



LAND USE PLANNING REPORT

APPLICATION FOR REINSTATEMENT OF PREVIOUS SUBDIVISION, REZONING AND SUBDIVISION OF UNREGISTERED ERVEN 25265 & 25252 (PORTIONS OF ERF 464), GEORGE

Reference number	3247721	Application submission date	7 August 2024	Date report finalized	18 September 2025
PART A: AUTHOR DETAILS					
First name(s)	Fakazile				
Surname	Vava				
Job title	Town Planner (Land Use Planning Division)				
SACPLAN registration number	B/8439/2021				
Directorate/ Department	Planning and Development				
Contact details	fvava@george.gov.za or 044 801 9477				
PART B: APPLICANT DETAILS					
First name(s)	Henko (<i>Note: Winsley Meyer was the original applicant but resigned</i>)				
Surname	Lourens (<i>Note: Winsley Meyer was the original applicant but resigned</i>)				
Company name	George Municipality (Spatial Planning Division)				
SACPLAN registration number	A/3348/2023	Is the applicant authorized to submit this application?	Y	N	
Registered owner(s)	George Municipality				
PART C: PROPERTY DETAILS					
Property description (in accordance with Title Deed)	Unregistered Erven 25265 & 25252, (Portions of Erf 464), George				
Physical address	Sweetpea Street, Levallia	Town/City	George		
Current zoning	Single Residential Zone II, Open Space Zone I and Transport Zone II	Extent(m ² /ha)	4.1702ha	Are there existing buildings on the property?	Y N
Applicable Zoning Scheme	George Integrated Zoning Scheme By-law, 2023 (hereafter referred to as " Zoning Scheme ");				

Legislation	1. Land-use Planning By-Law for George Municipality, 2023 (hereafter referred to as "Planning By-Law"); 2. George Municipal Spatial Development Framework, 2023 (hereafter referred to as "GMSDF"); 3. George South-East Local Spatial Development Framework, 2016 (hereafter referred to as "LSDF");				
Current Land Use	Single residential Zone I, Transport Zone II and Open Space Zone I		Title Deed number & date	Crown Grant (registered 15 June 1922) T39662/2001	
Any restrictive title conditions applicable?	Y	N	If Yes, list condition number(s)	N/A	
Any third-party conditions applicable?	Y	N	If Yes, specify	N/A	
Any unauthorised land use/building work?	Y	N	If Yes, explain	N/A	
PART D: PRE-APPLICATION CONSULTATION (ATTACH MINUTES)					
Has pre-application consultation been undertaken?	Y	N			
Reference Number	3210032		Date of consultation	26 June 2024	Official's name Ilané Huyser Fakazile Vava
PART E: LIST OF APPLICATIONS (TICK APPLICABLE)					
a. Rezoning		b. Permanent departure		c. Temporary departure	d. Subdivision x
e. Consolidation		f. Amendment, suspension or deletion of restrictive conditions		g. Permissions required in terms of the zoning scheme	h. Amendment, deletion or additional conditions in respect of existing approval
i. Extension of validity period		j. Approval of an overlay zone		k. Phasing, amendment or cancellation of subdivision plan	l. Permissions required in terms of conditions of approval
m. Determination of zoning		n. Closure of public place		o. Consent use	p. Disestablishment of an HOA
q. Rectify Breach of an HOA		r. Reconstruct building of non-conforming use		Other (specify)	
PART F: APPLICATION DESCRIPTION					
Consideration of the following applications applicable to unregistered Erven 25265 & 25252, (Portions of Erf 464), George:					
1. Reinstatement of the subdivided Erven 25265 and 25252 George (subdivided from Erf 464 George), in terms of Section 15(2)(d) of the Land Use Planning By-law for George Municipality, 2023 to form the project base erven.					
2. Rezoning in terms of Section 15(2)(a) of the Land Use Planning By-law for George Municipality, 2023 of Erven 25252 and 25265, George from Single Residential Zone I and Transport Zone II (zoning as per the GIS viewer) to a Subdivisional Area comprising of:					

- (a) 43x Single Residential Zone I erven (34 erven for semi-detached units and 9 erven for single residential units);
- (b) 2x General Residential Zone IV erven (with height limitation of 2 residential storeys and maximum density of 80du/ha);
- (c) 2x Open Space Zone I erven (public open space);
- (d) 4x Transport Zone II erven (public street);

3. Subdivision of the above-mentioned Subdivisional Area in terms of Section 15(2)(d) of the Land Use Planning By-law for George Municipality, 2023 into the following portions, namely:

- (a) Erf 25252, George:
 - (i) 18 x Single Residential Zone I erven (including 16 erven accommodating semi-detached units and two erven accommodating single residential units);
 - (ii) 3x Transport Zone II erven (public street);
- (b) Erf 25265, George:
 - (i) 25 x Single Residential Zone I erven (including 18 erven accommodating semidetached units and 7 erven accommodating single residential units);
 - (ii) 2x General Residential Zone IV erven; and
 - (iii) 2x Open Space Zone I erven (public open space);
 - (iv) 1x Transport Zone II erven (public street);

Notes:

- *Wording of application 1 revised in recommendation below to clarify the intent of the above applications.*
- *It is noted that the application is submitted with a height limitation of 2 storeys, however, with the mitigation measures, the layout design concept which separates the existing residential area with the flats and the mechanisms employed to soften the development (i.e.; open spaces), the municipality find no requirement to limit the height beyond what the zoning scheme allows for within intensification area. Refer to evaluation report below.*

PART G: LOCATION

The subject site concerned are portions of Erf 464, George, described as unregistered Erven 25265 & 25252, George, located on Knysna Road, in Levallia. The subject property is located in a middle-income area bordered by the Glenwood Golf Club to its north-east. The subject property is bounded by Knysna Road which connects with the Garden Rout Mall to the east and the George CBD area to the west. *See locality Map below.*



PART H: BACKGROUND AND HISTORY

On 15 June 2004 the Housing and Land Affairs Committee of the George Municipality resolved that the Planning Division must proceed with the subdivision of a portion of Erf 464, George for the purposes of creating affordable housing opportunities. The Committee further resolved that an investigation regarding the possible sale of these erven to first property purchasers as well as possible restrictive conditions pertaining to resale on such properties be conducted.



Subsequent to the drafting of a layout and related technical investigations, an application for the subdivision of the portions into 51 Single Residential Zone I units, open space and public road, was submitted to the Department (Planning and Development) for approval in 2008. The rezoning and subdivision of the property was consequently approved. The approval of the subdivision of Erf 464, George, north of the existing Sweetpea Road, to create the project base property, denoted as Erf 25265, George. The creation of 39 residential erven (average erf size 583m²) and one park erf (numbered 25266 to 25305) is reflected on approved General Plan GP1523/2008. Erf 25252, George was created south of Sweetpea Street and the division thereof into 12 single residential erven was approved and was reflected on SG Diagram GP 1522/2008. The average erf size in this section was 535m². Related zoning, as approved in 2008, was captured on the zoning database of the Municipality and reflected as indicated in the image above.

The 2008 approval and related general plan created 51 residential erven with an average size of 572m², being between 500m² and 719m², an open space property and public streets. The registration of the General Plan and completion of the erf registration process at the Deeds Office were never completed.

An application to densify the area, and to create opportunity for multiple housing typologies, was submitted and circulated in 2021. The proposal still focussed on the provision of single residential erven ranging between 291m² and 509m² (65 erven), one open space property, one of the erven dedicated for general residential (townhouse) purposes (4624m² - 27 units, should a density of 60u/ha be assumed). The 2021 proposal thus included an estimated 92 units. This application was not finalized since general access arrangements (greater precinct) along Knysna Road could not be finalized, which impacted on the progress of the application, albeit not having direct bearing on the land use proposed at the time. Aspects relating to the Access Management Plans along Knysna Road were discussed. No other land use applications were submitted on this property.

The title deed for the property contains no restrictive conditions that may prohibit the proposed land use application.

PART I: SUMMARY OF APPLICANT'S MOTIVATION- Purpose of the application

The application entails the rezoning and subdivision application for the Sweetpea Housing Development, located on unregistered Erven 25265 and 25252, which are portions of Erf 464 in George. The intent is to reconfigure the site for the creation of affordable residential opportunities in accordance with updated statutory frameworks, strategic spatial objectives, and infrastructural capabilities.

- **Development Proposal**

The current proposal also relates to the creation of residential opportunities (single residential and higher density housing) at an estimated 104 housing opportunities (maximum) and the retention of an open space site. Three principal changes to the previously circulated concept are now proposed:

- 43 residential erven are now provided to accommodate single residential use, with free standing and semi-detached units to be included.
- An additional park area is included to accommodate sport facilities. The ‘green’ strip along Knysna Road is retained.
- Two General Residential Zone IV erven for higher density residential units, at a density of approximately 80du/ha are included, resulting in the provision of 28 units on Portion 26 (approximately 3141.52m²) and 35 units on Portion 27 (approximately 4772.99m²) (total 63 units). The layout plan can be seen below for reference. The height of the buildings will be limited to two storeys for residential purposes, plus parking level, if required.

The municipality find no requirement to limit the height beyond what the zoning scheme allows for within this area. The site is situated in an intensification area, where developments of higher density and height of up to 15m may be allowed in terms of the zoning scheme.



The development is further described as follows:

- 43 Single Residential Zone I erven (with varying sizes of 250m²–530m²)
- 2 General Residential Zone IV erven (combined 63 units @ ±80du/ha)
- 2 Open Space Zone I erven (±29% of site area), including recreational and stormwater facilities

- 4 Transportation Zone II portions for road access and connectivity

Combining the single residential erven and higher-density typologies, the development will bring about affordability, and integration and choice which is much needed with George.

- Strategic Alignment

The proposal is fully compliant with the following statutory and policy frameworks:

- SPLUMA (2014) – Embraces principles of spatial justice, sustainability, and good governance.
- LUPA (2014) – The proposed land uses are either aligned with or not in conflict with the municipal SDFs.
- Western Cape PSDF (2014/2021 Amendment) – Supports compact, integrated urban growth; prioritizes public land for inclusionary housing.
- George Municipal Spatial Development Framework (2023) – The site falls within a designated intensification zone and Priority Investment Area along Knysna Road.
- George South-East LSDF (2016) – Aligns with infill development, supports public transport, mixed land use, and efficient infrastructure utilisation.

- Technical Feasibility and Infrastructure

- Access & Roads: Access is provided via Sweetpea, Carnation, Krisant, and Park Streets. Sweetpea Street’s reserve has been widened to 20m.
- Traffic: A Traffic Impact Assessment (TIA) supports the development, noting no significant negative impact. Infrastructure upgrades (traffic signals, sidewalks) are proposed.
- Parking: Complies with zoning requirements – 106 bays required and to be provided onsite.
- Stormwater & Environment: Managed through a swale-based SUDS system on the proposed Erf 28. No wetlands or environmentally sensitive areas are identified on-site.
- Electrical Supply: Existing substation on Park Road is sufficient. A servitude will be registered for electrical reticulation.
- Refuse & Services: Falls within an already serviced urban precinct.

- Socio-economic Need & Desirability

The development addresses a critical gap in George’s housing market by providing:

- Affordable housing for the “missing middle” (R300,000–R600,000 market).
- Varied housing typologies to cater to diverse household needs.
- Opportunities for tenure security, social upliftment, and economic inclusion.
- Walkable access to schools, social amenities, public transport, and employment opportunities.

The project promotes:

- Infill and densification aligned with urban sustainability objectives.
- Strengthened integration of underserved communities.
- A liveable, well-planned neighbourhood enhancing George’s spatial equity.

- Conclusion and Recommendation

The Sweetpea Housing Development application represents a strategic municipal intervention to unlock underutilised land for affordable, inclusive, and well-integrated housing. The proposed land use rights are in full compliance with all spatial, legal, and environmental requirements. Refer to Annexure E for full motivation report.

PART J: SUMMARY OF PUBLIC PARTICIPATION						
Methods of advertising				Date published	Closing date for objections	
Press	Y	N	N/A	10 October 2024	11 November 2024	
Gazette	Y	N	N/A			
Notices to surrounding property owners	Y	N	N/A	10 October 2024	11 November 2024	

Website	Y	N	N/A	10 October 2024	11 November 2024
Ward councillor	Y	N	N/A	10 October 2024	11 November 2024
On-site display	Y	N	N/A	10 October 2024	11 November 2024
Community organisation(s)	Y	N	N/A		
Public meeting	Y	N	N/A	16 October 2024	
Third parties	Y	N	N/A		
Other	Y	N	If yes, specify		
Total valid objections	3			Total objections and petitions	invalid and 0
Valid petition(s)	Y	N	If yes, number of signatures		
Community organisation(s) response	Y	N	N/A	Ward councillor response (no objection)	Y N N/A
Total letters of support	None				
Was the minimum requirement for public participation undertaken in accordance with relevant By-Law on Municipal Land Use Planning and any applicable Council Policy					Y N
PART K: SUMMARY OF COMMENTS DURING PUBLIC PARTICIPATION					
<p>Further to the public participation process detailed above, a public meeting was hosted by the George Municipality together with Ward Councillor M. Simmers at the Protea Park Area Office on 16 October 2024. 47 members of the public are counted to have signed the attendance register at this meeting. The public participation process was completed on 11 November 2024 and reply to the comments was meant to be received by 25 November 2024. An extension to reply to the comments was requested up until 16 December 2024, again until 31 January 2025, 28 February 2025 and later until 31 March 2025. An additional comment was received on 17 June 2025 from DEADP.</p> <p>Three (3) comments were received from affected external departments, one (1) comment was received during the public engagement, and three (3) objections were received during the public participation process. The comments and objections are summarised as follows:</p> <ol style="list-style-type: none"> <u>Western Cape Department of Infrastructure (District Roads Engineer) – Comment</u> <ul style="list-style-type: none"> The department notes the application and further states that George Municipality is the affected road authority of Main Road 2 (Knysna Road) and this Branch the approving authority in terms of Roads Ordinance 19 of 1976. This Branch will only respond accordingly upon receipt of the road authority's positive recommendation to do so in terms of this Branch's accepted standards. <i>It must be noted that the proposal, including the TIA was accepted by the George Municipality's Traffic Engineering Division.</i> <u>Western Cape Department Environmental Affairs and Development Planning (DEADP) – Comment</u> <ul style="list-style-type: none"> It is understood that clarity regarding the applicability of the EIA Regulations, 2014 is required from this Department in respect of the proposed Sweetpea Development on the Remainder of Erf 464 in Levallia, George. On 18 January 2006 this Department received an application for environmental authorisation (Ref: EG12/2/1-AG3, Erf 464 (5674)) in terms of the Environmental Impact Assessment ("EIA") Regulations promulgated under the Environment Conservation Act, Act 73 of 1989 ("ECA"). On 21 April 2006 the EIA Regulations promulgated in terms of Chapter 5 of NEMA (Government Notices No. R. 385, R. 386 and R. 387 of Government Gazette No. 28753 of 21 April 2006) came into effect and replaced the ECA Regulations. 					

