through technical studies and compliance with planning policy.

### 19.3 INFLUENCE OF THE PROPOSAL ON CHARACTER

There will be no impact on the character of the broader Kenton Road area apart from the improvement in the traffic circulation and provision of parking. There will also be no impact on the Beaufort Street side as the proposed parking and exit will be located within the area which already reflects a commercial character. It must also be noted that the proposed exit from Erf 1655 is directly opposite Erf 1634 (Public Open Space) and Erf 1635 (Authority – The Municipal Depot). It is also proposed to design the exit to eliminate left turns and to encourage traffic to return directly toward Kenton Road. It must however be noted that the SDF earmarks Beaufort Street

erven (Northern side) for change to accommodate expansion of the CBD. This development application therefore gives effect to the intended character change proposed in the SDF in a similar manner that the rezoning of the adjoining erven 1654 and 1643 have.

The proposed development will reinforce, rather than alter, the existing character of the Kenton-on-Sea CBD. Erf 1655, is directly adjacent to Erven 2033 and 2768, both of which are already developed and in active use for commercial purposes as part of the Kenton SPAR complex. This stretch of Beaufort Street functions as a transitional edge between the formal business node and surrounding residential areas and has been progressively characterised by mixed-use and commercial intensification in recent years.

By rezoning Erf 1655 from Residential Zone 1 to Business Zone 1 and consolidating it with the adjoining commercial erven, the proposal formalises an existing use that already reflects the area's functional role. The introduction of formalised parking and logistical support on Erf 1655 will not result in any new building bulk, intrusive structures, or activities out of character with the surrounding land use. On the contrary, the use of the erf for structured parking and improved delivery circulation aligns with both the spatial logic of the town centre and the objectives of the SDF 2023, which designates this zone for CBD expansion.

The reconfiguration of the SPAR delivery route, made possible through the rezoning and consolidation of Erf 1655, will significantly reduce the impact of heavy vehicle movements on residents of Beaufort Street. Currently, delivery vehicles are required to reverse into the goods receiving area from the busy Kenton Road parking lot, causing congestion and prolonged idling in public spaces. The proposed arrangement allows delivery vehicles to enter from Kenton Road, manoeuvre on-site across Erf 1655, and exit via a short section of Beaufort Street—travelling forward, without needing to stop, idle, or reverse in the vicinity of residential properties. This efficient one-directional flow avoids double-handling and reduces the duration and frequency of delivery-related activity near sensitive residential interfaces. Importantly, **delivery trucks will only use a limited 30 m section** of Beaufort Street, which is to be widened at the developer's expense, and **will not travel further into the residential area**, thereby minimising noise, congestion, and safety concerns for residents. In conclusion, the development is fully compatible with the existing and emerging character of the area, and will enhance the legibility, accessibility, and urban efficiency of the Kenton-on-Sea CBD.

## 20 RIGHTS TO PRIVACY AND VIEW

The residential property directly opposite Erf 1655 is well screened from the Beaufort Street activity by existing mature vegetation. This vegetation will also screen the residence located on Erf from view from the proposed parking area.



FIGURE 23: STREETVIEW OF ERF 1658 (GOOGLE STREETVIEW – OCT 2023)

Based on the streetview above the living areas of Erf 1658 are located on the southern side of the property, which will reduce any possible impact of the proposal on the residential amenity of the Erf.

The proposed development is designed to integrate into the existing urban fabric and, as such, is expected to have no negative impact on the existing character of the broader Kenton and Beaufort Road area, other than improving traffic circulation and the provision of parking. Specifically, on a portion of Beaufort Street, the proposed parking and exit facilities will be located within an area that already reflects a commercial character. This ensures that the development will not adversely influence the privacy or views of surrounding residents, as it aligns with the existing and intended character change for Beaufort Street as earmarked by the Spatial Development Framework (SDF). The proposed development does not include the construction of any new buildings on Erf 1655. Instead, the intention

behind rezoning Erf 1655 to Business Zone 1 and consolidating it with the existing SPAR complex is to create an integrated SPAR development and to provide much-needed additional parking facilities. Furthermore, it is important to note that this elevated parking area and the associated delivery vehicle exit onto Beaufort Street are located directly opposite Erf 1634 (Public Open Space) and Erf 1635 (Authority – The Municipal Depot).



FIGURE 24: PROPOSED BEAUFORT AVE ACCESS OPPOSITE MUNICIPAL DEPOT



FIGURE 25: VIEW OPPOSITE PROPOSED ACCESS POSITION FROM ERF 1655

This positioning ensures that the proposed parking and exit facilities are within an area that already reflects a commercial character on the Beaufort Street side, thereby not adversely influencing the privacy or views of surrounding residents.

## 21 HERITAGE CONSERVATION;

In order to ensure compliance with heritage conservation imperatives reference is made to Section 38(1) of the National Heritage Resources Act, 1999 (Act No. 25 of 1999). A brief summary is provided below:

### Section 38(1) Summary – Notification of Intent to Develop (NID)

Before any development listed below proceeds, the person intending to undertake it **must notify the relevant heritage resources authority** by submitting a **Notification of Intent to Develop (NID)**. This allows the authority to decide whether a **Heritage Impact Assessment (HIA)** is required.

A NID is required for developments such as:

1. **Linear developments** (roads, walls, power lines, pipelines, canals, etc.) **exceeding 300 metres** in length.
2. **Bridges or similar structures** exceeding 50 metres in length.
3. Developments that:
  - o Cover an area **exceeding 5,000 m<sup>2</sup>**;
  - o Involve **three or more existing erven or subdivisions**;
  - o Require **rezoning of land greater than 10,000 m<sup>2</sup>**.
4. Any other category of development identified in terms of **Section 34, 35, or 36**, or by **provincial heritage resources authorities** as likely to impact heritage resources.

As the proposed development will take place **on 3 existing erven the submission of a Section 38(1) – Notice of Intent to Develop (NID) is required.**

It needs to be noted that Section 38(1) **does not immediately require an HIA** — it **requires an NID** to be submitted first. The heritage authority will then decide **whether an HIA is necessary** based on the nature and potential heritage impacts of the proposed development. A **Section 38(1) – Notice of Intent to Develop (NID) has been submitted** and the response from Eastern Cape Provincial Heritage Resources Authority (ECPHRA) is awaited. Proof of submission of the NID is included in the submission documentation.

## 22 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 state organs and other authorities responsible for the implementation of legislation regulating the use and development of land, and guide. The proposed development involving the rezoning of Erf 1655 to Business Zone 1 and the consolidation of Erven 1655, 2033, and 2768 in Kenton-on-Sea aligns with the development principles set out in Chapter 2 of the Spatial Planning and Land Use Management Act (SPLUMA). The manner in which the proposal aligns with these Principles is set out below

- **Spatial Justice:**

- o The proposal aims to **benefit the broader Kenton Community by alleviating parking congestion** in the Central Business District (CBD). Improved parking and traffic flow contribute to more equitable access to services for residents and visitors.
- o The development is designed to **be in keeping with the surrounding character** and will **not negatively affect the values of surrounding properties** or prevent neighbouring owners from exercising their current land use rights.
- o While the source states that the principle of accommodating access to secure tenure and incremental upgrading of informal areas is "Not applicable to this proposal", the overall contribution to a functional CBD can indirectly support the broader community's well-being.

- **Spatial Sustainability:**

- o The development promotes land use within the fiscal, institutional, and administrative means, indicating **no negative impact on the municipality's resources**.
- o It ensures that **no prime or unique agricultural land will be negatively affected** as the site is already developed.
- o The proposal upholds consistency with environmental management instruments; **no National Environmental Management Act (NEMA) applications are required**, and the site's developed nature means **no impact on natural vegetation or drainage features**. However, the Environmental Law Officer has noted that compliance with NEMA is required from an environmental legislation side.
- o There will be **no additional demand for infrastructure or social services** as a direct result of this approval. In fact, converting Erf 1655 from residential to parking use may **reduce the service burden**. The existing properties use conservancy tanks, and the proposed development will not rely on municipal sewerage infrastructure.
- o The development is located **within the urban growth boundary** and takes place within the existing CBD and its proposed expansion area, thus **limiting urban sprawl** and ensuring the **Kenton-on-Sea community remains viable**.

- **Efficiency:**

- The proposal **optimises the use of existing services and infrastructure**, particularly by enhancing delivery vehicle movements and providing additional parking bays.
- The development is aimed at **improving traffic circulation and parking** without altering the broader character of the Kenton Road area. The Traffic Impact Assessment concluded that **no additional traffic will be generated** as a result of the rezoning of Erf 1655; instead, it will **relieve the parking load** along Kenton Road. All affected intersections and access points are projected to operate at **acceptable Levels of Service** even with escalated background traffic for 2028.
- The removal of outdated restrictive title deed conditions for the erven grants **crucial flexibility for optimal land utilisation**, supporting innovative designs and improved spatial layouts aligned with contemporary urban development needs. This contributes to a **streamlined planning process** and regulatory harmony.
- **Spatial Resilience:**
  - The application ensures that the **existing land is used to its maximum potential** in an **affordable and effective manner**.
  - By taking place within the urban edge and **not enabling urban sprawl**, the development assists in achieving spatial resilience in Kenton-on-Sea.
  - The expansion of the retail outlets will **support the existing services** offered to the broader community, contributing to the flexibility and adaptability of the planning system.
- **Good Administration:**
  - The development proposal demonstrates an integrated approach to land use and development by ensuring that **necessary legislative approvals will be obtained prior to implementation**.
  - The **processes and procedures prescribed by the Ndlambe By-laws**, including public participation, advertising, and approval procedures, will be followed, with surrounding owners notified by registered post. This shows adherence to transparent administrative processes.

## 23 KEY MERITS OF THE PROPOSAL

### Key Merits of the Proposal

- Improves Parking Availability: Adds 17 formal bays to alleviate existing congestion—meeting and exceeding zoning requirements.
- Optimises Traffic Flow: Reconfigured delivery access reduces vehicle conflict with customers and improves safety.
- Aligns with Municipal Vision: Fully supports the Ndlambe SDF 2023 goal of expanding the Kenton CBD and integrating commercial nodes.
- Legally Regularises Proposed Use: Addresses High Court order by bringing proposed parking use into legal compliance through appropriate rezoning.
- Supports Local Economic Growth: Strengthens the operational capacity of a major local retailer (SPAR), which benefits both residents and seasonal tourism.
- Respects Character of the Area: Development remains within the existing commercial footprint and avoids intrusion into residential zones.
- Complies with SPLUMA Principles: Promotes spatial justice, sustainability, and land use efficiency.

## 24 MERITS OF THE REZONING AND CONSOLIDATION VS. OPERATIONAL IMPACT

It is important to distinguish between the **planning merit** of the rezoning and consolidation application and the potential **operational impacts** associated with using Erf 1655 for parking and delivery logistics. The rezoning of Erf 1655 to Business Zone 1, and its consolidation with Erven 2033 and 2768, represents a **policy-compliant, strategic intervention** that regularises land use, removes outdated restrictions, and enables coherent planning of a key commercial node within the Kenton CBD. This land use adjustment is supported by the Ndlambe Spatial Development Framework (2023) and complies with SPLUMA principles of spatial efficiency, sustainability, and good governance.

In contrast, the operational use of the site for parking and delivery circulation—while inherently more visible to neighbouring residents—has been subjected to **technical scrutiny** through a Traffic Impact Assessment and a Noise Impact Assessment. These studies conclude that the impacts will be **minimal and localised**, provided that mitigation measures are implemented. Crucially, these operational aspects **can be effectively managed** through **conditions of approval and ongoing monitoring** by the Ndlambe Municipality.

Potential conditions to manage impacts include:

- Restricting **delivery vehicle access and exit routes** as per the TIA, with vehicles exiting only via the designated Beaufort Street access point;
- Requiring the **widening of Beaufort Street by 2m over a 30m length**, to accommodate turning movements without impeding local traffic;
- Implementing a **delivery curfew or time restrictions** to avoid early morning disturbances, particularly **before 06:00**, as recommended in the Noise Impact Assessment;
- Prohibiting extended **idling of refrigerated trucks** near residential boundaries;
- Installing **signage and surface markings** to manage site circulation and reduce conflict between delivery and customer vehicles;
- Ensuring **landscaping and visual screening** along sensitive edges of Erf 1655 to soften the visual impact of parked vehicles; and

These conditions allow the municipality to retain oversight and ensure that the development continues to function in a way that is consistent with both the town's strategic goals and the amenity of nearby residents.

## 25 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 proposed development of Erf 1655, 2033, and 2768 in Kenton-on-Sea, which involves the rezoning of Erf 1655 to Business Zone 1 and the consolidation of all three erven to form an integrated Kenton SPAR complex, addresses these desirability criteria.

- **The land's suitability for proposed utilisation in terms of location, accessibility, and physical characteristics**
  - The erven are strategically located in the **Kenton CBD**, east of the intersection of Kenton Road and Beaufort Street. This places the development within an existing commercial node.
  - The proposal aligns with the Municipal Spatial Development Framework (MSDF) which **earmarks Erf 1655 for the expansion of the CBD**.
  - The development aims to create a **compact, well-integrated retail node** with adequate parking and logistics access, leveraging the site's characteristics. The site is already developed, meaning it does not impact natural vegetation or drainage features.
  - The provision of additional parking on Erf 1655 is intended to **address a current parking shortfall** and complement existing public parking, which enhances the site's overall suitability for expanded business use.
- **Conformity with the municipal spatial development framework (SDF) or local spatial development framework:**
  - The proposed development is **aligned with the Ndlambe Municipal Spatial Development Framework (2023)**, which explicitly provides for business use in this Central Business District Precinct area of Kenton-on-Sea.
  - The conceptual expansion promoted by the SDF along River Road is also supported by this proposal, as the use of Erf 1655 for parking contributes to the designated CBD expansion area.
  - The development supports the SDF's objectives of encouraging investment and sustainable development within the municipality.
- **Compatibility of the proposed utilisation of land with the character and the existing spatial structure of the surrounding area:**
  - The proposed development is designed to **be in keeping with the surrounding character** and will not negatively impact the existing land use rights of neighbouring property owners.
  - The area along Kenton Road is already characterised as the CBD of a coastal settlement with a **mixed commercial and retail character**.
  - The section of Beaufort Street adjacent to the development also has a mixed commercial and retail character and experiences heavy vehicle and non-residential traffic due to its proximity to municipal offices and a depot. Therefore, the proposed parking and vehicle exit on Beaufort Street will be located within an area that **already reflects a commercial character**.
  - The proposal is expected to **improve traffic circulation and parking** without altering the broader character of the Kenton Road area. Furthermore, the SDF anticipates character changes along Beaufort Street for CBD expansion, which this application helps to realise.

- **Accessibility of the land regarding existing development and infrastructure**
  - The consolidated site will have **access from the existing parking area adjoining Kenton Road and a new egress-only point on Beaufort Street**.
  - The new access point on Beaufort Street is specifically designed to **optimise delivery vehicle movements**, allowing trucks to exit directly onto Beaufort Street and then back to Kenton Road, which minimises impact on other road users and congestion in the main parking area.
  - The proposal enables the **optimal and efficient utilisation of the land's development potential** by improving spatial layout and accommodating contemporary urban development needs.
- **The cost and availability of required services and infrastructure**
  - The development is not expected to place an **additional burden on existing municipal services**; in fact, converting Erf 1655 from residential to parking use may reduce the service burden.
  - There will be **no additional demand for infrastructure or social services** as a result of this approval.
  - The erven already have existing electrical and water connections, and refuse removal is handled by the Ndlambe Municipality. While there is no waterborne sewer system, existing properties use conservancy tanks, and the proposed development will not rely on municipal sewerage infrastructure.
  - Stormwater will be collected on Erf 1655 and discharged into the street. The proposal will **optimise the use of existing services and infrastructure**.
- **The external visual impact of the proposed utilisation of the land**
  - While the sources do not provide a dedicated assessment of external visual impact, the proposal emphasizes that the development will be **"in keeping with the surrounding character"**. The focus on harmonious and compatible land use patterns, as well as efficient land use, suggests an intent to integrate the development aesthetically.
- **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**
  - **Environmental Impact:** No National Environmental Management Act (NEMA) applications are required for this development. The site is already developed, ensuring no impact on natural vegetation or drainage features. The Environmental Law Officer notes that compliance with NEMA is required.
  - **Noise Impact:** An environmental noise survey was conducted. The survey found that the **current and immediate future noise levels comply with recommended limits** in SANS 10103:2008 for the district type. The new parking area is for existing traffic and is not expected to generate additional noise.
    - **Mitigation for Noise:** A potential **disturbing noise source identified is idling trucks** during early morning hours. It is recommended that delivery vehicles arriving when the SPAR is closed should wait in a suitable location away from residential areas if idling (e.g., refrigerated trucks) is necessary.
  - The removal of restrictive conditions allows for **more nuanced and context-sensitive urban design approaches**, which can achieve amenity benefits without the rigidity of outdated norms.
- **The potential impact on immediate neighbours and existing rights as well as the surrounding community**
  - The proposal is stated to **not negatively affect the values of surrounding properties** or prevent neighbouring owners from exercising their current land use rights.
  - The removal of old, restrictive title deed conditions will regularise existing non-adherence to building line restrictions on Erven 2033 and 2768. These outdated conditions offer marginal practical value beyond modern setback requirements.
  - The removal of these conditions grants the applicant crucial **flexibility for optimal land utilisation**, supporting innovative designs and improved spatial layouts.
  - **Social benefits** of removing these conditions include promoting consistent planning, facilitating sustainable development, unlocking economic potential, and aligning with municipal goals, leading to overall community well-being.
- **The proposed layout, including street pattern, density, and open space and community facility provision**
  - The Site Development Plan proposes a total of **48 parking bays** across the three erven (12 on Erf 2033, 19 on Erf 2768, 17 on Erf 1655). This provision **meets the required parking demand** for the retail space, addressing a previous shortfall.

- The development includes a delivery yard, bulk storage, and other supporting infrastructure. A covered pedestrian walkway is also part of the plan.
- There is **no impact on current Open Space**, and no additional open space is required by zoning regulations. No additional public transport or pedestrian facilities are deemed necessary.
- **Traffic impact and access arrangements**
  - A Traffic Impact Assessment (TIA) was conducted. It concluded that under existing traffic conditions, **no problems are experienced at affected junctions** in terms of capacity.
  - The rezoning of Erf 1655 and consolidation will allow for **17 additional parking bays**, which will alleviate the parking load along Kenton Road.
  - A key benefit is the **optimisation of delivery vehicle movements**, allowing them to access the goods receiving area more easily by entering from the north, manoeuvring on-site, and exiting onto Beaufort Street, thereby reducing congestion in the main parking area.
  - To accommodate long trucks exiting onto Beaufort Street, **Beaufort Street will need to be widened by 2m over a 30m section** from Erf 1655 to Kenton Road, at the developer's expense, and stormwater infrastructure must be adequately addressed.
  - The TIA confirms that **no additional traffic will be generated** by the rezoning of Erf 1655. Even with escalated background traffic for 2028, all affected intersections and access points are projected to **operate at acceptable Levels of Service**. The Ndlambe Traffic Department has no objections.

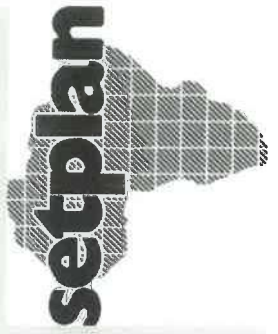
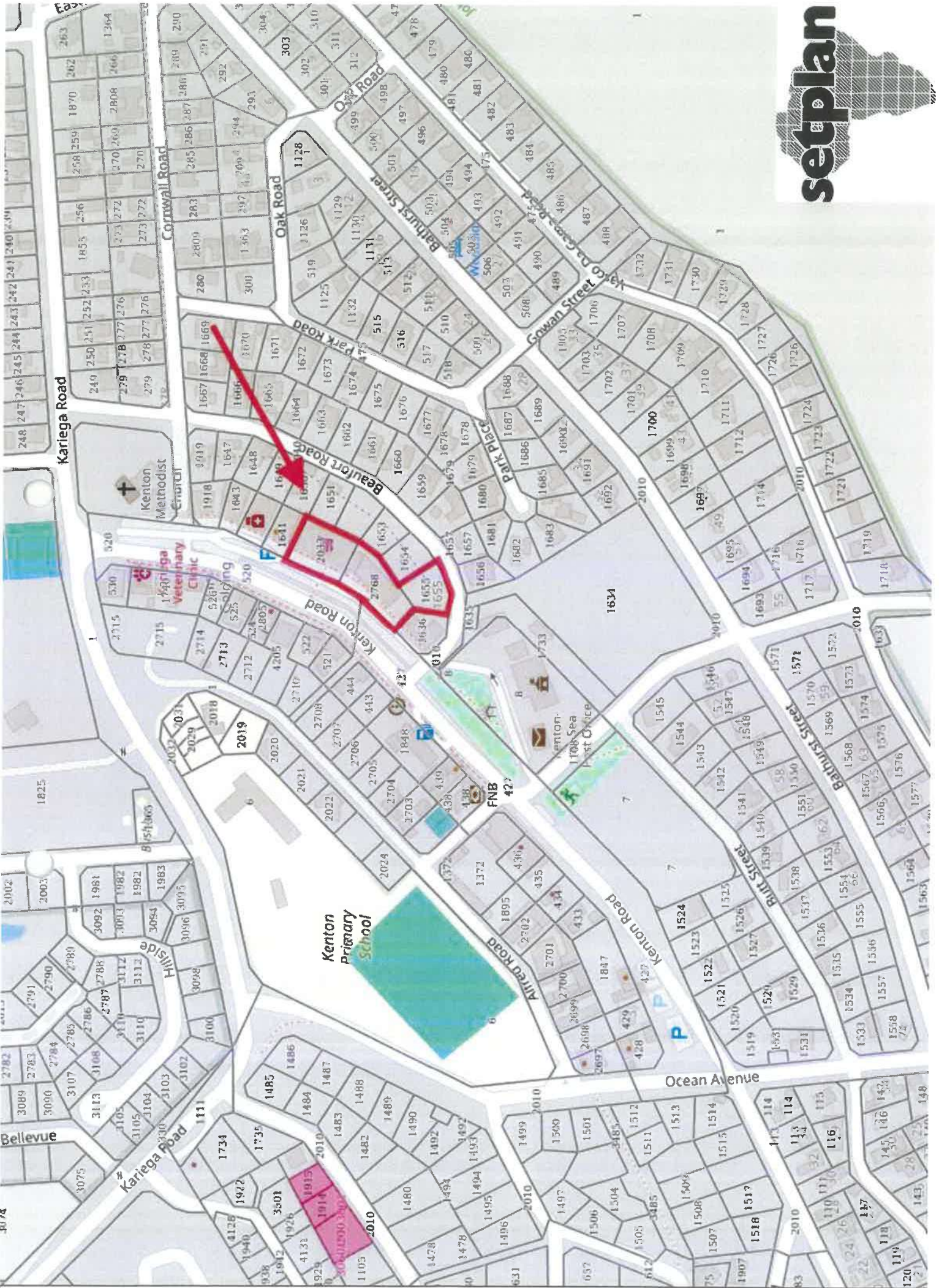
## 26 CONCLUSION

The proposed development involving the rezoning of Erf 1655 to Business Zone 1 and the consolidation of Erven 1655, 2033, and 2768 in Kenton-on-Sea presents a **comprehensive and well-motivated proposal** aimed at enhancing the functionality and viability of the Kenton-on-Sea Central Business District (CBD). This development seeks to convert Erf 1655 from its current Residential Zone 1 to Business Zone 1 (High Intensity Business) and consolidate it with the existing Kenton SPAR complex (Erven 2033 and 2768), while also facilitating the removal of outdated restrictive title deed conditions applicable to all three erven. The primary objectives are to create an **integrated and efficient retail offering**, **alleviate severe parking congestion** in the CBD and **optimise delivery vehicle movements** for the Spar complex.

**The key merits which enable the positive consideration of the proposal are:**

- **Alleviation of Parking Congestion:** The development will provide an additional 17 parking bays on Erf 1655, leading to a total of 48 bays across the consolidated site, which meets the required demand of 45 bays for the retail space. This directly addresses a "biggest challenge" identified by residents and visitors.
- **Improved Traffic Circulation and Safety:** By re-routing delivery vehicles to exit onto Beaufort Street and away from the main Kenton Road parking area, the proposal will **reduce congestion and enhance safety** for other road users and pedestrians. A Traffic Impact Assessment (TIA) confirmed that the rezoning of Erf 1655 will **not generate additional traffic** but rather relieve the parking load along Kenton Road, with affected intersections projected to operate at **acceptable Levels of Service** even with escalated background traffic for 2028.
- **Optimisation of Land Use:** The rezoning and consolidation will allow for the optimal and efficient utilisation of the land's development potential, including regularising the existing use of Erf 1655 for parking.
- **Support for Local Economy:** The expansion of the retail outlets and improved accessibility will **support existing services** and contribute to local investment and economic activity.
- **Streamlined Planning Framework:** The removal of obsolete and rigid title deed conditions from an outdated ordinance will lead to a **more consistent and flexible planning framework** that aligns with contemporary urban development needs and the Municipality's Land Use Scheme.
- **Compliance with SPLUMA Chapter 2 Principles**
- **Compliance with Desirability Criteria (Ndlambe By-law Section 53(4)):**

# LOCALITY PLAN – ERVEN 1655, 2033 & 2768 KENTON ON SEA



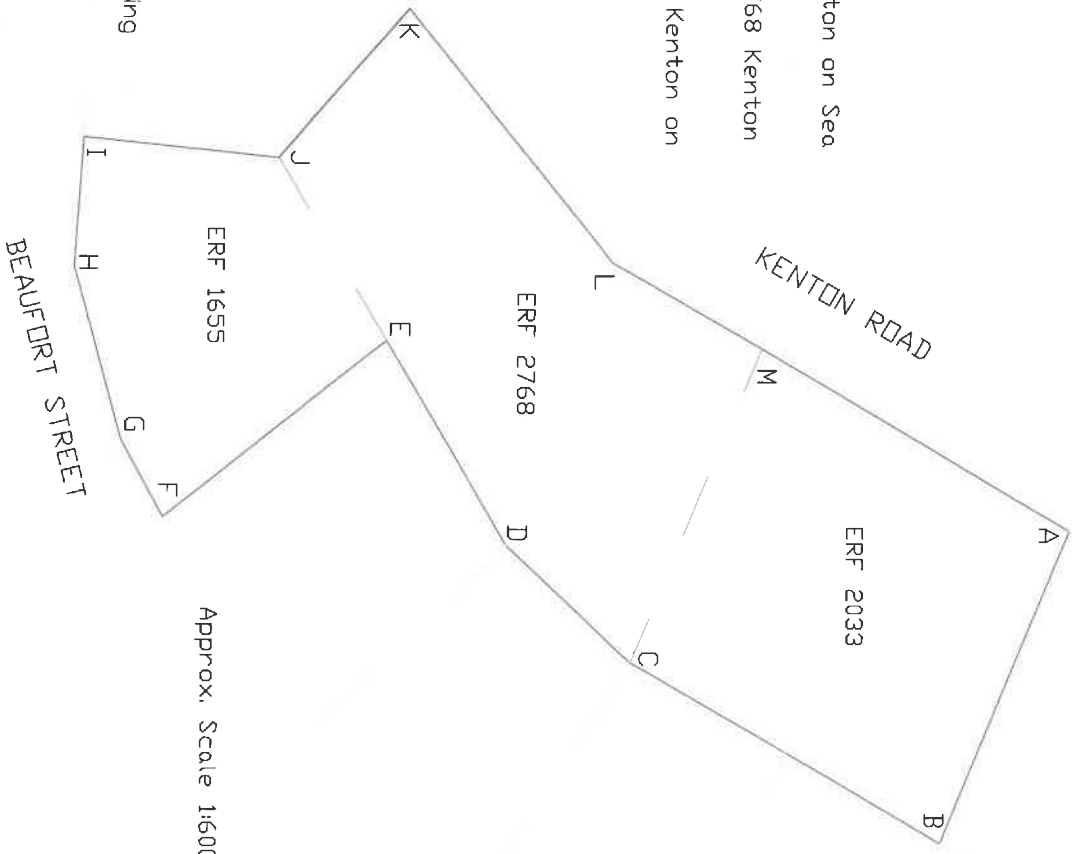


CONSOLIDATION SKETCH PLAN  
 ERVEN 1655, 2033, 2768 KENTON DN SEA

| SIDES  |       |
|--------|-------|
| Metres |       |
| AB     | 37,38 |
| BC     | 44    |
| CD     | 20,29 |
| DE     | 26,76 |
| EF     | 34,12 |
| FG     | 10    |
| GH     | 19,45 |
| HI     | 14,06 |
| IJ     | 24,95 |
| JK     | 23    |
| KL     | 38    |
| LM     | 20,77 |
| AM     | 44    |

Component Notes:

1. The figure A B C M represents Erf 2033 Kenton on Sea wide Diagram No.9479/1996 Size - 1644m<sup>2</sup>
2. The figure C D E J K L M represents Erf 2768 Kenton on Sea wide Diagram No.742/2004 Size - 1878m<sup>2</sup>
3. The figure E F G H I J represents Erf 1655 Kenton on Sea wide Diagram No.4266-87 Size - 1026m<sup>2</sup>

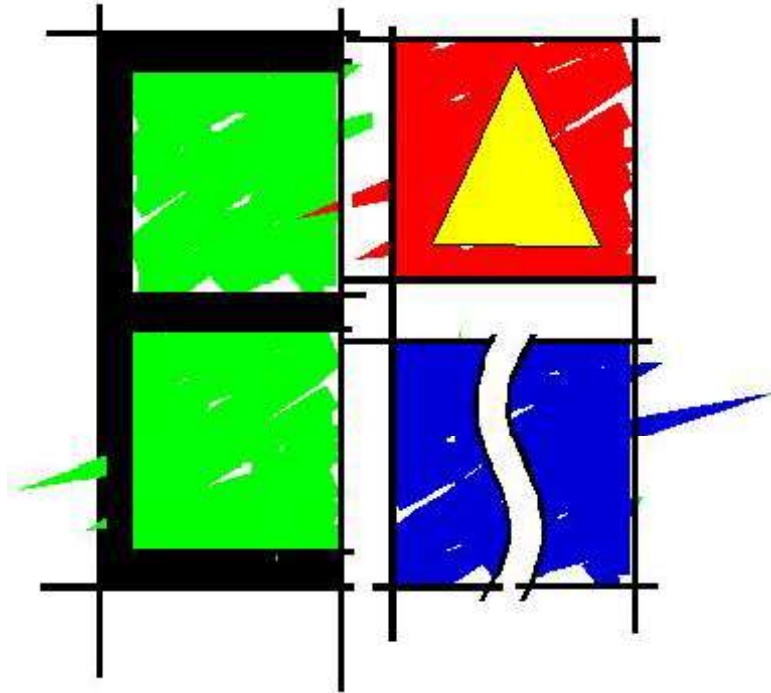


Approx. Scale 1:600

The figure ABCDEFGHIJKLM represents proposed consolidated property being erf?? 4548 Square metres in extent.  
 Situate in Kouga Local Municipality Administrative District of Bathurst Province of Eastern Cape

# ***TRAFFIC IMPACT ASSESSMENT***

***FOR  
PROPOSED REZONING OF ERF 1655, 2033 & 2768, KENTON-ON-SEA,  
NDLAMBE LOCAL MUNICIPALITY***



**June 2024**

**Prepared for: Norwin Property (Pty) Ltd**

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



**DOCUMENT CONTROL SHEET**

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DOCUMENT TITLE: **TRAFFIC IMPACT ASSESSMENT**

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## 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 Norwin Property (Pty) Ltd during November 2023 to prepare a Traffic Impact Assessment for proposed rezoning of erf 1655, 2033 and 2768, Kenton-on-Sea to facilitate the extension to the Spar Centre and provision of additional parking facilities in the Ndlambe Local Municipality. 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 impact of the provision of additional parking spaces on erf 1655 and reconfiguration of the on-site goods receiving area on operation of the adjacent streets, 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 good vehicles access to the site from Kenton Road and egress onto Beaufort Street;
- The impact of this goods vehicle movement on the capacity and operation of the adjacent roads within the influence radius; and
- Any road upgrading or other measures required to mitigate the impact of the proposed rezoning and associated works on road users and residents in Beaufort Street.

In general, this report serves to satisfy the Ndlambe Local Municipality and other relevant authorities 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 relevant authority.

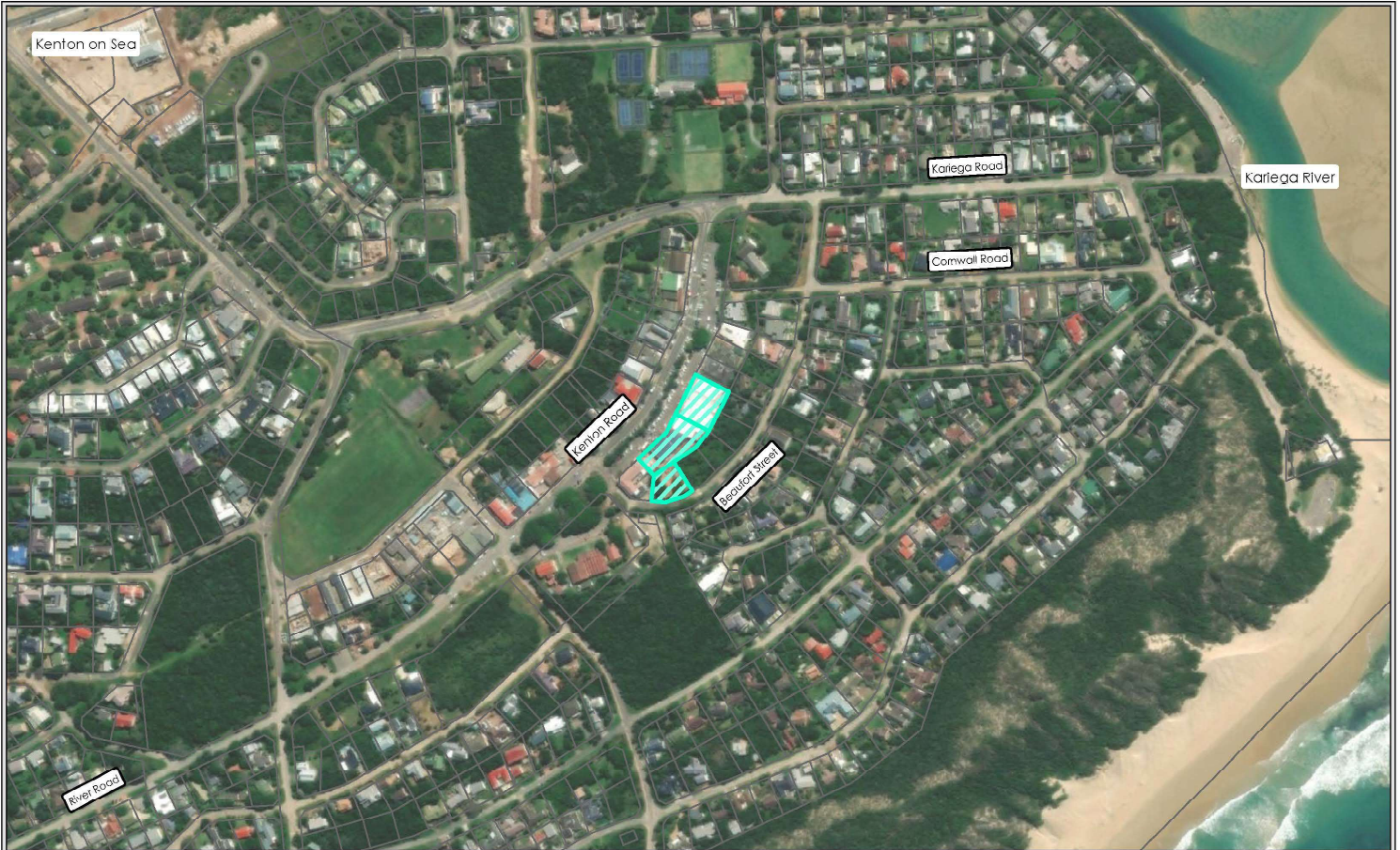
## 1.3 METHODOLOGY



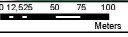
The approach followed in conducting the traffic impact statement was in accordance with the guidelines set by TMH 16 Volume 1- South African Traffic Impact and Site Assessment Manual <sup>(1)</sup>.