- In terms of the EIA Regulations, 2006, the proposed Sweetpea Development was deemed no longer listed as the proposed development did not trigger any listed activities. The application was subsequently withdrawn by the George Municipality.
- The current EIA regime is governed by EIA Regulations, 2014 (Government Notices No. R. 982, R. 983, R. 984 and R. 985 of 4 December 2014, as amended) which came into effect on 8 December 2014. Therefore, it must be determined whether the proposed Sweetpea Development triggers any listed and / or specified activities in terms of aforementioned regulations.
- The relevant GIS data indicates that the ecosystem has been mapped as Garden Route Granite Fynbos. According to the Revised National List of Ecosystems that are threatened and in need of protection (Government Notice No. 2747 of 18 November 2022), the ecosystem has a gazetted conservation status of Critically Endangered.
- According to the information submitted to this Department, the site was used for agricultural purposes. Historic aerial imagery (ca. 1957) depicts landscape features consistent with that of pastures / cultivated land. Furthermore, more recent aerial imagery suggests that the vegetation on the site is being maintained as lawned grass i.e. regularly mowed.
- This Directorate is familiar with the areas and is of the opinion that the vegetation structure is uniform and mainly consists of grass species with no evidence of succession to woody fynbos vegetation.
- In light of the above, the Directorate is of the considered view that the property has been transformed from its original natural state due to the historic agricultural activities and the regular maintenance / mowing of the area.
- **Based on the information provided to this Department, you are hereby informed that on the date of this response, that the proposed Sweetpea Development on the Remainder of Erf 464 in Lavalia, George does not appear to constitute activities listed in terms of GN No. R. 983 / 984 / 985 of 4 December 2014, as promulgated under Chapter 5 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) (“NEMA”).**
- **Written authorisation is therefore NOT required from the relevant competent authority (as defined in GN No R.982 of 4 December 2014, as amended), prior to the undertaking of the said activity.**
- The Department recommends that resource conservation measures, green building criteria, improved management of sewer and sustainable urban drainage systems for the stormwater must be employed in the development.
- Furthermore, you are advised of your general duty of care toward the environment, as required in terms of Section 28 of NEMA.

3. Heritage Western Cape (HWC) – Comment

- Heritage Western Cape is in receipt of the matter and noted that it was discussed at the Heritage Officers Meeting held on 17 January 2021.
- There is no reason to believe that the proposed rezoning and subdivision for housing development on Erven 25265, 25252 and Portion of Erf 464, George will impact on heritage resource, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.
- However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay.

4. Yulbremmer Frolick – comment received during public engagement meeting – Comment

- The verbal comment of Yulbremmer Frolick has been included in the submission to the SCJMP Tribunal as a reflection of the overall anticipation of the community to be able to access residential opportunities (refer to Part L for more detail).

5. Levallia Residents – represented by Colin Alie – objection

- Levallia is a General [*sic. Single*] Residential Zone I (GRZI) neighbourhood in terms of the George Integrated Zoning Scheme By-law (GIZS) (2023 George) and is known for its peaceful and respectful atmosphere.
- The Greater George community is in need for more and more housing developments.

- As the demand for housing increases the George Local Municipality "Municipality" still wants to give away large open spaces of land for sport infrastructure [in reference to the "vlakkie" cricket pitch] while they are busy with a multi-million-rand upgrade of the Rosemoor Stadium, a key multi-code sports facility located in the heart of the community of Rosemoor, Protea Park, Conville, Parkdene, Ballotsview and Thembaletu.
- According to Granville Campher, Manager: Sport Development at George Municipality, the decision to upgrade Rosemoor Stadium was driven by the need to provide a standard athletic facility for the community.
- There is, therefore, no need to waste land for open space (for active and passive sport and recreational activities) and semi-detached units or flats.
- A centrally located vacant piece of land has been [should be?] designated for a sports playground that will serve Protea Park, Rosemore, Conville, Parkdene, Ballotsview, and Thembaletu. See the aerial image.
- Economic impact: The proposal will lead to high unemployment rate, poverty and inequality.
- Real property impact: the proposal will result in negative impact to the existing area by decreasing housing quality, poor workmanship, increase crime rate, the size of the units determine the value.
- Open spaces for parks allocated for sports and recreational activities have the potential to attract looters and damage property value. Recent incidents of looting have prompted the community to advocate for individual housing plots instead of uniform designs for multiple houses. The community prefers a "Plots and Plans Design" approach for single housing development. Affordable housing that is attractively designed and blends with the surrounding neighbourhood may be more likely to have no effect or even a positive effect on nearby property values.
- The existing intersection access on the north-eastern side of the erf from Knysna Road into Sweetpea Street, Levallia should be closed by virtue of an obstruction means.
- The subject Erf 464 "Portion 1" situated on the north-west side of the proposed erf and south-west of Knysna Road is the proposed site that was earmarked for a sports playground, semi-detached houses, and a block of flats.
- The subject erf can be divided into 100 Single Residential Zone I erven. The community opposes the proposed construction on Erf 464 "Portion 1" due to concerns about increased gang activity and drug use in coloured communities.
- The current sports playground lacks adequate hygiene facilities, resulting in unsanitary conditions.
- The area does not support the density proposed by the George Local Municipality.
- The decision of the development (semi-detached houses and flats) must be reviewed and set aside in its entirety and replaced with the plot and- plan concept.
- There is lack of infrastructure and resources: The Levallia area is already suffering from overcrowding, noise pollution, and lack of sanitation due to cricket playing weekends. The suburb cannot support the 11,716.9m² development for sport and recreation. Objector argues that crime is prevalent in this area due to current sporting activities on the site.
- Objector claims he has been misled during the public participation. No cell phone numbers were provided, and application details were not presented.
- High-density flats accommodation poses significant risks of drugs, disruptive behaviour, abuse, disorder, and noise disturbances, as well as crime against women and children to occupants and surrounding properties.
- Planners intentionally zoned less desirable establishments like flats, semi-detached housing, and sports grounds in and around the Coloured neighbourhood, making it challenging for the community to support the George Municipality's proposal. In response, the community has suggested adopting a "Plot and Plan Design" approach for constructing affordable single-family housing for middle-income workers.



Note: The Division is aware that many of the concerns raised by the objector are repeated. Refer to Annexure C for full objection.

6. Levallia Residents – represented by Vincent Moos – Objection

Objection was originally received in Afrikaans and is summarised below. The residents state that they are in principle not opposed to the development but do have concerns:

- Impact of the housing development on the immediate residents and their lives.
- Controls the municipality will exercise to ensure that residents adhere to the guidelines.
- Whether the municipality has the power, resources and time to hold buyers who do not adhere to the guidelines accountable.
- The proposed erven are small and may create inferior housing units.
- If erven are to be sold to whoever can afford, the area will again be left with buyers who can afford a erven but cannot afford to build.
- The area set aside for “sectional title” development is also a source of concern within Coloured residential areas. It attracts unwanted evil within neighbourhoods, and this is opposed.

The residents made the following proposals:

- Move the proposed playground closer to the Protea Park side because it will be used largely by Protea Park children. It is also important to us to retain the green strip along Knysna Road.
- Enlarge the erven so that each erven can accommodate at least 1 parking space on its erven. This will take parking off the street.
- Do away with link units and “sectional title” [*flats*].
- The municipality should sell the erven as plot & plan. This will ensure that the appearance of the neighbourhood is uniform and better control over quality can be exercised.
- A standard that compliments the value of our existing houses should be pursued.
- Develop the total area shown in yellow on the sketch for Plot and Plan.
- Retain the green area [*green belt*] along the Knysna Road.
- A new road from Krisant Street, straight in the direction of Park Street could be made, it can handle a lot of traffic from Sweetpea and Carnation Streets.

7. Adv. Adrian Venter on behalf of Glenwood George Retail (Pty) Ltd - Objection

- *Introduction (Par 1–4)*

The objector, Glenwood George Retail (Pty) Ltd, represented by Adriaan Venter Attorneys, formally objects to the proposed rezoning and subdivision of a portion of Erf 464, George. The company owns adjacent Erf 19286, George and has vested legal and developmental interests affected by the proposed development.

- *Background Facts and Rationale (Par 6–13)*

Glenwood George Retail acquired their property in 2022, which includes a driving range and place of assembly, historically approved via consent uses.

The objector has submitted a Land Use Application to regularise these uses and simultaneously proposed a new access from Knysna Road for safety and development purposes. A professionally prepared Traffic Impact Assessment supports this new access, arguing it would improve public safety and support broader municipal development objectives.

The objector argues that the access proposed aligns with international best practices and would allow coordinated development without disrupting existing amenities like the Glenwood Golf Course.

- *Irreparable Prejudice Due to Application Approval (Par 14–28)*

The objection argues that the current application by the municipality conflicts with prior discussions and promises related to access changes and road planning. Approval of the application would negate the proposed access improvements and negatively affect their client’s land use application.

The municipality's process is described as unilateral and opaque, with significant potential to obstruct surrounding developments and infrastructure plans. The objector demands an oral hearing due to the complexity and impact of the proposal.

- *Unauthorised Nature of the Application (Par 29.1–29.19)*

The application relies on outdated and potentially rescinded resolutions from 2004, not a current valid Council resolution as required by law. The objector argues this makes the entire application unauthorized and incapable of being legitimately considered or approved.

- *Flawed Town Planning Process (Par 29.20–29.28)*

The municipality attempts to "reinstate" previously lapsed subdivisions (unregistered Erven 25265 and 25252), a procedure not legally supported under SPLUMA or the applicable by-laws. The application is presented as new but improperly incorporates expired elements, rendering it procedurally and legally flawed.

- *Unclear, Conflicting and Misleading Development Intentions (Par 29.29–29.37)*

The development proposal is internally inconsistent, referencing 51 erven initially but later suggesting 49 through subdivision. Key details about the configuration and intention of the erven are missing or contradictory, creating confusion. This inconsistency misleads the public and stakeholders, undermining fair and informed participation.

- *Flawed Public Participation Process (Par 29.38–29.49)*

The municipality failed to directly notify affected adjacent parties like the objector and the Glenwood Golf Course, contrary to statutory obligations.

Published notices also failed to meet legal accessibility standards (e.g. assistance for illiterate persons). These omissions are claimed to render the public participation process invalid and unjust.

- *Lack of Environmental Compliance (Par 29.50–29.57)*

The application makes unsubstantiated claims about the absence of environmental constraints without submitting required environmental authorisations or expert assessments.

The objector identifies potential triggers under the NEMA EIA Regulations, particularly related to vegetation clearance and land zoning, which were not addressed. Without official environmental authority input, the application is non-compliant and un-processable.

- *Lack of Infrastructure Sustainability Motivation (Par 29.58–29.62)*

The application lacks detailed engineering reports or assessments of available water, electricity, sewage, or stormwater infrastructure.

With 106 residential units proposed, the omission of sustainability evidence undermines the legitimacy and feasibility of the plan.

- *Incomplete Application and Lack of Motivation (Par 29.63–29.73)*

The objection highlights missing expert reports (e.g., geotechnical, social impact, visual/noise assessments) required for an application of this scale.

Motivation for the development's need and desirability is vague and unsupported. The application fails to meet the requirements set out in SPLUMA and the local by-laws, rendering it fatally flawed.

- *Flawed Traffic Submission (Par 29.74–29.90)*

The only traffic-related document submitted is a Road Closure Investigation, not a full Traffic Impact Assessment (TIA).

The TIA is required due to the expected traffic generation (over 50 peak-hour trips).

The objector disputes the municipality's traffic engineering division's conclusions and asserts that their own TIA provides more robust, safety-oriented solutions.

Retention of the Sweetpea Street/Knysna Road intersection contradicts municipal policy and creates avoidable risks, especially given future densification plans for the Riding Club Precinct.

Note: For more detail refer to Annexure C - Objection/Comments received during public participation.

PART L: SUMMARY OF APPLICANT'S REPLY TO OBJECTIONS

The applicant's reply to the comments received is summarised below, with further reply provided to the individual point of concern raised by the objectors.

1. Western Cape Department of Infrastructure (District Roads Engineer) – Comment
 - Comment is noted.
2. Western Cape Department Environmental Affairs and Development Planning (DEADP) – Comment
 - Comment is noted. [It was concluded that no EIA application was required.]
3. Heritage Western Cape (HWC) – Comment
 - Comment is noted. [It was concluded that no Heritage application is required.]
4. Yulbremmer Frolick – comment received during public engagement meeting – Comment
 - The comment of Yulbremmer Frolick has been included in the submission to the EJMP Tribunal as a reflection of the overall anticipation of the community to be able to access residential opportunities.
 - The site is located in a very sought-after locality. Mr Frolick's enquiry is one of many from community members. In the public meeting arranged by the Ward Councillor, Mrs Simmers, during the participation period, and in discussions with members of the public afterwards, the eagerness and impatience of the community to access housing opportunities on the site is evident.
 - The release of land for affordable housing was noted as a priority in the Western Cape: Department Environmental Affairs and Development Planning (WC: DEA&DP): Housing Market Studies for Intermediate Cities/ Larger Towns in the Western Cape, George City Area Report, dated 2 August 2022, noted as a ward priority in the George Municipality Integrated Development Plan (IDP) and spatially referenced in the adopted George Municipal Spatial Development Framework, 2023 (MSDF).
5. Levallia Residents – represented by Colin Alie – objection
 - Applicant notes objector's description of the zoning to be incorrect.
 - Applicant agrees with the objector's sentiment for the need of more housing opportunities.
 - The land area allocated for Public Open Space seeks to serve the existing needs of the community by providing land for recreational use.
 - The provision of public open space for recreation and different typology residential opportunities will under no circumstances lead to the "waste" of land. Currently community members are using the vacant land portion for recreation and sport activities. The proposed Open Space Zone I property will contribute to need for more formalised recreational space. The provision of residential opportunities in close proximity to public transport routes and economic activity contributes to sustainable accessibility for residents.
 - The proposed land use application to develop a currently vacant portion of land for recreational and residential purposes will not have a negative impact on the economy. The future development of the site will contribute to reducing unemployment by providing jobs in the construction sector and future maintenance of the developed properties.
 - In no manner can the proposed land use application and future development contribute to poverty or inequality as the proposed housing typologies will contribute to providing a range of residential opportunities for home buyers. By integrating different residential opportunities inequality will be

reduced as the development proposal will assist home buyers in different income groups to afford homes.

- The opposing of the proposed residential typologies is not clear. Currently, the property is being used for recreational uses. The relationship between a formalised public open space and criminal activity is unclear. By formally developing the site for sports and recreational uses, the security of the area increases. Further development of residential opportunities will increase activity in the area by means of passive surveillance resulting in decreased criminal activity.
- The informal use of the site for recreation will be formalized and focussed on the recreation site, with adequate parking and formal facilities and security mechanisms, negating the issues of inadequate hygiene facilities.
- The George Municipality Spatial Development Framework, 2023 is based on the principles of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and subscribes to densification and maximization of the potential of infill land.
- The purpose of this application is to provide different housing typologies to improve affordability for people in different income groups. The higher density erven are created to allow rental or sectionalised ownership. Both options create alternative opportunities for people to invest and reside in the area that is well located and affords access to economic opportunities.
- The proposed relocation of the subject park to land outside the current development proposal is noted. However, the proposed alternative is located in close proximity to a water course and is still in its natural state.
- Before any development can take place, the required environmental impacts must be determined and assessed. Environmental studies could significantly impact on the size of the public open space to be used for sport and recreational activities. As confirmed by the Department of Environmental Affairs and Development Planning no environmental processes are required for the proposed development on the subject site. This ensures that the land can be developed to its full potential.
- Currently not structures are being proposed as part of this land use application. The objector does not indicate which specific properties will be negatively affected.
- In accordance with the traffic impact assessment conducted for the development proposal, the existing roads infrastructure can accommodate the development.
- Currently the public open space is not formally developed resulting in a lack of parking and sanitation facilities. The proposed development seeks to formalise this by providing required facilities and services.
- No requirement exists that a “cellphone” number must be provided as part of the notice. A contact number was included in the notice and email address for communication purposes.
- The relationship between the proposed housing typology and crime is not justified. The proposed high density residential accommodation seeks to provide affordable housing opportunities for residents. Criminal behaviour should be reported to the relevant authority should it take place.
- The motivation report clearly indicates the requirement for more affordable housing opportunities in George. Further the proposal is motivated in accordance with the George MSDF that strives to ensure increased residential densities in developed areas located in close proximity to public transports routes. This justifies the need to developed flats and semi-detached units.
- Many of the comments received are similar to those submitted by Vincent Moos, of which reply is also provided below.
- Applicant notes and agrees with some of the objector concerns; however, many seem to be incoherent and quite unclear.

6. Levallia Residents – represented by Vincent Moos – Objection

- It is difficult to predict the exact impact. Generally speaking, the proposed development will provide infill housing opportunities. The development of the site for new bonded/ market housing is not anticipated to detract from the quality of the urban fabric. The intention is not to develop the site for subsidy housing and development of similar quality than the northward (Levallia) and southward houses is envisaged. Nonetheless, the proposed development is anticipated to have an uplifting impact on the values of the adjacent historic subsidy project: Protea Park.

- The informal use of the site for recreation will be formalized and focussed on the recreation site, with adequate parking and formal facilities and security mechanisms, negating the issues of loitering and littering currently experienced. Safety along the north-western site boundary will be mitigated.
- All potential landowners have to abide by the municipal bylaws, including controls on building plan approval, etc.
- Should construction of buildings and land use not proceed as per approved plans and within the zoning parameters, the contravention actions of the Municipality will apply. It is anticipated that land will be made available with reversionary conditions relating to the period within which building plans must be submitted, construction must start and be completed, to avoid land speculation and non-implementation of housing opportunities.
- The value of the property (erf and top structure) does not necessarily equate to the size of the property. House coverage in the adjacent area, Levallia (excluding the subsidy project area: Protea Park) range from 153m². A larger unit can be constructed on the smallest erf in the proposed development. Erf sizes are similar to, for instance, erf sizes in the Groenkloof and Mooikloof, where unit prices exceed property values in Levallia. Groenkloof (bonded estate, 2km west of site) include linked housing on 140 m² erven. See Extract below (left). Houses on erven smaller than 200m², sell for average R2,6m (Property 24), being similar and higher priced than larger erven currently listed on said website I the Levallia area.



- Mooikloof (gated estate near Pacaltsdorp, extract above) includes 198m² and smaller erven and a higher density erf. The value of available freestanding residential units, on erven less than 200m², average R1,6m and apartments R1,4 m (Property 24). Smaller, more affordable erven, aimed at the 'gap-market' is in demand in George and offers an opportunity for entry into the property market.
- The George Municipality Spatial Development Framework, 2023 is based on the principles of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and subscribes to densification and maximization of the potential of infill land. The site is an excellent example of infill land, within a densification zone, adjacent to a public transport corridor. The considered use of land to provide optimal number of opportunities is an objective of the development.
- The purchasing of the properties for speculation purposes will not be allowed. Reversionary right clauses are proposed to be included in the respective title deeds of these properties *[to ensure they are developed for affordable housing purposes]*.
- In response to the suggestions made by this objection, the applicant states:
 - o All parking will be accommodated on site. Street side parking is not allowed. For example a 355m² house (double storey, 66% coverage) can be accommodated on a 266m² erf, within standard building line parameters. The 3m building line along the street boundary can be utilized as open parking, carport and/or a garage can be constructed as part of the unit.
 - o Linked units create a lower visual density and allows more efficient placement of structures (See Groenkloof example above). The higher density erven are created to allow rental or sectional ownership of units. Both options create alternative opportunities for people to invest and reside in the area and offers more affordable accommodation options. Not many residential rental options

- are available for young singles/couples in this area, which is close to established shopping areas, educational facilities and other places of employment.
- The “plot and plan” option will be included in recommendations on the method and process of land release to Council.
- The inclusion of a design standard during the land release process, will be considered. The enforceability of such guidelines will be investigated to be confirmed during the land release process. The inclusion of a minimum house size may negate the aim of the Municipality to facilitate affordable housing. It is noted, however, that the market will dictate property value after the initial release and that all development will be subject to building approval regulations and processes.
- The green strip along the Knysna Road is retained.
- The request to extend Krisant Street to intersect with Park Street is not clear. Krisant Street intersects to the north with Sweetpea Street, which links to Park Street. In the southern part of Krisant Street, this local access road links to Daisey Street, which links to Park Street via Kalkoentjie Avenue. Given the local road hierarchy, land ownership and existing intersection points, the reconfiguration of the local neighbourhood access is not required nor viable.

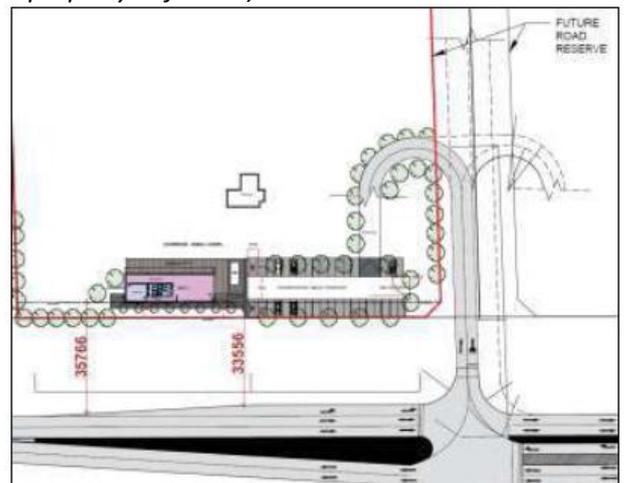
7. Adv. Adrian Venter on behalf of Glenwood George Retail (Pty) Ltd – Objection

- Core Issue Identified:

The objector’s reason for objecting to the application is mainly to ensure that the [Knysna Road]/Sweetpea Street intersection is moved approximately 130m west to allow direct access to Erf 19286, George [his client’s property].

This access is seen [by his client] as critical for the future development of a shopping centre, though the consent use application only refers to a restaurant (245m²).

(Note: The Land Use Planning Division notes that no application of such nature has been confirmed, however, it is clear that the proposed access below has been designed to accommodate a more substantive development on the objector’s client’s property in future.)



- Land Use and Zoning Context:

Erf 19286, George is zoned as Private Open Space (Open Space Zone II) and currently houses a driving range and dilapidated restaurant building. The objector’s client seeks consent to rebuild the restaurant but, suspiciously, seems to be a strategic move to support a future shopping centre, despite being outside the Kraaibosch mixed-use node.

(Note: The comment regarding the development of a shopping centre has not been confirmed. According to the MSDF, 2023 the property is not located in an area where a shopping centre should be permitted and also not supported by the property market studies which informed the MSDF. The owner’s agent was informed thereof in response to a pre-application submission.)

- Alleged Strategic Use of Consent Application:

The municipality contends the consent use application is being used “craftily” to justify moving the intersection and bypass established planning (Kraaibosch Roads Master Plan).

(Note: The objector is under the mistaken impression that the Kraaibosch Roads Master Plan also applies to the Glenwood properties, but this is not correct. The Master Plan is linked to a cost sharing model linked to the developments to the east of the George Riding Club property. The future access and road network required to serve the objector’s client’s property, the Riding Club property and the Sweetpea development does not form part of the Master Plan. A new roads master plan and cost sharing model must be developed for these developments. The Spatial Planning Division has appointed a service provider to undertake the necessary master planning studies.)

- Municipal and Technical Stance:

The Sweetpea intersection already exists and is included in the approved master plan. Two independent traffic reports confirm the proposed development can proceed without relocating or closing Sweetpea Street. The municipal Traffic & Transport Division has approved the Sweetpea development accordingly.

(Note: The statement is correct. However, it is also acknowledged that said Division also approved the intersection as proposed by the objector’s client. Only one intersection can be allowed in proximity of the objector’s client’s property and the Sweetpea Street intersection. The Land Use Division was thus confronted with two separate TIA approvals and after further discussions between senior management in the Planning and Development and Civil Engineering Directorates, it was agreed that the final position of the intersection will be concluded through the abovementioned master planning process.)

- Position on Objection:

The municipality acknowledges the objector’s right to raise concerns. However, it appears that the objection is self-serving, aimed at facilitating commercial gain rather than serving the public interest or planning concerns.

The applicant’s reply to each of the objector’s concerns is summarised below.

- Introduction (Par 1–4), Background facts and rationale (Par 6–13)

The background information provided by the objector is their opinion and intended to motivate an access point that forms part of another application and TIA, neither of which has been approved in writing, and is not supported in the current Roads Master Plan. *(See comments above regarding applicability of the master plan.)*

In Par. 9 of the objection, the objector admits to their intent to move the existing road network of the area to favour the development of his client’s property. The objector’s client has the right to motivate the relocation of the access point as proposed for their restaurant off the N9 [Knysna Road]. Such application will be adjudicated on its own merit.

The approval of the Sweetpea development will retain the historic established road network, within the recommendations of the TIA (UDS). Road closure or intersection relocation are not required to facilitate the Sweetpea Housing development. Intersection and signalling upgrades are noted in the TIA.

(Note: A holistic approach must be taken for the development of the surrounding vacant properties intending to take access from this section of Knysna Road. The future intersection must be located in a position that best serves these developments, considering among others the planning principles contained in Section 7 of SPLUMA and the objectives of the MSDF.)

Note that various facts are misrepresented by the objector, including the fact that the retention of the road network status quo will imply the closing of the Mashie course. This is not true. These external considerations are being addressed in the updating of the roads master plan for the area, currently in process via CES.

(Note: The Glenwood Golf Course [Mashie course] is deemed a community asset. It is the only short course in George that is open to the public. Any future access and road network for the area cannot cause the fragmenting of the land on which the course is presently located.)

Should closure of Sweetpea Street be required in future to support an amended Kraaibosch area [new roads master planning for the Glenwood and Protea Park areas], it will form part of such process. The viability and/or functioning of the Sweetpea development will not be affected, but it should be noted that closure is not supported from a spatial planning perspective as the principles of the MSDF, 2023 promotes linkage between areas of different affordability and races to support spatial integration.

(Note: As the final position of the Knysna Road intersection must still be determined. The outcome of the master planning study may require an amendment of the proposed subdivision layout for this development.)