Given the extent of the proposed development and in terms of the aforementioned guidelines, the development is considered to be a small-sized development. Notwithstanding, this assessment considered impact for both the development (assumed to be 2023) and development plus five-year (2028) horizons.

The methodology used was as follows:

- Present traffic flow patterns were obtained and the affected junctions assessed, where after recommendations were made on the present need for possible road improvement measures, without taking the development proposals into account;
- Vehicles parking in the existing public parking area were reassigned to the proposed new parking facility and assigned to new access and egress points;
- The proposed access point was assessed from operational and traffic safety perspectives in terms of **TRH26: South African Road Classification and Access Management Manual** <sup>(3)</sup>;
- The impact of the reassigned traffic onto the adjacent streets was considered;
- Various goods vehicle access and egress route options were considered and assessed in terms of impact on adjacent road users and property owners;
- Operation of affected junctions and the proposed access point was assessed to ensure that they operate safely at acceptable levels of service; and
- Taking into account the major findings of the study, conclusions were made regarding measures necessary to mitigate the impact of the parking and delivery proposals.



|   |   |   |   |                                |   |
|---|---|---|---|--------------------------------|---|
|  <p>Engineering Advice and Services<br/>Tel: (041) 581 2421</p> |  | <p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="color: cyan;">■</span> Subject Site</li> <li><span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Cadastral</li> </ul> | <p>Project Title: Proposed Rezoning of erf 1655, 2033 &amp; 2768, Kenton-on-Sea, Natalambe Local Municipality</p> | <p>Drawing No: 2217-P-001</p>  |  |
|   |   |   | <p>Drawing Title: <b>Figure 1: Locality Plan</b></p>  | <p>Drawing Date: JUNE 2024</p> | <p>Scale: 1:6 000</p> <p>Prepared by: EAR</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 junctions of Kariega Road and Kenton Road with Beaufort Street as all trips entering and exiting erf 1655 will approach along these roads and through these junctions.

## 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 the Kenton Spar Centre and excludes consideration of the following:

- Any vehicular activity outside of the Kenton Spar and shopping centre precinct;

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 information recorded during site traffic surveys;
- That trips impacting on Beaufort Street as a result of the proposed rezoning (in particular delivery trucks) are distributed to and from the site based on the physical constraints of the adjacent streets and the proximity of the site to the main access road network;
- That existing access to the Spar delivery area from the Kenton Road parking area will be retained; and
- That the site (erf 1655) will be used for the purposes as advised by the developer, namely parking and delivery vehicle egress.

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 the relevant road authorities.

## 2 LAND USE RIGHTS, DEVELOPMENT AND ENVIRONS

### 2.1 LAND –USE RIGHTS

Erf 2768, Kenton-on-Sea measures approximately 1878m<sup>2</sup> in extent is currently zoned for Business Zone 1 purposes.

Erf 2033, Kenton-on-Sea measures approximately 1645m<sup>2</sup> in extent is currently zoned for Business Zone 1 purposes.

Erf 1655, Kenton-on-Sea measures approximately 1026m<sup>2</sup> in extent is vacant and is currently zoned for Residential Zone 1 purposes.

The landowner intends applying for the rezoning of erf 1655 to Transport Zone 2 and consolidation of erf 1655, erf 2033 and erf 2768.

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

### 2.2 DEVELOPMENT ENVIRONS

The site is situated in the centre of Kenton-on-Sea and forms part of the historic business centre in the village as indicated on **Figure 1**.

Land use to the north and along Kenton Road between Kariega Road to the east and Ocean Avenue to the west is a mix of retail and commercial.

Outside of the business centre land use is predominantly residential in nature.

### 2.3 OVERVIEW OF DEVELOPMENT

The proposed rezoning is required to provide additional parking to address the current parking shortfall on erf 2033 and 2768 and complement the well-utilised public parking in front of the Spar and other shops along Kenton Road and to optimise goods delivery vehicle movements to and from the existing Spar Goods Receiving area on erf 2768 such that potential impacts on other road users is minimised.

A new vehicle access point is proposed on Beaufort Street to allow for the optimised delivery vehicle movements.



### 3 DATA COLLECTION

#### 3.1 PEAK HOUR TRAFFIC VOLUMES

Peak hour traffic turning movement counts were conducted at the following junctions during Thursday PM, Friday PM and Saturday AM peak periods on 30 November, 1 and 2 December 2023 respectively.

The Thursday afternoon period was surveyed as Thursdays are pension discount days.

- Kenton Road / Beaufort Street
- Beaufort Street / Parking Access
- Beaufort Street / Municipal Offices Access
- Beaufort Street / Kariega Road

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

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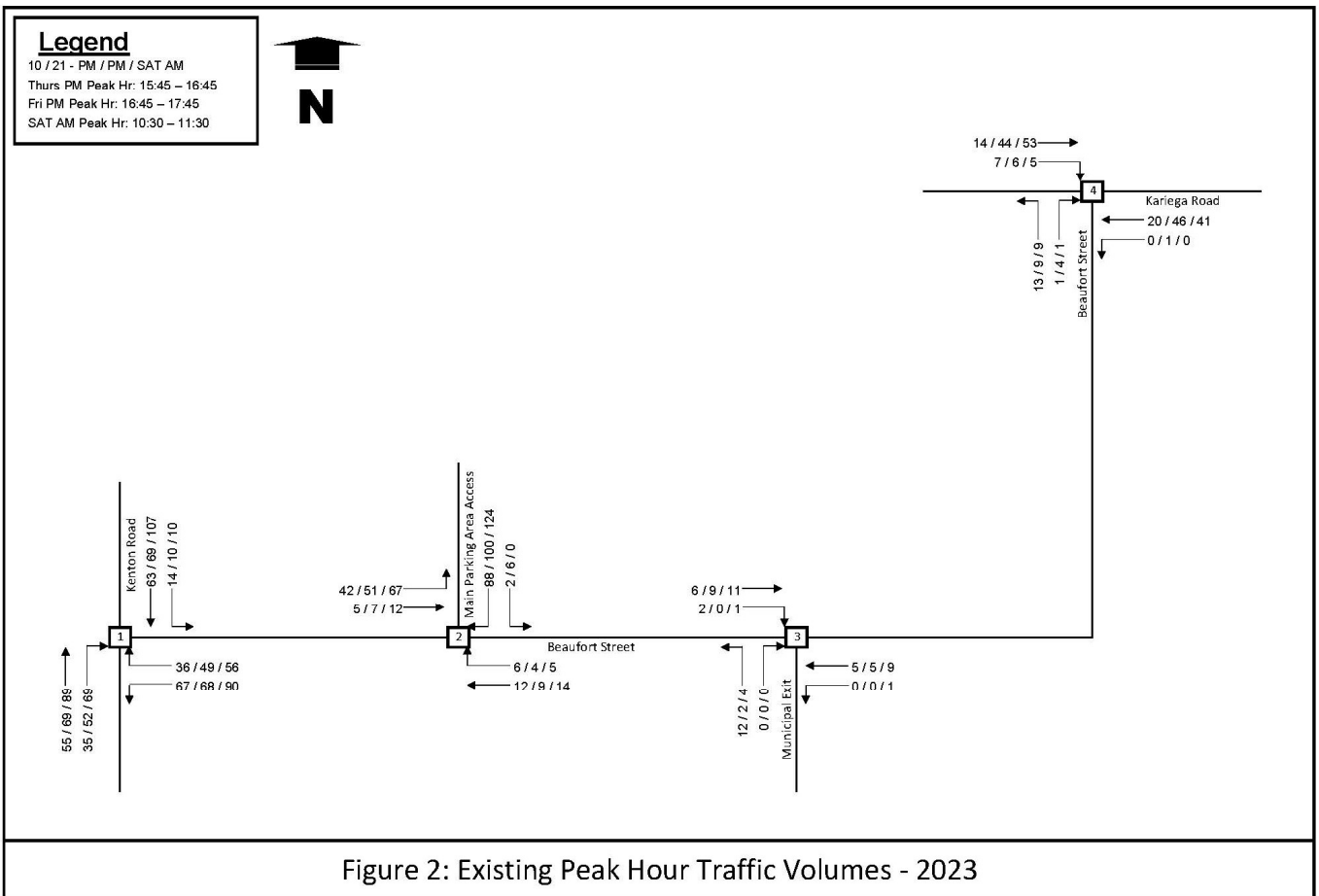


Figure 2: Existing Peak Hour Traffic Volumes - 2023

### 3.2 DAILY TRAFFIC VOLUMES

As this study will also assess the impact of the development in the 2028 planning horizon, traffic volumes will be escalated to approximate future conditions.

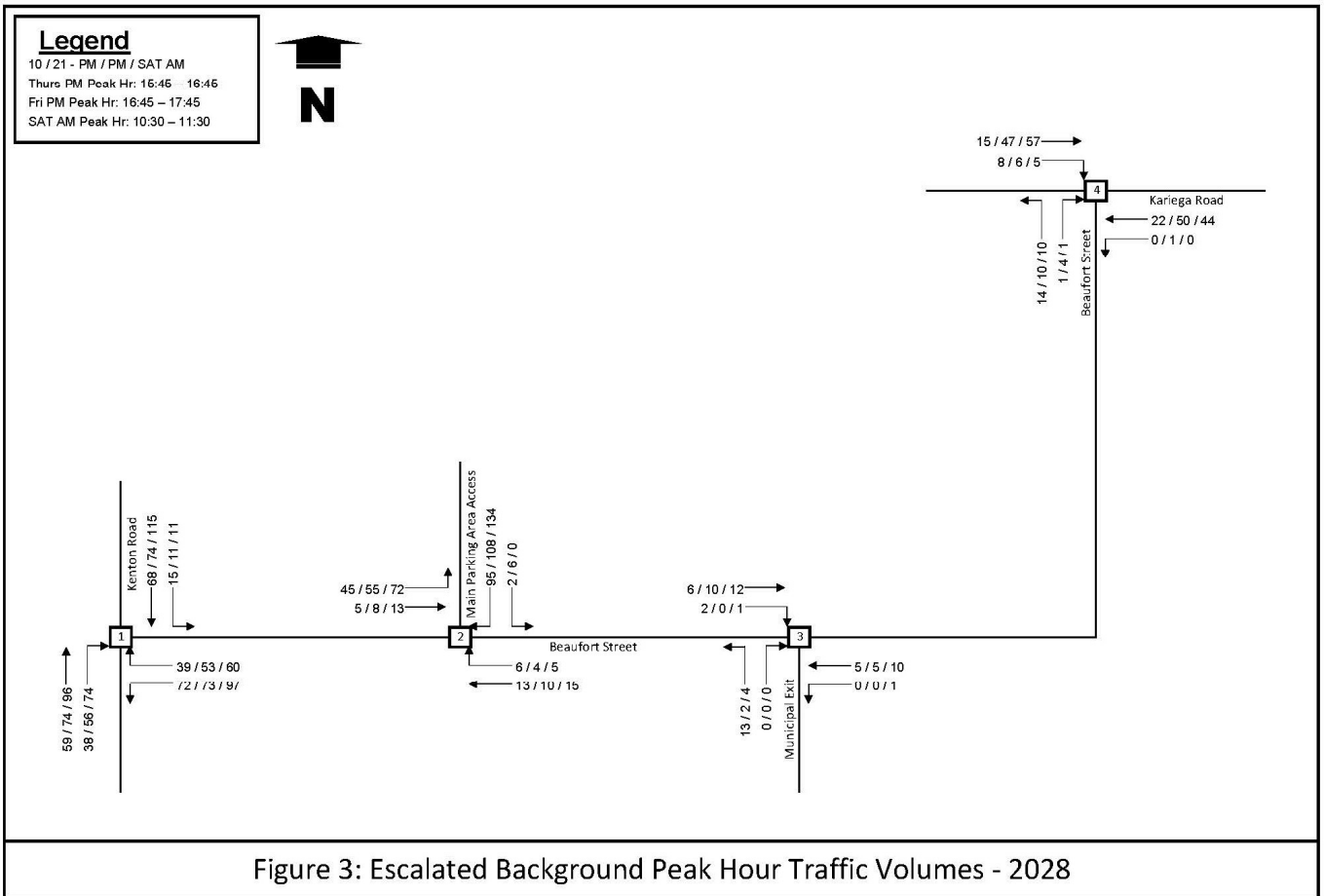
Unfortunately, no recent daily traffic count volumes are available in the vicinity of the proposed development.

For the purposes of this study and to give an approximate indication of growth, daily traffic volumes from 2015 to 2019 at the permanent count station 02615 on the R72 between Port Alfred and Kenton-on-Sea were sourced from Mikros Traffic Systems. The data sheets are attached as **Annexure C**.

Based on the available data both ADT and ADTT decreased from 2015 to 2019.

A growth rate of 1.5% per annum was therefore used to reflect future traffic volumes given that development growth in the area is generally slow.

The escalated background traffic for 2028 is indicated on **Figure 3** overleaf.



### 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.

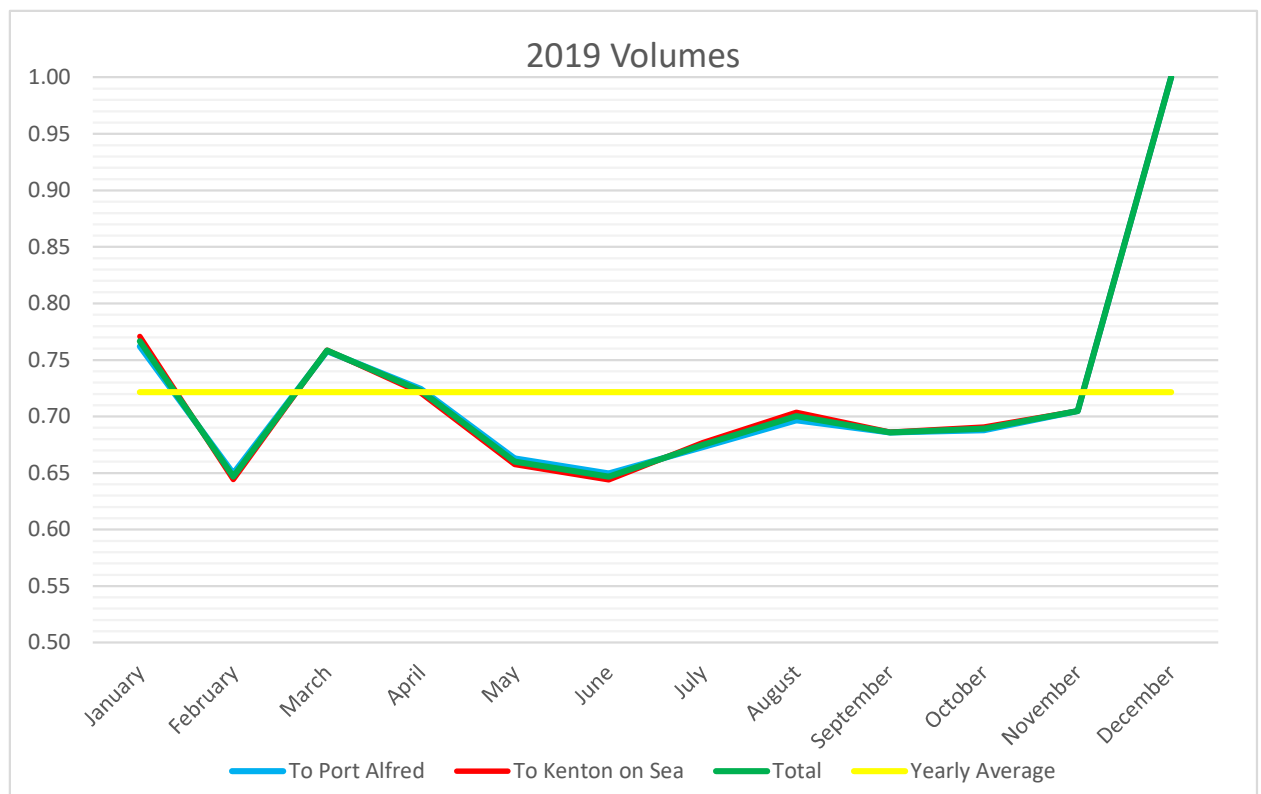
As stated earlier, surveys were conducted over November month-end weekend. However, this peak period does not reflect the worst-case scenario, which is normally experienced during December / January.

In the interests of speedily addressing the requirements at the affected junctions 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). The relationship between the data at this station on the same day as the peak hour traffic counts conducted in Kenton (Thursday 30 November, Friday 1 and Saturday 2 December 2023) 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 junctions.

**Figure 4** below and **Figure 5** 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 November based on total monthly volumes are in the order of 51% of the December peak season period.



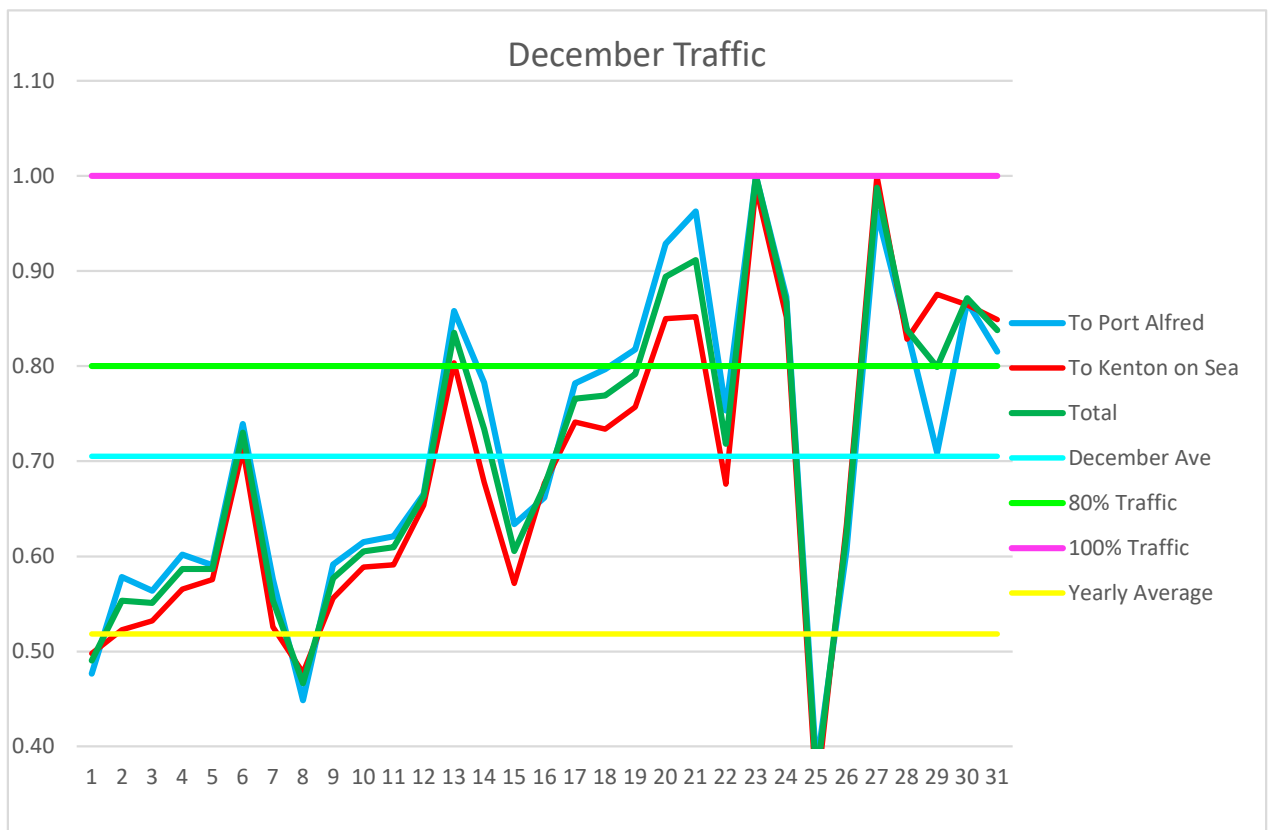
**Figure 4: 2019 Traffic Volume Variation (Dec ~ 100%)**

Analysis of the R72 data throughout the year indicates that on Thursday 30 November, Friday 1 and Saturday 2 December 2023 (which equates to Thursday 30 November, Friday 1 and Saturday 2 December 2023) the R72 volume equates to 58%, 74% and 54% respectively of the highest recorded daily volume on the R72 (which occurs during the December peak period).

Given the above, it is assumed that the 2023 intersection count volumes would also represent 58%, 74% and 54% 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 5** 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 2028, where the escalated surveyed Friday evening (highest of the three surveyed periods) background traffic volumes will be increased by a factor of 1.12 to reflect 80% 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 5: December 2019 Traffic Volume Variation (23 Dec = 100%)**

The adjusted peak season escalated background traffic volumes for the 2028 development horizon are indicated on **Figure 6**.

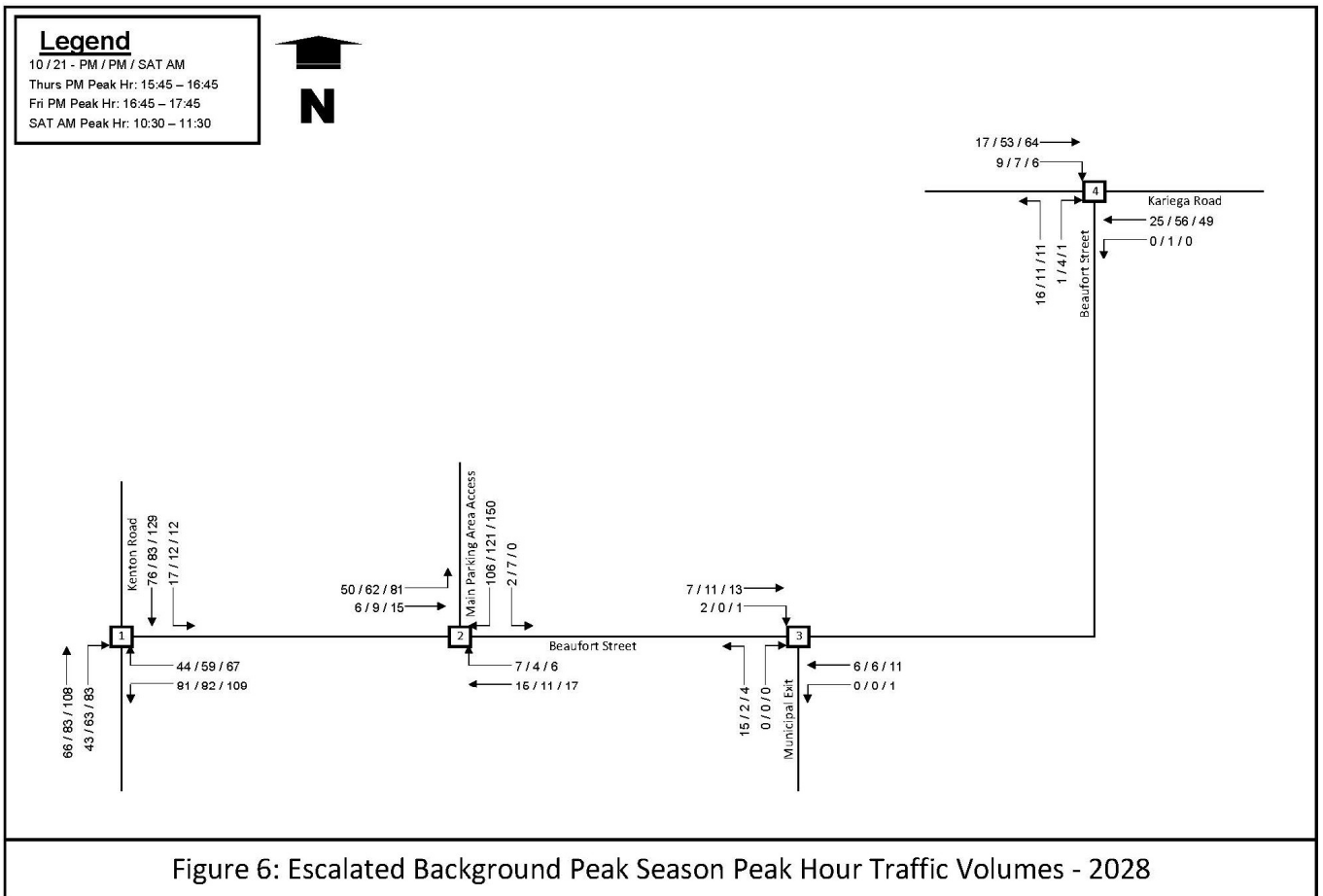


Figure 6: Escalated Background Peak Season Peak Hour Traffic Volumes - 2028

### 3.4 ROAD NETWORK

- **Kariega Road** is a Class 4a municipal surfaced residential collector road that provides a link between the R72 and the Kenton-on-Sea CBD. A portion from the R72 to William Road is a proclaimed provincial road (MR 0464) while the remainder is a municipal road. The road is surfaced and from Kenton Road to the east surfaced with block pavers, is 7.4m wide with kerbing and is in a good condition.
- **Kenton Road** is a Class 4 collector road linking Kariega Road with River Road west of the business centre and serving predominantly commercial properties along its length. The road is 7 m wide, with angled and parallel parking long the south and north sides respectively between Cornwall Road and Middle Beach Road and is not kerbed. The road is in a fair condition.
- **Beaufort Street** is a Class 5 residential street serving residential and some commercial properties. The road is 4.5 to 5m wide and is not kerbed. The road is in a fair to poor condition.
- **Cornwall Road** is a Class 5 residential street serving residential properties. The road is 5.5m wide and is not kerbed. The road is in a poor condition.

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

The existing road network configuration is indicated on **Figure 7** overleaf.





### 3.5 SPATIAL DEVELOPMENT FRAMEWORK

**Figure 8** 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 business use in the CBD Precinct area where the development is located.



*Figure 8: 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

Pedestrian sidewalks are in place between the R72 and Kenton Road.

Pedestrian sidewalks are also provided along the western side of Kenton Road against commercial properties, together with crossings over Kenton Road to the retail shops along the eastern side of Kenton Road.

Pedestrian are in place along the frontage of the shops but no crossing facilities are provided across the roadway in the parking area between the shops and Kenton Road.

## 4 CAPACITY ANALYSIS

**Level of Service (LOS)** is defined as the operating condition that may occur at a junction 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 junctions 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)<br>(Including geometric delay) |                            | LOS<br>Colour<br>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 junctions operate currently with existing background traffic escalated to reflect the 2028 peak season development horizon.

Peak hour traffic volumes at the key intersections of Kenton Road and the centre parking area with Beaufort Street are relatively low.

As such, capacity analysis was only conducted for the aforementioned intersections using the **SIDRA Intersection 9 Network** <sup>(7)</sup> capacity analysis method but applying the **Highway Capacity Manual** <sup>(6)</sup> gap acceptance criteria for unsignalised junctions.

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

**Table 2: Results of Junction Capacity Analysis – 2028 Before Development**

| Configuration                    | Thurs PM |     | Fri PM |     | SAT AM |     |
|----------------------------------|----------|-----|--------|-----|--------|-----|
|                                  | Delay    | LOS | Delay  | LOS | Delay  | LOS |
| Kenton Road / Beaufort Street    | 3.2      | A*  | 3.2    | A*  | 3.2    | A*  |
| Beaufort Street / Parking Access | 5.6      | A*  | 5.4    | A*  | 5.5    | A*  |

\* - **SIDRA Intersection Network** <sup>(7)</sup> does not calculate junction LOS for stop-controlled junctions. The LOS indicated is sourced from the **Highway Capacity Manual** <sup>(6)</sup> (Table 1 above).

As can be seen from the results contained in **Table 2**, no capacity problems are experienced at the affected junctions under escalated peak season conditions.

## 5 ACCESS ARRANGEMENTS AND SITE CIRCULATION

The primary motivation behind the rezoning of erf 1655 and consolidation with erf 2033 and 2768 is to regularise illegal development on erf 1655 and accommodate the current parking shortfall in respect of the retail development on erf 2033 and 2768.

In addition, however, the additional area provided on site will be used to rationalise delivery vehicle movements to and from the Spar goods receiving area.

At present delivery vehicles entering from the Kenton Road parking area need to manoeuvre in the Kenton Road parking area to reverse into the goods receiving area which creates congestion to other road users in the parking area.

This is especially problematic during peak periods as other road users are unable to access / egress the parking area while trucks, in particular 19m horse and trailer trucks, are manoeuvring.

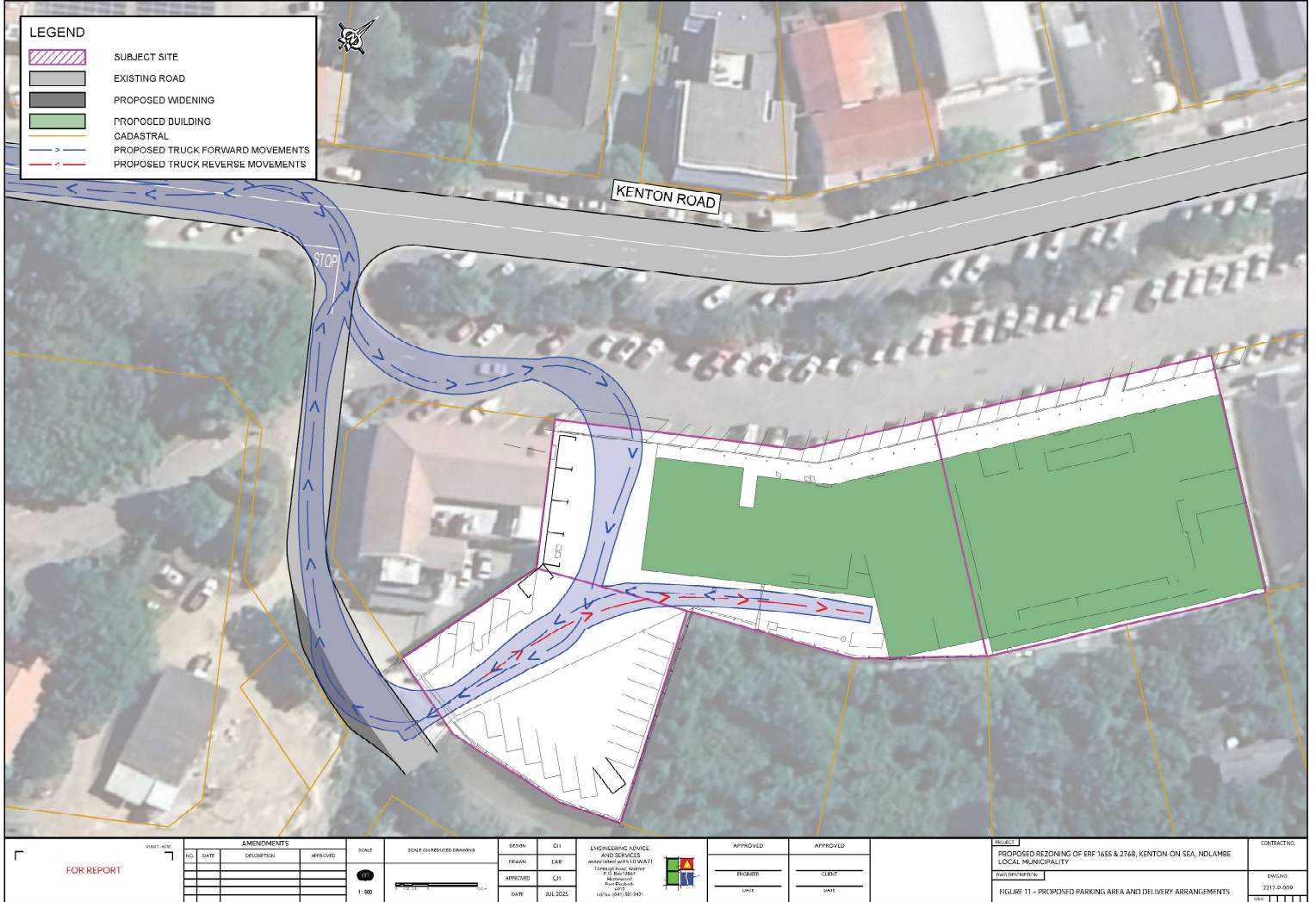
It is therefore proposed that delivery vehicles enter the delivery area from the Kenton Road parking area at present, driving forward across erf 2768 onto erf 1655, before reversing back to the goods receiving area. Once off-loaded, vehicles will drive forward and exit towards Beaufort Street, turning **left** at Kenton Road, then right at Middle Beach Road to return to Kariega Road.

As such, the only adjustment to access arrangements as a result of the rezoning application is the provision of a new access point from erf 1655 onto Beaufort Street.

In addition to reducing potential congestion in the Kenton Road parking area, the proposed delivery vehicle route will only use a short section of Beaufort Street from the erf 1655 access to Kenton Road. There will be no impact on Beaufort Street northeast of the new access point.

The proposed vehicle movements are indicated on **Figure 9**. Given the narrow width of Beaufort Street, it will be necessary to widen Beaufort Street by 2m over a distance of 30m as indicated on **Figure 9**.





**LEGEND**

- SUBJECT SITE
- EXISTING ROAD
- PROPOSED WIDENING
- PROPOSED BUILDING
- CADASTRAL
- PROPOSED TRUCK FORWARD MOVEMENTS
- PROPOSED TRUCK REVERSE MOVEMENTS

FOR REPORT

| AMENDMENTS |      |             |
|------------|------|-------------|
| NO.        | DATE | DESCRIPTION |
|            |      |             |
|            |      |             |
|            |      |             |
|            |      |             |

|       |          |
|-------|----------|
| SCALE | 1:500    |
| DATE  | AUG 2025 |

|             |          |
|-------------|----------|
| DESIGN      | CH       |
| DESIGNED BY | EAR      |
| APPROVED BY | CH       |
| DATE        | AUG 2025 |

|                                 |            |
|---------------------------------|------------|
| ENGINEERING ADVICE AND SERVICES | APPROVED   |
| REGISTERED ENGINEER             | REGISTERED |
| NO. 12345                       | DATE       |

|            |            |
|------------|------------|
| APPROVED   | APPROVED   |
| REGISTERED | REGISTERED |
| DATE       | DATE       |

|              |  |
|--------------|--|
| SUBJECT      | PROPOSED REZONING OF ERF 1655 & 2768, KENTON ON SEA, NDAMBE LOCAL MUNICIPALITY |
| FIGURE NO.   | FIGURE 11 - PROPOSED PARKING AREA AND DELIVERY ARRANGEMENTS                    |
| CONTRACT NO. | 2317-0-009   |

## 6 ERF 1655 TRIP DISTRIBUTION

The rezoning of erf 1655 and consolidation with erf 2033 and 2768 will not generate additional vehicle trips as traffic is already being generated by the facilities on the site (the application is regularizing the current situation).

The rezoning will merely reduce the current parking load in the main parking area along Kenton Road as vehicle trips accessing bays in the existing parking area will relocate to erf 1655.

Given that the parking area is likely to be used by staff and sales representatives, the parking area will mainly be accessed from the existing parking area.

However, provision for approximately 30% of the 17 vehicles using the parking to use the Beaufort Street Access has been catered for.

These trips have been added to background traffic volumes and are indicated on **Figure 10** overleaf.

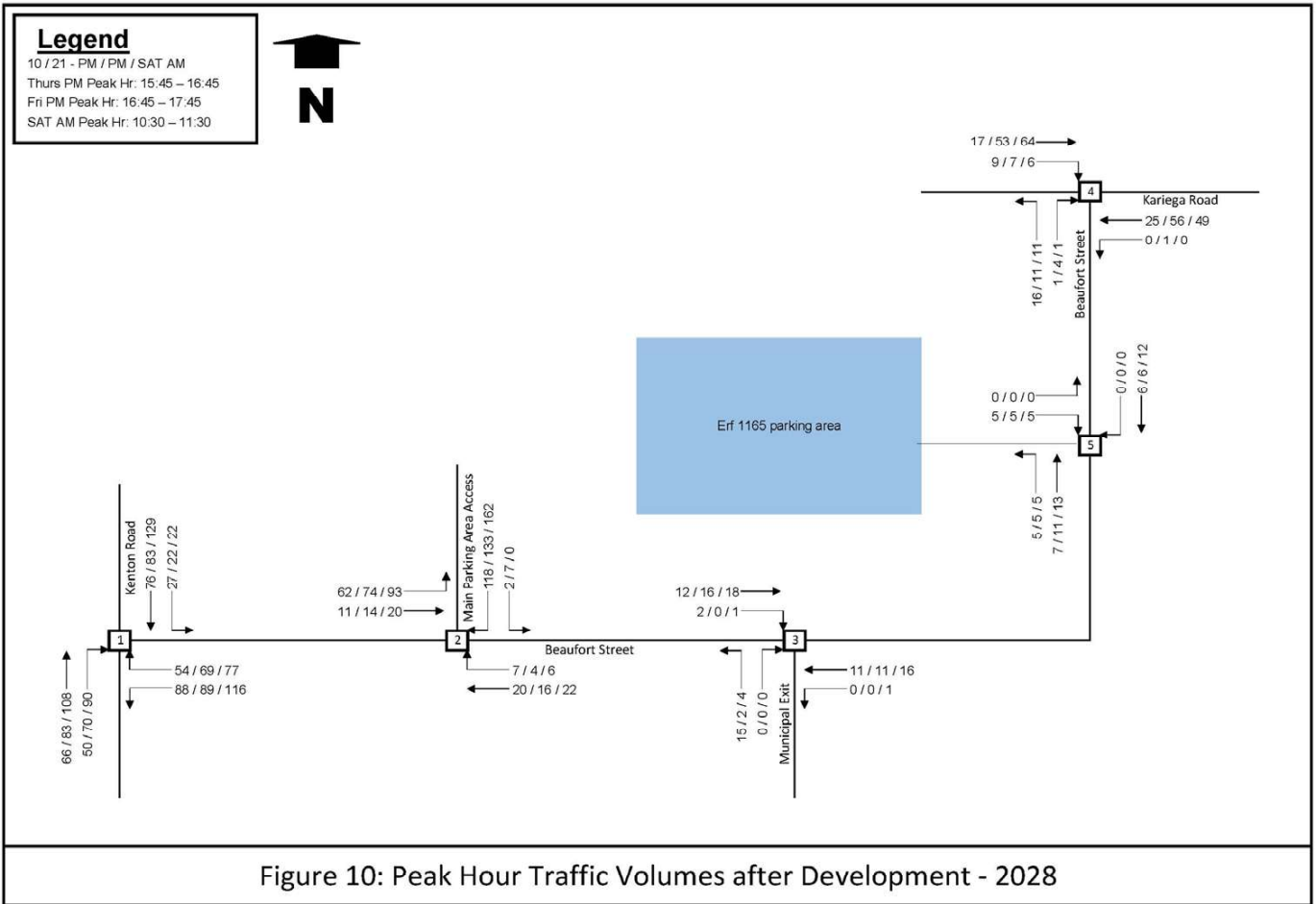


Figure 10: Peak Hour Traffic Volumes after Development - 2028

## 7 CAPACITY ANALYSIS – 2028 PEAK SEASON AFTER DEVELOPMENT

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 junctions and access point would operate during a peak season month-end weekend after development occurs for the 2028 development horizon.

The results are shown in **Table 3** below and the detailed SIDRA output sheets attached as **Annexure E**.

**Table 3: Results of Junction Capacity Analysis – 2028 After Development**

| Configuration                    | Thurs PM |     | Fri PM |     | SAT AM |     |
|----------------------------------|----------|-----|--------|-----|--------|-----|
|                                  | Delay    | LOS | Delay  | LOS | Delay  | LOS |
| Kenton Road / Beaufort Street    | 3.4      | A*  | 3.4    | A*  | 3.3    | A*  |
| Beaufort Street / Parking Access | 5.6      | A*  | 5.4    | A*  | 5.5    | A*  |

\* - **SIDRA Intersection Network** <sup>(7)</sup> does not calculate junction LOS for stop-controlled junctions. The LOS indicated is sourced from the **Highway Capacity Manual** <sup>(6)</sup> (Table 1 above).

As can be seen from the results contained in **Table 3**, the reassigned traffic as a result of the new parking area has little or no impact on the operation of the affected junctions 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

At present, there is a shortfall in parking on erf 2033 and 2768, Kenton-on-Sea.

The rezoning of erf 1655 and the consolidation with erf 2033 and 2768 will allow an additional 17 bays to be provided on the consolidated site as indicated on **Figure 9** such that the required parking demand in terms of the requirements of the **Ndlambe Municipality Land Use Scheme** <sup>(9)</sup> can be provided on the site.

It is noted that a total of 45 parking bays are required, 31 are provided with a shortfall of 14 bays and that the additional 17 bays will result in 48 bays provided, in line with the zoning requirements.

## 10 DELIVERY AND LOADING ARRANGEMENTS

As stated in Section 5, delivery operations will be improved for long delivery trucks as the rezoning and consolidation of erf 1655 with erf 2033 and erf 2768, will allow manoeuvring to take place on site and not in the parking area, thus reducing congestion and impacts to other road users.

The delivery vehicle route is indicated on **Figure 9**.

## 11 CONCLUSIONS

The following conclusions can thus be drawn from the study:

- Under existing traffic conditions no problems are experienced at the affected junctions in terms of capacity;
- Delivery vehicles cause congestion in the existing parking area in the vicinity of the Beaufort Street / parking area entrance as they must manoeuvre to access the Spar goods receiving area;
- Parking is at a premium during peak holiday periods;
- Based on the Ndlambe zoning scheme, there is a parking shortfall on erf 2033 and 2768;
- Based on historical growth per annum on the R72 background traffic volumes can be escalated by 1.5% per annum;
- Surveyed traffic is further estimated to represent 74% 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 to reflect 2028 volumes and further escalated by a factor of 1.12 to reflect 80% of the December peak season average volume
- Rezoning of erf 1655 will allow 17 additional parking bays to be accommodated to meet the shortfall and assist in facilitating in improving access to the Spar goods receiving area;
- Delivery vehicles will be able to more easily access the goods receiving area by entering the site from the north from the Kenton Road parking area, manoeuvring on-site to reverse into position in the receiving area and then exiting right out onto Beaufort Street back to Kenton Road as indicated on **Figure 9**;
- Beaufort Street from erf 1655 to Kenton Road (80m) will need to be widened by 2m over a short section (30m) as indicated on **Figure 9** to accommodate long trucks exiting erf 1655 at the developer's expense;
- No additional traffic will be generated as a result of the rezoning of erf 1655. Instead, the parking load along Kenton Road will be relieved by provision of additional bays on erf 1655;
- When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access point all operate at acceptable Levels of Service in terms of capacity for the 2028 development horizon for peak season traffic conditions; 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;
- Spar delivery vehicles enter the site from the parking area next to Kenton Road, reverse into the goods receiving area and then exit **right** onto Beaufort Street as indicated on **Figure 9**;
- The parking bays on site be reconfigured as indicated on **Figure 9**; and
- The developer funds the cost of widening Beaufort Street by 2m over a distance of 30m from the erf 1655 access to accommodate long trucks as indicated on **Figure 9**.

## 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 9.1 User Guide*, SIDRA Solutions, April 2023.
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 June 2022

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

**Tel:** 046 624 5500

**Address:**

**P O Box 13**

**Port Alfred**

**6170**

**Property description:**

Erf 1655, Kenton on Sea

**Street Address:**

22 Beaufort Street

**Registered area:**

1026.0SQM

**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.

A handwritten signature in black ink, appearing to read 'N. Vithi-Masiza', written over a horizontal line.

**DR. N. VITHI-MASIZA**

**Director: Infrastructural Development**



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

**Date :** 17 June 2022

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

**Tel:** 046 624 5500

**Address:**

**P O Box 13**

**Port Alfred**

**6170**

**Property description:**

Erf 2768, Kenton on Sea

**Street Address:**

30 32 Kenton Road

**Registered area:**

1878.0SQM

**Municipality:**

Ndlambe Municipality

**Zoning:**

Business Zone 1

**Primary Use**

General Business, General Residential  
Building above ground floor.

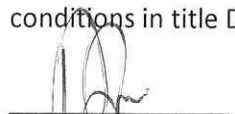
**Consent Use:**

Funeral Parlour, Gambling Activity,  
Institution, Liquor Outlet, Place of  
Assembly, Place of Entertainment,  
Place of Instruction, Place of  
Worship, Service Station,  
Telecommunication Mast, Tourist  
Facility, Transport Facility,  
Warehouse.

**Restrictions:**

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

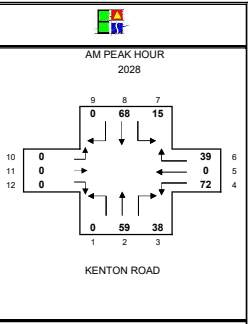
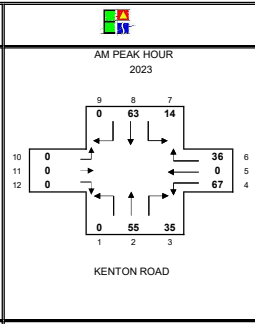
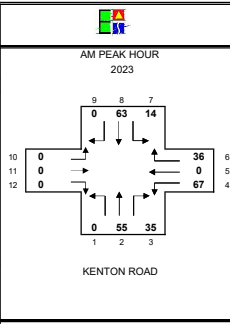
This information is in accordance with the **Ndlambe Integrated Land Use Scheme (2019)**, regulations as on above date, and may be amended from time to time. This information is also given in respect of Land Use Management requirement only and must not be construed as indicating requirements in terms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

  
\_\_\_\_\_  
**Dr. N.Vithi-Masiza**

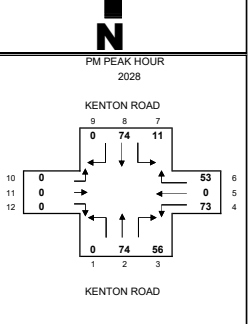
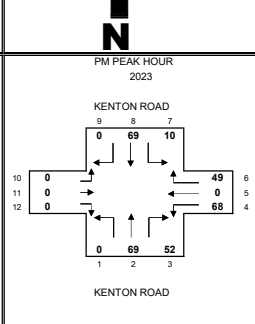
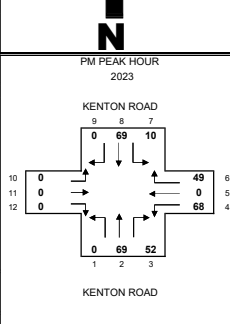
**Director: Infrastructural Development**

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

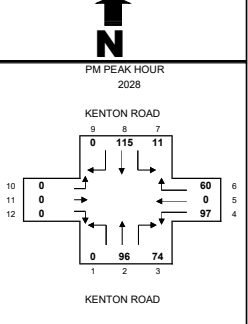
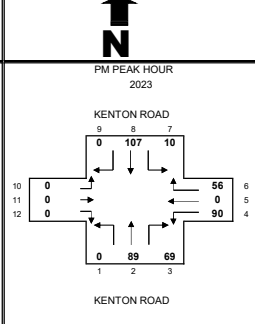
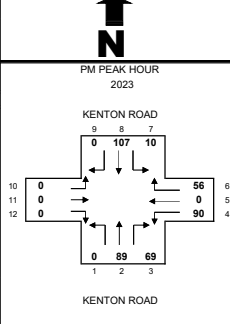
| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA |                        | Day & date : 30/11/2023     |       |       |                           |      |       |       |                        |      |       |       |             |      |       |       |                          |
|---|------------------------|-----------------------------|-------|-------|---------------------------|------|-------|-------|------------------------|------|-------|-------|-------------|------|-------|-------|--------------------------|
| Intersection : KENTON ROAD / BEAUFORT STREET          |                        | Time period : 15:00 - 18:00 |       |       |                           |      |       |       |                        |      |       |       |             |      |       |       |                          |
| NO. 1   |                        |                             |       |       |                           |      |       |       |                        |      |       |       |             |      |       |       |                          |
| STARTING TIME   | KENTON ROAD Northbound |                             |       |       | BEAUFORT STREET Westbound |      |       |       | KENTON ROAD Southbound |      |       |       | - Eastbound |      |       |       | INTER-SECTION Total Hour |
|   | Left                   | Thru                        | Right | Total | Left                      | Thru | Right | Total | Left                   | Thru | Right | Total | Left        | Thru | Right | Total |                          |
| 15:00   | 0                      | 3                           | 9     | 12    | 3                         | 0    | 1     | 4     | 2                      | 17   | 0     | 19    | 0           | 0    | 0     | 35    |                          |
| 15:15   | 0                      | 9                           | 11    | 20    | 13                        | 0    | 11    | 24    | 3                      | 13   | 0     | 16    | 0           | 0    | 0     | 60    |                          |
| 15:30   | 0                      | 0                           | 9     | 9     | 11                        | 0    | 3     | 14    | 4                      | 7    | 0     | 11    | 0           | 0    | 0     | 34    |                          |
| 15:45   | 0                      | 6                           | 11    | 17    | 21                        | 0    | 11    | 32    | 3                      | 20   | 0     | 23    | 0           | 0    | 0     | 72    |                          |
| 16:00   | 0                      | 20                          | 12    | 32    | 13                        | 0    | 6     | 19    | 3                      | 19   | 0     | 22    | 0           | 0    | 0     | 73    |                          |
| 16:15   | 0                      | 8                           | 4     | 12    | 15                        | 0    | 8     | 23    | 4                      | 9    | 0     | 13    | 0           | 0    | 0     | 48    |                          |
| 16:30   | 0                      | 21                          | 8     | 29    | 16                        | 9    | 11    | 29    | 4                      | 15   | 0     | 19    | 0           | 0    | 0     | 77    |                          |
| 16:45   | 0                      | 12                          | 9     | 21    | 12                        | 0    | 8     | 20    | 1                      | 12   | 0     | 13    | 0           | 0    | 0     | 54    |                          |
| 17:00   | 0                      | 18                          | 19    | 37    | 18                        | 0    | 5     | 23    | 1                      | 16   | 0     | 17    | 0           | 0    | 0     | 77    |                          |
| 17:15   | 0                      | 7                           | 3     | 10    | 13                        | 0    | 7     | 20    | 1                      | 4    | 0     | 5     | 0           | 0    | 0     | 35    |                          |
| 17:30   | 0                      | 8                           | 11    | 19    | 23                        | 0    | 15    | 38    | 4                      | 8    | 0     | 12    | 0           | 0    | 0     | 69    |                          |
| 17:45   | 0                      | 1                           | 2     | 3     | 11                        | 0    | 4     | 15    | 0                      | 3    | 0     | 3     | 0           | 0    | 0     | 21    |                          |
| Total   | 0                      | 113                         | 108   | 221   | 171                       | 0    | 90    | 261   | 30                     | 143  | 0     | 173   | 0           | 0    | 0     | 655   |                          |
| Peak hour   | 0                      | 55                          | 35    | 90    | 67                        | 0    | 36    | 103   | 14                     | 63   | 0     | 77    | 0           | 0    | 0     | 270   |                          |
| Peak 15 min   |                        |                             |       | 32    |                           |      |       | 32    |                        |      |       | 23    |             |      |       | 77    |                          |
| PHF   |                        |                             |       | 0.70  |                           |      |       | 0.80  |                        |      |       | 0.84  |             |      |       | 0.88  |                          |



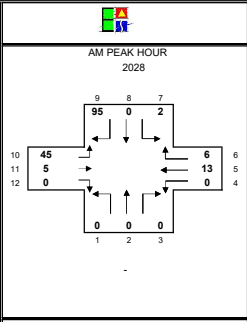
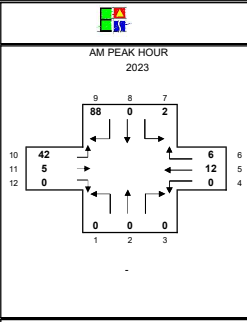
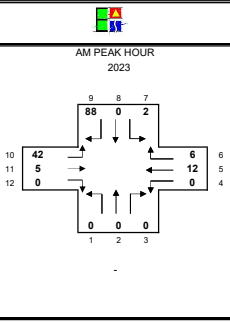
| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA |                        | Day & date : 01/12/2023     |       |       |                           |      |       |       |                        |      |       |       |             |      |       |       |                          |
|---|------------------------|-----------------------------|-------|-------|---------------------------|------|-------|-------|------------------------|------|-------|-------|-------------|------|-------|-------|--------------------------|
| Intersection : KENTON ROAD / BEAUFORT STREET          |                        | Time period : 15:00 - 18:00 |       |       |                           |      |       |       |                        |      |       |       |             |      |       |       |                          |
| NO. 1   |                        |                             |       |       |                           |      |       |       |                        |      |       |       |             |      |       |       |                          |
| STARTING TIME   | KENTON ROAD Northbound |                             |       |       | BEAUFORT STREET Westbound |      |       |       | KENTON ROAD Southbound |      |       |       | - Eastbound |      |       |       | INTER-SECTION Total Hour |
|   | Left                   | Thru                        | Right | Total | Left                      | Thru | Right | Total | Left                   | Thru | Right | Total | Left        | Thru | Right | Total |                          |
| 15:00   | 0                      | 17                          | 14    | 31    | 13                        | 0    | 13    | 26    | 2                      | 17   | 0     | 19    | 0           | 0    | 0     | 76    |                          |
| 15:15   | 0                      | 13                          | 15    | 28    | 18                        | 0    | 7     | 25    | 5                      | 14   | 0     | 19    | 0           | 0    | 0     | 72    |                          |
| 15:30   | 0                      | 20                          | 14    | 34    | 15                        | 0    | 15    | 30    | 3                      | 27   | 0     | 30    | 0           | 0    | 0     | 94    |                          |
| 15:45   | 0                      | 15                          | 16    | 31    | 14                        | 0    | 9     | 23    | 3                      | 25   | 0     | 28    | 0           | 0    | 0     | 82    |                          |
| 16:00   | 0                      | 13                          | 14    | 27    | 15                        | 0    | 11    | 26    | 3                      | 29   | 0     | 32    | 0           | 0    | 0     | 85    |                          |
| 16:15   | 0                      | 16                          | 13    | 29    | 22                        | 0    | 12    | 34    | 3                      | 15   | 0     | 18    | 0           | 0    | 0     | 81    |                          |
| 16:30   | 0                      | 13                          | 8     | 21    | 17                        | 0    | 6     | 23    | 4                      | 18   | 0     | 22    | 0           | 0    | 0     | 66    |                          |
| 16:45   | 0                      | 24                          | 20    | 44    | 20                        | 0    | 13    | 33    | 5                      | 26   | 0     | 31    | 0           | 0    | 0     | 108   |                          |
| 17:00   | 0                      | 12                          | 11    | 23    | 14                        | 0    | 4     | 18    | 4                      | 14   | 0     | 18    | 0           | 0    | 0     | 59    |                          |
| 17:15   | 0                      | 16                          | 16    | 32    | 19                        | 0    | 13    | 32    | 1                      | 18   | 0     | 19    | 0           | 0    | 0     | 83    |                          |
| 17:30   | 0                      | 17                          | 5     | 22    | 15                        | 9    | 19    | 34    | 0                      | 11   | 0     | 11    | 0           | 0    | 0     | 67    |                          |
| 17:45   | 0                      | 10                          | 9     | 19    | 21                        | 0    | 5     | 26    | 0                      | 5    | 0     | 5     | 0           | 0    | 0     | 50    |                          |
| Total   | 0                      | 186                         | 155   | 341   | 203                       | 0    | 127   | 330   | 33                     | 219  | 0     | 252   | 0           | 0    | 0     | 873   |                          |
| Peak hour   | 0                      | 69                          | 52    | 121   | 68                        | 0    | 49    | 117   | 10                     | 69   | 0     | 79    | 0           | 0    | 0     | 316   |                          |
| Peak 15 min   |                        |                             |       | 44    |                           |      |       | 34    |                        |      |       | 31    |             |      |       | 108   |                          |
| PHF   |                        |                             |       | 0.69  |                           |      |       | 0.86  |                        |      |       | 0.64  |             |      |       | 0.73  |                          |



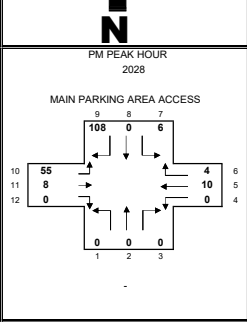
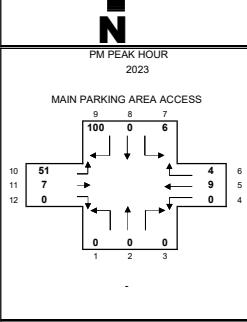
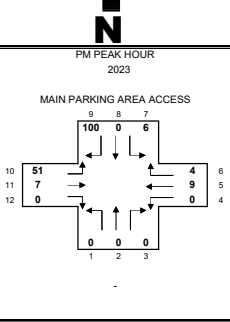
| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA |                        | Day & date : 02/12/2023     |       |       |                           |      |       |       |                        |      |       |       |             |      |       |       |                          |
|---|------------------------|-----------------------------|-------|-------|---------------------------|------|-------|-------|------------------------|------|-------|-------|-------------|------|-------|-------|--------------------------|
| Intersection : KENTON ROAD / BEAUFORT STREET          |                        | Time period : 09:00 - 12:00 |       |       |                           |      |       |       |                        |      |       |       |             |      |       |       |                          |
| NO. 1   |                        |                             |       |       |                           |      |       |       |                        |      |       |       |             |      |       |       |                          |
| STARTING TIME   | KENTON ROAD Northbound |                             |       |       | BEAUFORT STREET Westbound |      |       |       | KENTON ROAD Southbound |      |       |       | - Eastbound |      |       |       | INTER-SECTION Total Hour |
|   | Left                   | Thru                        | Right | Total | Left                      | Thru | Right | Total | Left                   | Thru | Right | Total | Left        | Thru | Right | Total |                          |
| 9:00  | 0                      | 23                          | 11    | 34    | 14                        | 0    | 10    | 24    | 2                      | 23   | 0     | 25    | 0           | 0    | 0     | 83    |                          |
| 9:15  | 0                      | 19                          | 13    | 32    | 11                        | 0    | 8     | 19    | 0                      | 24   | 0     | 24    | 0           | 0    | 0     | 75    |                          |
| 9:30  | 0                      | 18                          | 11    | 29    | 14                        | 0    | 5     | 19    | 5                      | 13   | 0     | 18    | 0           | 0    | 0     | 66    |                          |
| 9:45  | 0                      | 23                          | 13    | 36    | 20                        | 0    | 9     | 29    | 3                      | 30   | 0     | 33    | 0           | 0    | 0     | 98    |                          |
| 10:00   | 0                      | 19                          | 14    | 33    | 16                        | 0    | 8     | 24    | 0                      | 20   | 0     | 20    | 0           | 0    | 0     | 77    |                          |
| 10:15   | 0                      | 24                          | 20    | 44    | 19                        | 0    | 9     | 28    | 2                      | 24   | 0     | 26    | 0           | 0    | 0     | 96    |                          |
| 10:30   | 0                      | 24                          | 12    | 36    | 25                        | 0    | 19    | 44    | 2                      | 33   | 0     | 35    | 0           | 0    | 0     | 113   |                          |
| 10:45   | 0                      | 20                          | 19    | 39    | 17                        | 0    | 8     | 25    | 3                      | 24   | 0     | 27    | 0           | 0    | 0     | 91    |                          |
| 11:00   | 0                      | 19                          | 27    | 46    | 23                        | 0    | 15    | 38    | 2                      | 22   | 0     | 24    | 0           | 0    | 0     | 108   |                          |
| 11:15   | 0                      | 26                          | 11    | 37    | 27                        | 0    | 14    | 41    | 3                      | 28   | 0     | 31    | 0           | 0    | 0     | 109   |                          |
| 11:30   | 0                      | 17                          | 17    | 34    | 19                        | 0    | 6     | 25    | 1                      | 32   | 0     | 33    | 0           | 0    | 0     | 92    |                          |
| 11:45   | 0                      | 22                          | 13    | 35    | 20                        | 0    | 12    | 32    | 2                      | 27   | 0     | 29    | 0           | 0    | 0     | 96    |                          |
| Total   | 0                      | 254                         | 181   | 435   | 223                       | 0    | 123   | 346   | 25                     | 300  | 0     | 325   | 0           | 0    | 0     | 1010  |                          |
| Peak hour   | 0                      | 89                          | 69    | 158   | 90                        | 0    | 56    | 146   | 10                     | 107  | 0     | 117   | 0           | 0    | 0     | 421   |                          |
| Peak 15 min   |                        |                             |       | 46    |                           |      |       | 42    |                        |      |       | 35    |             |      |       | 113   |                          |
| PHF   |                        |                             |       | 0.85  |                           |      |       | 0.87  |                        |      |       | 0.84  |             |      |       | 0.93  |                          |



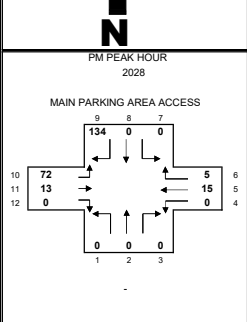
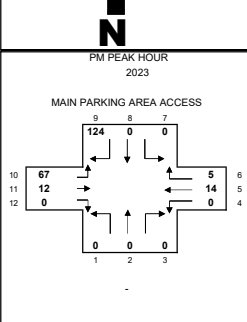
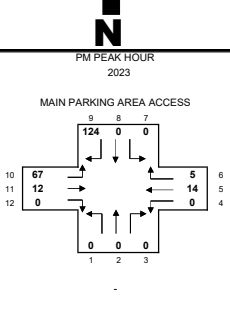
| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA     |      |      |       |       |                           |      |       |       |                                     |      |       |       | Day & date : 30/11/2023     |      |       |       |               |      |
|---|------|------|-------|-------|---------------------------|------|-------|-------|-------------------------------------|------|-------|-------|-----------------------------|------|-------|-------|---------------|------|
| Intersection : BEAUFORT STREET / MAIN PARKING AREA ACCESS |      |      |       |       |                           |      |       |       |                                     |      |       |       | Time period : 15:00 - 18:00 |      |       |       |               |      |
|   |      |      |       |       |                           |      |       |       |                                     |      |       |       | NO. 2                       |      |       |       |               |      |
| STARTING TIME   | -    |      |       |       | BEAUFORT STREET Westbound |      |       |       | MAIN PARKING AREA ACCESS Southbound |      |       |       | BEAUFORT STREET Eastbound   |      |       |       | INTER-SECTION |      |
|   | Left | Thru | Right | Total | Left                      | Thru | Right | Total | Left                                | Thru | Right | Total | Left                        | Thru | Right | Total | Total         | Hour |
| 15:00   | 0    | 0    | 0     | 0     | 0                         | 4    | 3     | 7     | 1                                   | 0    | 5     | 6     | 11                          | 3    | 0     | 14    | 27            |      |
| 15:15   | 0    | 0    | 0     | 0     | 0                         | 3    | 3     | 6     | 2                                   | 0    | 23    | 25    | 12                          | 6    | 0     | 18    | 49            |      |
| 15:30   | 0    | 0    | 0     | 0     | 0                         | 2    | 2     | 4     | 0                                   | 0    | 11    | 11    | 8                           | 2    | 0     | 10    | 25            |      |
| 15:45   | 0    | 0    | 0     | 0     | 0                         | 5    | 1     | 6     | 1                                   | 0    | 26    | 27    | 8                           | 3    | 0     | 11    | 44            |      |
| 16:00   | 0    | 0    | 0     | 0     | 0                         | 3    | 1     | 4     | 1                                   | 0    | 14    | 15    | 13                          | 1    | 0     | 14    | 33            |      |
| 16:15   | 0    | 0    | 0     | 0     | 0                         | 3    | 2     | 5     | 0                                   | 0    | 26    | 26    | 10                          | 0    | 0     | 10    | 41            |      |
| 16:30   | 0    | 0    | 0     | 0     | 0                         | 1    | 2     | 3     | 0                                   | 0    | 22    | 22    | 11                          | 1    | 0     | 12    | 37            |      |
| 16:45   | 0    | 0    | 0     | 0     | 0                         | 1    | 1     | 2     | 0                                   | 0    | 20    | 20    | 1                           | 1    | 0     | 2     | 24            |      |
| 17:00   | 0    | 0    | 0     | 0     | 0                         | 2    | 1     | 3     | 1                                   | 0    | 17    | 18    | 17                          | 0    | 0     | 17    | 38            |      |
| 17:15   | 0    | 0    | 0     | 0     | 0                         | 2    | 0     | 2     | 3                                   | 0    | 35    | 38    | 13                          | 0    | 0     | 13    | 53            |      |
| 17:30   | 0    | 0    | 0     | 0     | 0                         | 1    | 2     | 3     | 0                                   | 0    | 21    | 21    | 7                           | 1    | 0     | 8     | 32            |      |
| 17:45   | 0    | 0    | 0     | 0     | 0                         | 0    | 0     | 0     | 1                                   | 0    | 13    | 14    | 2                           | 0    | 0     | 2     | 16            |      |
| Total   | 0    | 0    | 0     | 0     | 0                         | 27   | 18    | 45    | 10                                  | 0    | 233   | 243   | 113                         | 18   | 0     | 131   | 419           |      |
| Peak hour   | 0    | 0    | 0     | 0     | 0                         | 12   | 6     | 18    | 2                                   | 0    | 88    | 90    | 42                          | 5    | 0     | 47    | 155           |      |
| Peak 15 min   |      |      |       |       |                           |      |       | 6     |                                     |      |       |       |                             |      |       | 14    | 44            |      |
| PHF   |      |      |       |       |                           |      |       | 0.75  |                                     |      |       |       |                             |      |       | 0.84  | 0.88          |      |



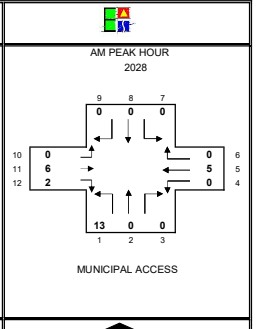
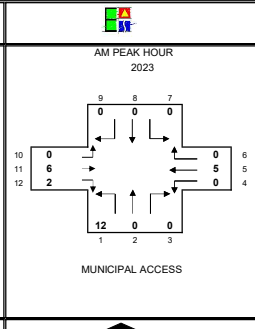
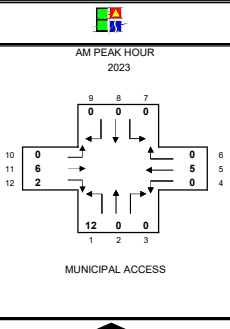
| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA     |      |      |       |       |                           |      |       |       |                                     |      |       |       | Day & date : 01/12/2023     |      |       |       |               |      |
|---|------|------|-------|-------|---------------------------|------|-------|-------|-------------------------------------|------|-------|-------|-----------------------------|------|-------|-------|---------------|------|
| Intersection : BEAUFORT STREET / MAIN PARKING AREA ACCESS |      |      |       |       |                           |      |       |       |                                     |      |       |       | Time period : 15:00 - 18:00 |      |       |       |               |      |
|   |      |      |       |       |                           |      |       |       |                                     |      |       |       | NO. 2                       |      |       |       |               |      |
| STARTING TIME   | -    |      |       |       | BEAUFORT STREET Westbound |      |       |       | MAIN PARKING AREA ACCESS Southbound |      |       |       | BEAUFORT STREET Eastbound   |      |       |       | INTER-SECTION |      |
|   | Left | Thru | Right | Total | Left                      | Thru | Right | Total | Left                                | Thru | Right | Total | Left                        | Thru | Right | Total | Total         | Hour |
| 15:00   | 0    | 0    | 0     | 0     | 0                         | 2    | 0     | 2     | 1                                   | 0    | 21    | 22    | 16                          | 1    | 0     | 17    | 41            |      |
| 15:15   | 0    | 0    | 0     | 0     | 0                         | 5    | 1     | 6     | 1                                   | 0    | 25    | 26    | 18                          | 1    | 0     | 19    | 51            |      |
| 15:30   | 0    | 0    | 0     | 0     | 0                         | 0    | 1     | 1     | 1                                   | 0    | 20    | 21    | 6                           | 1    | 0     | 7     | 29            |      |
| 15:45   | 0    | 0    | 0     | 0     | 0                         | 1    | 3     | 4     | 0                                   | 0    | 17    | 17    | 14                          | 0    | 0     | 14    | 35            |      |
| 16:00   | 0    | 0    | 0     | 0     | 0                         | 1    | 2     | 3     | 1                                   | 0    | 21    | 22    | 17                          | 0    | 0     | 17    | 42            |      |
| 16:15   | 0    | 0    | 0     | 0     | 0                         | 4    | 1     | 5     | 0                                   | 0    | 21    | 21    | 9                           | 1    | 0     | 10    | 36            |      |
| 16:30   | 0    | 0    | 0     | 0     | 0                         | 3    | 0     | 3     | 0                                   | 0    | 18    | 18    | 9                           | 3    | 0     | 12    | 33            |      |
| 16:45   | 0    | 0    | 0     | 0     | 0                         | 2    | 0     | 2     | 1                                   | 0    | 25    | 26    | 16                          | 4    | 0     | 20    | 48            |      |
| 17:00   | 0    | 0    | 0     | 0     | 0                         | 1    | 2     | 3     | 4                                   | 0    | 21    | 25    | 15                          | 3    | 0     | 18    | 46            |      |
| 17:15   | 0    | 0    | 0     | 0     | 0                         | 4    | 1     | 5     | 0                                   | 0    | 27    | 27    | 14                          | 0    | 0     | 14    | 46            |      |
| 17:30   | 0    | 0    | 0     | 0     | 0                         | 2    | 1     | 3     | 1                                   | 0    | 27    | 28    | 6                           | 0    | 0     | 6     | 37            |      |
| 17:45   | 0    | 0    | 0     | 0     | 0                         | 0    | 0     | 0     | 2                                   | 0    | 25    | 27    | 9                           | 0    | 0     | 9     | 36            |      |
| Total   | 0    | 0    | 0     | 0     | 0                         | 25   | 12    | 37    | 12                                  | 0    | 268   | 280   | 149                         | 14   | 0     | 163   | 444           |      |
| Peak hour   | 0    | 0    | 0     | 0     | 0                         | 9    | 4     | 13    | 6                                   | 0    | 100   | 106   | 51                          | 7    | 0     | 58    | 173           |      |
| Peak 15 min   |      |      |       |       |                           |      |       | 5     |                                     |      |       |       |                             |      |       | 17    | 48            |      |
| PHF   |      |      |       |       |                           |      |       | 0.65  |                                     |      |       |       |                             |      |       | 0.85  | 0.90          |      |