- Irreparable prejudice from application approval (Par 14–28)

The objector's clients' application is in process. The proposal for access to Erf 19286 George was received by the municipality months after the TIA access study for Sweetpea was initiated. Each application to be viewed independently. If the objector requires the closure of Sweetpea Street to advance his client's intent, it should form part of such application.

All new/amended access points must go through a process of evaluation. The Sweetpea Street intersection is an existing road, which may be retained according to existing studies and ties into the approved Kraaibosch Roads Master Plan. Discussions with individual municipal officials do not constitute approval.

Should the objector's motivation to close the existing intersection be supported in the evaluation of their application, they may proceed with the process, including public participation, to close the road. Note that the objector admits that their proposed access deviates from the Kraaibosch Roads Master Plan in par.17.

Access arrangements to sites west of the N9, in the subject site vicinity, including various municipal land holdings and the objector's client's property will be addressed in the revision of the Kraaibosch Roads Master Plan and on individual application merit.

Note that the current Sweetpea intersection is shown in the approved Kraaibosch Roads Master Plan and the development of the Sweetpea proposal is feasible whether the intersection remains or not. The application is supported by the Traffic & Transport: Planning, PMU & Support Services division of the George Municipality Civil Engineering Services.

The attempt by the objector to leverage the Sweetpea application to achieve road closure, to further their proposal is questionable and irregular.

The applicant is of opinion that the objector is misleading the approving authority by making statements such as, "our client has no intention to now allow that the entire Town Planning landscape and accessibility of the surrounding area be compromised as a result of the application". Again, the Sweetpea application sits within the existing urban fabric and approved road network.

Any amendments to this existing, approved landscape must be motivated in the objector's client's application, if required.

The objector is not au fait with planning processes. The application by the Municipality will be heard by the Eden Joint Planning Tribunal.

(Note: The application on the objector's client's property has already been concluded. The application was approved in principle with direct access to Knysna Road being denied until the roads master planning for area is completed and the position of the intersection is known. The objector has appealed said decision on his client's behalf. In evaluating said application, the Land Use Planning Division suggested that, for the sake of consistency, the Sweetpea Street application should be withdrawn until the master planning for the area is completed. The recommendation below resulted from further discussions in the applicant in this regard.)

- Unauthorised nature of the application (Par 29.1–29.19)

The application is submitted by the George Municipality on municipal owned land.

Following the 2004 Resolution, municipal budgets have been made available for the required studies and, in fact, for the implementation of the Sweetpea project, illustrating Council's commitment to provide affordable housing in this location. The development is also noted in the previous- and recently adopted Human Settlements Plan.

Council Resolution has also supported the adoption of the MSDF2023, where the Sweetpea development is specifically included in "Areas for release of gap housing erven (public and private)".

Such endorsement for the proposed development was again received in the adopted MSDF Review Report, 2024 which includes confirmation of progress in the implementation of the Sweetpea project under heading "Gap Housing projects to be planned and packaged".

In addition to the Council Resolutions obtained, regular feedback regarding progress is provided as part of budget planning and in the relevant Section 80 Committee meetings of the Municipality since January 2023 and via other monitoring paths previously.

Funding for the implementation of Sweetpea "servicing of erven" is included in the list of projects in the Capital Expenditure Framework and in the projects referenced in the 5th Generation Integrated Development Plan 2022 – 2027.

There is no doubt that Council has sanctioned the development of the Sweetpea site. The aim is still, as it has always been, to release registerable erven to address the affordable market. Affordable housing opportunities exist in both the individual erf- and rental market.

(Note: It is common cause that a decision taken by Council stands / remains valid unless rescinded by said Council or set aside by a court of law.)

- Flawed Town Planning Process (Par 29.20–29.28)

The history of applications on the site is not under discussion and of no relevance. Reference to the old applications were only to give background and context. The applicant agrees with the objector that the historic applications have been closed.

The current application is a new application with an associated public participation process which was followed to municipal prescript. There is no process for re-instatement aside from cutting Erven 25265 & 25252 from Erf 464, George. The merit of the current [new] application is the subject of evaluation, not the historic applications.

Remainder Erf 464, George is noted as the application property. The Application Memorandum refers to the abovementioned unregistered erven to guide I&APs to locality since Erf 464, George (*the George Commonage*) and covers a vast area (996ha).

This was to ensure that there is no confusion among other departments/organizations/members of the public/ councillors/persons engaged in discussion, etc as to which land areas the application applies. (*The applicant used the boundary descriptions of unregistered Erven 25265 & 25252 George as reference to determine the extent of the proposed development.*)

- Unclear/Conflicting Development Intentions (Par 29.29–29.37)

The number of erven and number of possible units are very clearly stated in the application documentation and visually illustrated on the layout plan. It was understood by the other commenting authorities and internal departments, by the community members present during engagements and the Councillor.

The land use intent is described in Par 1 and 2, and elsewhere, in the Motivating Memorandum and clearly describes the rights that are being applied for. The description of the site was explicit in order to avoid confusion. The locality and extent of the site was described and shown spatially.

The description of the true nature of the intended development, i.e. making individually registered erven available, with specific zonings, to accommodate described land uses, was more than sufficient.

The objector states in his comments that the application relates to a “rezoning to subdivisional area to ... allow for the development of 43 (forty-three) “Single Residential Zone I” Erven, 2 (two) “General Residential Zone IV” Erven, 2 (two) “Open Space Zone I” Erven and 4 (four) “Transportation Zone II” Erven.” This adds to 51 erven.

The locality reference to the diagram boundaries, to be clear on which land areas the projects is located to the north-west and south-east of Sweetpea Street, also relate to a total of 51 erven. The plan also indicated 51 erven. There are numerous sections of the report (Par 1.1, 1.2, 1.2.2, 1.2.3, 2.2, 3.1, 3.2) where the number of residential erven, i.e., 43 Single Residential Zone I and General Residential Zone IV erven is noted.

The objector is attempting to create confusion to deflect attention from their intent to motivate the closure of the Sweetpea Street within the housing development, to support their separate application. This objection may be regarded as frivolous.

- Flawed Public Participation Process (Par 29.38–29.49)

The public participation process as per the guidelines issued in terms of the George Municipal Land Use Planning Bylaw, 2023 was followed. The objector’s argument is based on relevance of engagements on their application (See above). PPP is a fixed process irrespective of PPP processes on other applications.

The intent to retain the Sweetpea Street intersection in its current location (as its closure is not required based on the subject land use application. This was stated in the discussions with the objector’s client’s transportation specialist at numerous occasions. The objector’s client is still free to propose changes to the Road Network in their application.

The Mashie (*Glenwood Golf*) course is located on municipal owned land. [*Notwithstanding,*] Notices were served and discussions on the proposed development did take place with the representative of this well-known facility, and no objections were received. Notice was also served on the owner of Erf 19286, George being the land belonging to the objector’s client.

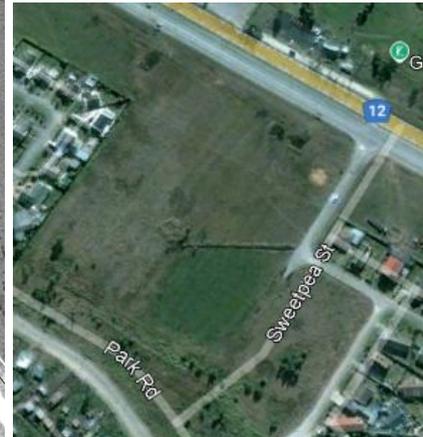
- Lack of Environmental Compliance (Par 29.50–29.57)

The Department of Environmental Affairs and Development Planning was approached prior to any planning applications for residential use on the site. An EIA application was submitted by HillLand and Associates (Ref. DEA&DP: IEM: EG 12/2/1/AG3, Erf 464, Sweetpea Street). DEA&DP: IEM confirmed that there are no listed activities on site, as per the NEMA EIA Regulations (GN No. R. 386 and R387 of 21 April 2006). (See summary of DEA&DP's comments earlier in the report.)

The subject property is found within the urban fabric, maintained as an infill urban space since implementation of the Levallia projects, and farmed beforehand according to available information. An aerial photo of the site is available for 1957 and 2002 (See below). The development of Levallia took place from 1987. The objection is thus unfounded.



1957



2003

- Lack of Infrastructure Sustainability Motivation (Par 29.58–29.62)

Engineering services will be provided to Municipal standard. The development is a municipal project, and services capacity is considered in Municipal capacity models. As per standard practice, clearance for transfer of erven will be subject to network connection. Both the Electrotechnical and Civil Engineering Divisions have supported the development (land use) application.

The objector reference to the project being “window-dressings” is offensive and unfounded. From a municipal perspective, the delivery of identified projects is important and monitored at various levels. Delays due to frivolous objections, with dubious intent, which delay implementation projects, is problematic. Again, there is no objection against the intent of the development in the documentation submitted.

The release of land for affordable housing was noted as a priority in the Western Cape: Department Environmental Affairs and Development Planning (WC: DEA&DP): Housing Market Studies for Intermediate Cities/ Larger Towns in the Western Cape, George City Area Report, dated 2 August 2022, noted as a ward priority in the George Municipality Integrated Development Plan (IDP) and spatially referenced in the adopted George Municipal Spatial Development Framework, 2023 (MSDF). The type of development proposed has, thus been sanctioned at various levels.

- Incomplete application and lack of motivation (Par 29.63–29.73)

All studies required by the Land Use Management Department has been submitted. The Engineering Geological Report was completed in March 2021. A single classification (H1/S1) applies to the site. Development of the site is supported and founding recommendations were made. Such report was submitted to the files of the Municipality related to the subject area.

The objector must note that the application was submitted by officials in the Spatial Planning Division and was subject to the same scrutiny afforded all applications submitted to the Land Use

Management Division *[to ensure impartiality]*. Commenting departments, internal and external, take the same responsibility in commenting on municipal and private applications. *(The decision on the application is also taken by the Eden Joint Municipal Planning Tribunal whose panel members do not include officials of George Municipality to ensure impartiality.)*

The applicant disagrees with the disingenuous and deliberate way the objector has selectively quoted snippets of the Memorandum to create suspicion, specifically with regards to the need for affordable housing. In addition to studies on residential demand done on a Provincial level, various strategic documents, such as the adopted Human Settlements Plan, Municipal Spatial Development Framework refer to the Sweetpea project as a priority project to release 'gap' housing opportunities. Various input documents supported such inclusion. Other market demand studies have also been concluded with input by market specialists – all pointing to the demand for housing opportunities in George.

- Flawed Traffic Submission (Par 29.74–29.90)

The application has been supported by the Traffic & Transport: Planning, PMU & Support Services Division of the George Municipality's Directorate: Civil Engineering Services. The WC: Department of Infrastructure confirmed that the George Municipality is the roads authority of Main Roads 2 (Knysna Road/N9) in terms of the Roads Ordinance 19 of 1976.

Should road network amendments be required in future, based on the future roads master planning projects, then such closures will be done in time, following the recommendations of such investigations. The approval of the Sweetpea development is one of the factors affecting master planning and a very small component of the proposals within a 2km radius of the site.

The UDS TIA (28 May 2024)'s conclusion is that the project can be implemented whether the Sweetpea Street intersection is, at a later stage, closed or not. The applicant refers to the recommendations contained in the TIA (28 May 2024) which states that the signalling of the existing Knysna Road intersection (in its current position) can be done when warranted. It also states that no upgrades are required to accommodate the traffic from the proposed development as access to the development is proposed via Sweetpea- and Carnation Streets. Compliance to the TIA recommendations may be included as a condition of approval.

From a strategic planning perspective, the retention of the Sweetpea Street intersection is important from an integration and connection perspective and walkability from the poorer communities to Knysna Road.

No information gained thus far point to the approval of the Sweetpea housing project hindering the development of other projects (Public and Private), which should be judged on their own merit and with access arrangements within their context. Notwithstanding, Sweetpea Street is an existing street and access to individual erven created as part of the development will be off an internal street network, which will function whether Sweetpea Street is closed or remains open in future.

The land uses that formed the basis of the calculations in the UDS TIA (28 May 2024) are the same land uses detailed in the land use application and was included in the set of documents made available to the public to view on the municipal website.

In relation to the objector's assertion that Sweetpea Street should be closed, the UDS TIA found to the contrary, supporting the widening of the intersection accommodate a higher intersection classification in accordance with the Roads Master Planning to facilitate retention of this integration road *(the road network adopted must allow for the integration of the development and the surrounding residential neighbourhoods with the developments to occur on the George Riding Club and the objector's client's property).*

- Conclusion
 The objector includes a statement in his closing remarks that his client has vested pecuniary and proprietary interests in the outcome of this application, as his client’s application will be adversely affected if this application is approved. The applicant asserts that the objector’s client’s application must be judged on its own merit.

Should the Sweetpea application be approved, the status quo with respect to access will remain. If the Sweetpea application is not approved, the access network will remain as is. In both instances the onus will be on the objector’s client to motivate why an approval to the access points shown on the approved Kraaibosch Master Plan and/or the existing system should change. Irrespective of the outcome, the Sweetpea project has acceptable access and should be supported.

The objectors’ comments and comments by other parties are noted and, as far as possible addressed. It is the author’s opinion that the objection is a tactic to delay implementation to enable objector’s client greater leeway to negotiate the relocation of the Sweetpea intersection. As noted, each application will be evaluated on their merits.