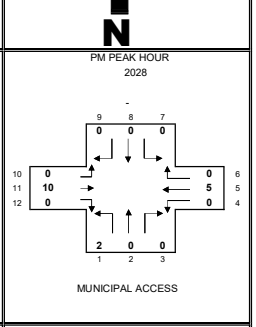
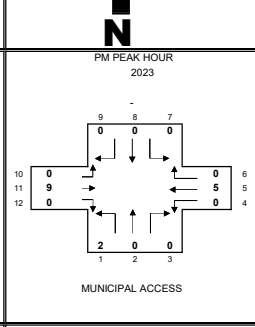
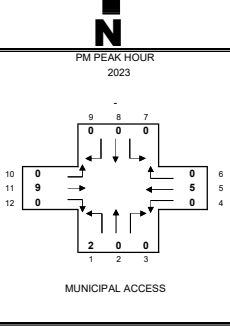
| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA     |      |      |       |       |                           |      |       |       |                                     |      |       |       | Day & date : 02/12/2023     |      |       |       |               |      |
|---|------|------|-------|-------|---------------------------|------|-------|-------|-------------------------------------|------|-------|-------|-----------------------------|------|-------|-------|---------------|------|
| Intersection : BEAUFORT STREET / MAIN PARKING AREA ACCESS |      |      |       |       |                           |      |       |       |                                     |      |       |       | Time period : 09:00 - 12:00 |      |       |       |               |      |
|   |      |      |       |       |                           |      |       |       |                                     |      |       |       | NO. 2                       |      |       |       |               |      |
| STARTING TIME   | -    |      |       |       | BEAUFORT STREET Westbound |      |       |       | MAIN PARKING AREA ACCESS Southbound |      |       |       | BEAUFORT STREET Eastbound   |      |       |       | INTER-SECTION |      |
|   | Left | Thru | Right | Total | Left                      | Thru | Right | Total | Left                                | Thru | Right | Total | Left                        | Thru | Right | Total | Total         | Hour |
| 9:00  | 0    | 0    | 0     | 0     | 0                         | 1    | 2     | 3     | 3                                   | 0    | 22    | 25    | 13                          | 0    | 0     | 13    | 41            |      |
| 9:15  | 0    | 0    | 0     | 0     | 0                         | 2    | 0     | 2     | 0                                   | 0    | 12    | 12    | 13                          | 0    | 0     | 13    | 27            |      |
| 9:30  | 0    | 0    | 0     | 0     | 0                         | 2    | 3     | 5     | 1                                   | 0    | 27    | 28    | 16                          | 0    | 0     | 16    | 49            |      |
| 9:45  | 0    | 0    | 0     | 0     | 0                         | 0    | 1     | 1     | 0                                   | 0    | 22    | 22    | 13                          | 3    | 0     | 16    | 39            |      |
| 10:00   | 0    | 0    | 0     | 0     | 0                         | 2    | 1     | 3     | 1                                   | 0    | 16    | 17    | 12                          | 2    | 0     | 14    | 34            |      |
| 10:15   | 0    | 0    | 0     | 0     | 0                         | 2    | 3     | 5     | 1                                   | 0    | 28    | 29    | 19                          | 3    | 0     | 22    | 56            |      |
| 10:30   | 0    | 0    | 0     | 0     | 0                         | 4    | 2     | 6     | 0                                   | 0    | 38    | 38    | 11                          | 3    | 0     | 14    | 58            |      |
| 10:45   | 0    | 0    | 0     | 0     | 0                         | 3    | 1     | 4     | 0                                   | 0    | 23    | 23    | 19                          | 3    | 0     | 22    | 49            |      |
| 11:00   | 0    | 0    | 0     | 0     | 0                         | 3    | 1     | 4     | 0                                   | 0    | 22    | 22    | 22                          | 3    | 0     | 25    | 51            |      |
| 11:15   | 0    | 0    | 0     | 0     | 0                         | 4    | 1     | 5     | 0                                   | 0    | 41    | 41    | 15                          | 3    | 0     | 18    | 64            |      |
| 11:30   | 0    | 0    | 0     | 0     | 0                         | 0    | 2     | 2     | 2                                   | 0    | 23    | 25    | 15                          | 1    | 0     | 16    | 43            |      |
| 11:45   | 0    | 0    | 0     | 0     | 0                         | 0    | 3     | 3     | 2                                   | 0    | 26    | 28    | 17                          | 0    | 0     | 17    | 48            |      |
| Total   | 0    | 0    | 0     | 0     | 0                         | 23   | 20    | 43    | 10                                  | 0    | 300   | 310   | 185                         | 21   | 0     | 206   | 511           |      |
| Peak hour   | 0    | 0    | 0     | 0     | 0                         | 14   | 5     | 19    | 0                                   | 0    | 124   | 124   | 67                          | 12   | 0     | 79    | 222           |      |
| Peak 15 min   |      |      |       |       |                           |      |       | 6     |                                     |      |       |       |                             |      |       | 22    | 64            |      |
| PHF   |      |      |       |       |                           |      |       | 0.79  |                                     |      |       |       |                             |      |       | 0.90  | 0.87          |      |



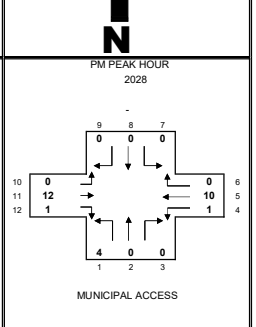
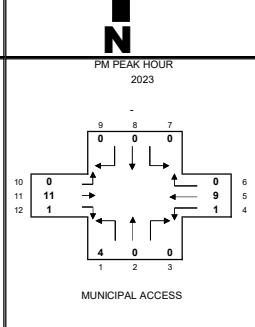
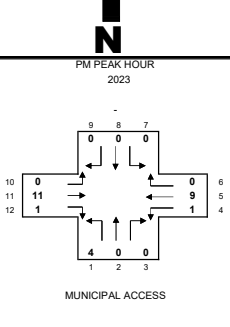
| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA |                  |      |       |       |                           |      |       |       |              |      |       | Day & date : 30/11/2023     |                           |      |       |       |               |      |
|---|------------------|------|-------|-------|---------------------------|------|-------|-------|--------------|------|-------|-----------------------------|---------------------------|------|-------|-------|---------------|------|
| Intersection : BEAUFORT STREET / MUNICIPAL ACCESS     |                  |      |       |       |                           |      |       |       |              |      |       | Time period : 15:00 - 18:00 |                           |      |       |       |               |      |
|   |                  |      |       |       |                           |      |       |       |              |      |       | NO. 3                       |                           |      |       |       |               |      |
| STARTING TIME   | MUNICIPAL ACCESS |      |       |       | BEAUFORT STREET Westbound |      |       |       | - Southbound |      |       |                             | BEAUFORT STREET Eastbound |      |       |       | INTER-SECTION |      |
|   | Left             | Thru | Right | Total | Left                      | Thru | Right | Total | Left         | Thru | Right | Total                       | Left                      | Thru | Right | Total | Total         | Hour |
| 15:00   | 3                | 0    | 0     | 3     | 0                         | 3    | 0     | 3     | 0            | 0    | 0     | 0                           | 0                         | 3    | 0     | 3     | 9             |      |
| 15:15   | 1                | 0    | 2     | 3     | 0                         | 3    | 0     | 3     | 0            | 0    | 0     | 0                           | 0                         | 4    | 0     | 4     | 10            |      |
| 15:30   | 0                | 0    | 1     | 1     | 0                         | 4    | 0     | 4     | 0            | 0    | 0     | 0                           | 0                         | 2    | 0     | 2     | 7             |      |
| 15:45   | 3                | 0    | 0     | 3     | 0                         | 2    | 0     | 2     | 0            | 0    | 0     | 0                           | 0                         | 3    | 2     | 5     | 10            |      |
| 16:00   | 2                | 0    | 0     | 2     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 1    | 0     | 1     | 4             |      |
| 16:15   | 5                | 0    | 0     | 5     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 1    | 0     | 1     | 7             |      |
| 16:30   | 2                | 0    | 0     | 2     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 1    | 0     | 1     | 4             |      |
| 16:45   | 0                | 0    | 0     | 0     | 0                         | 3    | 0     | 3     | 0            | 0    | 0     | 0                           | 0                         | 0    | 0     | 3     | 18            |      |
| 17:00   | 1                | 0    | 0     | 1     | 0                         | 2    | 0     | 2     | 0            | 0    | 0     | 0                           | 0                         | 0    | 1     | 1     | 4             |      |
| 17:15   | 0                | 0    | 0     | 0     | 0                         | 2    | 0     | 2     | 0            | 0    | 0     | 0                           | 0                         | 3    | 0     | 3     | 5             |      |
| 17:30   | 0                | 0    | 1     | 1     | 1                         | 3    | 0     | 4     | 0            | 0    | 0     | 0                           | 0                         | 1    | 0     | 1     | 6             |      |
| 17:45   | 0                | 0    | 0     | 0     | 0                         | 0    | 0     | 0     | 0            | 0    | 0     | 0                           | 0                         | 1    | 0     | 1     | 1             |      |
| Total   | 17               | 0    | 4     | 21    | 1                         | 25   | 0     | 26    | 0            | 0    | 0     | 0                           | 0                         | 20   | 3     | 23    | 70            |      |
| Peak hour   | 12               | 0    | 0     | 12    | 0                         | 5    | 0     | 5     | 0            | 0    | 0     | 0                           | 0                         | 6    | 2     | 8     | 25            |      |
| Peak 15 min   |                  |      |       | 5     |                           |      |       | 2     |              |      |       |                             |                           |      |       |       | 10            |      |
| PHF   |                  |      |       | 0.60  |                           |      |       | 0.63  |              |      |       |                             |                           |      |       |       | 0.40          |      |
|   |                  |      |       | 3     |                           |      |       | ###   |              |      |       |                             |                           |      |       |       | 0.40          |      |



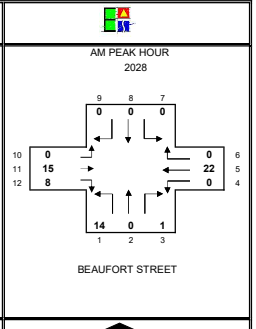
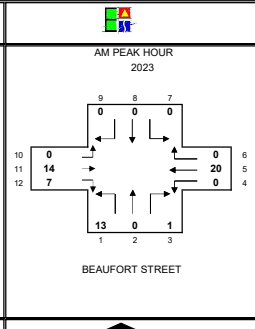
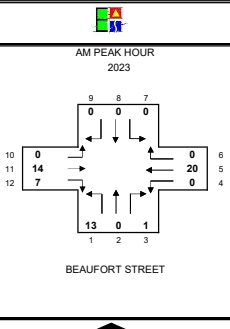
| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA |                  |      |       |       |                           |      |       |       |              |      |       | Day & date : 01/12/2023     |                           |      |       |       |               |      |
|---|------------------|------|-------|-------|---------------------------|------|-------|-------|--------------|------|-------|-----------------------------|---------------------------|------|-------|-------|---------------|------|
| Intersection : BEAUFORT STREET / MUNICIPAL ACCESS     |                  |      |       |       |                           |      |       |       |              |      |       | Time period : 15:00 - 18:00 |                           |      |       |       |               |      |
|   |                  |      |       |       |                           |      |       |       |              |      |       | NO. 3                       |                           |      |       |       |               |      |
| STARTING TIME   | MUNICIPAL ACCESS |      |       |       | BEAUFORT STREET Westbound |      |       |       | - Southbound |      |       |                             | BEAUFORT STREET Eastbound |      |       |       | INTER-SECTION |      |
|   | Left             | Thru | Right | Total | Left                      | Thru | Right | Total | Left         | Thru | Right | Total                       | Left                      | Thru | Right | Total | Total         | Hour |
| 15:00   | 3                | 0    | 1     | 4     | 0                         | 2    | 0     | 2     | 0            | 0    | 0     | 0                           | 0                         | 2    | 0     | 2     | 8             |      |
| 15:15   | 3                | 0    | 0     | 3     | 0                         | 0    | 0     | 0     | 0            | 0    | 0     | 0                           | 0                         | 1    | 0     | 1     | 4             |      |
| 15:30   | 0                | 0    | 0     | 0     | 0                         | 0    | 0     | 0     | 0            | 0    | 0     | 0                           | 0                         | 2    | 0     | 2     | 2             |      |
| 15:45   | 0                | 0    | 0     | 0     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 0    | 0     | 0     | 1             |      |
| 16:00   | 1                | 0    | 1     | 2     | 0                         | 0    | 0     | 0     | 0            | 0    | 0     | 0                           | 0                         | 1    | 0     | 1     | 3             |      |
| 16:15   | 0                | 0    | 0     | 0     | 0                         | 0    | 0     | 0     | 0            | 0    | 0     | 0                           | 0                         | 1    | 0     | 1     | 1             |      |
| 16:30   | 0                | 0    | 0     | 0     | 0                         | 3    | 0     | 3     | 0            | 0    | 0     | 0                           | 0                         | 3    | 0     | 3     | 6             |      |
| 16:45   | 0                | 0    | 0     | 0     | 0                         | 2    | 0     | 2     | 0            | 0    | 0     | 0                           | 0                         | 3    | 0     | 3     | 5             |      |
| 17:00   | 0                | 0    | 0     | 0     | 0                         | 0    | 0     | 0     | 0            | 0    | 0     | 0                           | 0                         | 5    | 0     | 5     | 5             |      |
| 17:15   | 2                | 0    | 0     | 2     | 0                         | 2    | 0     | 2     | 0            | 0    | 0     | 0                           | 0                         | 0    | 0     | 0     | 4             |      |
| 17:30   | 0                | 0    | 0     | 0     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 1    | 0     | 1     | 2             |      |
| 17:45   | 0                | 0    | 0     | 0     | 0                         | 0    | 0     | 0     | 0            | 0    | 0     | 0                           | 0                         | 1    | 0     | 1     | 1             |      |
| Total   | 9                | 0    | 2     | 11    | 0                         | 11   | 0     | 11    | 0            | 0    | 0     | 0                           | 0                         | 20   | 0     | 20    | 41            |      |
| Peak hour   | 2                | 0    | 0     | 2     | 0                         | 5    | 0     | 5     | 0            | 0    | 0     | 0                           | 0                         | 9    | 0     | 9     | 20            |      |
| Peak 15 min   |                  |      |       | 2     |                           |      |       | 2     |              |      |       |                             |                           |      |       |       | 6             |      |
| PHF   |                  |      |       | 0.29  |                           |      |       | 0.63  |              |      |       |                             |                           |      |       |       | 1.13          |      |
|   |                  |      |       | 4     |                           |      |       | ###   |              |      |       |                             |                           |      |       |       | 0.83          |      |



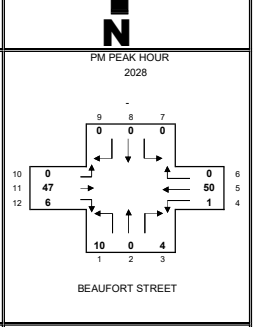
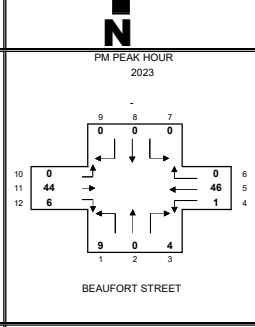
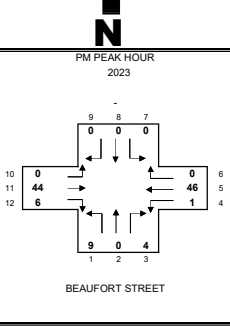
| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA |                  |      |       |       |                           |      |       |       |              |      |       | Day & date : 02/12/2023     |                           |      |       |       |               |      |
|---|------------------|------|-------|-------|---------------------------|------|-------|-------|--------------|------|-------|-----------------------------|---------------------------|------|-------|-------|---------------|------|
| Intersection : BEAUFORT STREET / MUNICIPAL ACCESS     |                  |      |       |       |                           |      |       |       |              |      |       | Time period : 09:00 - 12:00 |                           |      |       |       |               |      |
|   |                  |      |       |       |                           |      |       |       |              |      |       | NO. 3                       |                           |      |       |       |               |      |
| STARTING TIME   | MUNICIPAL ACCESS |      |       |       | BEAUFORT STREET Westbound |      |       |       | - Southbound |      |       |                             | BEAUFORT STREET Eastbound |      |       |       | INTER-SECTION |      |
|   | Left             | Thru | Right | Total | Left                      | Thru | Right | Total | Left         | Thru | Right | Total                       | Left                      | Thru | Right | Total | Total         | Hour |
| 9:00  | 0                | 0    | 0     | 0     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 3    | 0     | 3     | 4             |      |
| 9:15  | 0                | 0    | 0     | 0     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 0    | 0     | 0     | 1             |      |
| 9:30  | 0                | 0    | 0     | 0     | 0                         | 0    | 0     | 0     | 0            | 0    | 0     | 0                           | 0                         | 1    | 0     | 1     | 1             |      |
| 9:45  | 0                | 0    | 0     | 0     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 2    | 0     | 2     | 3             |      |
| 10:00   | 1                | 0    | 0     | 1     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 3    | 0     | 3     | 5             |      |
| 10:15   | 0                | 0    | 0     | 0     | 1                         | 0    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 3    | 0     | 3     | 4             |      |
| 10:30   | 2                | 0    | 0     | 2     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 3    | 0     | 3     | 6             |      |
| 10:45   | 0                | 0    | 0     | 0     | 0                         | 3    | 0     | 3     | 0            | 0    | 0     | 0                           | 0                         | 3    | 1     | 4     | 7             |      |
| 11:00   | 1                | 0    | 0     | 1     | 1                         | 2    | 0     | 3     | 0            | 0    | 0     | 0                           | 0                         | 2    | 0     | 2     | 6             |      |
| 11:15   | 1                | 0    | 0     | 1     | 0                         | 3    | 0     | 3     | 0            | 0    | 0     | 0                           | 0                         | 3    | 0     | 3     | 7             |      |
| 11:30   | 0                | 0    | 0     | 0     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 3    | 0     | 3     | 4             |      |
| 11:45   | 0                | 0    | 0     | 0     | 0                         | 1    | 0     | 1     | 0            | 0    | 0     | 0                           | 0                         | 2    | 0     | 2     | 3             |      |
| Total   | 5                | 0    | 0     | 5     | 2                         | 15   | 0     | 17    | 0            | 0    | 0     | 0                           | 0                         | 28   | 1     | 29    | 48            |      |
| Peak hour   | 4                | 0    | 0     | 4     | 1                         | 9    | 0     | 10    | 0            | 0    | 0     | 0                           | 0                         | 11   | 1     | 12    | 26            |      |
| Peak 15 min   |                  |      |       | 2     |                           |      |       | 3     |              |      |       |                             |                           |      |       |       | 7             |      |
| PHF   |                  |      |       | 0.50  |                           |      |       | 0.83  |              |      |       |                             |                           |      |       |       | 1.00          |      |
|   |                  |      |       |       |                           |      |       | ###   |              |      |       |                             |                           |      |       |       | 0.93          |      |



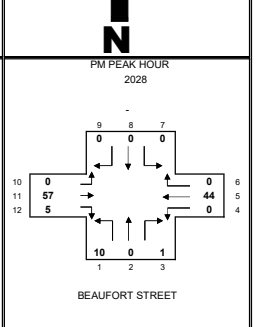
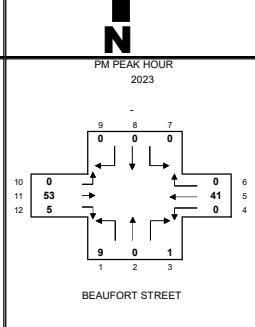
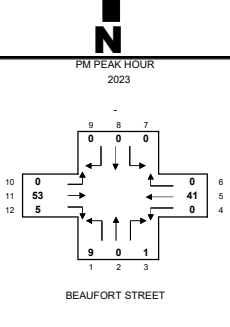
| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA |                 |      |       |       |              |      |       |       |            |      |       |       |              | Day & date : 30/11/2023     |       |       |               |   |
|---|-----------------|------|-------|-------|--------------|------|-------|-------|------------|------|-------|-------|--------------|-----------------------------|-------|-------|---------------|---|
| Intersection : BEAUFORT STREET / KARIEGA ROAD         |                 |      |       |       |              |      |       |       |            |      |       |       |              | Time period : 15:00 - 18:00 |       |       |               |   |
| NO. 4   |                 |      |       |       |              |      |       |       |            |      |       |       |              |                             |       |       |               |   |
| STARTING TIME   | BEAUFORT STREET |      |       |       | KARIEGA ROAD |      |       |       | -          |      |       |       | KARIEGA ROAD |                             |       |       | INTER-SECTION |   |
|   | Northbound      |      |       |       | Westbound    |      |       |       | Southbound |      |       |       | Eastbound    |                             |       |       |               |   |
|   | Left            | Thru | Right | Total | Left         | Thru | Right | Total | Left       | Thru | Right | Total | Left         | Thru                        | Right | Total | Hour          |   |
| 15:00   | 0               | 0    | 0     | 0     | 0            | 0    | 5     | 0     | 5          | 0    | 0     | 0     | 0            | 0                           | 2     | 0     | 2             | 7 |
| 15:15   | 2               | 0    | 0     | 2     | 0            | 6    | 0     | 6     | 0          | 0    | 0     | 0     | 0            | 10                          | 4     | 14    | 22            |   |
| 15:30   | 4               | 0    | 0     | 4     | 0            | 10   | 0     | 10    | 0          | 0    | 0     | 0     | 0            | 4                           | 1     | 5     | 19            |   |
| 15:45   | 1               | 0    | 0     | 1     | 0            | 5    | 0     | 5     | 0          | 0    | 0     | 0     | 0            | 4                           | 2     | 6     | 12            |   |
| 16:00   | 1               | 0    | 1     | 2     | 0            | 6    | 0     | 6     | 0          | 0    | 0     | 0     | 0            | 5                           | 1     | 6     | 14            |   |
| 16:15   | 3               | 0    | 0     | 3     | 0            | 5    | 0     | 5     | 0          | 0    | 0     | 0     | 0            | 4                           | 2     | 6     | 14            |   |
| 16:30   | 8               | 0    | 0     | 8     | 0            | 4    | 0     | 4     | 0          | 0    | 0     | 0     | 0            | 1                           | 2     | 3     | 15            |   |
| 16:45   | 2               | 0    | 0     | 2     | 0            | 10   | 0     | 10    | 0          | 0    | 0     | 0     | 0            | 8                           | 2     | 10    | 22            |   |
| 17:00   | 1               | 0    | 0     | 1     | 0            | 8    | 0     | 8     | 0          | 0    | 0     | 0     | 0            | 4                           | 3     | 7     | 16            |   |
| 17:15   | 2               | 0    | 0     | 2     | 0            | 4    | 0     | 4     | 0          | 0    | 0     | 0     | 0            | 5                           | 3     | 8     | 14            |   |
| 17:30   | 0               | 0    | 0     | 0     | 0            | 6    | 0     | 6     | 0          | 0    | 0     | 0     | 0            | 3                           | 2     | 5     | 11            |   |
| 17:45   | 2               | 0    | 0     | 2     | 0            | 1    | 0     | 1     | 0          | 0    | 0     | 0     | 0            | 4                           | 1     | 5     | 8             |   |
| Total   | 26              | 0    | 1     | 27    | 0            | 70   | 0     | 70    | 0          | 0    | 0     | 0     | 0            | 54                          | 23    | 77    | 174           |   |
| Peak hour   | 13              | 0    | 1     | 14    | 0            | 20   | 0     | 20    | 0          | 0    | 0     | 0     | 0            | 14                          | 7     | 21    | 55            |   |
| Peak 15 min   |                 |      |       | 8     |              |      |       | 8     |            |      |       |       |              |                             |       |       | 14            |   |
| PHF   |                 |      |       | 0.44  |              |      |       | 0.53  |            |      |       |       |              |                             |       |       | 0.38          |   |



| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA |                 |      |       |       |              |      |       |       |            |      |       |       |              | Day & date : 01/12/2023     |       |       |               |
|---|-----------------|------|-------|-------|--------------|------|-------|-------|------------|------|-------|-------|--------------|-----------------------------|-------|-------|---------------|
| Intersection : BEAUFORT STREET / KARIEGA ROAD         |                 |      |       |       |              |      |       |       |            |      |       |       |              | Time period : 15:00 - 18:00 |       |       |               |
| NO. 4   |                 |      |       |       |              |      |       |       |            |      |       |       |              |                             |       |       |               |
| STARTING TIME   | BEAUFORT STREET |      |       |       | KARIEGA ROAD |      |       |       | -          |      |       |       | KARIEGA ROAD |                             |       |       | INTER-SECTION |
|   | Northbound      |      |       |       | Westbound    |      |       |       | Southbound |      |       |       | Eastbound    |                             |       |       |               |
|   | Left            | Thru | Right | Total | Left         | Thru | Right | Total | Left       | Thru | Right | Total | Left         | Thru                        | Right | Total | Hour          |
| 15:00   | 0               | 0    | 0     | 0     | 0            | 12   | 0     | 12    | 0          | 0    | 0     | 0     | 0            | 15                          | 3     | 18    | 28            |
| 15:15   | 1               | 0    | 0     | 1     | 0            | 7    | 0     | 7     | 0          | 0    | 0     | 0     | 0            | 12                          | 3     | 15    | 23            |
| 15:30   | 4               | 0    | 0     | 4     | 0            | 8    | 0     | 8     | 0          | 0    | 0     | 0     | 0            | 9                           | 2     | 11    | 23            |
| 15:45   | 6               | 0    | 0     | 6     | 0            | 13   | 0     | 13    | 0          | 0    | 0     | 0     | 0            | 14                          | 5     | 19    | 38            |
| 16:00   | 2               | 0    | 0     | 2     | 0            | 8    | 0     | 8     | 0          | 0    | 0     | 0     | 0            | 7                           | 1     | 8     | 18            |
| 16:15   | 1               | 0    | 0     | 1     | 0            | 6    | 0     | 6     | 0          | 0    | 0     | 0     | 0            | 13                          | 0     | 13    | 20            |
| 16:30   | 1               | 0    | 0     | 1     | 0            | 9    | 0     | 9     | 0          | 0    | 0     | 0     | 0            | 7                           | 1     | 8     | 18            |
| 16:45   | 2               | 0    | 1     | 3     | 0            | 8    | 0     | 8     | 0          | 0    | 0     | 0     | 0            | 10                          | 2     | 12    | 23            |
| 17:00   | 3               | 0    | 0     | 3     | 0            | 9    | 0     | 9     | 0          | 0    | 0     | 0     | 0            | 11                          | 1     | 12    | 24            |
| 17:15   | 2               | 0    | 2     | 4     | 0            | 14   | 0     | 14    | 0          | 0    | 0     | 0     | 0            | 10                          | 1     | 11    | 29            |
| 17:30   | 2               | 0    | 1     | 3     | 1            | 15   | 0     | 16    | 0          | 0    | 0     | 0     | 0            | 13                          | 2     | 15    | 34            |
| 17:45   | 2               | 0    | 0     | 2     | 1            | 3    | 0     | 4     | 0          | 0    | 0     | 0     | 0            | 15                          | 4     | 19    | 25            |
| Total   | 26              | 0    | 4     | 30    | 2            | 112  | 0     | 114   | 0          | 0    | 0     | 0     | 0            | 136                         | 23    | 159   | 278           |
| Peak hour   | 9               | 0    | 4     | 13    | 1            | 46   | 0     | 47    | 0          | 0    | 0     | 0     | 0            | 44                          | 6     | 50    | 94            |
| Peak 15 min   |                 |      |       | 4     |              |      |       | 16    |            |      |       |       |              |                             |       |       | 19            |
| PHF   |                 |      |       | 0.81  |              |      |       | 0.73  |            |      |       |       |              |                             |       |       | 0.66          |



| Project : TIA : PROPOSED DEVELOPMENT IN KENTON ON SEA |                 |      |       |       |              |      |       |       |            |      |       |       |              | Day & date : 02/12/2023     |       |       |               |
|---|-----------------|------|-------|-------|--------------|------|-------|-------|------------|------|-------|-------|--------------|-----------------------------|-------|-------|---------------|
| Intersection : BEAUFORT STREET / KARIEGA ROAD         |                 |      |       |       |              |      |       |       |            |      |       |       |              | Time period : 09:00 - 12:00 |       |       |               |
| NO. 4   |                 |      |       |       |              |      |       |       |            |      |       |       |              |                             |       |       |               |
| STARTING TIME   | BEAUFORT STREET |      |       |       | KARIEGA ROAD |      |       |       | -          |      |       |       | KARIEGA ROAD |                             |       |       | INTER-SECTION |
|   | Northbound      |      |       |       | Westbound    |      |       |       | Southbound |      |       |       | Eastbound    |                             |       |       |               |
|   | Left            | Thru | Right | Total | Left         | Thru | Right | Total | Left       | Thru | Right | Total | Left         | Thru                        | Right | Total | Hour          |
| 9:00  | 3               | 0    | 0     | 3     | 0            | 1    | 0     | 1     | 0          | 0    | 0     | 0     | 0            | 2                           | 1     | 3     | 7             |
| 9:15  | 1               | 0    | 0     | 1     | 0            | 7    | 0     | 7     | 0          | 0    | 0     | 0     | 0            | 3                           | 1     | 4     | 12            |
| 9:30  | 3               | 0    | 1     | 4     | 0            | 5    | 0     | 5     | 0          | 0    | 0     | 0     | 0            | 9                           | 2     | 11    | 20            |
| 9:45  | 5               | 0    | 1     | 6     | 0            | 5    | 0     | 5     | 0          | 0    | 0     | 0     | 0            | 9                           | 1     | 10    | 21            |
| 10:00   | 2               | 0    | 1     | 3     | 0            | 3    | 0     | 3     | 0          | 0    | 0     | 0     | 0            | 14                          | 2     | 16    | 22            |
| 10:15   | 0               | 0    | 1     | 1     | 0            | 8    | 0     | 8     | 0          | 0    | 0     | 0     | 0            | 12                          | 0     | 12    | 21            |
| 10:30   | 3               | 0    | 0     | 3     | 0            | 7    | 0     | 7     | 0          | 0    | 0     | 0     | 0            | 12                          | 1     | 13    | 23            |
| 10:45   | 2               | 0    | 0     | 2     | 0            | 17   | 0     | 17    | 0          | 0    | 0     | 0     | 0            | 14                          | 2     | 16    | 35            |
| 11:00   | 3               | 0    | 1     | 4     | 0            | 6    | 0     | 6     | 0          | 0    | 0     | 0     | 0            | 12                          | 0     | 12    | 22            |
| 11:15   | 1               | 0    | 0     | 1     | 0            | 11   | 0     | 11    | 0          | 0    | 0     | 0     | 0            | 15                          | 2     | 17    | 29            |
| 11:30   | 1               | 0    | 1     | 2     | 1            | 18   | 0     | 19    | 0          | 0    | 0     | 0     | 0            | 15                          | 1     | 16    | 37            |
| 11:45   | 1               | 0    | 0     | 1     | 1            | 16   | 0     | 17    | 0          | 0    | 0     | 0     | 0            | 8                           | 1     | 9     | 27            |
| Total   | 25              | 0    | 6     | 31    | 2            | 104  | 0     | 106   | 0          | 0    | 0     | 0     | 0            | 125                         | 14    | 139   | 249           |
| Peak hour   | 9               | 0    | 1     | 10    | 0            | 41   | 0     | 41    | 0          | 0    | 0     | 0     | 0            | 53                          | 5     | 58    | 109           |
| Peak 15 min   |                 |      |       | 4     |              |      |       | 17    |            |      |       |       |              |                             |       |       | 16            |
| PHF   |                 |      |       | 0.63  |              |      |       | 0.60  |            |      |       |       |              |                             |       |       | 0.91          |



ANNEXURE C  
Traffic  
Escalation  
Calculation

## Station Information

|                         |                                     |                          |                                 |
|-------------------------|-------------------------------------|--------------------------|---------------------------------|
| <b>Site Number</b>      | 02615                               | <b>Site Identifier</b>   | 22802                           |
| <b>Site Name</b>        | Port Alfred West                    |                          |                                 |
| <b>Site Description</b> | Between Kenton-On-Sea & Port Alfred |                          |                                 |
| <b>Site Type</b>        | Permanent Piezo                     | <b>Owner</b>             | SANRAL                          |
| <b>Physical Lanes</b>   | 2                                   | <b>Responsibility</b>    | NON-TOLL                        |
| <b>Logical Lanes</b>    | 2                                   | <b>Installation Date</b> | 2010-02-19                      |
| <b>GPS Longitude</b>    | 26.759195                           | <b>Termination Date</b>  |                                 |
| <b>GPS Latitude</b>     | -33.625637                          | <b>Status</b>            | In Use                          |
| <b>Region</b>           | South                               | <b>Companion Site</b>    |                                 |
| <b>Road</b>             | R072                                | <b>Speed Limit</b>       | 100                             |
| <b>Route</b>            | R072                                | <b>Count Type</b>        | Normal Traffic Counting Station |
| <b>Section</b>          | 02                                  | <b>Distance</b>          | 36.43                           |

| Lane No | Lane Description | Stream No | Stream Description | Direction | Reverse Lane No | Pos |
|---------|------------------|-----------|--------------------|-----------|-----------------|-----|
| 1       | To Port Alfred   | 1         | To Port Alfred     | East      | 2               | 1   |
| 2       | To Kenton-On-Sea | 2         | To Kenton-On-Sea   | West      | 1               | 1   |

# Station Traffic Highlights

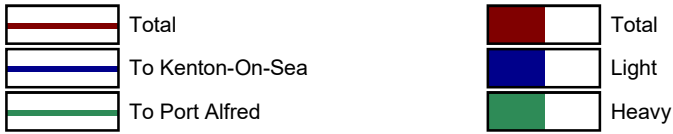
## Traffic Highlights of Site 02615

|      |  |   |                         |              |
|------|--|---|-------------------------|--------------|
| 1.1  | Site No  | 02615   |                         |              |
| 1.2  | Site Name  | Port Alfred West                              |                         |              |
| 1.3  | Site Description   | Between Kenton-On-Sea & Port Alfred           |                         |              |
| 1.4  | Road Description   | Route : R072 Section : 02 Distance : 36.43 km |                         |              |
| 1.5  | GPS Position   | -33.625637 26.759195                          |                         |              |
| 1.6  | Number of Lanes  | 2   |                         |              |
| 1.7  | Station Type   | Permanent Piezo                               |                         |              |
| 1.8  | Requested Period   | 01 Jan 2015 - 31 Dec 2015                     |                         |              |
| 1.9  | Length of Records Requested (hours)                      | 8,760   |                         |              |
| 1.10 | Actual First & Last Dates                                | 01 Jan 2015 - 31 Dec 2015                     |                         |              |
| 1.11 | Actual Available Data (hours)                            | 8,760   |                         |              |
| 1.12 | Percentage Data Available for Requested Period           | 100.0%  |                         |              |
|      |  | <b>To Port Alfred</b>                         | <b>To Kenton-On-Sea</b> | <b>Total</b> |
| 2.1  | Total Number of Vehicles                                 | 694,374                                       | 707,392                 | 1,401,766    |
| 2.2  | Average Daily Traffic (ADT)                              | 1,902   | 1,938                   | 3,840        |
| 2.3  | Average Daily Truck Traffic (ADTT)                       | 298   | 300                     | 597          |
| 2.4  | Percentage of Trucks                                     | 15.6%   | 15.5%                   | 15.6%        |
| 2.5  | Truck Split % (short:medium:long)                        | 32 : 15 : 53                                  | 30 : 16 : 54            | 31 : 16 : 54 |
| 2.6  | Percentage of Night Traffic [20h00 - 6h00)               | 11.0%   | 9.6%                    | 10.3%        |
| 3.1  | Speed Limit (km/hr)                                      | 100   |                         |              |
| 3.2  | Average Speed (km/hr)                                    | 95.3  | 103.4                   | 99.4         |
| 3.3  | Average Speed - Light Vehicles (km/hr)                   | 100.8   | 108.1                   | 104.5        |
| 3.4  | Average Speed - Heavy Vehicles (km/hr)                   | 82.9  | 92.0                    | 87.5         |
| 3.5  | Average Night Speed (km/hr)                              | 91.7  | 102.4                   | 97.1         |
| 3.6  | 15th Centile Speed (km/hr)                               | 80.5  | 89.5                    | 85.0         |
| 3.7  | 85th Centile Speed (km/hr)                               | 111.1   | 117.7                   | 114.4        |
| 3.8  | Percentage of Vehicles in Excess of Speed Limit          | 23.9%   | 32.1%                   | 28.0%        |
| 4.1  | Percentage Vehicles in Flows Over 600 (vehs/hr)          | 0.0%  | 0.0%                    | 1.1%         |
| 4.2  | Highest Volume on the Road (vehs/hr)                     | 29 Dec 2015 (11:00 - 12:00)                   |                         | 728          |
| 4.3  | Highest Volume in the East (vehs/hr)                     | 29 Dec 2015 (11:00 - 12:00)                   |                         | 449          |
| 4.4  | Highest Volume in the West (vehs/hr)                     | 28 Dec 2015 (12:00 - 13:00)                   |                         | 409          |
| 4.5  | Highest Volume in a Lane (vehs/hr)                       | 29 Dec 2015 (11:00 - 12:00)                   |                         | 449          |
| 4.6  | 15th Highest Volume on the Road (vehs/hr)                | 24 Dec 2015 (12:00 - 13:00)                   |                         | 623          |
| 4.7  | 15th Highest Volume in the East Direction (vehs/hr)      | 30 Dec 2015 (12:00 - 13:00)                   |                         | 318          |
| 4.8  | 15th Highest Volume in the West Direction (vehs/hr)      | 21 Dec 2015 (14:00 - 15:00)                   |                         | 325          |
| 4.9  | 30th Highest Volume on the Road (vehs/hr)                | 24 Dec 2015 (14:00 - 15:00)                   |                         | 583          |
| 4.10 | 30th Highest Volume in the East Direction (vehs/hr)      | 29 Dec 2015 (13:00 - 14:00)                   |                         | 291          |
| 4.11 | 30th Highest Volume in the West Direction (vehs/hr)      | 31 Dec 2015 (14:00 - 15:00)                   |                         | 309          |
| 5.1  | Percentage of Vehicles less than 2s behind vehicle ahead | 20.0%   | 22.4%                   | 21.2%        |
| 6.1  | Total Number of Heavy Vehicles                           | 108,610                                       | 109,369                 | 217,979      |
| 6.2  | Estimated Average Number of axles per Truck              | 5.1   | 5.2                     | 5.2          |
| 6.3  | Estimated Truck Mass (Ton/Truck)                         | 29.3  | 29.8                    | 29.6         |

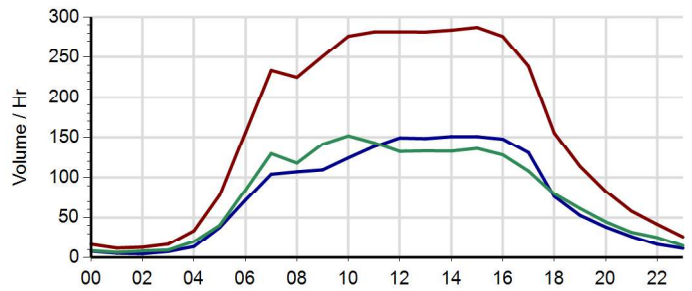
|      |   |     |     |                      |
|------|---|-----|-----|----------------------|
| 6.4  | Estimated Average E80 / Truck                 | 2.6 | 2.6 | 2.6                  |
| 6.5  | Estimated Daily E80 on the Road               |     |     | 1292                 |
| 6.6  | Estimated Daily E80 in the East Direction     |     |     | 1931                 |
| 6.7  | Estimated Daily E80 in the West Direction     |     |     | 1945                 |
| 6.8  | Estimated Daily E80 in the Worst East Lane    |     |     | 1945                 |
| 6.9  | Estimated Daily E80 in the Worst West Lane    |     |     | 1931                 |
| 6.10 | ASSUMPTION on Axles/Truck (Short:Medium:Long) |     |     | (2.0 : 5.0 : 7.0)    |
| 6.11 | ASSUMPTION on Mass/Truck (Short:Medium:Long)  |     |     | (10.9 : 31.5 : 39.8) |
| 6.12 | ASSUMPTION on E80s/Truck (Short:Medium:Long)  |     |     | (0.5 : 2.1 : 3.9)    |

# Station Typical Flow Graphs

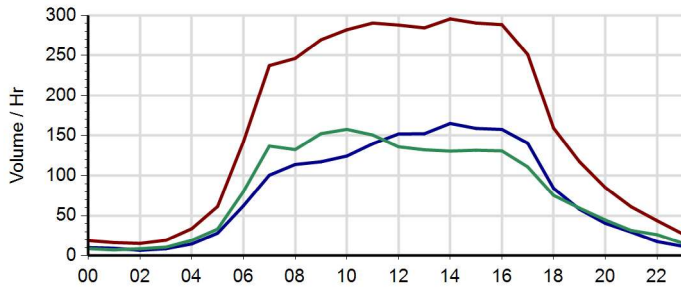
|                       |                                    |
|-----------------------|------------------------------------|
| <b>Site</b>           | 02615 - Port Alfred West           |
| <b>Region</b>         | South                              |
| <b>Actual Period</b>  | 01 Jan 2015 - 31 Dec 2015          |
| <b>Classification</b> | RSA Ext Lgt/Hvy                    |
| <b>Day Type</b>       | Normal Day & Fixed Public Holiday+ |



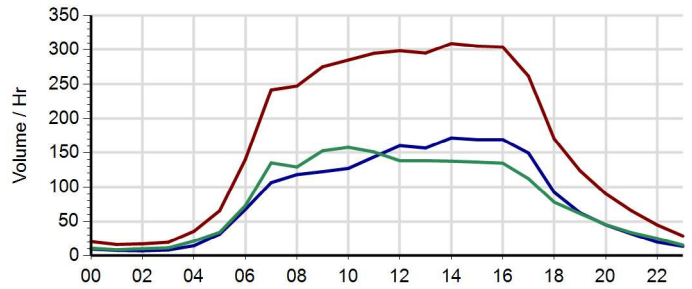
Typical Flow for a Monday



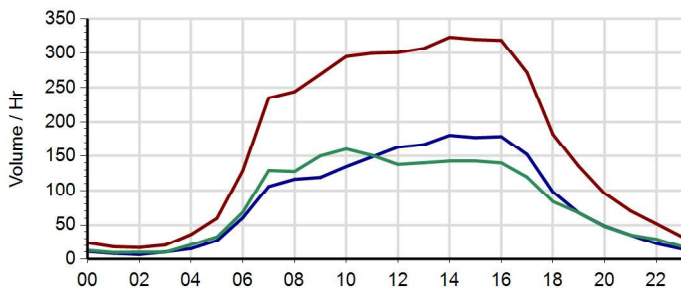
Typical Flow for a Tuesday



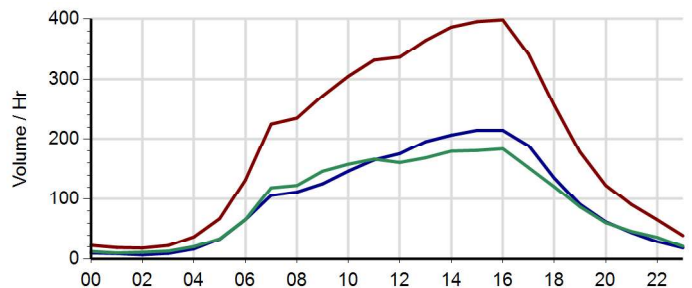
Typical Flow for a Wednesday



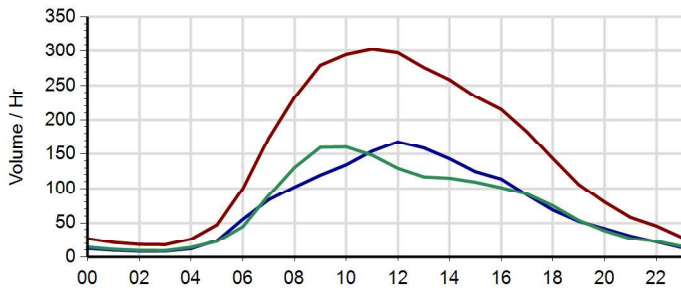
Typical Flow for a Thursday



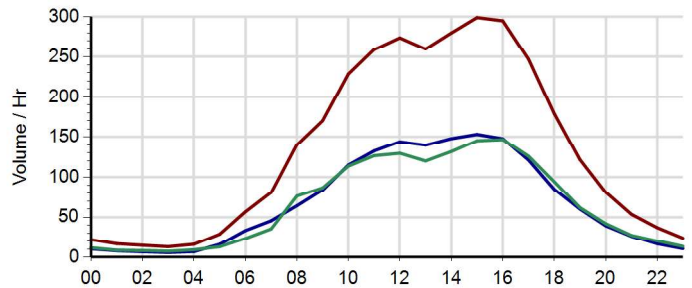
Typical Flow for a Friday



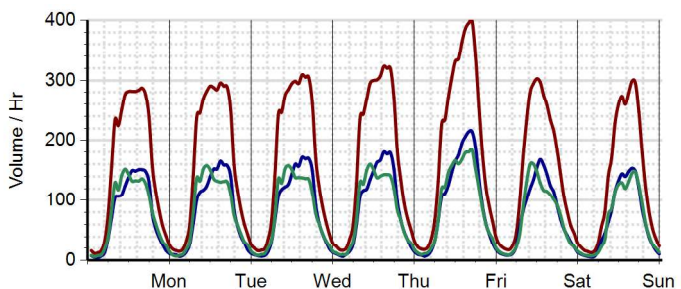
Typical Flow for a Saturday



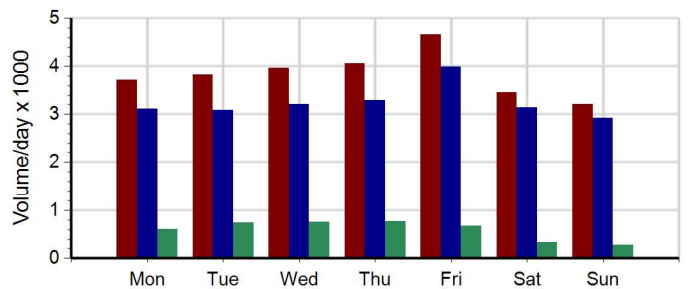
Typical Flow for a Sunday



Typical Flow for a Week



Typical Flow for a Week



# Station Light/Heavy Volume by Lane

|             |                        |
|-------------|------------------------|
| <b>Site</b> | 02615 Port Alfred West |
|-------------|------------------------|




| Date         | Dur. (Hr) | To Port Alfred |                |                |
|--------------|-----------|----------------|----------------|----------------|
|              |           | Lane 1         |                |                |
|              |           | Light          | Heavy          | Total          |
| Jan 2015     | 744       | 53,746         | 8,865          | 62,611         |
| Feb 2015     | 672       | 43,677         | 8,944          | 52,621         |
| Mar 2015     | 744       | 48,801         | 10,277         | 59,078         |
| Apr 2015     | 720       | 49,076         | 8,534          | 57,610         |
| May 2015     | 744       | 42,809         | 8,669          | 51,478         |
| Jun 2015     | 720       | 41,778         | 8,242          | 50,020         |
| Jul 2015     | 744       | 45,801         | 8,904          | 54,705         |
| Aug 2015     | 744       | 45,669         | 8,412          | 54,081         |
| Sep 2015     | 720       | 45,665         | 9,068          | 54,733         |
| Oct 2015     | 744       | 47,975         | 9,969          | 57,944         |
| Nov 2015     | 720       | 46,867         | 9,720          | 56,587         |
| Dec 2015     | 744       | 73,900         | 9,006          | 82,906         |
| <b>Total</b> |           | <b>585,764</b> | <b>108,610</b> | <b>694,374</b> |

| Date         | Dur. (Hr) | To Kenton-On-Sea |                |                |
|--------------|-----------|------------------|----------------|----------------|
|              |           | Lane 2           |                |                |
|              |           | Light            | Heavy          | Total          |
| Jan 2015     | 744       | 55,346           | 9,103          | 64,449         |
| Feb 2015     | 672       | 44,413           | 8,750          | 53,163         |
| Mar 2015     | 744       | 49,150           | 10,143         | 59,293         |
| Apr 2015     | 720       | 49,549           | 8,588          | 58,137         |
| May 2015     | 744       | 43,559           | 8,674          | 52,233         |
| Jun 2015     | 720       | 42,031           | 8,248          | 50,279         |
| Jul 2015     | 744       | 47,248           | 9,116          | 56,364         |
| Aug 2015     | 744       | 46,577           | 8,799          | 55,376         |
| Sep 2015     | 720       | 46,492           | 9,193          | 55,685         |
| Oct 2015     | 744       | 49,108           | 10,174         | 59,282         |
| Nov 2015     | 720       | 48,014           | 9,733          | 57,747         |
| Dec 2015     | 744       | 76,536           | 8,848          | 85,384         |
| <b>Total</b> |           | <b>598,023</b>   | <b>109,369</b> | <b>707,392</b> |

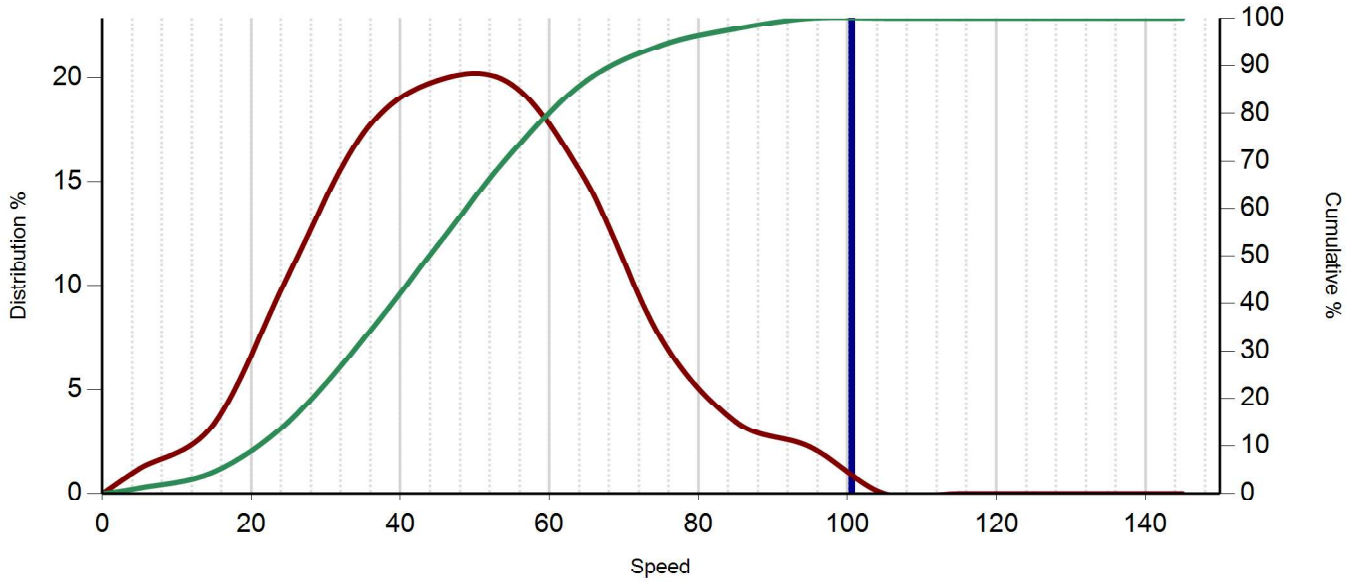


## Station Speed Distribution

|                    |                           |
|--------------------|---------------------------|
| <b>Site</b>        | 02615 - Port Alfred West  |
| <b>Speed Limit</b> | 100 km/hr                 |
| <b>Period</b>      | 01 Jan 2015 - 31 Dec 2015 |




|   |              |
|---|--------------|
|  | Distribution |
|  | Cumulative   |
|  | Speed Limit  |

**Lane 1 - To Port Alfred**

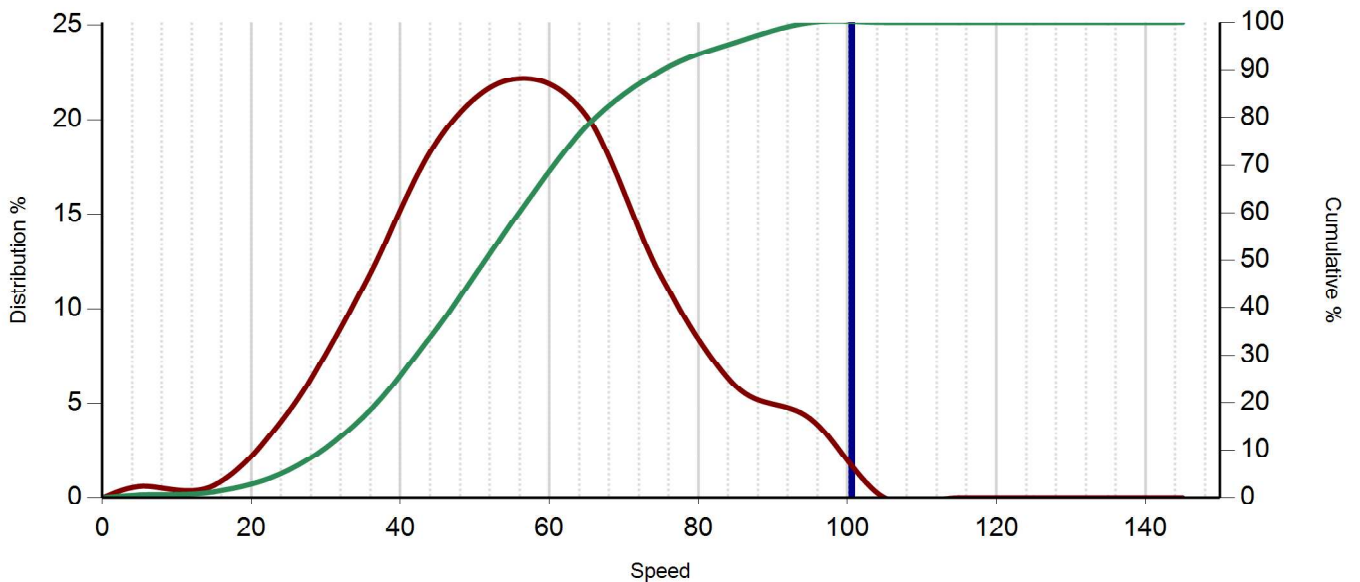


## Station Speed Distribution

|                    |                           |
|--------------------|---------------------------|
| <b>Site</b>        | 02615 - Port Alfred West  |
| <b>Speed Limit</b> | 100 km/hr                 |
| <b>Period</b>      | 01 Jan 2015 - 31 Dec 2015 |

|   |              |
|---|--------------|
|  | Distribution |
|  | Cumulative   |
|  | Speed Limit  |

**Lane 2 - To Kenton-On-Sea**



# Station Extended Light/Heavy Class

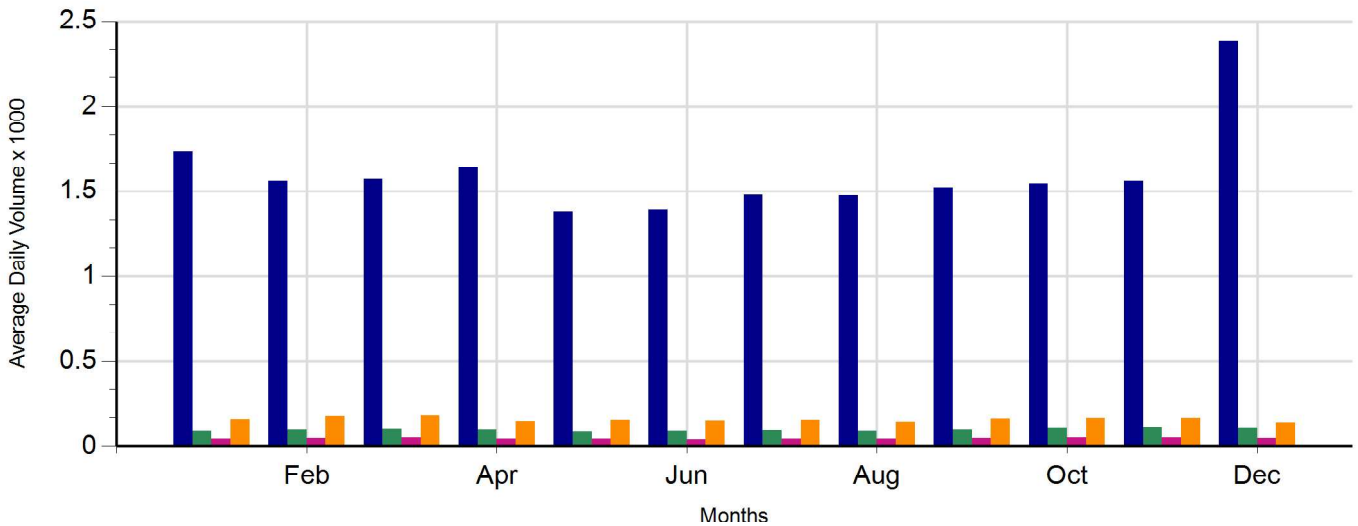
**Site** 02615 Port Alfred West

## To Port Alfred

| Month        | % Data       | Light          | Short         | Medium        | Long          | Heavy Total    | Total          |
|--------------|--------------|----------------|---------------|---------------|---------------|----------------|----------------|
| Jan 2015     | 100.0        | 53,746         | 2,695         | 1,346         | 4,824         | 8,865          | 62,611         |
| Feb 2015     | 100.0        | 43,677         | 2,731         | 1,327         | 4,886         | 8,944          | 52,621         |
| Mar 2015     | 100.0        | 48,801         | 3,091         | 1,597         | 5,589         | 10,277         | 59,078         |
| Apr 2015     | 100.0        | 49,076         | 2,825         | 1,316         | 4,393         | 8,534          | 57,610         |
| May 2015     | 100.0        | 42,809         | 2,660         | 1,294         | 4,715         | 8,669          | 51,478         |
| Jun 2015     | 100.0        | 41,778         | 2,637         | 1,173         | 4,432         | 8,242          | 50,020         |
| Jul 2015     | 100.0        | 45,801         | 2,876         | 1,355         | 4,673         | 8,904          | 54,705         |
| Aug 2015     | 100.0        | 45,669         | 2,712         | 1,281         | 4,419         | 8,412          | 54,081         |
| Sep 2015     | 100.0        | 45,665         | 2,858         | 1,442         | 4,768         | 9,068          | 54,733         |
| Oct 2015     | 100.0        | 47,975         | 3,369         | 1,541         | 5,059         | 9,969          | 57,944         |
| Nov 2015     | 100.0        | 46,867         | 3,269         | 1,495         | 4,956         | 9,720          | 56,587         |
| Dec 2015     | 100.0        | 73,900         | 3,292         | 1,448         | 4,266         | 9,006          | 82,906         |
| <b>Total</b> | <b>100.0</b> | <b>585,764</b> | <b>35,015</b> | <b>16,615</b> | <b>56,980</b> | <b>108,610</b> | <b>694,374</b> |

## To Port Alfred

■ Light   
 ■ Short   
 ■ Medium   
 ■ Long



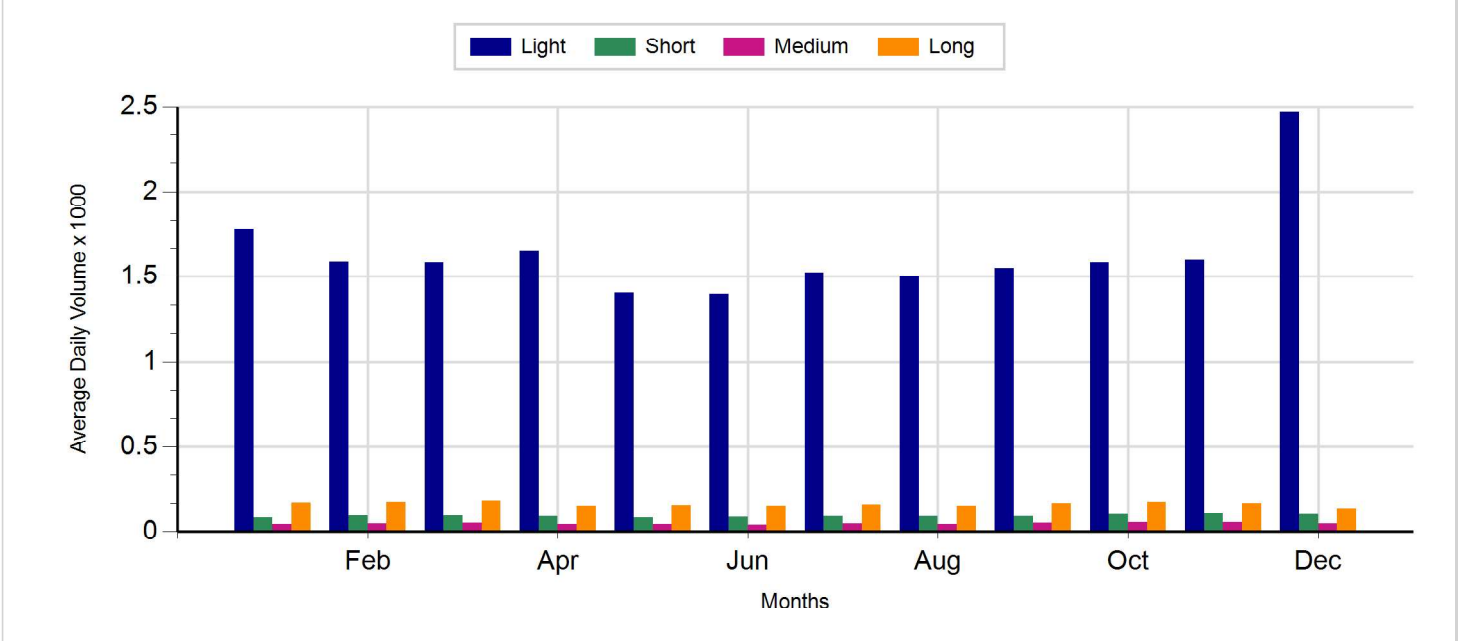
# Station Extended Light/Heavy Class

Site 02615 Port Alfred West

## To Kenton-On-Sea

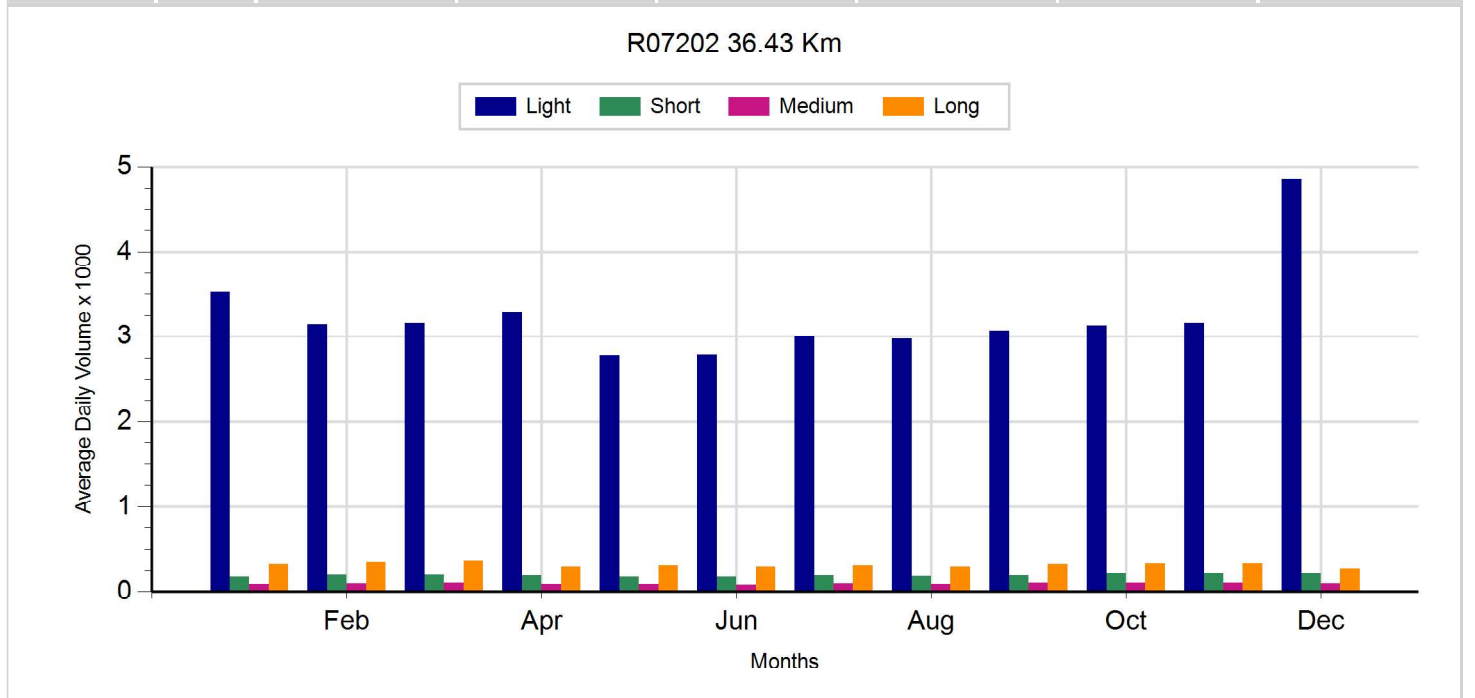
| Month        | % Data | Light   | Short  | Medium | Long   | Heavy Total | Total   |
|--------------|--------|---------|--------|--------|--------|-------------|---------|
| Jan 2015     | 100.0  | 55,346  | 2,486  | 1,340  | 5,277  | 9,103       | 64,449  |
| Feb 2015     | 100.0  | 44,413  | 2,533  | 1,357  | 4,860  | 8,750       | 53,163  |
| Mar 2015     | 100.0  | 49,150  | 2,906  | 1,594  | 5,643  | 10,143      | 59,293  |
| Apr 2015     | 100.0  | 49,549  | 2,631  | 1,339  | 4,618  | 8,588       | 58,137  |
| May 2015     | 100.0  | 43,559  | 2,528  | 1,304  | 4,842  | 8,674       | 52,233  |
| Jun 2015     | 100.0  | 42,031  | 2,484  | 1,230  | 4,534  | 8,248       | 50,279  |
| Jul 2015     | 100.0  | 47,248  | 2,767  | 1,435  | 4,914  | 9,116       | 56,364  |
| Aug 2015     | 100.0  | 46,577  | 2,684  | 1,381  | 4,734  | 8,799       | 55,376  |
| Sep 2015     | 100.0  | 46,492  | 2,694  | 1,480  | 5,019  | 9,193       | 55,685  |
| Oct 2015     | 100.0  | 49,108  | 3,118  | 1,688  | 5,368  | 10,174      | 59,282  |
| Nov 2015     | 100.0  | 48,014  | 3,045  | 1,616  | 5,072  | 9,733       | 57,747  |
| Dec 2015     | 100.0  | 76,536  | 3,095  | 1,468  | 4,285  | 8,848       | 85,384  |
| <b>Total</b> | 100.0  | 598,023 | 32,971 | 17,232 | 59,166 | 109,369     | 707,392 |