PART M: SUMMARY OF COMMENTS FROM INTERNAL DEPARTMENTS AND/OR ORGANS OF STATE COMMENTS

Name of Department	Date	Summary of comments	Recommendation
CES	27 August 2024 10 September 2025	Note that the proposed layout must conform to the George Road Master planning and Knysna AMP, which remains subject to approval. Kindly note that the proposed layout—particularly with reference to the Sweetpea intersection—is not aligned with the outcomes of the interdepartmental meeting held between Town Planning and CES and is therefore not supported.	In order. Note this does not refer to the Kraaibosch Roads Master Plan. Comment addressed later in the report. The layout is not proposed to be approved. A separate application for subdivision will follow the completion of the roads master planning studies for the area.
CES (traffic)	24 October 2024 11 September 2025	The proposed subdivision plan is supported. A detailed Site Development Plan (SDP) to be submitted for Erf 29 (Public Open Space). The developer advised to give special attention to restricting vehicular traffic in favour of promoting non-motorized transport (NMT). The development is supported. Town Planning is in the process of commissioning a Traffic Impact Assessment (TIA) for the Riding Club, which will guide the future needs of the area and surrounding developments. The Sweetpea Street and Knysna Road intersection may be affected, which could impact the proposed layout of the housing development on Erf 464.	In order. Noted. The Division proposes that the final layout for the development only be considered once the roads master planning studies have been concluded and approved.
GIPTN	27 August 2024	The GIPTN does not have any objection to the proposed development of single residential erven on Erf 464. Please do	In order.

		however note that there is a Go George bus stop located on Park Road on the eastern side of the property (Stop 205 TRIUMPH). Any development and access to the property should take cognisance to not impede buses stopping at this bus stop, and passengers making use of it.	
ETS	27 August 2024	Refer to comments and DC calculation attached.	In order

PART N: MUNICIPAL PLANNING EVALUATION (REFER TO RELEVANT CONSIDERATIONS GUIDELINE)

Is the proposal consistent with the principles referred to in chapter 2 of SPLUMA? (can be elaborated further below)	Y	N
Is the proposal consistent with the principles referred to in chapter VI of LUPA? (can be elaborated further below)	Y	N

(In)consistency with the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and with the principles referred to in Chapter VI of the Land Use Planning Act, 2014 (Act 3 of 2014) (Section 65 of the Planning By-Law)

The consistency of the application with the principles of SPLUMA and LUPA as read with Section 65 of the Planning By-Law was evaluated as follows:

No	Evaluation checklist	Yes	No	N/A
	Section 65			
65(a)	Does the application submitted comply with the provisions of the Land Use Planning By-law for George Municipality, 2023?	X		
65(b)	Has the motivation submitted been considered?	X		
	Were the correct procedures followed in processing the application? (see land use application process checklist)	X		
	Was a condonation required and granted with regards to the process followed? (see land use application process checklist)		X	
65(c)	Have the desirability guidelines as issued by the provincial minister to utilise land for the proposed land uses been considered? (not yet applicable)			X
65(d)	Have the comments received from the respondents, any organs of state and the provincial minister been considered? (s. 45 of LUPA)			X
65(e)	Have the comments received from the applicant been considered?	X		
65(f)	Have investigations carried out in terms of other laws which are relevant to the application been considered?	X		
65(g)	Was the application assessed by a registered town planner? (see land use application process checklist)	X		
65(h)	Has the impact of the proposed development on municipal engineering services been considered?	X		
65(i)	Is the application in line, consistent and/or compatible with the IDP of the Municipality?	X		
	Is the application in line, consistent and/or compatible with the Municipality's SDF?	X		
65(j)	Is the application in line, consistent and/or compatible with the IDP of the district Municipality including its SDF?			X
	Is the application in line, consistent and/or compatible with the district Municipality's SDF?	X		
65(k)	Is the application in line, consistent and/or compatible with the applicable local SDF?	X		
65(l)	Is the application in line, consistent and/or compatible with the applicable policies of the Municipality that guide decision making?	X		
65(m)	Is the application in line, consistent and/or compatible with the provincial SDF?	X		

65(n)	Is the application in line, consistent and/or compatible with the regional SDF (<i>SPLUMA</i>) or provincial regional SDF (<i>LUPA</i>)?				X
65(o)	Is the application in line, consistent and/or compatible with the applicable policies, guidelines, standards, principles, norms, or criteria set by national and/or provincial government?		X		
65(p)	Is the application in line, consistent and/or compatible with the matters referred to in Section 42 of <i>SPLUMA</i> ?		X		
65(q)	Does the application comply with the requirements of Section 42(2) of <i>SPLUMA</i> , supported by the relevant environmental reports.				X
65(r)	Is the application in line or consistent and/or compatible with the following principles as contained in Sections 7 of <i>SPLUMA</i> and 59 of <i>LUPA</i> :				
	1.	The redress of spatial and other development imbalances of the past through improved access to, and use of land?	X		
	2.	Address the inclusion of persons and areas previously excluded in the past, specifically informal settlements and areas characterised by wide-spread poverty and deprivation?			X
	3.	Enable the redress of access to land by disadvantaged communities and persons?			X
	4.	Support access to / facilitate the obtaining of security of tenure and/or incremental informal settlement upgrading?			X
	5.	Has the potential impact of the development proposal on the value of the affected land /properties been considered?	X		
	6.	Has the impact of the application on the existing rights of the surrounding owners been recognised?	X		
	7.	Does the application promote spatially compact, resource frugal development form?	X		
	8.	Can the development be accommodated within the existing fiscal (budget), institutional and administrative means of the Municipality? (<i>e.g. Infrastructure upgrades required – when, budgeted for, etc.</i>)	X		
	9.	Has the protection of prime, unique, and/or high potential agricultural land been considered?			x
	10.	Is the application consistent with the land use measures applicable to / contained in environmental management instruments?			x
	11.	Does the application promote and stimulate the equitable and effective functioning of land markets?	x		
	12.	Have all current and future costs to all parties for the provision of infrastructure and social services been considered?	x		
	13.	Does the application promote development that is sustainable, discourages urban sprawl, encourages residential densification, and promotes a more compact urban form?	x		
	14.	Will the development result in / promote the establishment of viable communities?	x		
	15.	Does the development strive to ensure that the basic needs of all the citizens are met in an affordable way?	x		
	16.	Will the development sustain and/or protect natural habitats, ecological corridors, and areas of high bio-diversity importance?			x
	17.	Will the development sustain and/or protect provincial heritage and tourism resources?			x
	18.	Will the development sustain and/or protect areas unsuitable for development including flood plains, steep slopes, wetlands, areas with a high-water table, and landscapes and features of cultural significance?			x
	19.	Will the development sustain and/or protect the economic potential of the relevant area or region?	x		
	20.	Has provision been made in the development to mitigate against the potential impacts of climate change?			x
	21.	Does the development include measures to reduce consumption / conserve water and energy resources? (<i>renewable energy, energy saving, water saving, etc.</i>)			x

22	Does the development consider sea-level rise, flooding, storm surges, fire hazards?			x
23	Does the development consider geological formations and topographical (soil and slope) conditions?			x
24.	Will the development discourage illegal land occupation – w.r.t. Informal land development practices?			x
25.	Benefits the long-term social, economic, and environmental priorities for the area (<i>sustained job opportunities, sustained income, integrated open space network, etc.</i>) over any short-term benefits (<i>job creation during construction, short term economic injection, etc.</i>)?	x		
26.	Contributes towards the optimal use of existing resources, infrastructure, agriculture, land, minerals, and/or facilities?	x		
27.	Contributes towards social, economic, institutional, and physical integration aspects of land use planning?	x		
28.	Promotes and supports the inter-relationships between rural and urban development?			x
29.	Promotes the availability of employment and residential opportunities in close proximity to each other or the integration thereof?			x
30.	Promotes the establishment of a diverse combination of land uses?	x		
31.	Contributes towards the correction of distorted spatial patterns of settlements within the town / city / village?	x		
32.	Contributes towards and / or promotes the creation of a quality and functional open spatial environment?			x
33.	Will the development allow the area or town to be more spatially resilient that can ensure a sustainable livelihood for the affected community most likely to be affected by economic and environmental shocks?	x		
65(s)	Is the application in line with the applicable provisions contained in the applicable zoning scheme regulations (By-law)? (e.g. Definitions, land use description and development parameters)	x		
65(t)	Is the application in conflict with any restrictive condition applicable to the land concerned?		x	

Comments:

The proposed development comprises of a medium and higher density residential development. The property is located along Knysna Road in an area that is indicated a densification zone in terms of the MSDF.

*65(h): The area where the site is situated is well serviced in terms of engineering services. Knysna Road is a main activity corridor and public transportation route. The site is also accessible to Park Road which is also a public transport route just south of the site. There is a Go-George bus stop adjacent to the site. The 2 major streets that surround the site are Knysna Road and Park Road (which are well equipped with NMT capabilities such as walkways) and with Sweetpea Street connecting these 2 routes. Sweetpea Street will be upgraded with another walkway to improve pedestrian connectivity with the greater city area. In terms of water, sewer, stormwater and electricity, the property is in an already serviced area. Services have been confirmed to be sufficient by the technical services department (CES and ETS).

*5 & 6: Some of the important concerns raised in the public participation process relate to the impact on value of properties as well impact on rights of adjoining property owners. It is understandable that the development is questioned by the residents of Levallia, and it is acknowledged that any new land development which establishes higher residential density in existing residential areas, are not without its drawbacks. However, these drawbacks must always be weighed against the positive aspects of associated with responsible densification such as creating new housing opportunities in the affordable housing market, using vacant land more optimally, etc.

Fortunately for the Sweetpea development, evidence and transparency was established to indicate that the development will integrate whilst providing “housing choice” to the people of George. It is also evidently clear that Levallia was established as is a middle-income suburban area and the residents find it necessary to protect the value of their properties. The Sweetpea development will provide housing opportunities for

higher middle-income earners/working class, especially first-time homeowners. Further, with increasing property value within the whole of George, it must be noted that residential units sold within the Sweetpea development simply cannot lower the property value when planned and designed appropriately. The table below shows important principles and goals that have been set to be achieved within the Sweetpea development to ensure that property values are not affected in Levallia.

Principle	Goal	Checkbox
Quality design & height transition	Visual integration with existing suburb	✓
Infrastructure support	Prevent overload and maintain liveability	✓
Amenities & green spaces	Enhance value and attract demand	✓
Community engagement	Reduce resistance and build shared vision	✓
Smart zoning and regulations	Guide quality growth	Not project requirement
Evidence and transparency	Build confidence in outcomes	✓

Infill residential developments do not inherently lower property values —but poor planning and insensitive implementation does. With careful management, which can be easily employed through development conditions, the Sweetpea development will benefit the Levallia area, increase housing options, and raising property value.

*8 and 13: The development is considered to be resource frugal as it ensures infill development within close proximity to economic opportunities. Developing open pockets of land within the urban edge with appropriate residential densities is a sustainable and vital approach in addressing major housing concerns. The property is furthermore located in an area where NMT developments are encouraged and promoted. As stated above, the site borders onto 2 Go-George bus routes with the bus stops on Park Road making the site easily accessible to social and economic opportunities. The proposal will ensure the effective use of underutilized land in a well-located area, providing much needed affordable housing opportunities in close proximity to public transport routes.

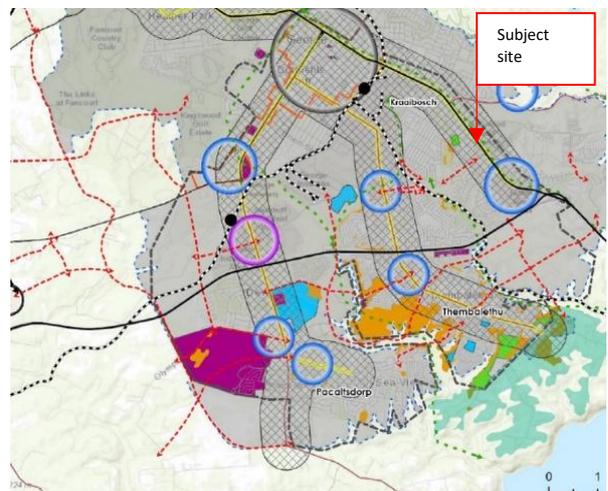
*10 and 16: The proposed development is found to be environmentally sustainable as it is proposed within an established urban area. The site is far away from natural resources which could be impacted on a short-term and long-term bases of the development. Support has been received from DEADP regarding environmental sensitivity of the proposal. Further, the site adds to the continuous open space system along Knysna Road which is regarded as a green lung within the Eastern Extension area. The planned continuous open space system will also be responsible for the channelling of stormwater along Knysna Road together with providing an area for sport and recreational facilities for children.

It can therefore be concluded that the proposal is consistent with the requirements of SPLUMA and LUPA.

(H)consistency with the IDP/Various levels of SDF's/Applicable policies

George Municipal Spatial Development Framework, 2023

the intension of the George MSDF, 2023 is to provide guidelines aimed at among others, promoting sustainability and affordability, providing for the needs of the community, strengthening the economy, finding a balance between urban development and the natural environment, responding to climate change and disaster management, the equitable and more efficient functioning of the city, providing a diversity of housing typologies and respond to broader housing needs, restructuring and densify the existing urban form, access to employment opportunities, social services, open spaces and recreation opportunities, connectivity by walking, non-motorised transport and public transport, enabling greater choice and a more productive economy.



The subject property is situated within the urban edge, in an area that is demarcated for high density residential development in terms of the **George Municipal Spatial Development Framework, 2023**. The site is directly located on Knysna Road which is encompassed by the 500m radius intensification area (refer to illustration below). The area is also regarded as a main activity corridor as extending from the George city centre. The corridor provides for public transportation (i.e., Go-George) and is a very important contributor in connecting the local population to economic and social opportunities.

According to the MSDF, more compact and diverse neighbourhoods (where people can live, work and recreate) with better housing choice, walkable streets and accessible (usable) open spaces should be pursued. The MSDF requires that developers make optimal use of strategically located vacant and under-utilised land.