## To Kenton-On-Sea



Site 02615 Port Alfred West

| R07202 36.43 Km |        |           |        |        |         |             |           |
|-----------------|--------|-----------|--------|--------|---------|-------------|-----------|
| Month           | % Data | Light     | Short  | Medium | Long    | Heavy Total | Total     |
| Jan 2015        | 100.0  | 109,092   | 5,181  | 2,686  | 10,101  | 17,968      | 127,060   |
| Feb 2015        | 100.0  | 88,090    | 5,264  | 2,684  | 9,746   | 17,694      | 105,784   |
| Mar 2015        | 100.0  | 97,951    | 5,997  | 3,191  | 11,232  | 20,420      | 118,371   |
| Apr 2015        | 100.0  | 98,625    | 5,456  | 2,655  | 9,011   | 17,122      | 115,747   |
| May 2015        | 100.0  | 86,368    | 5,188  | 2,598  | 9,557   | 17,343      | 103,711   |
| Jun 2015        | 100.0  | 83,809    | 5,121  | 2,403  | 8,966   | 16,490      | 100,299   |
| Jul 2015        | 100.0  | 93,049    | 5,643  | 2,790  | 9,587   | 18,020      | 111,069   |
| Aug 2015        | 100.0  | 92,246    | 5,396  | 2,662  | 9,153   | 17,211      | 109,457   |
| Sep 2015        | 100.0  | 92,157    | 5,552  | 2,922  | 9,787   | 18,261      | 110,418   |
| Oct 2015        | 100.0  | 97,083    | 6,487  | 3,229  | 10,427  | 20,143      | 117,226   |
| Nov 2015        | 100.0  | 94,881    | 6,314  | 3,111  | 10,028  | 19,453      | 114,334   |
| Dec 2015        | 100.0  | 150,436   | 6,387  | 2,916  | 8,551   | 17,854      | 168,290   |
| <b>Total</b>    | 100.0  | 1,183,787 | 67,986 | 33,847 | 116,146 | 217,979     | 1,401,766 |



## Station Information

|                  |                                     |                      |                                 |
|------------------|-------------------------------------|----------------------|---------------------------------|
| Site Number      | 02615                               | Site Identifier      | 22802                           |
| Site Name        | Port Alfred West                    |                      |                                 |
| Site Description | Between Kenton-On-Sea & Port Alfred |                      |                                 |
| Site Type        | Permanent Piezo                     | Owner                | SANRAL                          |
| Physical Lanes   | 2                                   | Responsibility       | NON-TOLL                        |
| Logical Lanes    | 2                                   | Installation Date    | 2010-02-19                      |
| GPS Longitude    | 26.759195                           | Termination Date     |                                 |
| GPS Latitude     | -33.625637                          | Status               | In Use                          |
| Region           | South                               | Companion Site       |                                 |
| Road             | R072                                | Speed Limit          | 100                             |
| Route            | R072                                | Count Type           | Normal Traffic Counting Station |
| Section          | 02                                  | Distance             | 36.43                           |
| Authority        | SANRAL                              | Contract No          | NRA 53000/141/2                 |
| Contract Org     | Mikros Traffic Monitoring (Pty) Ltd | Station History Type | Full Site                       |
| System Type      | B2                                  |                      |                                 |

| Lane No | Lane Description | Stream No | Stream Description | Direction | Reverse Lane No | Pos |
|---------|------------------|-----------|--------------------|-----------|-----------------|-----|
| 1       | To Port Alfred   | 1         | To Port Alfred     | East      | 2               | 1   |
| 2       | To Kenton-On-Sea | 2         | To Kenton-On-Sea   | West      | 1               | 1   |

### PHOTO



**Direction 1**

To Port Alfred

### PHOTO



**Direction 2**

To Kenton-On-Sea

### PHOTO



**As Built**

## Traffic Highlights of Site: Port Alfred West (02615)

|                  |  |
|------------------|--|
| Site No          | 02615  |
| Site Name        | Port Alfred West                               |
| Site Description | Between Kenton-On-Sea & Port Alfred            |
| Road Description | Route : R072 Section : 02E Distance : 36.43 km |
| GPS Position     | Latitude: -33.625637 Longitude: 26.759195      |
| Number of Lanes  | 2  |
| Station Type     | Permanent Piezo                                |

|   |                           |
|---|---------------------------|
| Requested Data Period                             | 01 Jan 2019 - 31 Dec 2019 |
| First and Last Data Dates                         | 01 Jan 2019 - 31 Oct 2019 |
| Data Available for Requested Period as Percentage | 83%                       |

|   |             |
|---|-------------|
| Last Full Day Count for ADT and ADTT    | 31 Oct 2019 |
| Number of Full Days in Requested Period | 303         |

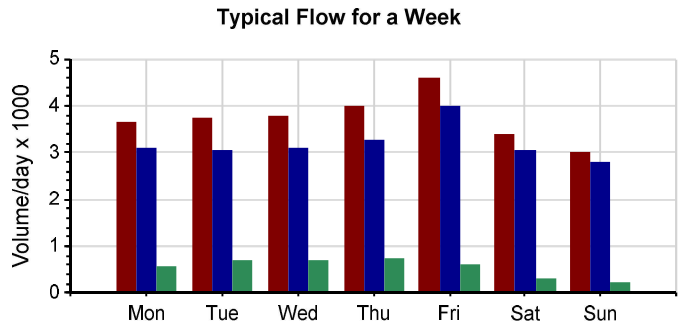
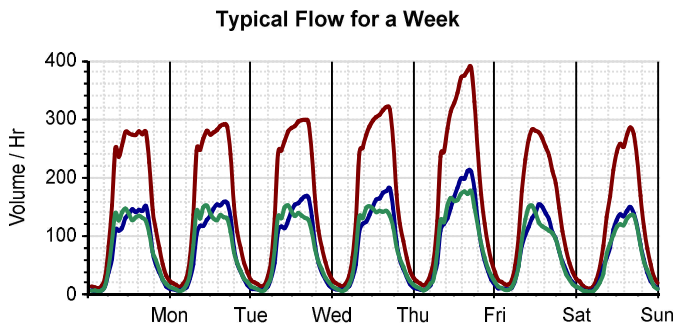
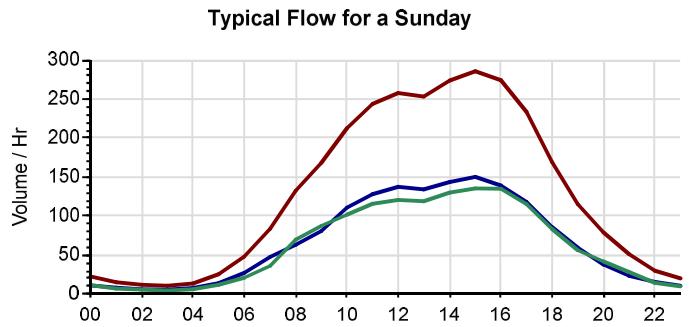
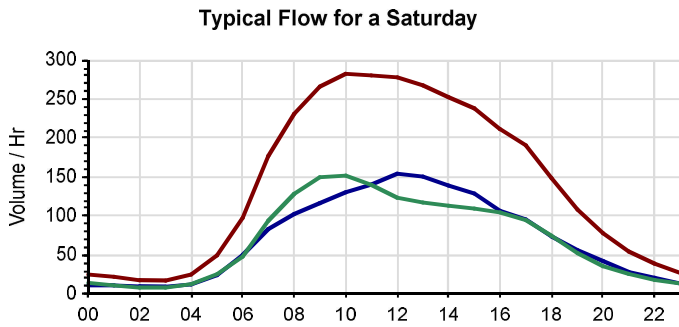
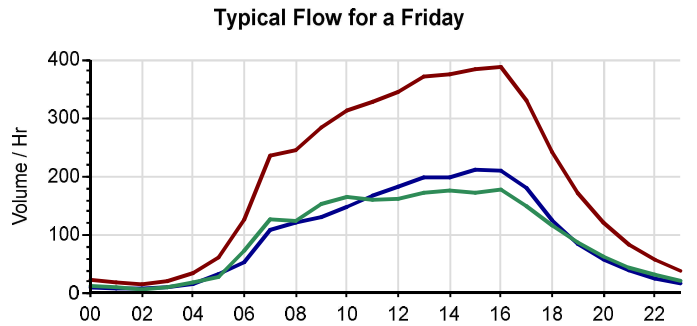
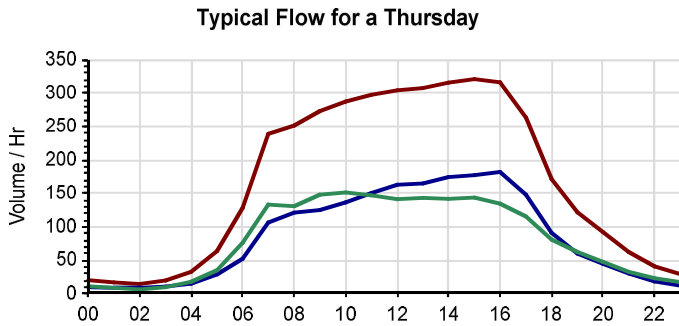
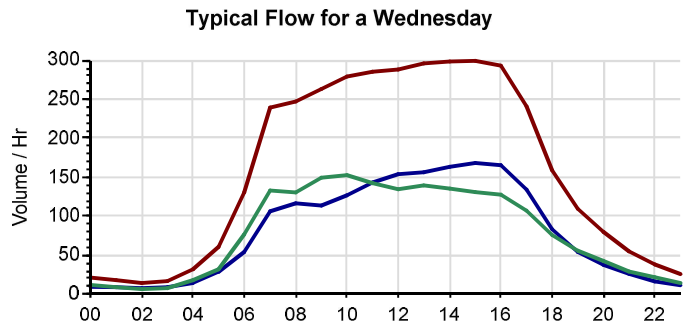
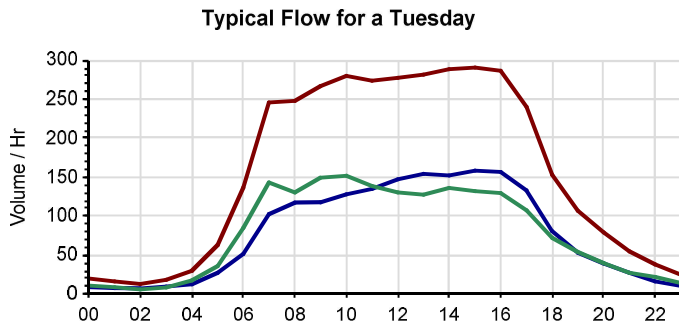
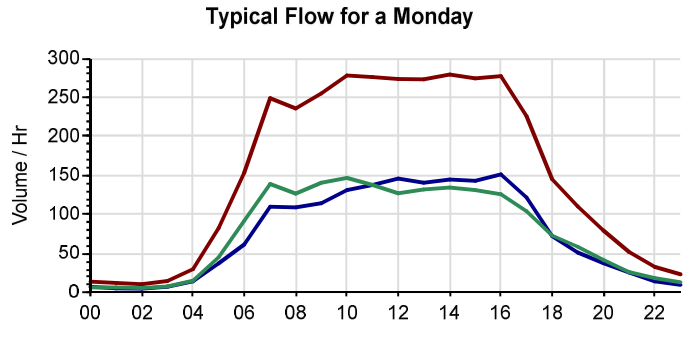
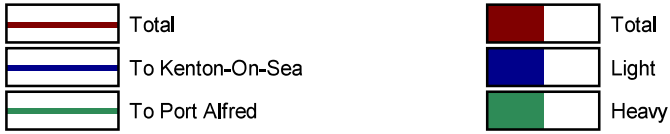
| Highlights per Stream |  | Str 1: To Port Alfred | Str 2: To Kenton-On-Sea | Value        |
|-----------------------|--|-----------------------|-------------------------|--------------|
| 1.1                   | Total Number of Vehicles                                 | 563,771               | 574,135                 | 1,137,906    |
| 1.2                   | Average Daily Traffic (ADT)                              | 1,854                 | 1,888                   | 3,742        |
| 1.3                   | Average Daily Truck Traffic (ADTT)                       | 272                   | 279                     | 551          |
| 1.4                   | Percentage of Trucks                                     | 14.7 %                | 14.8 %                  | 14.8 %       |
| 1.5                   | Truck Split % (Short : Medium : Long)                    | 31 : 18 : 51          | 31 : 18 : 51            | 31 : 18 : 51 |
| 1.6                   | Percentage of Night Traffic [20h00 - 6h00)               | 10.3 %                | 9.3 %                   | 9.8 %        |
|                       |  |                       |                         |              |
| 2.1                   | Speed Limit  |                       |                         | 100          |
| 2.2                   | Average Speed (km/hr)                                    | 94.6                  | 103.0                   | 98.8         |
| 2.3                   | Average Speed - Light Vehicles (km/hr)                   | 99.7                  | 107.8                   | 103.8        |
| 2.4                   | Average Speed - Heavy Vehicles (km/hr)                   | 79.7                  | 87.7                    | 83.7         |
| 2.5                   | Average Night Speed (km/hr)                              | 89.7                  | 100.3                   | 95.0         |
| 2.6                   | 15th Centile Speed (km/hr)                               | 77.2                  | 85.7                    | 81.5         |
| 2.7                   | 85th Centile Speed (km/hr)                               | 116.9                 | 123.3                   | 120.1        |
| 2.8                   | Percentage of Vehicles in Excess of Speed Limit          | 63.8 %                | 71.1 %                  | 67.4 %       |
|                       |  |                       |                         |              |
| 3.1                   | Percentage Vehicles in Flows Over 600 (vehs/hr)          | 0 %                   | 0 %                     | 0.17%        |
| 3.2                   | Percentage of Vehicles less than 2s behind vehicle ahead | 0 %                   | 0 %                     | 0 %          |

|     |   |        |        |                      |
|-----|---|--------|--------|----------------------|
| 4.1 | Total Number of Heavy Vehicles                | 82,951 | 84,933 | 167,884              |
| 4.2 | Estimated Average Number of axles per Truck   | 5.1    | 5.1    | 5.1                  |
| 4.3 | Estimated Truck Mass (Ton/Truck)              | 29.3   | 29.3   | 29.3                 |
| 4.4 | Estimated Average E80 / Truck                 | 2.5    | 2.5    | 2.50                 |
| 4.5 | Estimated Daily E80 on the Road               |        |        | 1,195.0              |
| 4.6 | Estimated Daily E80 in the East Direction     |        |        | 1,772.0              |
| 4.7 | Estimated Daily E80 in the West Direction     |        |        | 1,814.0              |
| 4.8 | Estimated Daily E80 in the Worst East Lane    |        |        | 1,814.0              |
| 4.9 | Estimated Daily E80 in the Worst West Lane    |        |        | 1,772.0              |
| 5.1 | ASSUMPTION on Axles/Truck (Short:Medium:Long) |        |        | (2.0 : 5.0 : 7.0)    |
| 5.2 | ASSUMPTION on Mass/Truck (Short:Medium:Long)  |        |        | (10.9 : 31.5 : 39.8) |
| 5.3 | ASSUMPTION on E80s/Truck (Short:Medium:Long)  |        |        | (0.5 : 2.1 : 3.9)    |

| Traffic Volumes |   | Date and Time                  | Value |
|-----------------|---|--------------------------------|-------|
| 6.1             | Highest Volume on the Road (vehs/hr)                | 02 Jan 2019<br>(11:00 - 12:00) | 656   |
| 6.2             | Highest Volume in the East (vehs/hr)                | 02 Jan 2019<br>(11:00 - 12:00) | 357   |
| 6.3             | Highest Volume in the West (vehs/hr)                | 02 Jan 2019<br>(14:00 - 15:00) | 338   |
| 6.4             | Highest Volume in a Lane (vehs/hr)                  | 02 Jan 2019<br>(11:00 - 12:00) | 357   |
| 6.5             | 15th Highest Volume on the Road (vehs/hr)           | 03 Jan 2019<br>(15:00 - 16:00) | 488   |
| 6.6             | 15th Highest Volume in the East Direction (vehs/hr) | 04 Jan 2019<br>(11:00 - 12:00) | 234   |
| 6.7             | 15th Highest Volume in the West Direction (vehs/hr) | 18 Apr 2019<br>(15:00 - 16:00) | 258   |
| 6.8             | 30th Highest Volume on the Road (vehs/hr)           | 04 Jan 2019<br>(12:00 - 13:00) | 445   |
| 6.9             | 30th Highest Volume in the East Direction (vehs/hr) | 03 Jan 2019<br>(13:00 - 14:00) | 217   |
| 6.10            | 30th Highest Volume in the West Direction (vehs/hr) | 02 Aug 2019<br>(15:00 - 16:00) | 244   |

# Station Typical Flow Graphs

|                       |                                    |
|-----------------------|------------------------------------|
| <b>Site</b>           | 02615 - Port Alfred West           |
| <b>Region</b>         | South                              |
| <b>Actual Period</b>  | 01 Jan 2019 - 31 Oct 2019          |
| <b>Classification</b> | RSA Ext Lgt/Hvy                    |
| <b>Day Type</b>       | Normal Day & Fixed Public Holiday+ |

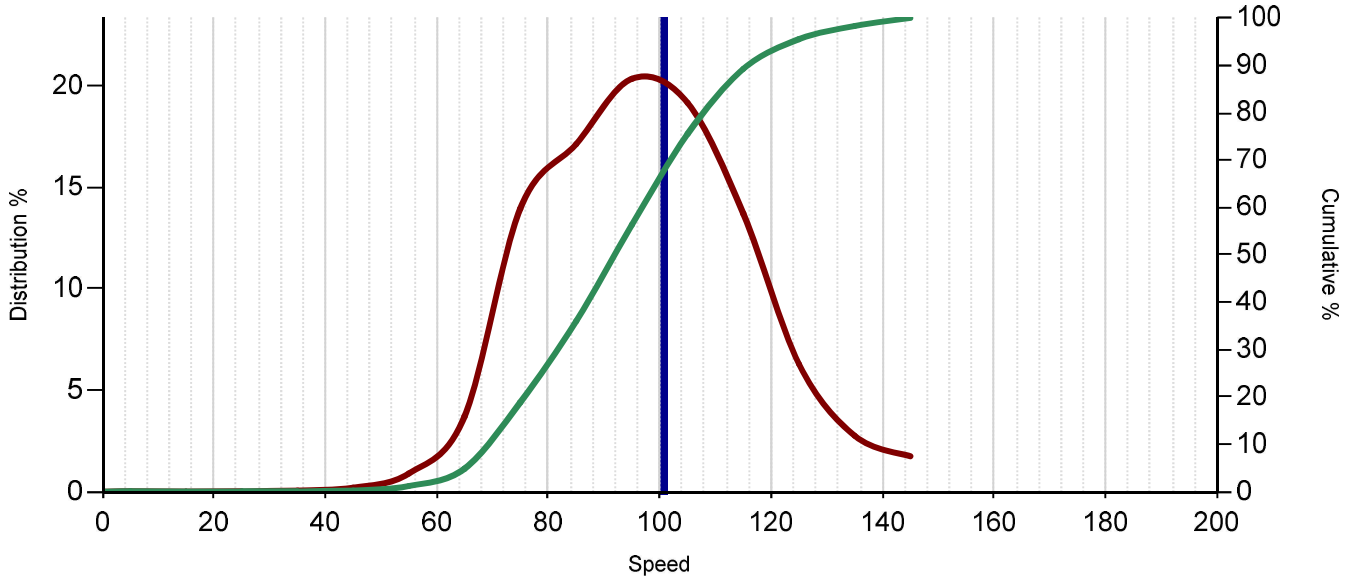


## Station Speed Distribution

|                    |                           |
|--------------------|---------------------------|
| <b>Site</b>        | 02615 - Port Alfred West  |
| <b>Speed Limit</b> | 100 km/hr                 |
| <b>Period</b>      | 01 Jan 2019 - 31 Dec 2019 |




|   |              |
|---|--------------|
|  | Distribution |
|  | Cumulative   |
|  | Speed Limit  |

Lane 1 - To Port Alfred

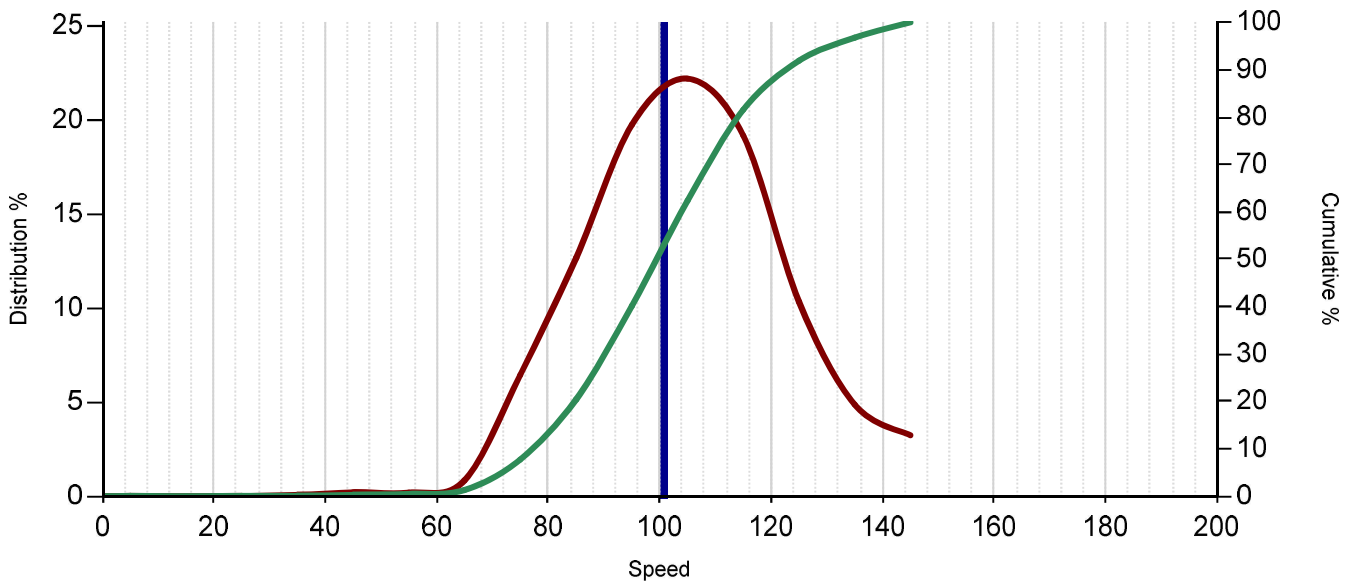


## Station Speed Distribution

|                    |                           |
|--------------------|---------------------------|
| <b>Site</b>        | 02615 - Port Alfred West  |
| <b>Speed Limit</b> | 100 km/hr                 |
| <b>Period</b>      | 01 Jan 2019 - 31 Dec 2019 |

|   |              |
|---|--------------|
|  | Distribution |
|  | Cumulative   |
|  | Speed Limit  |

Lane 2 - To Kenton-On-Sea



ANNEXURE D  
SIDRA  
OUTPUT  
SHEETS 2028  
Before  
Development

# MOVEMENT SUMMARY

 Site: 101 [[01] 01 Fri pm nd (Site Folder: 2028 Peak nd)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 nd Fri pm (Network Folder: 2028 nd)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|---------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh          | Dist ] |           |                |                     |             |
| South: Kenton Road           |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 2                            | T1   | All MCs   | 87           | 0.0 | 87            | 0.0 | 0.086     | 0.2         | LOS A            | 0.1                 | 1.0    | 0.17      | 0.28           | 0.17                | 56.4        |
| 3                            | R2   | All MCs   | 66           | 0.0 | 66            | 0.0 | 0.086     | 5.8         | LOS A            | 0.1                 | 1.0    | 0.17      | 0.28           | 0.17                | 54.6        |
| Approach                     |      |           | 154          | 0.0 | 154           | 0.0 | 0.086     | 2.6         | NA               | 0.1                 | 1.0    | 0.17      | 0.28           | 0.17                | 55.8        |
| East: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 86           | 0.0 | 86            | 0.0 | 0.133     | 5.4         | LOS A            | 0.2                 | 1.5    | 0.24      | 0.88           | 0.24                | 48.4        |
| 6                            | R2   | All MCs   | 62           | 0.0 | 62            | 0.0 | 0.133     | 5.8         | LOS A            | 0.2                 | 1.5    | 0.24      | 0.88           | 0.24                | 42.3        |
| Approach                     |      |           | 148          | 0.0 | 148           | 0.0 | 0.133     | 5.6         | LOS A            | 0.2                 | 1.5    | 0.24      | 0.88           | 0.24                | 46.4        |
| North: Kenton Road           |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 13           | 0.0 | 13            | 0.0 | 0.052     | 5.5         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.08           | 0.00                | 57.7        |
| 8                            | T1   | All MCs   | 87           | 0.0 | 87            | 0.0 | 0.052     | 0.0         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.08           | 0.00                | 59.1        |
| Approach                     |      |           | 100          | 0.0 | 100           | 0.0 | 0.052     | 0.7         | NA               | 0.0                 | 0.0    | 0.00      | 0.08           | 0.00                | 59.0        |
| All Vehicles                 |      |           | 402          | 0.0 | 402           | 0.0 | 0.133     | 3.2         | NA               | 0.2                 | 1.5    | 0.15      | 0.45           | 0.15                | 53.7        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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Kenton.sip9

# MOVEMENT SUMMARY

 Site: 101 [[01] 01 Sat am nd (Site Folder: 2028 Peak nd)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 nd Sat am (Network Folder: 2028 nd)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |                           |     |                            |     |           |             |                  |                              |            |           |                |                     |                  |
|------------------------------|------|-----------|---------------------------|-----|----------------------------|-----|-----------|-------------|------------------|------------------------------|------------|-----------|----------------|---------------------|------------------|
| Mov ID                       | Turn | Mov Class | Demand Flows [ Total HV ] | %   | Arrival Flows [ Total HV ] | %   | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue [ Veh. ] | Dist [ m ] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
| South: Kenton Road           |      |           |                           |     |                            |     |           |             |                  |                              |            |           |                |                     |                  |
| 2                            | T1   | All MCs   | 114                       | 0.0 | 114                        | 0.0 | 0.115     | 0.3         | LOS A            | 0.2                          | 1.4        | 0.22      | 0.30           | 0.22                | 56.2             |
| 3                            | R2   | All MCs   | 87                        | 0.0 | 87                         | 0.0 | 0.115     | 5.9         | LOS A            | 0.2                          | 1.4        | 0.22      | 0.30           | 0.22                | 54.2             |
| Approach                     |      |           | 201                       | 0.0 | 201                        | 0.0 | 0.115     | 2.8         | NA               | 0.2                          | 1.4        | 0.22      | 0.30           | 0.22                | 55.5             |
| East: Beaufort Street        |      |           |                           |     |                            |     |           |             |                  |                              |            |           |                |                     |                  |
| 4                            | L2   | All MCs   | 115                       | 0.0 | 115                        | 0.0 | 0.176     | 5.7         | LOS A            | 0.3                          | 2.0        | 0.32      | 0.87           | 0.32                | 48.1             |
| 6                            | R2   | All MCs   | 71                        | 0.0 | 71                         | 0.0 | 0.176     | 6.5         | LOS A            | 0.3                          | 2.0        | 0.32      | 0.87           | 0.32                | 41.9             |
| Approach                     |      |           | 185                       | 0.0 | 185                        | 0.0 | 0.176     | 6.0         | LOS A            | 0.3                          | 2.0        | 0.32      | 0.87           | 0.32                | 46.3             |
| North: Kenton Road           |      |           |                           |     |                            |     |           |             |                  |                              |            |           |                |                     |                  |
| 7                            | L2   | All MCs   | 13                        | 0.0 | 13                         | 0.0 | 0.076     | 5.5         | LOS A            | 0.0                          | 0.0        | 0.00      | 0.05           | 0.00                | 58.4             |
| 8                            | T1   | All MCs   | 136                       | 0.0 | 136                        | 0.0 | 0.076     | 0.0         | LOS A            | 0.0                          | 0.0        | 0.00      | 0.05           | 0.00                | 59.4             |
| Approach                     |      |           | 148                       | 0.0 | 148                        | 0.0 | 0.076     | 0.5         | NA               | 0.0                          | 0.0        | 0.00      | 0.05           | 0.00                | 59.3             |
| All Vehicles                 |      |           | 535                       | 0.0 | 535                        | 0.0 | 0.176     | 3.2         | NA               | 0.3                          | 2.0        | 0.19      | 0.43           | 0.19                | 53.9             |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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# MOVEMENT SUMMARY

 Site: 101 [[01] 01 Thurs pm nd (Site Folder: 2028 Peak nd)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 nd  
Thurs pm (Network Folder: 2028  
nd)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|---------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh          | Dist ] |           |                |                     | km/h        |
| South: Kenton Road           |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 2                            | T1   | All MCs   | 69           | 0.0 | 69            | 0.0 | 0.064     | 0.2         | LOS A            | 0.1                 | 0.7    | 0.16      | 0.26           | 0.16                | 56.7        |
| 3                            | R2   | All MCs   | 45           | 0.0 | 45            | 0.0 | 0.064     | 5.7         | LOS A            | 0.1                 | 0.7    | 0.16      | 0.26           | 0.16                | 55.0        |
| Approach                     |      |           | 115          | 0.0 | 115           | 0.0 | 0.064     | 2.4         | NA               | 0.1                 | 0.7    | 0.16      | 0.26           | 0.16                | 56.2        |
| East: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 85           | 0.0 | 85            | 0.0 | 0.112     | 5.4         | LOS A            | 0.2                 | 1.2    | 0.21      | 0.89           | 0.21                | 48.5        |
| 6                            | R2   | All MCs   | 46           | 0.0 | 46            | 0.0 | 0.112     | 5.5         | LOS A            | 0.2                 | 1.2    | 0.21      | 0.89           | 0.21                | 42.5        |
| Approach                     |      |           | 132          | 0.0 | 132           | 0.0 | 0.112     | 5.4         | LOS A            | 0.2                 | 1.2    | 0.21      | 0.89           | 0.21                | 46.9        |
| North: Kenton Road           |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 18           | 0.0 | 18            | 0.0 | 0.051     | 5.5         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.11           | 0.00                | 56.7        |
| 8                            | T1   | All MCs   | 80           | 0.0 | 80            | 0.0 | 0.051     | 0.0         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.11           | 0.00                | 58.7        |
| Approach                     |      |           | 98           | 0.0 | 98            | 0.0 | 0.051     | 1.0         | NA               | 0.0                 | 0.0    | 0.00      | 0.11           | 0.00                | 58.6        |
| All Vehicles                 |      |           | 344          | 0.0 | 344           | 0.0 | 0.112     | 3.2         | NA               | 0.2                 | 1.2    | 0.13      | 0.46           | 0.13                | 53.8        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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# MOVEMENT SUMMARY

 Site: 102 [[01] 02 Fri pm nd (Site Folder: 2028 Peak nd)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 nd Fri pm (Network Folder: 2028 nd)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1

Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                     |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|---------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh          | Dist ] m |           |                |                     | km/h        |
| East: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 12           | 0.0 | 12            | 0.0 | 0.009     | 0.1         | LOS A            | 0.0                 | 0.1      | 0.09      | 0.17           | 0.09                | 54.6        |
| 6                            | R2   | All MCs   | 4            | 0.0 | 4             | 0.0 | 0.009     | 5.6         | LOS A            | 0.0                 | 0.1      | 0.09      | 0.17           | 0.09                | 52.4        |
| Approach                     |      |           | 16           | 0.0 | 16            | 0.0 | 0.009     | 1.6         | NA               | 0.0                 | 0.1      | 0.09      | 0.17           | 0.09                | 53.7        |
| North: Parking Access        |      |           |              |     |               |     |           |             |                  |                     |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 7            | 0.0 | 7             | 0.0 | 0.121     | 8.1         | LOS A            | 0.2                 | 1.2      | 0.13      | 0.92           | 0.13                | 46.1        |
| 9                            | R2   | All MCs   | 127          | 0.0 | 127           | 0.0 | 0.121     | 7.7         | LOS A            | 0.2                 | 1.2      | 0.13      | 0.92           | 0.13                | 40.6        |
| Approach                     |      |           | 135          | 0.0 | 135           | 0.0 | 0.121     | 7.7         | LOS A            | 0.2                 | 1.2      | 0.13      | 0.92           | 0.13                | 41.1        |
| West: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 65           | 0.0 | 65            | 0.0 | 0.040     | 2.9         | LOS A            | 0.0                 | 0.0      | 0.00      | 0.46           | 0.00                | 46.3        |
| 11                           | T1   | All MCs   | 9            | 0.0 | 9             | 0.0 | 0.040     | 0.0         | LOS A            | 0.0                 | 0.0      | 0.00      | 0.46           | 0.00                | 53.4        |
| Approach                     |      |           | 75           | 0.0 | 75            | 0.0 | 0.040     | 2.5         | NA               | 0.0                 | 0.0      | 0.00      | 0.46           | 0.00                | 47.2        |
| All Vehicles                 |      |           | 225          | 0.0 | 225           | 0.0 | 0.121     | 5.6         | NA               | 0.2                 | 1.2      | 0.08      | 0.72           | 0.08                | 44.0        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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Kenton.sip9

# MOVEMENT SUMMARY

 Site: 102 [[01] 02 Sat am nd (Site Folder: 2028 Peak nd)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 nd Sat am (Network Folder: 2028 nd)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1

Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|---------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh          | Dist ] |           |                |                     |             |
| East: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 5                            | T1   | All MCs   | 18           | 0.0 | 18            | 0.0 | 0.013     | 0.1         | LOS A            | 0.0                 | 0.1    | 0.11      | 0.18           | 0.11                | 54.5        |
| 6                            | R2   | All MCs   | 6            | 0.0 | 6             | 0.0 | 0.013     | 5.7         | LOS A            | 0.0                 | 0.1    | 0.11      | 0.18           | 0.11                | 52.4        |
| Approach                     |      |           | 24           | 0.0 | 24            | 0.0 | 0.013     | 1.6         | NA               | 0.0                 | 0.1    | 0.11      | 0.18           | 0.11                | 53.6        |
| North: Parking Access        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 1            | 0.0 | 1             | 0.0 | 0.148     | 8.1         | LOS A            | 0.2                 | 1.5    | 0.18      | 0.90           | 0.18                | 46.1        |
| 9                            | R2   | All MCs   | 158          | 0.0 | 158           | 0.0 | 0.148     | 7.8         | LOS A            | 0.2                 | 1.5    | 0.18      | 0.90           | 0.18                | 40.5        |
| Approach                     |      |           | 159          | 0.0 | 159           | 0.0 | 0.148     | 7.8         | LOS A            | 0.2                 | 1.5    | 0.18      | 0.90           | 0.18                | 40.6        |
| West: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 10                           | L2   | All MCs   | 85           | 0.0 | 85            | 0.0 | 0.054     | 2.9         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.45           | 0.00                | 46.4        |
| 11                           | T1   | All MCs   | 16           | 0.0 | 16            | 0.0 | 0.054     | 0.0         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.45           | 0.00                | 53.6        |
| Approach                     |      |           | 101          | 0.0 | 101           | 0.0 | 0.054     | 2.4         | NA               | 0.0                 | 0.0    | 0.00      | 0.45           | 0.00                | 47.6        |
| All Vehicles                 |      |           | 284          | 0.0 | 284           | 0.0 | 0.148     | 5.4         | NA               | 0.2                 | 1.5    | 0.11      | 0.68           | 0.11                | 44.2        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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# MOVEMENT SUMMARY

 Site: 102 [[01] 02 Thurs pm nd (Site Folder: 2028 Peak nd)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 nd  
Thurs pm (Network Folder: 2028  
nd)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1

Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|---------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh          | Dist ] |           |                |                     |             |
|                              |      |           | veh/h        | %   | veh/h         | %   | v/c       | sec         |                  | veh                 | m      |           |                |                     | km/h        |
| East: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 5                            | T1   | All MCs   | 16           | 0.0 | 16            | 0.0 | 0.013     | 0.1         | LOS A            | 0.0                 | 0.1    | 0.09      | 0.20           | 0.09                | 53.9        |
| 6                            | R2   | All MCs   | 7            | 0.0 | 7             | 0.0 | 0.013     | 5.6         | LOS A            | 0.0                 | 0.1    | 0.09      | 0.20           | 0.09                | 52.1        |
| Approach                     |      |           | 23           | 0.0 | 23            | 0.0 | 0.013     | 1.8         | NA               | 0.0                 | 0.1    | 0.09      | 0.20           | 0.09                | 53.0        |
| North: Parking Access        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 2            | 0.0 | 2             | 0.0 | 0.103     | 8.0         | LOS A            | 0.1                 | 1.0    | 0.13      | 0.92           | 0.13                | 46.1        |
| 9                            | R2   | All MCs   | 112          | 0.0 | 112           | 0.0 | 0.103     | 7.7         | LOS A            | 0.1                 | 1.0    | 0.13      | 0.92           | 0.13                | 40.6        |
| Approach                     |      |           | 114          | 0.0 | 114           | 0.0 | 0.103     | 7.7         | LOS A            | 0.1                 | 1.0    | 0.13      | 0.92           | 0.13                | 40.8        |
| West: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 10                           | L2   | All MCs   | 53           | 0.0 | 53            | 0.0 | 0.032     | 2.9         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.47           | 0.00                | 46.1        |
| 11                           | T1   | All MCs   | 6            | 0.0 | 6             | 0.0 | 0.032     | 0.0         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.47           | 0.00                | 53.3        |
| Approach                     |      |           | 59           | 0.0 | 59            | 0.0 | 0.032     | 2.6         | NA               | 0.0                 | 0.0    | 0.00      | 0.47           | 0.00                | 46.9        |
| All Vehicles                 |      |           | 196          | 0.0 | 196           | 0.0 | 0.103     | 5.5         | NA               | 0.1                 | 1.0    | 0.09      | 0.70           | 0.09                | 44.2        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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ANNEXURE E  
SIDRA  
OUTPUT  
SHEETS 2028  
After  
Development

# MOVEMENT SUMMARY

 Site: 101 [[02] 01 Fri pm ad (Site Folder: 2028 Peak ad)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 Fri pm ad (Network Folder: 2028 ad)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|---------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh          | Dist ] |           |                |                     | km/h        |
| South: Kenton Road           |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 2                            | T1   | All MCs   | 87           | 0.0 | 87            | 0.0 | 0.091     | 0.2         | LOS A            | 0.2                 | 1.1    | 0.18      | 0.30           | 0.18                | 56.2        |
| 3                            | R2   | All MCs   | 74           | 0.0 | 74            | 0.0 | 0.091     | 5.8         | LOS A            | 0.2                 | 1.1    | 0.18      | 0.30           | 0.18                | 54.3        |
| Approach                     |      |           | 161          | 0.0 | 161           | 0.0 | 0.091     | 2.8         | NA               | 0.2                 | 1.1    | 0.18      | 0.30           | 0.18                | 55.5        |
| East: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 94           | 0.0 | 94            | 0.0 | 0.148     | 5.5         | LOS A            | 0.2                 | 1.6    | 0.25      | 0.88           | 0.25                | 48.3        |
| 6                            | R2   | All MCs   | 69           | 0.0 | 69            | 0.0 | 0.148     | 5.9         | LOS A            | 0.2                 | 1.6    | 0.25      | 0.88           | 0.25                | 42.3        |
| Approach                     |      |           | 163          | 0.0 | 163           | 0.0 | 0.148     | 5.6         | LOS A            | 0.2                 | 1.6    | 0.25      | 0.88           | 0.25                | 46.3        |
| North: Kenton Road           |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 20           | 0.0 | 20            | 0.0 | 0.056     | 5.5         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.11           | 0.00                | 56.7        |
| 8                            | T1   | All MCs   | 87           | 0.0 | 87            | 0.0 | 0.056     | 0.0         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.11           | 0.00                | 58.7        |
| Approach                     |      |           | 107          | 0.0 | 107           | 0.0 | 0.056     | 1.0         | NA               | 0.0                 | 0.0    | 0.00      | 0.11           | 0.00                | 58.5        |
| All Vehicles                 |      |           | 432          | 0.0 | 432           | 0.0 | 0.148     | 3.4         | NA               | 0.2                 | 1.6    | 0.16      | 0.47           | 0.16                | 53.3        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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# MOVEMENT SUMMARY

 Site: 101 [[02] 01 Sat am ad (Site Folder: 2028 Peak ad)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 - Sat am ad (Network Folder: 2028 ad)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|---------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh          | Dist ] |           |                |                     | km/h        |
|                              |      |           | veh/h        |     | veh/h         |     |           |             |                  | veh                 | m      |           |                |                     |             |
| South: Kenton Road           |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 2                            | T1   | All MCs   | 114          | 0.0 | 114           | 0.0 | 0.119     | 0.3         | LOS A            | 0.2                 | 1.4    | 0.23      | 0.31           | 0.23                | 56.0        |
| 3                            | R2   | All MCs   | 93           | 0.0 | 93            | 0.0 | 0.119     | 5.9         | LOS A            | 0.2                 | 1.4    | 0.23      | 0.31           | 0.23                | 54.1        |
| Approach                     |      |           | 206          | 0.0 | 206           | 0.0 | 0.119     | 2.9         | NA               | 0.2                 | 1.4    | 0.23      | 0.31           | 0.23                | 55.3        |
| East: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 120          | 0.0 | 120           | 0.0 | 0.188     | 5.7         | LOS A            | 0.3                 | 2.1    | 0.32      | 0.87           | 0.32                | 48.0        |
| 6                            | R2   | All MCs   | 76           | 0.0 | 76            | 0.0 | 0.188     | 6.6         | LOS A            | 0.3                 | 2.1    | 0.32      | 0.87           | 0.32                | 41.9        |
| Approach                     |      |           | 196          | 0.0 | 196           | 0.0 | 0.188     | 6.0         | LOS A            | 0.3                 | 2.1    | 0.32      | 0.87           | 0.32                | 46.2        |
| North: Kenton Road           |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 18           | 0.0 | 18            | 0.0 | 0.079     | 5.5         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.07           | 0.00                | 57.9        |
| 8                            | T1   | All MCs   | 136          | 0.0 | 136           | 0.0 | 0.079     | 0.0         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.07           | 0.00                | 59.2        |
| Approach                     |      |           | 154          | 0.0 | 154           | 0.0 | 0.079     | 0.7         | NA               | 0.0                 | 0.0    | 0.00      | 0.07           | 0.00                | 59.1        |
| All Vehicles                 |      |           | 556          | 0.0 | 556           | 0.0 | 0.188     | 3.4         | NA               | 0.3                 | 2.1    | 0.20      | 0.44           | 0.20                | 53.7        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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# MOVEMENT SUMMARY

 Site: 101 [[02] 01 Thurs pm ad (Site Folder: 2028 Peak ad)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 Thurs pm ad (Network Folder: 2028 ad)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |                           |                            |           |             |                  |                              |           |                |                     |             |      |
|------------------------------|------|-----------|---------------------------|----------------------------|-----------|-------------|------------------|------------------------------|-----------|----------------|---------------------|-------------|------|
| Mov ID                       | Turn | Mov Class | Demand Flows [ Total HV ] | Arrival Flows [ Total HV ] | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue [ Veh. ] | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |      |
|                              |      |           | veh/h %                   | veh/h %                    | v/c       | sec         |                  | Dist ] m                     |           |                |                     | km/h        |      |
| South: Kenton Road           |      |           |                           |                            |           |             |                  |                              |           |                |                     |             |      |
| 2                            | T1   | All MCs   | 69 0.0                    | 69 0.0                     | 0.067     | 0.2         | LOS A            | 0.1                          | 0.7       | 0.17           | 0.27                | 0.17        | 56.5 |
| 3                            | R2   | All MCs   | 51 0.0                    | 51 0.0                     | 0.067     | 5.8         | LOS A            | 0.1                          | 0.7       | 0.17           | 0.27                | 0.17        | 54.7 |
| Approach                     |      |           | 120 0.0                   | 120 0.0                    | 0.067     | 2.5         | NA               | 0.1                          | 0.7       | 0.17           | 0.27                | 0.17        | 55.9 |
| East: Beaufort Street        |      |           |                           |                            |           |             |                  |                              |           |                |                     |             |      |
| 4                            | L2   | All MCs   | 91 0.0                    | 91 0.0                     | 0.122     | 5.4         | LOS A            | 0.2                          | 1.3       | 0.22           | 0.88                | 0.22        | 48.5 |
| 6                            | R2   | All MCs   | 52 0.0                    | 52 0.0                     | 0.122     | 5.6         | LOS A            | 0.2                          | 1.3       | 0.22           | 0.88                | 0.22        | 42.4 |
| Approach                     |      |           | 142 0.0                   | 142 0.0                    | 0.122     | 5.5         | LOS A            | 0.2                          | 1.3       | 0.22           | 0.88                | 0.22        | 46.8 |
| North: Kenton Road           |      |           |                           |                            |           |             |                  |                              |           |                |                     |             |      |
| 7                            | L2   | All MCs   | 23 0.0                    | 23 0.0                     | 0.053     | 5.5         | LOS A            | 0.0                          | 0.0       | 0.00           | 0.13                | 0.00        | 56.1 |
| 8                            | T1   | All MCs   | 80 0.0                    | 80 0.0                     | 0.053     | 0.0         | LOS A            | 0.0                          | 0.0       | 0.00           | 0.13                | 0.00        | 58.5 |
| Approach                     |      |           | 103 0.0                   | 103 0.0                    | 0.053     | 1.3         | NA               | 0.0                          | 0.0       | 0.00           | 0.13                | 0.00        | 58.2 |
| All Vehicles                 |      |           | 365 0.0                   | 365 0.0                    | 0.122     | 3.3         | NA               | 0.2                          | 1.3       | 0.14           | 0.47                | 0.14        | 53.4 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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# MOVEMENT SUMMARY

 Site: 102 [[02] 02 Fri pm ad (Site Folder: 2028 Peak ad)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 Fri pm ad (Network Folder: 2028 ad)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1

Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|---------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh          | Dist ] |           |                |                     |             |
| East: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 5                            | T1   | All MCs   | 12           | 0.0 | 12            | 0.0 | 0.009     | 0.1         | LOS A            | 0.0                 | 0.1    | 0.09      | 0.17           | 0.09                | 54.6        |
| 6                            | R2   | All MCs   | 4            | 0.0 | 4             | 0.0 | 0.009     | 5.6         | LOS A            | 0.0                 | 0.1    | 0.09      | 0.17           | 0.09                | 52.4        |
| Approach                     |      |           | 16           | 0.0 | 16            | 0.0 | 0.009     | 1.6         | NA               | 0.0                 | 0.1    | 0.09      | 0.17           | 0.09                | 53.7        |
| North: Parking Access        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 7            | 0.0 | 7             | 0.0 | 0.121     | 8.1         | LOS A            | 0.2                 | 1.2    | 0.13      | 0.92           | 0.13                | 46.1        |
| 9                            | R2   | All MCs   | 127          | 0.0 | 127           | 0.0 | 0.121     | 7.7         | LOS A            | 0.2                 | 1.2    | 0.13      | 0.92           | 0.13                | 40.6        |
| Approach                     |      |           | 135          | 0.0 | 135           | 0.0 | 0.121     | 7.7         | LOS A            | 0.2                 | 1.2    | 0.13      | 0.92           | 0.13                | 41.1        |
| West: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 10                           | L2   | All MCs   | 65           | 0.0 | 65            | 0.0 | 0.040     | 2.9         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.46           | 0.00                | 46.3        |
| 11                           | T1   | All MCs   | 9            | 0.0 | 9             | 0.0 | 0.040     | 0.0         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.46           | 0.00                | 53.4        |
| Approach                     |      |           | 75           | 0.0 | 75            | 0.0 | 0.040     | 2.5         | NA               | 0.0                 | 0.0    | 0.00      | 0.46           | 0.00                | 47.2        |
| All Vehicles                 |      |           | 225          | 0.0 | 225           | 0.0 | 0.121     | 5.6         | NA               | 0.2                 | 1.2    | 0.08      | 0.72           | 0.08                | 44.0        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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# MOVEMENT SUMMARY

 Site: 102 [[02] 02 Sat am ad (Site Folder: 2028 Peak ad)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 - Sat am ad (Network Folder: 2028 ad)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1

Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|---------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh          | Dist ] |           |                |                     |             |
| East: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 5                            | T1   | All MCs   | 18           | 0.0 | 18            | 0.0 | 0.013     | 0.1         | LOS A            | 0.0                 | 0.1    | 0.11      | 0.18           | 0.11                | 54.5        |
| 6                            | R2   | All MCs   | 6            | 0.0 | 6             | 0.0 | 0.013     | 5.7         | LOS A            | 0.0                 | 0.1    | 0.11      | 0.18           | 0.11                | 52.4        |
| Approach                     |      |           | 24           | 0.0 | 24            | 0.0 | 0.013     | 1.6         | NA               | 0.0                 | 0.1    | 0.11      | 0.18           | 0.11                | 53.6        |
| North: Parking Access        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 1            | 0.0 | 1             | 0.0 | 0.148     | 8.1         | LOS A            | 0.2                 | 1.5    | 0.18      | 0.90           | 0.18                | 46.1        |
| 9                            | R2   | All MCs   | 158          | 0.0 | 158           | 0.0 | 0.148     | 7.8         | LOS A            | 0.2                 | 1.5    | 0.18      | 0.90           | 0.18                | 40.5        |
| Approach                     |      |           | 159          | 0.0 | 159           | 0.0 | 0.148     | 7.8         | LOS A            | 0.2                 | 1.5    | 0.18      | 0.90           | 0.18                | 40.6        |
| West: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |        |           |                |                     |             |
| 10                           | L2   | All MCs   | 85           | 0.0 | 85            | 0.0 | 0.054     | 2.9         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.45           | 0.00                | 46.4        |
| 11                           | T1   | All MCs   | 16           | 0.0 | 16            | 0.0 | 0.054     | 0.0         | LOS A            | 0.0                 | 0.0    | 0.00      | 0.45           | 0.00                | 53.6        |
| Approach                     |      |           | 101          | 0.0 | 101           | 0.0 | 0.054     | 2.4         | NA               | 0.0                 | 0.0    | 0.00      | 0.45           | 0.00                | 47.6        |
| All Vehicles                 |      |           | 284          | 0.0 | 284           | 0.0 | 0.148     | 5.4         | NA               | 0.2                 | 1.5    | 0.11      | 0.68           | 0.11                | 44.2        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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# MOVEMENT SUMMARY

 Site: 102 [[02] 02 Thurs pm ad (Site Folder: 2028 Peak ad)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2028 Thurs pm ad (Network Folder: 2028 ad)]

Traffic Impact Assessment for proposed Rezoning of erf 1655, 2033 & 2768, Kenton-on-Sea 2028 Peak Season ND

Site Category: Future Conditions 1

Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                     |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|---------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh          | Dist ] m |           |                |                     |             |
| East: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 16           | 0.0 | 16            | 0.0 | 0.013     | 0.1         | LOS A            | 0.0                 | 0.1      | 0.09      | 0.20           | 0.09                | 53.9        |
| 6                            | R2   | All MCs   | 7            | 0.0 | 7             | 0.0 | 0.013     | 5.6         | LOS A            | 0.0                 | 0.1      | 0.09      | 0.20           | 0.09                | 52.1        |
| Approach                     |      |           | 23           | 0.0 | 23            | 0.0 | 0.013     | 1.8         | NA               | 0.0                 | 0.1      | 0.09      | 0.20           | 0.09                | 53.0        |
| North: Parking Access        |      |           |              |     |               |     |           |             |                  |                     |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 2            | 0.0 | 2             | 0.0 | 0.103     | 8.0         | LOS A            | 0.1                 | 1.0      | 0.13      | 0.92           | 0.13                | 46.1        |
| 9                            | R2   | All MCs   | 112          | 0.0 | 112           | 0.0 | 0.103     | 7.7         | LOS A            | 0.1                 | 1.0      | 0.13      | 0.92           | 0.13                | 40.6        |
| Approach                     |      |           | 114          | 0.0 | 114           | 0.0 | 0.103     | 7.7         | LOS A            | 0.1                 | 1.0      | 0.13      | 0.92           | 0.13                | 40.8        |
| West: Beaufort Street        |      |           |              |     |               |     |           |             |                  |                     |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 53           | 0.0 | 53            | 0.0 | 0.032     | 2.9         | LOS A            | 0.0                 | 0.0      | 0.00      | 0.47           | 0.00                | 46.1        |
| 11                           | T1   | All MCs   | 6            | 0.0 | 6             | 0.0 | 0.032     | 0.0         | LOS A            | 0.0                 | 0.0      | 0.00      | 0.47           | 0.00                | 53.3        |
| Approach                     |      |           | 59           | 0.0 | 59            | 0.0 | 0.032     | 2.6         | NA               | 0.0                 | 0.0      | 0.00      | 0.47           | 0.00                | 46.9        |
| All Vehicles                 |      |           | 196          | 0.0 | 196           | 0.0 | 0.103     | 5.5         | NA               | 0.1                 | 1.0      | 0.09      | 0.70           | 0.09                | 44.2        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

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Two-Way Sign Control Capacity Model: SIDRA Standard.

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.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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.

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6<sup>th</sup> November 2024

Mr Brendan Hides  
Settlement Planning Services (SETPLAN)  
145 Main Road  
Walmer  
Gqeberha  
6065

Dear Mr Hides

**ENVIRONMENTAL NOISE SURVEY – PROPOSED REZONING OF ERF 1655 IN KENTON-ON-SEA, NDLAMBE LOCAL MUNICIPALITY.**

Thank you for affording us the opportunity to assist you with an environmental noise survey for rezoning purposed of Erf 1655 in Kenton-on-Sea in the Eastern Cape Province. The results of the survey are attached.

If any further information is required, please feel free to contact me.

Thanking you



Dr Brett Williams

| Report No. | Page - Of - Pages |    | Amendments      | Survey Date             |
|------------|-------------------|----|-----------------|-------------------------|
| 2024-F044  | 2                 | 21 | Final Version 1 | 09/10/2023 – 10/10/2023 |

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## INFORMATION PAGE

|                            |  |
|----------------------------|--|
| <b>CLIENT NAME</b>         | Settlement Planning Services                                 |
| <b>PHYSICAL ADDRESS</b>    | 145 Main Road<br>Walmer<br>Gqeberha<br>6065                  |
| <b>CONTACT</b>             | Mr Brendan Hinds   |
| <b>TYPE OF SURVEY</b>      | Environmental Noise Survey for Rezoning Purposes             |
| <b>DATE OF SURVEY</b>      | 9 <sup>th</sup> October 2024 – 10 <sup>th</sup> October 2024 |
| <b>PROJECT NUMBER</b>      | 2024-F044  |
| <b>SURVEY CONDUCTED BY</b> | Mr Jason Hutten (ROHA SAIOH)                                 |
| <b>REPORT WRITTEN BY</b>   | Mr Jason Hutten (ROHA SAIOH)                                 |
| <b>TECHNICAL REVIEW</b>    | Dr Brett Williams (ROH SAIOH)                                |

**This report only pertains to the conditions found at the above address at the time of the survey. This report may not be copied electronically, physically or otherwise, except in its entirety. If sections of the report are to be copied the approval of the author, in writing, is required. Recommendations offered in this report are made in good faith with every effort to ensure the professional integrity thereof.**

A description of the handling process for complaints and appeals are available to any interested party on request.

If any further information is required, please feel free to contact me.

Thanking you



Dr Brett Williams



| Report No. | Page - Of - Pages |    | Amendments      | Survey Date             |
|------------|-------------------|----|-----------------|-------------------------|
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## ABBREVIATIONS AND DEFINITIONS

|   |   |
|---|---|
| Ambient Sound Level<br>(Noise Control By-Law)   | the reading on an integrating impulse sound level meter taken at a measuring point <i>in the absence of any alleged disturbing noise</i> at the end of a total period of at least 10 minutes, after such meter had been put into operation;   |
| Annoyance   | General negative reaction of the community or person to a condition creating displeasure or interference with specific activities   |
| dB(A)   | Decibels weighted A scale - Value of the sound pressure level in decibels, determined using a frequency weighting network A (with reference to 20 µPa)  |
| Disturbing Noise<br>(Noise Control By-Law)  | A noise level which exceeds the zone sound level or, if no zone sound level has been designated, a noise level which <i>exceeds the ambient sound level</i> at the same measuring point by <i>7 dBA or more</i>   |
| Equivalent Continuous<br>Rating Level ( $L_{Req,T}$ )   | <p>The equivalent continuous A-weighted sound pressure level (<math>L_{Aeq,T}</math>) during a specified time interval, plus specified adjustments for tonal character and impulsiveness of the sound and derived from the applicable equation.</p> $L_{Req,T} + C_i + C_t + k_n$ <p>Where:</p> <p><math>L_{Aeq,T}</math> is the equivalent A-weighted sound pressure level in decibels<br/> <math>C_i</math> is the impulse correction.<br/> <math>C_t</math> is the correction for tonal character.<br/> <math>k_n</math> is the adjustment for day or night (0dB for day and +10dB for night measurements)</p> |
| Noise Level   | The reading on an integrating impulse sound level meter taken at a measuring point in the presence of any alleged disturbing noise at the end of a total period of at least 10 minutes, after such meter had been put into operation, and, if the alleged disturbing noise has a discernible pitch, to which 5 dBA has been added   |
| Noise Nuisance<br>(Noise Control By-Law)  | means any sound which disturbs or impairs or may disturb or impair the convenience or peace of any person;  |
| Noise Rating Level  | Equivalent eight-hour exposure value  |
| SAIOH   | South African Institute for Occupational Hygiene  |
| SANS 10103:2008   | The South African national standards code of practice for the measurement and rating of environmental noise with respect to annoyance and to speech communication   |
| SANS 10210:2004<br>Edition 2.2  | The South African national standards code of practice for calculating and predicting road traffic noise   |
| Words in the singular include the plural and vice versa, any gender includes the other genders, and any natural person includes a juristic person |   |



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## **EXECUTIVE SUMMARY**

Future Impact (Pty) Ltd was requested by Mr. Brendan Hindes of Settlement Planning Services (SETPLAN) to conduct an Environmental Noise Survey to support the rezoning application for Erf 1655 in Kenton-on-Sea, Eastern Cape Province. This survey was conducted to assess the baseline noise levels and predict potential impacts of proposed business operations on the surrounding area. The purpose of this assessment is to provide evidence on whether noise emissions from business activities on the rezoned property would be within acceptable limits as stipulated under the applicable noise regulations.

The findings of this report serve to guide the rezoning process from Residential Zone 1 to Transport Zone 2, ensuring compliance with noise standards and addressing community concerns over potential noise disturbances.

The Ndlambe Local Municipality has requested a survey to assess the baseline noise levels at Erf 1655 and the anticipated noise levels that may be present if the proposed parking area is constructed and operated. This assessment is a component of the approval process for rezoning the property from Residential Zone 1 to a Transport Zone 2.

The results of the measurements indicate the following:

- a) The current noise and immediate future noise meets the recommended limits in SANS 10103:2008 for the type of district that the SPAR is located in.
- b) There does not appear to be any additional noise sources other than the natural growth of traffic volumes over time. This is due to the new parking servicing existing traffic and not increasing the volume of traffic.
- c) The idling of trucks outside of the SPAR operational areas at the delivery yard could however be a disturbing noise source when there is very little other traffic noise, such as during the early hours of the morning when trucks arrive due to logistical reasons.

It is recommended that the delivery vehicles that arrive at the site when the SPAR is not open, wait in a suitable location away from the residential areas if the truck needs to idle (such as refrigerated trucks).

Assuring you of our best attention at all times.



Dr Brett Williams



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## **ENVIRONMENTAL NOISE SURVEY**

### **1.0 INTRODUCTION**

Settlement Planning Services (SETPLAN), on behalf of Norwin Property (Pty) Ltd, appointed Future Impact (Pty) Ltd to conduct a noise assessment for the proposed rezoning of Erf 1655 in Kenton-on-Sea. The rezoning aims to support the expansion of the Spar Centre and the addition of further parking facilities within the Ndlambe Local Municipality of the Eastern Cape Province.

The primary objective of this noise assessment is to evaluate the impact of rezoning Erf 1655, including the addition of new business facilities and modifications to the site's layout, on the ambient noise levels experienced in adjacent areas. This noise impact assessment addresses, among other key aspects:

- The current baseline (i.e. Residual) noise levels in the area, specifically concerning potential noise emissions affecting Kenton Road and Beaufort Street.
- The predicted noise generated by additional operational activities on the surrounding environment.
- Any noise mitigation measures required to reduce the impact of the proposed rezoning on residents and businesses along Beaufort Street.

Overall, this report aims to demonstrate to the Ndlambe Local Municipality and relevant authorities that the noise levels associated with the rezoning application remains within acceptable limits and that the recommended mitigation strategies align with regulatory standards set by the authorities.

### **2.0 PROJECT DESCRIPTION**

Erf 1655 is situated adjacent to the Spar Centre (Erf 2033 & Erf 2768) and Beaufort Street in the Kenton-on-Sea town centre. The area is comprised of a mixture of residential and commercial properties.

The property under investigation for rezoning is approximately 1 026m<sup>2</sup> in extent and is currently zoned for Residential Zone 1 purposes. The landowner wishes to apply for rezoning of Erf 1655 to Transport Zone 2 and subsequently consolidate Erf 1655, Erf 2033, and Erf 2768.

Figure 1 below shows the regional context of the study area for the proposed development.



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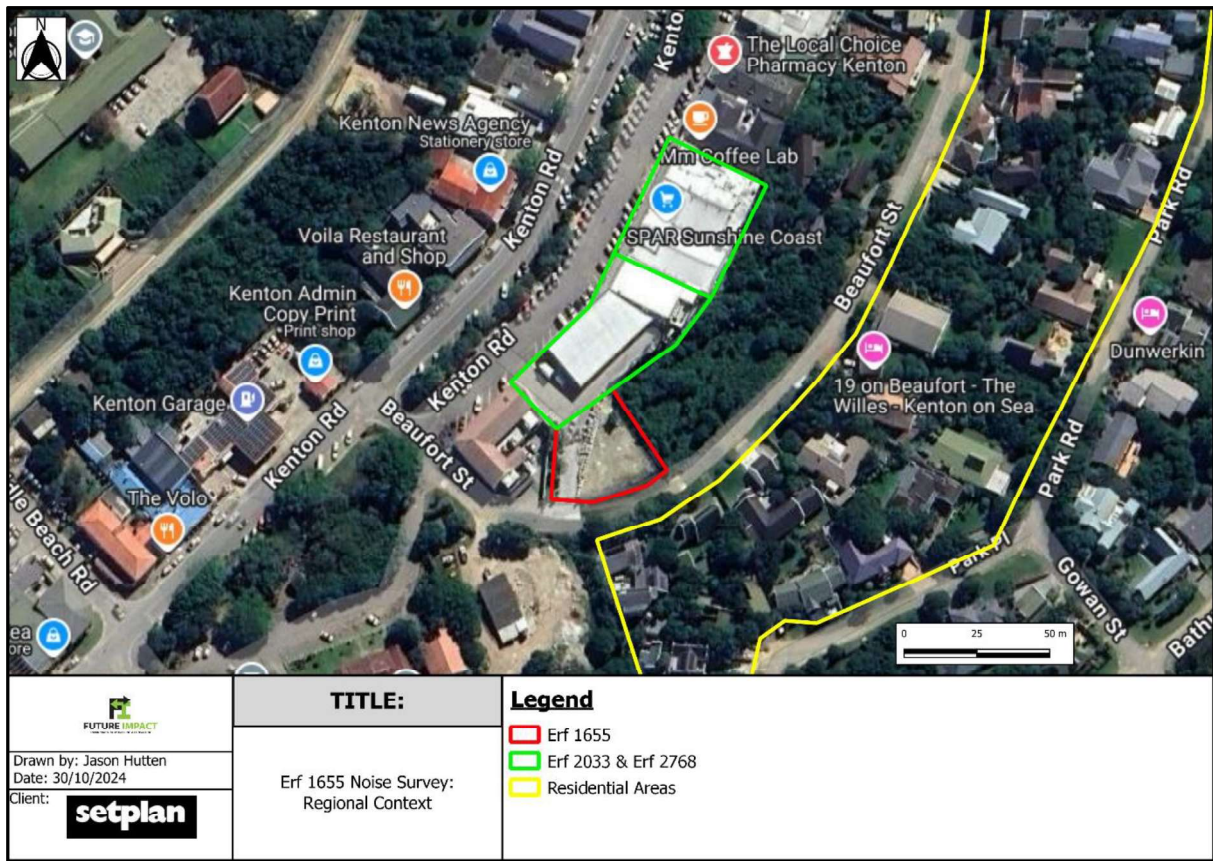


Figure 1: Regional context of the study area

Figure 2 below shows the site plan of the proposed parking lot and delivery routes.



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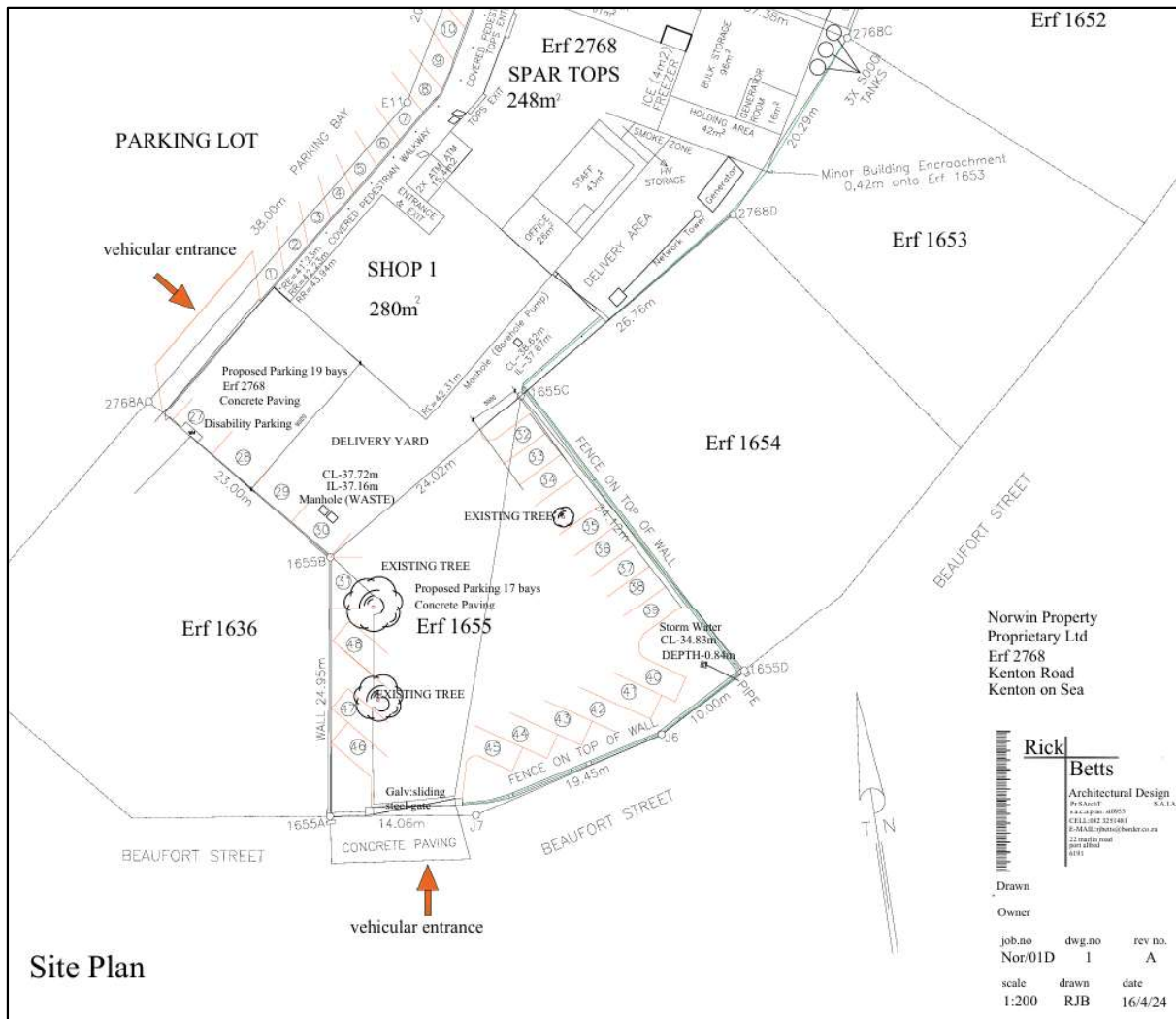


Figure 2: Site Plan (Rick Betts, 2024)

### 3.0 STANDARD USED / STATUTORY REQUIREMENTS

- GNR.154 of January 1992: Noise Control Regulations in terms of section 25 of the Environment Conservation Act (ECA), 1989 (Act No. 73 of 1989)
- GNR.155 of 10 January 1992: Application of noise control regulations made under section 25 of the Environment Conservation Act, 1989 (Act No. 73 of 1989)
- SANS 10103:2008 Version 6 - The measurement and rating of environmental noise with respect to annoyance and to speech communication.

The main applicable legislation for this study is the Noise Control Regulations in terms of section 25 of the Environment Conservation Act (ECA), 1989 (Act No. 73 of 1989). The aim of the study is to determine if the noise emissions from the proposed development on Erf 1655 will constitute a *disturbing noise* or a *noise nuisance*.



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A *disturbing noise* can be determined using one of two methods namely:

- Exceeding the designated noise rating limit, as per SANS 10103:2008 (Table 1 below), for the district type in question.
- Exceeding the residual sound level by more than 7dB(A).

SANS 10103: 2008 provides for the typical rating levels for noise in different settings. These can be seen as “design guidelines” for different areas or districts. These are reflected in Table 1 below.