In light of the above, it is also greatly acknowledged that the proposal aligns with the following policies of the MSDF:

- Policy A1: PGb: Promote service provision to support densification and infill development (specifically residential developments).
 - Engineering services planning to support urban form (enable investment in appropriate areas).
 - Developing within the existing services footprint and existing urban fabric is the preferred strategy because of the many environmental, economic and benefits it provides.
- Policy A2: PGb: Enhance public transport and walkability (NMT).
 - Retain a compact urban form to support public transport functionality and walkability.
 - Intensification to support public transport corridors.
 - NMT/walkability to be promoted in all developments. Access to socio-economic opportunities and public transport routes to be facilitated.
- Policy C2.1: PG: Contain Urban Sprawl
 - Growth of urban settlements in George needs to be managed to ensure the optimum and effective use of existing infrastructure and resources and in return secure the Municipality's fiscal sustainability and resilience while preventing further loss of natural and agricultural assets.
- Policy C2.3 PGa: Development and re-development of land / buildings within the urban edge, in context appropriate localities, to accommodate higher density residential use that promotes restructuring of the settlement.
 - This policy is in line with the provision of high-density residential units which are planned for at a density of 80du/ha. This will ensure restructuring reduce land consumption.
- Policy D1: PGa All market segments to be catered for.
 - The policies under theme D of the MSDF require that balanced, integrated housing options to be provided and specific mention of the Sweetpea development is cited in the MSDF. This site is reserved for the provision of affordable housing/the gap market.

Taking the above into consideration it is found that the proposed development is consistent with the provision in the MSDF.

George South-East Local Spatial Development Framework, 2016

In terms of the George South-East Local Spatial Development Framework, 2016, the property is also found to be consistent with this local policy as it feeds onto the MSDF.

Some of the strategies highlighted in the Local Spatial Development framework for the area is restructuring and integrating dysfunctional urban fabric, together with public transport system and urban renewal interventions. The proposed development on the subject site aligns with this strategy, and specifically with the following policy objectives:

- Emphasises use of underutilised land in proximity to the intersections off N2 and along linking routes to the CBD for more intensive mixed-use development;
- Supports increased densities in specifically the George city centre and secondary nodes, and along key public transport routes that link them;
- Supports development which emphasises public transport and opposes private car use;

- Supports intense economic activities and social facilities along continuous routes which integrate different parts of George;
- Ensures social equality with access to opportunities and social infrastructure; and
- Lastly, the development supports development of open space systems through maintaining the integrity of existing elements.

Considering the above, the proposed land use developed can be considered to be in line with the local spatial development framework for the area.

(In)consistency with guidelines prepared by the Provincial Minister

N/A

Outcomes of investigations/applications i.t.o other laws

Access requirements

As noted in the application, the proposal for the Sweetpea development was submitted in 2021 with concerns raised against the Sweetpea Street intersection. With the initial application in 2021, an objection was received which was suggested that this access along Knysna Road was non-compliant. However, after an investigation it was concluded that the existing intersection can remain in its current position. Notwithstanding, another project based traffic investigation was undertaken during the public participation process of this application and concluded as follows:

- 1) That this TIS provides input to a development proposal on Remainder Erf 464 along Sweetpea Street, situated along Sweetpea Street, southwest of Knysna Road, George;
- 2) That a separate report was prepared by this company investigating the closure of Sweetpea Street at its intersection with Knysna Road, with the recommendation of signalling the existing intersection in its current position when warranted;
- 3) That the development proposal being investigated consist of residential erven and apartments units, with accompanying community pocket (consisting of sportsfield/kickabout);
- 4) That access is proposed via Sweetpea- and Carnation Streets;
- 5) That the potential trip generation of the development proposals would be in the order of 69 peak hour trips allowing for trip reduction due to the availability of public transport in the vicinity;
- 6) That to accommodate the background traffic, the following intersection upgrades are suggested:
 - Knysna Road/Sweetpea Street: provision of traffic signals;
 - Park Road/Triumph Close: provision of dedicated left-turn lane along south eastern Park Road-approach;
- 7) That to accommodate the proposed development traffic, no upgrades additional to those suggested to accommodate the background traffic are considered necessary;
- 8) That based on the warrants for right-turn lanes (AMG of WCG), a dedicated right-turn lane is warranted along Knysna Road at its intersection with Sweetpea Street due to the high volumes of through traffic along Knysna Road (during the background peak hours already), but that the implementation thereof is suggested to be addressed by way of conceptual design of the future upgrade of the existing undivided dual carriageway section of Knysna Road;
- 9) That along with the subdivision of the subject property, it should be ensured that a splay is provided on the corner of Sweetpea Street/Krisant Street where one does not currently exist to assist with the line of site from the Krisant Street-approach;
- 10) That the internal road reserve is proposed as 12m to 13m wide, with turning space where the street terminates in a cul-de-sac;
- 11) That the PT2 Zone parking requirements as contained in the George Integrated Zoning Scheme By-law are considered applicable to the proposed development on the subject property, which would calculate to 106 parking bays for the residential component based on the current maximum yield; and
- 12) That the subject property is well served by public transport (Go George bus service), that a sidewalk exists along the western side of Park Road, and that it is suggested that along with the development of the subject property, a sidewalk be provided along at least one side of Sweetpea Street between Park Road and Knysna Road.

In essence, access to the development can be taken from Sweetpea Street, with a signalised intersection only being developed when warranted. This proposal was supported and approved by the Controlling Authority (George Municipality’s Civil Engineering Services Directorate).

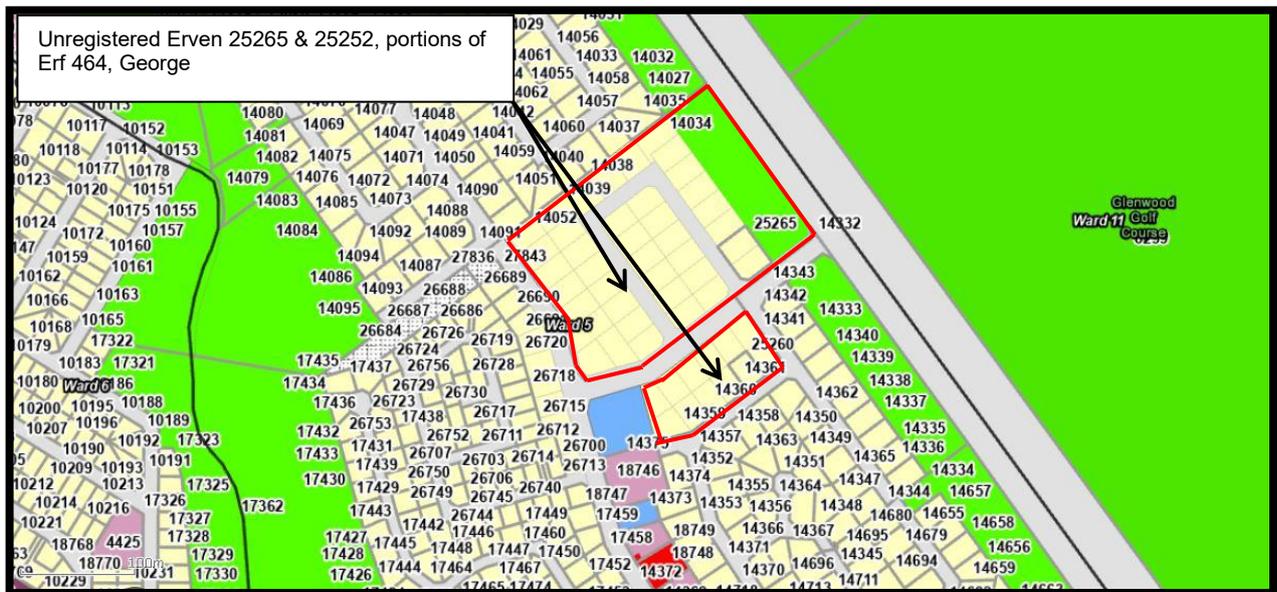
Subsequent to this approval, the Controlling Authority also supported and approved the intersection proposed for a future development on Erf 19286, George. The primary driver for approving this intersection was that the developer was prepared to pay for the development of the intersection without considering other factors such as the implications of closing the Sweetpea Street intersection and no access being provided to the lower income neighbourhoods located east and south of the application site, stemming any chance of integrating these neighbourhoods with the developments planned on the Glenwood side of Knysna Road.

It was therefore decided that the roads master planning for the area, considering the developments proposed on both sides of Knysna Road be concluded before the final layout for this development is considered.

Existing and proposed zoning comparisons and considerations.

Existing zoning considerations (Utility Zone)

The unregistered Erven 25265 & 25252, portions of Erf 464, George are zoned Single Residential Zone I, Transport Zone II and Open Space Zone I in terms of the George Integrated Zoning Scheme By-law, 2023. The subdivided erven were never transferred which makes the current zoning of the property unattainable. Though the current zoning never vested, it is important to note that the site is predominantly zoned for residential purposes (51 Single Residential erven approved in 2008), which is still in the same vein as the proposed development. (Refer to image below for current zoning.)



Proposed zoning considerations.

The proposed zoning for the site is similar to the previously approved zoning in the sense that it still accommodates a residential development. The principle is still upheld with difference being that the density has significantly increased comparing to the approved zoning.

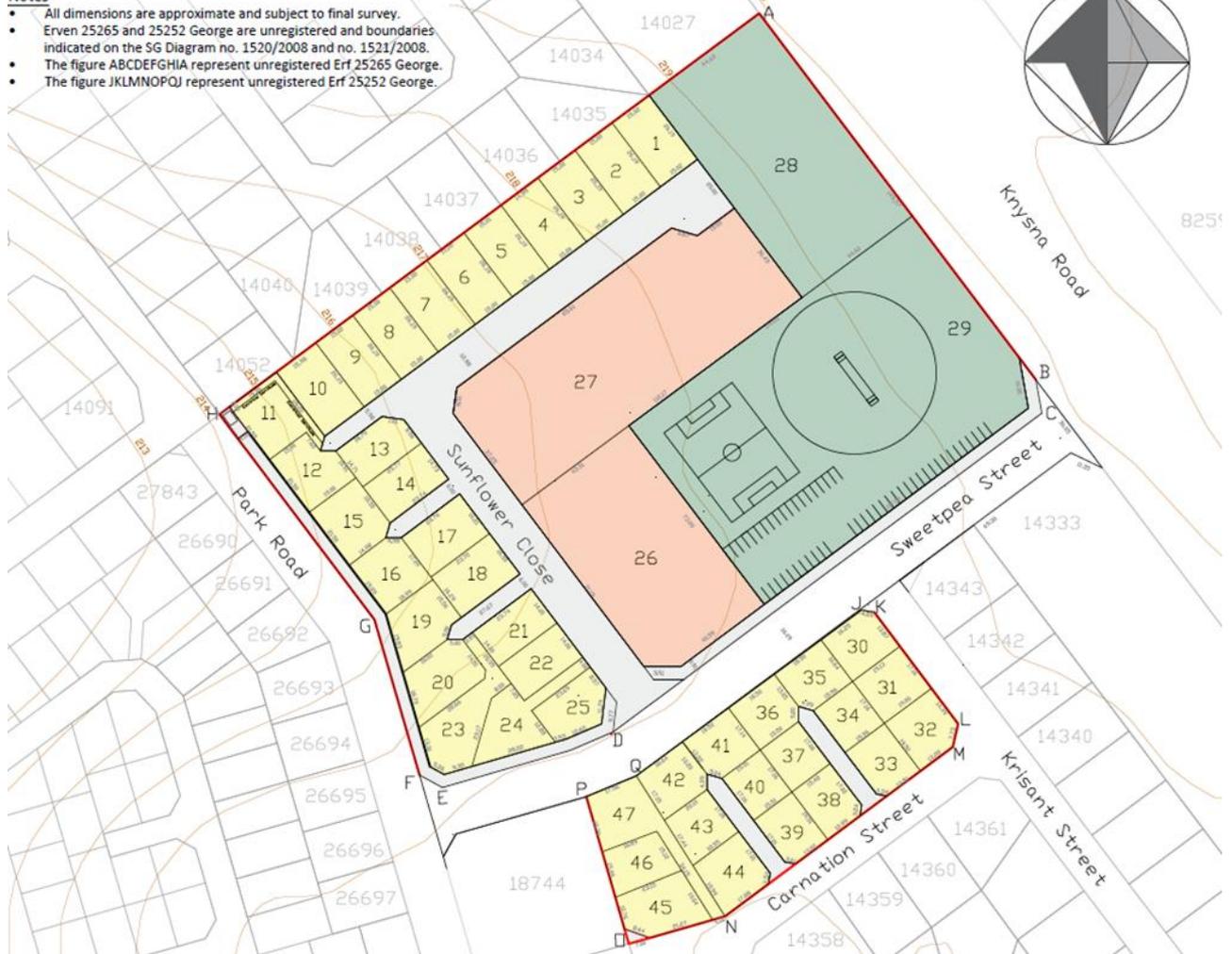
The proposal introduces 43 single residential erven, and 2 erven dedicated for the development of flats. The 43 residential units which make up 37% of the development are no different from the previously approved development when studied independently. The flats component makes up 19% of the entire development while open space makes up 29% and roads being 15%. The density for the flats’ component is calculated at 80 dwelling units per hectare.

It is recognised that the proposal has potential to alter the local community’s dynamics when considering the proposed density, however the design of the development makes a healthy breakdown of the different land

uses and also ensures continuation of the current use of the site (informal sportsfield/kickabout). This type of township planning is important in providing choice in terms of the housing market that George has to offer.

Notes

- All dimensions are approximate and subject to final survey.
- Erven 25265 and 25252 George are unregistered and boundaries indicated on the SG Diagram no. 1520/2008 and no. 1521/2008.
- The figure ABCDEFGHIA represent unregistered Erf 25265 George.
- The figure JKLMNOPQJ represent unregistered Erf 25252 George.



The table below further compares the existing and proposed zoning.

	Single Residential Zone I	General Residential Zone IV
1. Primary use rights	Dwelling house	Flats (approximately 63 units at 80du/ha)
2. Height requirements	6.5m to wall plate height and 8.5m to pitch roof	8.5m proposed
3. Coverage	50% and 65% (depending on size)	60%
4. Floor factor	N/A	2
5. Building lines	3.0m or 4.0m for the street 2.0m for the side and rear or; 1.5m on one side, 0.0m on the other and 1.5m for the rear	- 5.0m for the street - 3.0m for the side and rear
6. Parking	2 parking bays	1.75 bays per dwelling unit with 3 habitable rooms or more plus 0.25 bays for visitors is required.

From the above, it is evident that the proposed flats will remain within the allowable height, coverage and grading will also align with what is apparent to this area. A seamless transition between the existing single residential erven in Levallia up to the proposed flats will be created. The important views will remain preserved. Further to the above, it must be borne in mind that the spatial planning policies for this area advocated for increased residential densities in line with the objective of this zoning. The objective reads,

“this zone is meant to promote higher density residential development. The dominant use within this zone must be residential, but limited mixed-use development is possible with the Municipality’s consent. This zone has particular location requirements, such as proximity to transport and amenities, and should not be randomly located without due consideration of the availability of open space and community facilities”.

In light of the above, the proposal introduces a residential development in an area that is widely accessible and close to public transportation and other social and economic opportunities.

The development will comply with all the zoning scheme requirements as deduced above. In terms of parking, all the proposed single residential erven will be able to provide parking together with the flats development.

The need and desirability of the proposal

The need and desirability for the proposed development has been considered in terms of the following factors:

NO.	Evaluation check list	Yes	No	N/A
1	Will the natural environment and/or open space systems be negatively affected?		X	
2	Will application result in trees/indigenous vegetation being removed on site or in the road reserve?		X	
3	Does the application have any negative impact on heritage resources?		X	
4	Will the character of the surrounding area be negatively affected?		X	
5	Will the architectural character of the streetscape be negatively affected?		X	
6	Will there be any negative impact on vehicle traffic and pedestrian safety?		X	
7	Will there be a negative impact on traffic movement?		X	
8	Will there be a negative impact on vehicle sight distances?		X	
9	Are there adequate on-site parking / loading facilities provided?	X		
*10	Are there adequate vehicle access/ egress to the property?	X		
11	Will the neighbour’s amenity to sunlight be negatively affected?		X	
12	Will the application result in overshadowing onto neighbours’ properties?		X	
13	Will the neighbour’s amenity to privacy / enjoyment of their property / views be negatively affected?		X	
14	Will the proposal have a negative impact on scenic vistas or intrude on the skyline		X	
15	Will the intended land use have a negative impact on adjoining uses?		X	
16	Will the land use pose a potential danger to life or property in terms of fire risks, air pollution or smells or compromise a person’s right to a safe and secure environment?		X	
*17	Will there be a negative impact on property values?		X	
18	Will the application result in a nuisance, noise nuisance, and disturbance to neighbours?		X	
19	Will adequate open space and/or recreational space be provided (for residential developments)?	X		
20	Will approval of the application set a precedent?		X	

Comments

#10: As detailed in Part N which discusses other outcomes related to the application, it has been shown that the existing access/linkage between Sweetpea Street and Knysna Road is legal and can be maintained in this portion. With that being said, the access is however not compliant in terms of access guidelines and the final road’s master plan for the Glenwood area must still be concluded. Though allocating zoning rights to the site is still possible (allowing for a rezoning to a subdivisional area with a basket of development rights), without knowing the final position and design of the future Knysna Road link, the final subdivision layout cannot be determined and thus, the subdivision application should only be considered once the outcome of the master planning studies have been concluded and the master plan is adopted / approved by the Controlling

Authority. The MSDF requires that there is integration between neighbourhoods, especially to economic opportunities and thus a feasible linkage with Knysna Road must be incorporated into the subdivision layout.

Vehicle movement between Knysna Road and Sweetpea Street is a complicated situation at present. However, since Sweetpea Street is existing, the zoning rights for the development may be maintained pending approval of the final road’s master plan for this area. Further to this, the development is still accessible via the local streets which are Sweetpea Street (notwithstanding the linkage with Knysna Road), Park Road, Krisant and Carnation Streets.

#17: As stated in **Part N** of this report, the Sweetpea development will provide housing opportunities for higher middle-income earners/working class. It is also publicly known that property values within George are exorbitantly increasing. This increase in property value is also motivated by new development that is occurring in George thus rendering the claim of dropping property values to be false.

The proposal is found to be in line with the rest of the need and desirability requirements.

Assessment of objections/comments

As established in this report, 3 formal objections were received from the Levallia residents and as well from attorneys representing the developer of Erf 19286, George. The objections and reply are assessed in the table below.

Objection	Reply to objection	Assessment of comment/objection
Levallia Residents – represented by Colin Alie and Vincent Moos		
<p>The number of comments received from the residents of Levallia are not related to the application at hand. These objections include suggestions of increase in crime levels, wastage of land etc as a result of the property.</p>	<p>- Applicant takes note of the comments made by the residents.</p>	<ul style="list-style-type: none"> - The applicant has adequately addressed these concerns. - The objector (specifically Colin Alie) has not provided justification for his claims that the proposed development will lead to increased crime levels. This claim is false. Many of his objections are based on the current activities of children and adults that are making use of the site for cricket games. Even so, there is a network of open space along Knysna Road where the public is allowed to visit and use recreationally. The proposal seeks to secure land for children to play, with better management. - The argument that land will be wasted is also false, developing within the proposed densities and also providing for open space is in line with the spatial vision for this area. - The IDP (5th-generation, 2022–2027 and its subsequent reviews) treats parks, recreation and sports infrastructure as part of the municipality’s strategic social and spatial development objectives: they are linked to health, youth development, social inclusion, and placemaking in the municipal area. - The Municipal Spatial Development Framework (MSDF) explicitly includes a network approach to open space: a mix of formal sports fields, passive open spaces, trails and green corridors that support both active and passive recreation. The MSDF calls for

		planned distribution of active recreational facilities (sports fields, tracks) to serve communities across wards.
The concerns raised by the residents of Levallia relate to measures of control and how the municipality will choose buyers.	<ul style="list-style-type: none"> - All potential landowners have to abide by the municipal bylaws, including controls on building plan approval, etc. - This argument also relates to speculation of purchasing a property from the Municipality and then re-selling the property for a profit. Hence the proposed title conditions on reversionary rights. 	<ul style="list-style-type: none"> - Applicant has adequately addressed this concern. All properties within the development will be managed by the zoning scheme and similarly with majority of properties within the municipal area. - The Investment Properties Section will set out criteria in ensuring that qualifying candidates get opportunity to purchase property within this development. It must be noted that this has been done in areas such as in Levallia, Kleinkrantz, Thembaletu etc.
The sizes of the units and flats development resulting in dropping of property values.	<ul style="list-style-type: none"> - The value of the property (erf and top structure) does not necessarily equate to the size of the property. Applicant makes an example of erven selling in Groenkloof and Mooikloof which are far smaller than 200m² and are far more expensive to properties in Levallia. 	<ul style="list-style-type: none"> - This concern has been addressed in the report. The proposed development makes use of available Council owned land in creating housing opportunities within the gap/affordable markets, which is what is lacking in George. Further, it is planned in a way that ensure open space is retained, improving the quality of this area.
Suggestions were made in relations to erven sizes, parking provision, retaining open spaces, design standard	<ul style="list-style-type: none"> - Applicant has noted the suggestions. 	<ul style="list-style-type: none"> - It is acknowledged that the objector suggested that the properties are sold with approved building plans as way of managing the development. This suggestion may be included as a condition of approval; however, it is important to note that the zoning scheme is available to ensure compliance.
Adv. Adrian Venter on behalf of Glenwood George Retail (Pty) Ltd		
Irreparable Prejudice Due to Application Approval	<ul style="list-style-type: none"> - Applicant has fully addressed this concern. 	<ul style="list-style-type: none"> - The objector has made it clear that this objection is based on a different application requiring access off Knysna Road and hereby demands the relocation of Sweetpea Street to accommodate his access requirements. - The current Sweetpea access is existing and approved legal access as confirmed in the current Kraaibosch Road Master Plan. Notwithstanding, a new roads master plan is being prepared to address future access requirements for the broader Glenwood / Protea Park area and thus, the subdivision layout, which may be affected by the outcome of the master planning studies, should not be approved.
Unauthorised Nature of the Application	<ul style="list-style-type: none"> - Applicant has fully addressed this concern. 	<ul style="list-style-type: none"> - The objector argues that the Council Resolution among many other things is not valid. - it is common cause that a Council resolution remains valid until it is either rescinded by Council or set aside by a court of law. There is

		<p>no time limit to which the said resolution must be implemented and thus, it remains valid.</p> <ul style="list-style-type: none"> - The intent of the project as described in the 2004 Council resolution has not changed. The project is mandated by Council with budgetary provision provided to plan and implement it. - Applicant has satisfactorily responded to this claim.
Flawed Town Planning Process	<ul style="list-style-type: none"> - Applicant emphasizes that there the question of “reinstatement” does not mean recreating the previously approved development. The application is all together new. 	<ul style="list-style-type: none"> - Remainder Erf 464, George is large (close to 1000ha), comprises the George Commonage and also include, among others road portions and public open spaces. It therefore covers a vast part of George. - The use of the word “reinstatement’ in the application is not intended to mislead anyone. On the contrary, it was intended to demarcate the boundaries of the development, being the cadastral boundaries as stated on the SG Diagrams of unregistered Erven 25265 & 25252, George – being portions of Remainder Erf 464. - The land representing these unregistered erven must be subdivided off Remainder Erf 464 and there is no prohibition from a land survey perspective reuse of the existing SG diagrams of the aforementioned properties for this purpose (hence the use of the term “reinstatement”).
Unclear, Conflicting and Misleading Development Intentions	<ul style="list-style-type: none"> - Applicant states that the application was explicit in order to avoid any confusion. - Applicant proceeds to state that objector argues different things thus rendering the objection to be unclear. 	<ul style="list-style-type: none"> - As per the reply above, the “reinstatement” / reuse of the 2 previously subdivided and unregistered erven to form the parent properties for the further subdivision of the land, is perfectly acceptable. The SG diagrams only need to be reindorsed at the SG office for it to be registered, - It is clear that this objection was designed to create confusion and time delay tactic. Notwithstanding the application has been reworded to make the intent absolutely clear.
Flawed Public Participation Process	<ul style="list-style-type: none"> - Applicant has fully addressed this concern. 	<ul style="list-style-type: none"> - The applicant fully complied with the PPP requirements as set out in the municipality’s public participation guidelines. All affected neighbours and role players were informed of the proposal. The Spatial Planning Division also held a public meeting which appears to have been well-attended.
Lack of Environmental Compliance	<ul style="list-style-type: none"> - Applicant has fully addressed this concern. 	<ul style="list-style-type: none"> - DEA&DP (Environmental Section) confirmed that the proposed development does not trigger any NEMA listed activities.
Lack of Infrastructure regarding Sustainability	<ul style="list-style-type: none"> - Applicant has responded to the comments. Applicant finds that there is no objection to the intent 	<ul style="list-style-type: none"> - Objector has no justification for their claim. The project received comment from the Civil Engineering Services and Electro-technical Services Directorates. It was confirmed that

	of the development but to delay implementation of project.	sufficient services are available to support the development of the land.
Incomplete Application and Lack of Motivation	- Applicant has fully addressed this comment.	- When an application is submitted, it must meet the requirements in terms of Section 38 the Land Use Planning By-Law for George Municipality, 2023. This application was checked, and it met these requirements. Comment from internal departments were received. They support the application, with some with conditions of approval.
Flawed Traffic Submission	- Applicant has fully responded to this comment.	- A new TIA was requested during the time of the public participation process. It concluded that Sweetpea Street is legal, and it is possible for it to remain in its current location. - It is also gathered that the development can occur whether the Sweetpea Street / Knysna Road intersection is removed or retained. However, SPLUMA requires the municipality to facilitate the integration of our city and urban restructuring. - It also recognised that a roads master plan is required for the Glenwood/ Protea Park area and that the outcome of this planning may affect the Sweetpea Street access and linkage with Knysna Road, and thus, the final development layout. - Hence, it is recommended that the application for the subdivision (closely related to the access) should be refused and new application is submitted once the master plan has been approved by the Controlling Authority. - Lastly, the TIA also responded to the parking requirements for the development indicating that sufficient parking will be provided within the development.

It is found that the main concerns applicable to this land use application have been addresses by the applicant. The objections received from Adv. Adrian Venter on behalf of Glenwood George Retail (Pty) Ltd indicate that the objection is largely based on a deeper lobbying for the relocation of the Sweetpea Street to facilitate the development of his client’s property.

The Spatial Planning Division has appointed a service provider to undertake a roads master plan for the Glenwood / Protea Park area that, among others, will determine the most suitable position for the access onto Knysna Road. The studies should be completed within the next 6 months. A new subdivision application will be submitted once the position of that intersection is known / approved.