Table 1: Typical Rating Levels for Ambient Noise in Different Districts (SANS 10103:2008)

| TYPE OF DISTRICT  | EQUIVALENT CONTINUOUS RATING LEVEL, $L_{Req,T}$ FOR NOISE |         |            |                            |         |            |
|---|---|---------|------------|----------------------------|---------|------------|
|   | OUTDOORS  |         |            | INDOORS, WITH OPEN WINDOWS |         |            |
|   | Day-night   | Daytime | Night-time | Day-night                  | Daytime | Night-time |
| Rural districts   | 45  | 45      | 35         | 35                         | 35      | 25         |
| Suburban districts with little road traffic                                     | 50  | 50      | 40         | 40                         | 40      | 30         |
| Urban districts   | 55  | 55      | 45         | 45                         | 45      | 35         |
| Urban districts with some workshops, with business premises and with main roads | 60  | 60      | 50         | 50                         | 50      | 40         |
| Central business districts  | 65  | 65      | 55         | 55                         | 55      | 45         |
| Industrial districts  | 70  | 70      | 60         | 60                         | 60      | 50         |

As per Section 3.5 of the Traffic Impact Assessment, the site is within the Central Business District Precinct of Kenton-on-Sea. Noise Sensitive Area 1 and 3 are situated in a residential area that falls within an Urban District with some businesses and main roads as shown in Table 1 above. Noise Sensitive Area 2 falls within a Central Business District.

SANS 10103: 2008 also provides a guideline for expected community responses to excess environmental noise above the ambient noise.

Table 2: Categories of Environmental Community / Group Responses (SANS 10103:2008)

| EXCESS $L_{Req,T}$<br>dB (A) | ESTIMATED COMMUNITY/GROUP RESPONSE |                                     |
|------------------------------|------------------------------------|-------------------------------------|
|                              | CATEGORY                           | DESCRIPTION                         |
| 0 - 10                       | Little                             | Sporadic complaints                 |
| 5 - 15                       | Medium                             | Widespread complaints               |
| 10 - 20                      | Strong                             | Threats of community / group action |



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| EXCESS L <sub>Req,T</sub><br>dB (A) | ESTIMATED COMMUNITY/GROUP RESPONSE |                                   |
|-------------------------------------|------------------------------------|-----------------------------------|
|                                     | CATEGORY                           | DESCRIPTION                       |
| > 15                                | Very Strong                        | Vigorous community / group action |

If a noise is not declared a disturbing noise, then it could be a seen noise nuisance if it disturbs or impairs or may disturb or impair the convenience or peace of any person. The determination of a noise nuisance is far more subjective than the determination of a disturbing noise. Several South African High Court cases have deliberated about this matter. The courts take into account such factors as the type of noise, the degree of its persistence, the locality involved and the time when the noise is heard (for example see De Charmoy v Day Star Hatchery (Pty) Ltd).

#### 4.0 FIELD STUDY

The measurements were taken by placing the noise meter on a tripod, with the microphone at a height between 1.2 m and 1.5 m at various locations surrounding Erf 1655. Figure 3 below shows the long-term monitoring and the short-term monitoring locations.

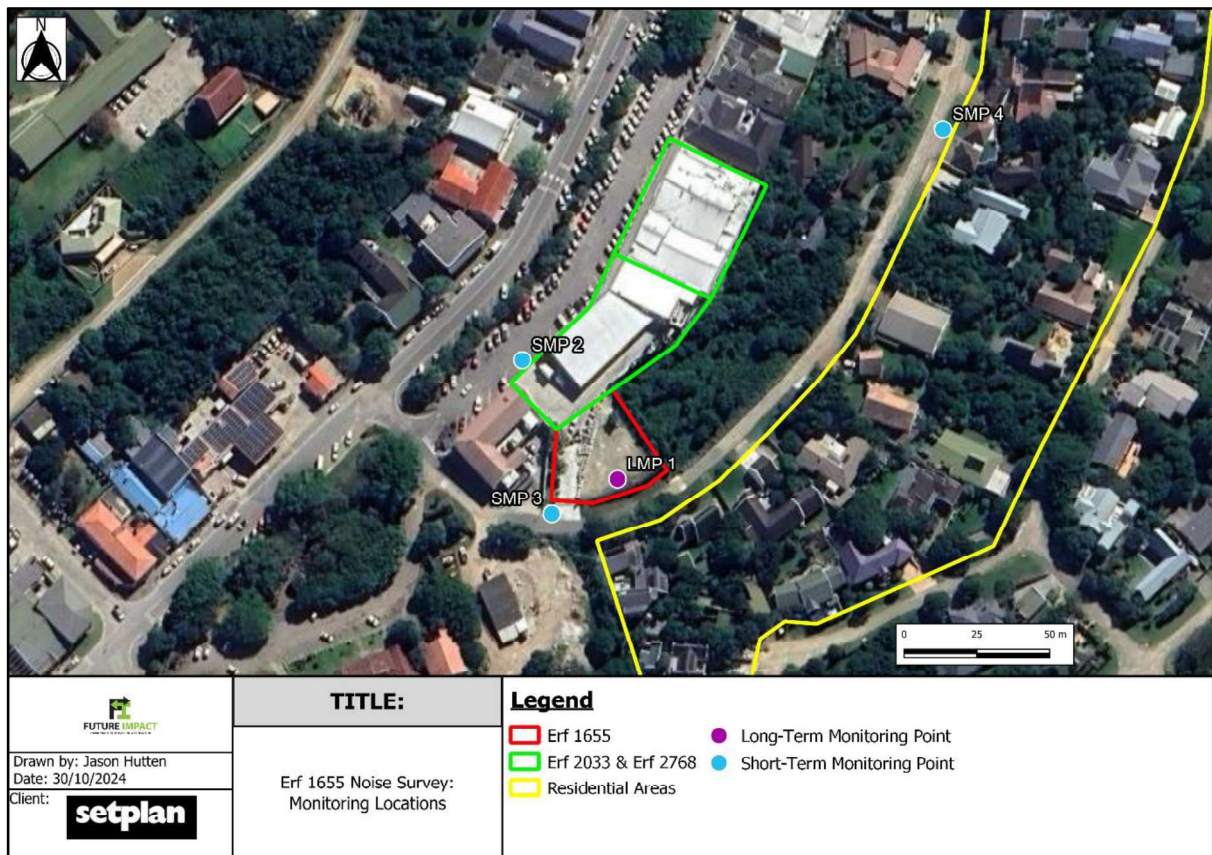


Figure 3: Monitoring Points



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The noise meter was calibrated before and after the survey. At no time was the difference more than one decibel. The weighting used was on the A scale and the meter placed on impulse correction, which is the preferred method as per Section 5 of SANS 10103:2008. No tonal correction was added to the data.

SANS 10103:2008 describes “daytime” as 06:00 to 22:00 and “night-time” as 22:00 to 06:00.

The meter was fitted with a WS-15 windscreen, which was supplied by the manufacturer. The screen is designed to reduce wind noise around the microphone and not bias the measurements.

The test environment contained several noise sources from already established commercial activities within the area. These noise sources included the following:

- Traffic on Kenton Road and Beaufort Street
- Ventilation units from the Spar
- Delivery activities in the delivery yard on Erf 2768
- Vegetation rustling in the wind
- Birds and insects
- Construction noise from nearby building activities

The details of the instruments used for the noise monitoring are described below:

**Rion NL-62 and UC-59L Integrating Sound Level Meter with built-in 1/3-Octave Filter and 1/2” Microphone with NC-74 Sound Calibrator**

- Class 1, Rion NL-62, NH-26; UC-59L Integrating Sound Level Meter complete with built-in Octave filter, Pre-Amplifier and Microphone. Serial no.: 00420125; 01697; 00840. Calibrated by: M & N Acoustic Services on 12-18 June 2024. Certificate number: 2024-AS-1322.
- Rion NC-74 and NC-74-002, Sound Level Calibrator. Serial no.: 34425540. Calibrated by: M & N Acoustic Services on 07 June 2024. Certificate number: 2024-AS-1321.

Calibration certificates are available on request.



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## 5.0 FIELD STUDY RESULTS

Short term measurements were taken at the locations shown in Figure 3 above on Wednesday evening (9 October 2024) and Thursday evening (10 October 2024). The Long-term monitoring was conducted on Thursday during the daytime hours between 08:45 and 17:25.

The weather conditions on the days of the survey are included in Annexure A. High wind speeds and foggy conditions with no rain were observed during this period.

The summary tests results are presented in the Figures and Tables below. Figure 4 below shows the residual noise levels recorded during the operating hours of the Spar centre. The wind speeds have been compared to the noise levels recorded.

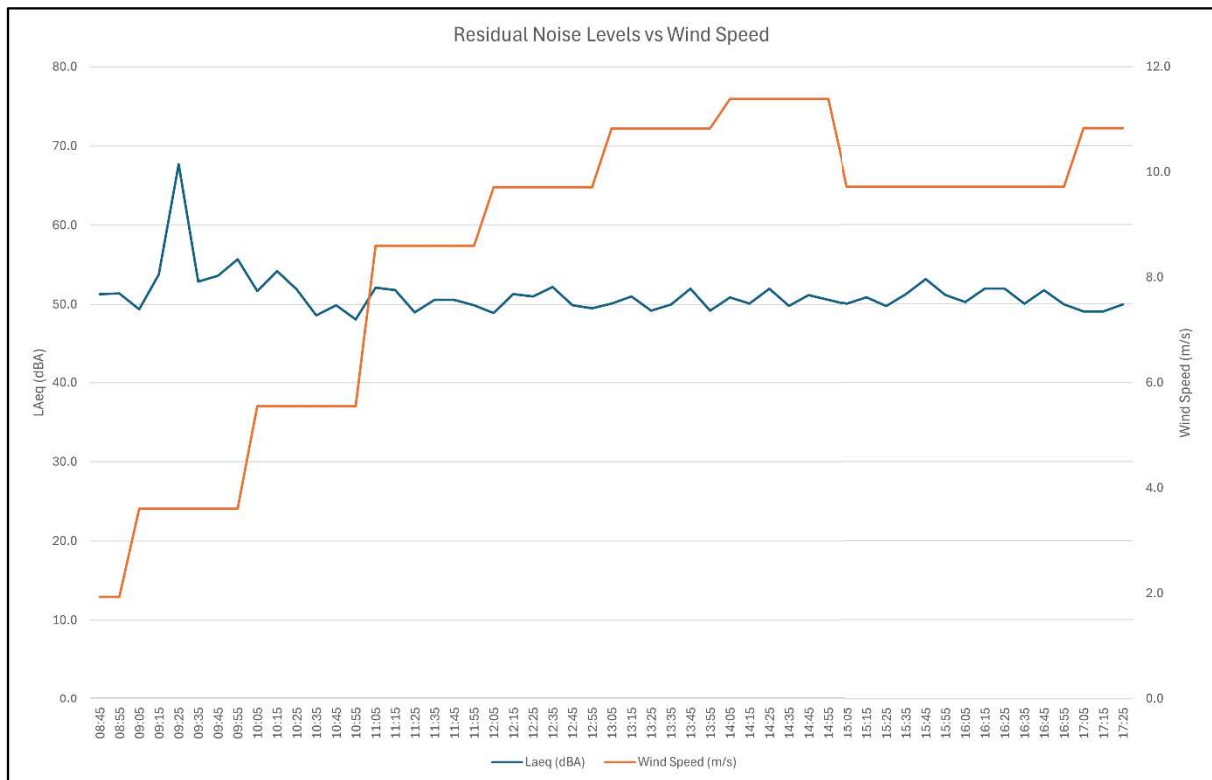


Figure 4: Long Term Noise Monitoring Results

The logarithmic average of the noise levels recorded during the day time period was **53.81 dB(A)**. The high residual noise levels can be attributed to the high amount of commercial activity already present in the area. Furthermore, there is no correlation between the residual noise levels and the wind speed. It can therefore be inferred that the elevated noise levels are due to human activity and not wind masking.



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Short term monitoring was conducted in the evening hours when the commercial activities in the area had ceased. These ten-minute spot measurements were recorded at the three locations shown in Figure 3. The details and results of the short-term monitoring are shown in Table 3 below.

Table 3: Short Term Monitoring Results

| NO   | AREA   | Wednesday Night Noise Level ( $L_{ReqT}$ dBA) | Thursday Night Noise Level ( $L_{ReqT}$ dBA) | Noise Source  |
|--|--|---|--|---|
| <b>Commencing at 19:16 on Wednesday Night (9 Oct) and 20:20 on Thursday Night (10 Oct)</b> |  |   |  |   |
| SMP 2  | Existing Delivery Entrance Between Delivery Yard and parking lot | 54.3  | 56.7   | <ul style="list-style-type: none"> <li>• A/C Unit</li> <li>• Wind</li> <li>• Cars on Kenton Road</li> <li>• Padel Courts in distance</li> <li>• Petrol Station Noise</li> </ul> |
| SMP 3  | Back Gate Entrance to Erf 1655                                   | 51.3  | 52.0   | <ul style="list-style-type: none"> <li>• Insects</li> <li>• Refrigeration Unit</li> <li>• Padel Courts in distance</li> <li>• Petrol Station Noise</li> </ul>                   |
| SMP 4  | Down Beaufort Street   | 49.3  | 47.3   | <ul style="list-style-type: none"> <li>• Wind Noise</li> <li>• Insects and Birds</li> <li>• Vegetation Rustling</li> </ul>  |

Furthermore, short-term measurements were taken at the location of LMP 1 when a delivery truck was idling in the delivery yard on Erf 2768. The distance between the noise source and noise monitoring location was approximately 35m. The noise levels measured when the truck was present was 50.4 dB(A). This measurement was taken at 17:35 on the 10<sup>th</sup> of October 2024. Additional measurements of the forklift were also taken. The fork lift noise that was measured at LMP 1 was 58.9 dB(A) approximately 20m away from the monitoring location. The forklift has no horn, and the major noise source was from the pallet being placed down on the concrete paving.

Based on the observations and noise data recorded during the field study, it can be concluded that there is existing noise from commercial activities in the area.



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## 6.0 PREDICTED NOISE LEVELS

The Traffic Impact Assessment conducted by Engineering Advice and Services (Pty) Ltd shows that there will be no additional traffic due to the rezoning of Erf 1655. The only change will be the rerouting of traffic for a short distance onto Beaufort Street.

Table 4 and Figure 5 below show the details of the Noise Sensitive Areas (NSA's) that were identified during the field study and through analysis of the satellite imagery.

Table 4: Details of Noise Sensitive Areas and Existing Noise

| NSA Name | Latitude      | Longitude     | Distance to Erf 1655 (m) | Residual Day Time Noise Level (dBA) (SPAR Operational) | Residual Noise Level (dBA) (SPAR Closed) | SANS 10103:2008 Day/Night Noise Limits (dBA) |
|----------|---------------|---------------|--------------------------|--|--|--|
| NSA 1    | 33°40'59.82"S | 26°40'27.26"E | 20                       | 53.8**   | 55.7*                                    | 60.0   |
| NSA 2    | 33°40'55.50"S | 26°40'31.78"E | 155                      | 53.8**   | 51.7*                                    | 65.0   |
| NSA 3    | 33°40'56.72"S | 26°40'25.19"E | 65                       | 53.8**   | 48.4*                                    | 60.0   |

\*Calculated from the 2-night logarithmic average recorded in Table 3

\*\*Based on the Long-Term Monitoring Conducted

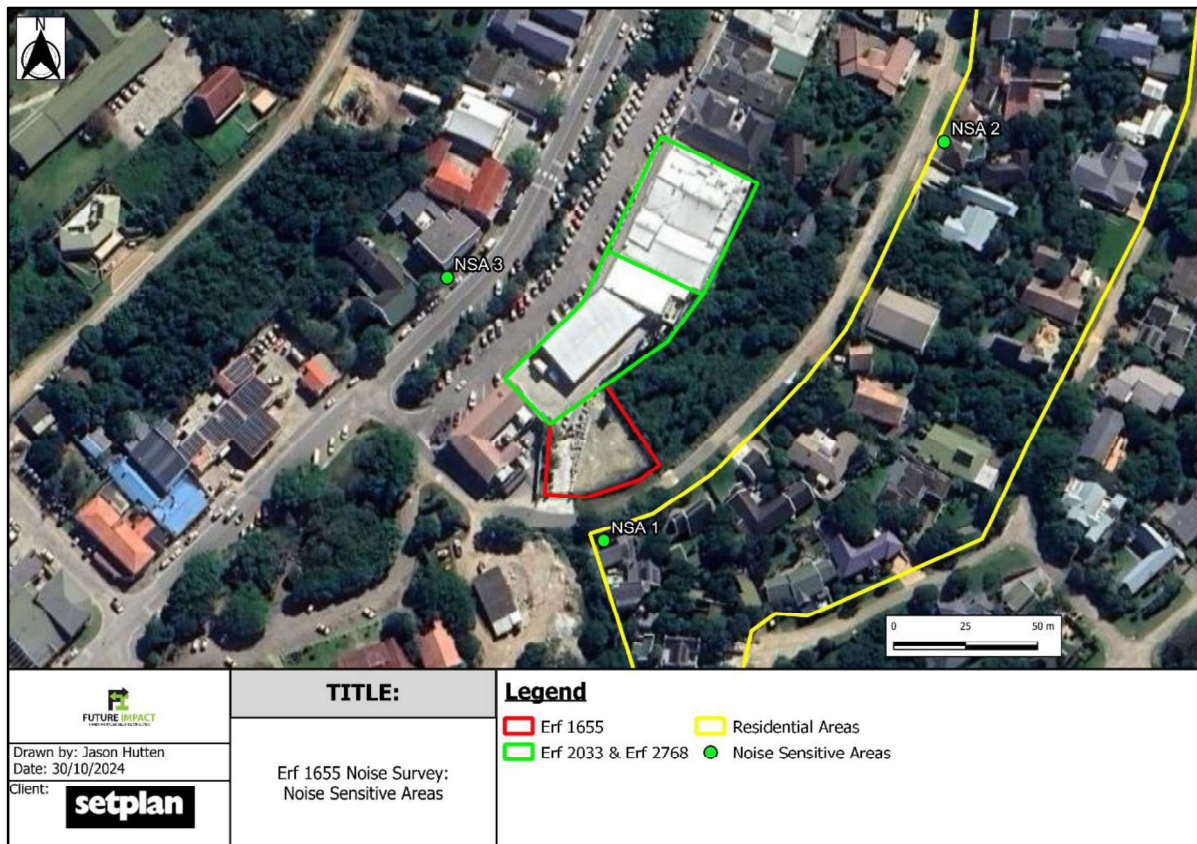


Figure 5: Noise Sensitive Areas



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### Assumptions

The following assumptions were made based on information supplied by the client as well as conversations with the General Manager at the SPAR supermarket:

- Business hours are as follows
  - Mondays – Fridays: 07:30 – 18:00
  - Saturdays: 07:30 – 18:00
  - Sundays: 07:30 – 16:00
- The existing noise sources such as ventilation and refrigeration units, will still operate throughout the day and night time.
- Currently, deliveries usually occur on any given day between 05:00 and 18:00. Deliveries on Sundays are limited but still possible.
- One delivery truck arrives as early as 03:00 in the morning due to logistic constraints. This only occurs on Tuesday and Thursday mornings. The refrigerated truck will sit idling in the delivery yard while waiting to be unloaded.

### Noise from Idling Trucks and Forklifts

It is expected that the idling trucks and forklift operations will remain in the delivery yard located on Erf 2768. Based on the sound pressure levels of the forklift and idling trucks that were measured, the following calculation can be used to determine the sound power level of each noise source.

#### Equation 1:

$$L_w = L_p - 10 \log \left( \frac{Q}{4\pi r^2} \right)$$

where:

$L_w$  = Sound Power Level in dB(A);

$L_p$  = Sound Pressure Level in dB(A);

$Q$  = Propagation coefficient (1 = full sphere sound propagation); and

$r$  = distance from source to the sound pressure level measurement location.

Based on this calculation, the Sound Power Levels for each of these major noise sources was calculated as shown in Table 5 below.

Table 5: Idle Truck and Forklift Sound Power Level Calculations

| Noise Source       | Measured Sound Pressure Level (dBA) | Distance from the noise source | Calculated Sound Power Level (dBA) |
|--------------------|-------------------------------------|--------------------------------|------------------------------------|
| Forklift (No Horn) | 58.9                                | 20                             | 93.0                               |
| Idle Truck         | 50.4                                | 35                             | 89.4                               |



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The Sound Power Levels calculated in Table 5 above and the distances between NSA's and Erf 1655 were used in the following calculation to determine the noise levels predicted if the trucks and forklifts operate within the parking lot on Erf 1655. **This is to simulate a worst-case scenario, and it is likely that these operation will remain in the delivery yard on Erf 2768.**

**Equation 2:**

$$L_p = L_w - 10 \log \left( \frac{Q}{4\pi r^2} \right)$$

where:

$L_w$  = Sound Power Level in dB(A);

$L_p$  = Sound Pressure Level in dB(A);

$Q$  = Propagation coefficient (1 = full sphere sound propagation); and

$r$  = distance from the aircraft to the Noise Sensitive Area.

The calculations for each noise sources, based on Equations 1 and Equation 2 above is shown in Table 6 below.

Table 6: Idle Truck and Forklift Sound Power Level Calculations

| NSA Name | Sound Power Level of an Idling Truck (dBA) | Sound Power Level of a Forklift (dBA) | Distance to Erf 1655 (m) | Predicted Noise Levels from Idling Trucks (dBA) | Predicted Noise Levels from Forklifts (dBA) | SANS 10103:2008 Day/Night Noise Limits (dBA) |
|----------|--|---------------------------------------|--------------------------|---|---|--|
| NSA 1    | 89.4                                       | 93.0                                  | 20                       | 55.3  | 58.9  | 60.0   |
| NSA 2    | 89.4                                       | 93.0                                  | 155                      | 38.5  | 42.1  | 65.0   |
| NSA 3    | 89.4                                       | 93.0                                  | 65                       | 45.0  | 48.6  | 60.0   |

The predicted noise will meet the requirements of SANS 10103:2008.



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## 7.0 DISCUSSION & RECOMMENDATIONS

### 8.1. Discussion

The results of the measurements indicate the following:

- a) The current noise and immediate future noise meets the recommended limits in SANS 10103:2008 for the type of district that the SPAR is located in.
- b) There does not appear to be any additional noise sources other than the natural growth of traffic volumes over time. This is due to the new parking servicing existing traffic and not increasing the volume of traffic.
- c) The idling of trucks outside of the SPAR operational areas at the delivery yard could however be a disturbing noise source when there is very little other traffic noise, such as during the early hours of the morning when trucks arrive due to logistical reasons.

### 8.2. Recommendations

It is recommended that the delivery vehicles that arrive at the site when the SPAR is not open, wait in a suitable location away from the residential areas if the truck needs to idle (such as refrigerated trucks).

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## APPENDICES

### ANNEXURE A – WEATHER DATA

| Time                            | Temperature | Dew Point | Humidity | Wind | Wind Speed | Wind Gust | Pressure     | Precip. | Condition             |
|---------------------------------|-------------|-----------|----------|------|------------|-----------|--------------|---------|-----------------------|
| <b>Wednesday 9 October 2024</b> |             |           |          |      |            |           |              |         |                       |
| 12:00 am                        | 16 °C       | 16 °C     | 100 %    | SSW  | 11 km/h    | 0 km/h    | 1,006.21 hPa | 0.0 mm  | Fog                   |
| 1:00 am                         | 17 °C       | 17 °C     | 100 %    | SW   | 20 km/h    | 0 km/h    | 1,009.18 hPa | 0.0 mm  | Fog                   |
| 2:00 am                         | 17 °C       | 17 °C     | 100 %    | WSW  | 20 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mist                  |
| 3:00 am                         | 16 °C       | 16 °C     | 100 %    | SW   | 24 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mist                  |
| 4:00 am                         | 16 °C       | 16 °C     | 100 %    | WSW  | 22 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mist                  |
| 5:00 am                         | 16 °C       | 16 °C     | 100 %    | SW   | 19 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Patches of Fog        |
| 6:00 am                         | 16 °C       | 16 °C     | 100 %    | SW   | 17 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Fair                  |
| 7:00 am                         | 16 °C       | 16 °C     | 100 %    | SW   | 17 km/h    | 0 km/h    | 1,006.21 hPa | 0.0 mm  | Mostly Cloudy         |
| 8:00 am                         | 18 °C       | 16 °C     | 88 %     | SW   | 7 km/h     | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mostly Cloudy         |
| 9:00 am                         | 19 °C       | 16 °C     | 83 %     | SW   | 13 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mostly Cloudy         |
| 10:00 am                        | 19 °C       | 16 °C     | 83 %     | SW   | 20 km/h    | 0 km/h    | 1,006.21 hPa | 0.0 mm  | Mostly Cloudy         |
| 11:00 am                        | 20 °C       | 16 °C     | 78 %     | SW   | 31 km/h    | 0 km/h    | 1,006.21 hPa | 0.0 mm  | Mostly Cloudy         |
| 12:00 pm                        | 21 °C       | 16 °C     | 73 %     | SW   | 35 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Fair / Windy          |
| 1:00 pm                         | 21 °C       | 15 °C     | 68 %     | SW   | 39 km/h    | 0 km/h    | 1,004.22 hPa | 0.0 mm  | Fair / Windy          |
| 2:00 pm                         | 20 °C       | 16 °C     | 78 %     | SW   | 41 km/h    | 0 km/h    | 1,004.22 hPa | 0.0 mm  | Partly Cloudy / Windy |
| 3:00 pm                         | 20 °C       | 15 °C     | 73 %     | SW   | 39 km/h    | 63 km/h   | 1,004.22 hPa | 0.0 mm  | Fair / Windy          |
| 4:00 pm                         | 20 °C       | 16 °C     | 78 %     | SW   | 35 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Partly Cloudy / Windy |
| 5:00 pm                         | 18 °C       | 16 °C     | 88 %     | SW   | 35 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mostly Cloudy / Windy |
| 6:00 pm                         | 17 °C       | 15 °C     | 88 %     | WSW  | 39 km/h    | 57 km/h   | 1,006.21 hPa | 0.0 mm  | Mostly Cloudy / Windy |
| 7:00 pm                         | 17 °C       | 15 °C     | 88 %     | WSW  | 43 km/h    | 61 km/h   | 1,006.21 hPa | 0.0 mm  | Fair / Windy          |
| 8:00 pm                         | 17 °C       | 14 °C     | 82 %     | WSW  | 37 km/h    | 0 km/h    | 1,006.21 hPa | 0.0 mm  | Fair / Windy          |
| 9:00 pm                         | 17 °C       | 14 °C     | 82 %     | WSW  | 35 km/h    | 0 km/h    | 1,007.20 hPa | 0.0 mm  | Fair / Windy          |
| 10:00 pm                        | 16 °C       | 14 °C     | 88 %     | WSW  | 37 km/h    | 0 km/h    | 1,008.19 hPa | 0.0 mm  | Fair / Windy          |
| <b>Thursday 10 October 2024</b> |             |           |          |      |            |           |              |         |                       |
| 12:00 am                        | 16 °C       | 16 °C     | 100 %    | SSW  | 11 km/h    | 0 km/h    | 1,006.21 hPa | 0.0 mm  | Fog                   |
| 1:00 am                         | 17 °C       | 17 °C     | 100 %    | SW   | 20 km/h    | 0 km/h    | 1,009.18 hPa | 0.0 mm  | Fog                   |
| 2:00 am                         | 17 °C       | 17 °C     | 100 %    | WSW  | 20 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mist                  |



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| Time     | Temperature | Dew Point | Humidity | Wind | Wind Speed | Wind Gust | Pressure     | Precip. | Condition             |
|----------|-------------|-----------|----------|------|------------|-----------|--------------|---------|-----------------------|
| 3:00 am  | 16 °C       | 16 °C     | 100 %    | SW   | 24 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mist                  |
| 4:00 am  | 16 °C       | 16 °C     | 100 %    | WSW  | 22 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mist                  |
| 5:00 am  | 16 °C       | 16 °C     | 100 %    | SW   | 19 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Patches of Fog        |
| 6:00 am  | 16 °C       | 16 °C     | 100 %    | SW   | 17 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Fair                  |
| 7:00 am  | 16 °C       | 16 °C     | 100 %    | SW   | 17 km/h    | 0 km/h    | 1,006.21 hPa | 0.0 mm  | Mostly Cloudy         |
| 8:00 am  | 18 °C       | 16 °C     | 88 %     | SW   | 7 km/h     | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mostly Cloudy         |
| 9:00 am  | 19 °C       | 16 °C     | 83 %     | SW   | 13 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mostly Cloudy         |
| 10:00 am | 19 °C       | 16 °C     | 83 %     | SW   | 20 km/h    | 0 km/h    | 1,006.21 hPa | 0.0 mm  | Mostly Cloudy         |
| 11:00 am | 20 °C       | 16 °C     | 78 %     | SW   | 31 km/h    | 0 km/h    | 1,006.21 hPa | 0.0 mm  | Mostly Cloudy         |
| 12:00 pm | 21 °C       | 16 °C     | 73 %     | SW   | 35 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Fair / Windy          |
| 1:00 pm  | 21 °C       | 15 °C     | 68 %     | SW   | 39 km/h    | 0 km/h    | 1,004.22 hPa | 0.0 mm  | Fair / Windy          |
| 2:00 pm  | 20 °C       | 16 °C     | 78 %     | SW   | 41 km/h    | 0 km/h    | 1,004.22 hPa | 0.0 mm  | Partly Cloudy / Windy |
| 4:00 pm  | 20 °C       | 16 °C     | 78 %     | SW   | 35 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Partly Cloudy / Windy |
| 5:00 pm  | 18 °C       | 16 °C     | 88 %     | SW   | 35 km/h    | 0 km/h    | 1,005.21 hPa | 0.0 mm  | Mostly Cloudy / Windy |
| 6:00 pm  | 17 °C       | 15 °C     | 88 %     | WSW  | 39 km/h    | 57 km/h   | 1,006.21 hPa | 0.0 mm  | Mostly Cloudy / Windy |
| 7:00 pm  | 17 °C       | 15 °C     | 88 %     | WSW  | 43 km/h    | 61 km/h   | 1,006.21 hPa | 0.0 mm  | Fair / Windy          |
| 8:00 pm  | 17 °C       | 14 °C     | 82 %     | WSW  | 37 km/h    | 0 km/h    | 1,006.21 hPa | 0.0 mm  | Fair / Windy          |
| 9:00 pm  | 17 °C       | 14 °C     | 82 %     | WSW  | 35 km/h    | 0 km/h    | 1,007.20 hPa | 0.0 mm  | Fair / Windy          |
| 10:00 pm | 16 °C       | 14 °C     | 88 %     | WSW  | 37 km/h    | 0 km/h    | 1,008.19 hPa | 0.0 mm  | Fair / Windy          |



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| 2024-F044  | 20                | 21 | Final Version 1 | 09/10/2023 – 10/10/2023 |

**ANNEXURE B - SAIOH MEMBERSHIP CERTIFICATE**



**The Southern African Institute for  
Occupational Hygiene**

This is to certify that

**Brett Williams**

ID Number: \_\_\_\_\_

Has satisfied the requirements of  
the Constitution of the Institute  
and on recommendation of the Professional Certification Committee  
is registered as an

**Occupational Hygienist (OH)**

Member Number: 0221  
Valid until: 31 January 2025



Elsie Comelia Peens  
Chairperson: Professional Certification Committee



Member ID: \_\_\_\_\_  
Certificate ID: \_\_\_\_\_  
Issued by the Southern African Institute for Occupational  
Hygiene  
SAQA Professional Body ID: 544

**IOHA Recognized  
Certification Scheme**





| Report No. | Page - Of - Pages |    | Amendments      | Survey Date             |
|------------|-------------------|----|-----------------|-------------------------|
| 2024-F044  | 21                | 21 | Final Version 1 | 09/10/2023 – 10/10/2023 |



## The Southern African Institute for Occupational Hygiene

This is to certify that

**Jason C. Hutten**

ID Number. \_\_\_\_\_

Has satisfied the requirements of  
the Constitution of the Institute  
and on recommendation of the Professionals Certification Committee  
is registered as an

**Occupational Hygiene Assistant (OHA)**

**Member Number: 1868**

Valid until: 31 January 2026

Elsie Comelia Peens

Chairperson: Professional Certification Committee



Member ID: \_\_\_\_\_

Certificate ID: \_\_\_\_\_

Issued by the Southern African Institute for Occupational  
Hygiene.

SACA Professional Body ID: 844

IOHA Recognised  
Certification Scheme





No.17 Commissioner Street, 2<sup>nd</sup> Floor Old Elco Building,  
Telephone: 043 492 1940/1/2  
Website: [www.ecphra.org.za](http://www.ecphra.org.za)

**PROJECT:** KENTON SPAR PARKING

**SAHRIS CASE ID:**

Enquiries: Ayanda Mncwabe-Mama  
Date: 2025/08/19  
Email: [ayanda.mncwabe-mama@ecsrac.gov.za](mailto:ayanda.mncwabe-mama@ecsrac.gov.za)

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Applicant / Consultants: Setplan  
Address: 145 Main Road, Gqeberha, 6065  
Contact Person: Lilonke Qunta  
Email: [lilonke@setplan.com](mailto:lilonke@setplan.com) / [brendan@setplan.com](mailto:brendan@setplan.com)  
Telephone Numbers: (041) 585 1788 / 082 787 9393

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**BACKGROUND**

Extension of undercover delivery area on Erf 2768 and development of parking area on Erf 1655

- Proposed rezoning of Erf 1655 from Residential Zone 1 to Business Zone 1
- Proposed consolidation of Erven 1655, 2033 and 2768 Kenton on Sea
- Total site size is 4536 SQM.

**ECPHRA (Eastern Cape Provincial Heritage Authority) FINAL COMMENT** in terms of Section 38(8) of the National Heritage Resources Act (25 of 1999).

*The project was tabled at the Archaeology, Palaeontology and Meteorites (APM) Committee meeting held on 6 August 2025.*

**ECPHRA Final Comment**

ECPHRA acknowledges the submitted NID (Notice of Intent to Develop) and information on the proposed development.

**The development is exempted from further archaeological & paleontological studies. There were no objections to the proposed development provided that the following recommendations are adhered to.**

**ECPHRA Recommendations**

**General pre/construction phase requirements:**

- The project proponent/representative must share the Environmental Authorisation (EA).
- The project proponent/representative must notify ECPHRA of the date of commencement of the project.
- The project proponent/representative must submit a detailed heritage *chance finds procedure* (CFP), for ECPHRAs' approval, before construction begins.

- Heritage induction for ground crew and proof thereof to be shared with ECPHRA. The National Heritage Resources Act requirements must also be shared for awareness of potential human remains and other heritage finds.
- ECPHRA to be notified if there are *chance* finds as there would be potential for Phase 2 research.

Post Construction phase requirements:

Upon completion of the project, a final heritage compliance report to be submitted to ECPHRA.

Project payment:

- R 500 NID fee (paid)
- R 1 500 HIA assessment fee (N/A)



Mr. Azola Mkosana  
ECPHRA: Manager

***NOTE: ECPHRA reserves the right to conduct site inspections/monitoring without notification.***