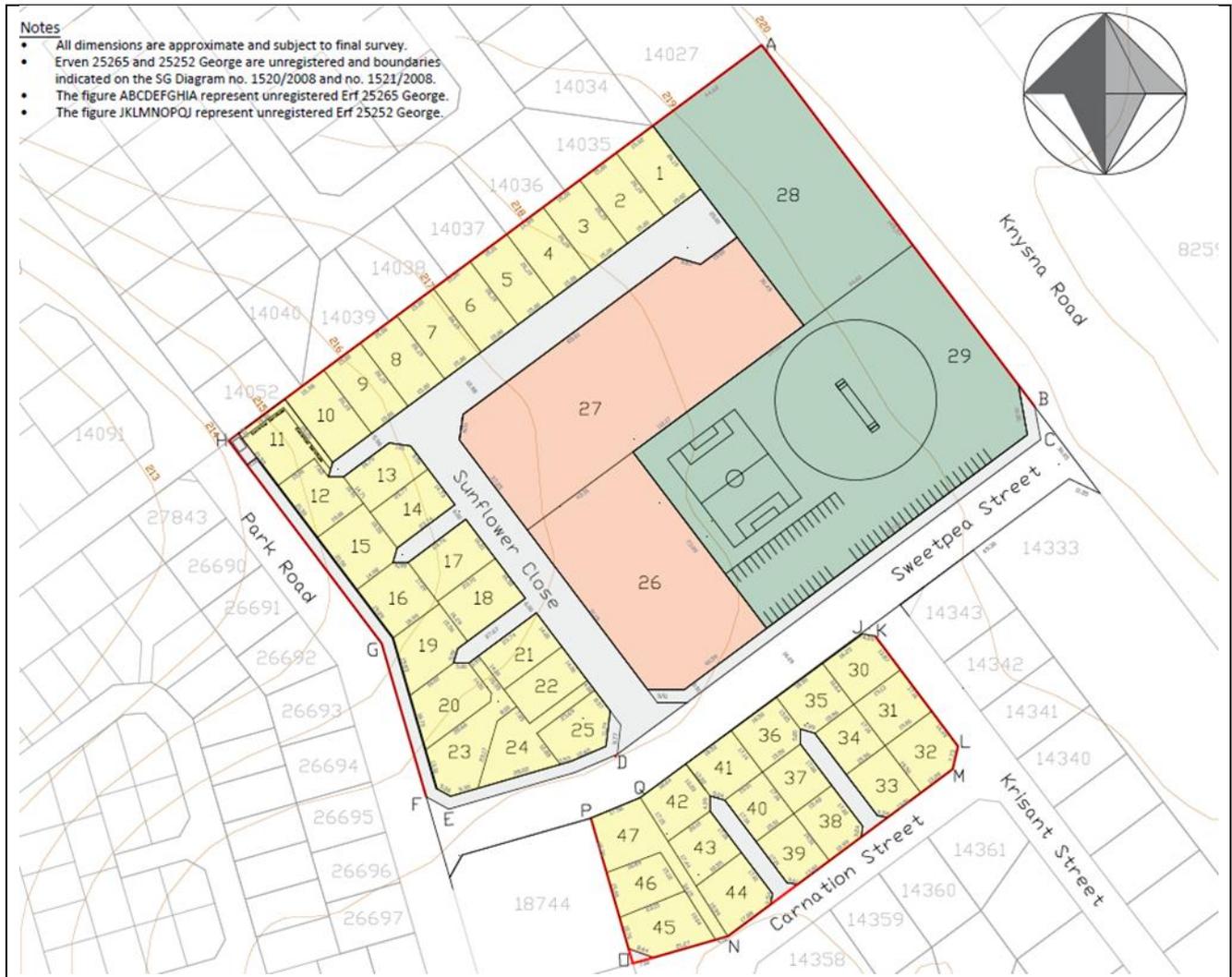
PART O: ADDITIONAL PLANNING EVALUATION FOR REMOVAL OF RESTRICTIONS

N/A

PART P: SUMMARY OF EVALUATION

APPLICATION OVERVIEW

The George Municipality has mandated the development of the Sweetpea Housing Project which seeks to create 43 Single residential erven ranging from 250m²–530m²) as well as the development of flats at a residential density of 80du/ha. The development will also allow for the retention of open spaces and public roads as can be seen in the site layout below.



LEGISLATION AND POLICIES

Municipal Spatial Development Framework

As mentioned in the report, the proposal is found within the densification zone or 500m radius of the intensification area where public transport is readily available. The site is directly adjacent to a Go-George bus route and bus stop on Park Road, easily connecting with the CBD and other economic opportunities. According the MSDF, more compact and diverse neighbourhoods (where people can live, work and recreate) with better housing choice, walkable streets and accessible (usable) open spaces should be pursued. The MSDF requires that strategically located vacant and under-utilised land should be prioritized for this purposes.

The proposed development is found to be consistent with the provision of the MSDF.

Zoning Scheme By-Law

The proposal aligns with the zoning scheme in terms of the proposed land uses and applicable parameters. The development is set to comply with all the provisions of the zoning scheme, and no departures are envisaged. As mentioned in the report, the requirement to limit the height beyond what the zoning scheme allows for within this area is unjustified. The site is situated in an intensification area, where developments of higher density and height of up to 15m may be allowed in terms of the zoning scheme.

EVALUATION

Design concept

The proposed development creates an opportunity for the creation of 43 single residential units with 34 being semi-detached units and 9 being stand-alone units. The use of semi-detached units is quite prevalent in the

Levallia area, for example on Casanie Crescent, Gelderbloem and Sauer Streets. The development also aims to create ±63 apartment units (flats) in line with the proposed density of 80du/ha. As expressed in the report, the design concept is cost-effective, intended at catering for a housing demand within the gap/affordable markets. This type of market (gap and/or affordable housing) is significantly limited within George. These types of development have been planned for in the past but when it comes to implementation, it is rather expensive to bring them to reality, which also speaks to the ever-increasing property values and construction costs in the city. The single residential units and flats will be required to comply with the zoning scheme on consideration of building plans.

In terms of design and as can be seen in the preliminary subdivision layout above, the flats development is centred within the development in order to create a seamless transition between the existing single residential erven and the high-density units. The height of the flats will not affect the existing character of the residential area as these will be placed in the centre of the development, towards Knysna Road and adjacent to an open space area.

The open space area will serve as a “vlakkie” sports facility for children living within Levallia. Aside from being a measure to soften the area, the open space system will also foster social cohesion, improve property values and ensure environmental sustainability through the management of stormwater. As mentioned above, the provision of open spaces and children’s sport fields in line with the IDP (5th-generation, 2022–2027 and its subsequent reviews). The IDP requires the creation of parks, recreation and sports infrastructure as part of the municipality’s strategic social and spatial development objectives which are linked to health, youth development, social inclusion, and placemaking in the municipal area. These objectives are also repeated in the MSDF.

In terms of housing typologies, it is duly noted that the proposed development will provide choice for different people’s needs (single residential stand or apartment unit) buyers to these units can be first-time home buyers or perhaps children of existing residents within Levallia. A site development plan for the entire development will be required and imposed as a condition below.

Access and linkage

In terms of the spatial planning vision for this area, the proposal is in principle compliant as can be confirmed in this report. The intention of the development is found to be in line with the SPLUMA principles and prevailing spatial planning policies in this regard. Notwithstanding the fact that a roads master plan must be finalised, it is also recognised that the most suitable position for the Knysna Road intersection, as far as achieving integration and urban restructuring is concerned, is in proximity of the Sweetpea development .

It is recognised that in previous discussions with the Western Cape Department of Infrastructure (DRE) and the current roads authority, George Municipality’s Civil Engineering services Directorate, the Sweetpea Street access is too close (±530m) to the existing intersection between Knysna Road and Meader Link (adjacent to CTM) / Mount Vista Drive. Thus, the following alternative linkages in line with access guidelines were suggested as shown below:



The current Sweetpea Street in its current form is also considered as an option amongst the above. However, to satisfy this pressing concern of connectivity, the subdivision of the site must be set aside and revisited once the final roads master plan is adopted. Aligning the proposal with the final road layout will also solve a number

of concerns (i.e. the objections posed at a much-needed housing project and unnecessary cost which may be incurred by the municipality is pursuing this land development project). By aligning the proposal with the final road master plan, the development redresses historical spatial imbalances and exclusions by ensuring equitable access to economic opportunities and the greater municipal area.

It is recognised that approving the current subdivision layout with the proposed Sweetpea Street / Knysna Road intersection, would be tantamount to pre-empting the outcome of the roads master planning studies required to accommodate the future development of the properties comprising the larger Glenwood and Protea Park areas, the Glenwood golf course land (which the municipality is seeking to preserve as a community asset) and the George Riding Club land (a catalytic project for which a precinct plan is being developed). The Municipality must also consider its obligations towards creating a more integrated and diverse city, allowing lower income groups greater access to economic, institutional (community / social) and housing opportunities.

The said precinct planning and roads master planning must be subjected to public participation with due regard to the potential impacts it may have on the immediate residential areas. Introducing roads master planning incrementally is not advisable and does not promote transparency and good governance.

The same argument was made when considering the development of Erf 19286, George and thus, it was agreed between the applicant and the Land Use Planning Division that, for the sake of fairness and transparency, the subdivision application will not be considered until the outcome of the master planning process has been concluded.

Notwithstanding the foregoing, the traffic impact assessment submitted with the development concluded that the existing local road network can carry the additional vehicles from the Sweetpea development, with or without the Knysna Road intersection, even though it is recognised that including such access would be more advantageous – not for the development – but for the communities to the south and east thereof.

OBJECTIONS:

As detailed in the report, the objections and petition received against the application have been addressed. The concerns raised which relate to property values, access issue, impact on character of area have also been duly addressed. The recommendations relating to the management and vetting of people who buy into the development, the design and maintenance of buildings will be regulated by means of a title deed restrictions and the zoning scheme. The municipalities property section will also apply due diligence when selling properties to ensure qualifying persons are considered and responsibility also laid to them.

CONCLUSION

Section 53(1) of SPLUMA (Decision on Applications) provides municipalities with the authority to decide on land use applications after considering all relevant factors, including whether the development is consistent with the spatial vision of the municipality. In this regard, it was determined that the access proposal presented for this development is pre-emptive and may undermine the future planning of the greater surrounding area.

The proposed subdivision of Remainder Erf 464, George to recreate / reinstate unregistered Erven 25265 and 25252, George and the rezoning of these 2 properties to a Subdivisional Area comprising of 43 single residential erven, 2 flats erven at a density of 80du/ha, public open spaces and public streets is found to align with spatial planning initiatives for this area. The proposal aims to increase residential density and optimally utilize available underutilised land within the urban edge. The rezoning application is aimed at providing housing opportunities, whilst also aligning with the character of the surrounding residential fabric.

Thus, on the balance of all considerations, the abovementioned applications cannot be considered to be undesirable as contemplated in Section 65 of the Land Use Planning Bylaw, 2023 and is therefore **SUPPORTED**.

However, as contemplated above, the use of the Sweetpea Street in its current location is closely tied to the subdivision application. Linkage of the Sweetpea Street with Knysna Road is still under investigation, and without the final outcome, the subdivision is seen to limit connectivity with the Greater George area and important economic opportunities. Thus, on the balance of all considerations, the proposed subdivision application may **NOT BE SUPPORTED**.

PART Q: RECOMMENDATION

A) That, notwithstanding the objections received, the following applications applicable to unregistered Erven 25265 & 25252, (Portions of Erf 464), George for:

1. Subdivision in terms of Section 15(2)(d) of the Land Use Planning By-law for George Municipality, 2023 of Remainder Erf 464, George to enable the reinstatement of unregistered Erven 25265 and 25252, George;
2. Rezoning in terms of Section 15(2)(a) of the Land Use Planning By-law for George Municipality, 2023 of Erven 25252 and 25265, George from Single Residential Zone I and Transport Zone II (zoning as per the GIS viewer) to a Subdivisional Area – with a basket of rights comprising of:
 - (a) 43 Single Residential Zone I erven;
 - (b) 2 General Residential Zone IV erven;
 - (c) 2 Open Space Zone I erven;
 - (d) 4 Transport Zone II erven;

BE APPROVED in terms of Section 60 of said By-law for the following reasons:

REASONS FOR DECISION

- (i) The application promotes an appropriately scaled medium to high density residential development that aligns with the spatial planning objectives for this area and is consistent with the goals and objectives of LUPA and SPLUMA.
- (ii) The proposal is found compliant with the environmental legislation (i.e. NEMA/EIA regulations) as confirmed by the competent authority (DEA&DP). The site is also situated within an established urban development area and insofar does not trigger any written authorisation in terms of the said sets of legislation.
- (iii) The application, in the context of necessity for residential densification and necessary mitigation measures in terms of height, will not have a negative impact on the surrounding environment, neighbours' rights and amenities in terms of views and privacy.
- (iv) The proposed development will be designed and built in a way that complements the aesthetical character of the area and harmoniously blend in with the surrounding built fabric.
- (v) The proposed development is situated on an activity corridor and will contribute positively to the existing public transport system (Go-George).
- (vi) The open space system will also foster social cohesion, improve property values and ensure environmental sustainability through the management of stormwater. Provision of sports fields in line with the IDP (5th-generation, 2022–2027 and its subsequent reviews) which requires the creation of parks, recreation and sports infrastructure as part of the municipality's strategic social and spatial development objectives stating that these are linked to health, youth development, social inclusion, and placemaking in the municipal area.
- (vii) The proposal is a Council mandated project aimed as providing "choice" and "opportunity" within the current housing market for George especially for first-time homeowners.

CONDITIONS OF THE DIRECTORATE: PLANNING AND DEVELOPMENT

1. That in terms of the Land Use Planning By-law for the George Municipality, 2023, the approval shall lapse if not implemented within a period of five (5) years from the date it comes in operation.
2. This approval shall be taken to cover only the subdivision for the reinstatement of unregistered Erven 25265 and 25252 George and the rezoning of these erven to a subdivisional area as applied for, as indicated on the site layout plan (Plan No. Proposed Layout – 001) drawn by W. Meyer for George

Municipality dated July 2024 attached as “**Annexure A**” which bears Council’s stamp and shall not be construed as to depart from any other Council requirements or legal provision.

3. A new subdivision application may only be submitted once the Road’s Master Plan applicable to the surrounding area has been approved.
4. A site development plan for the development with specific attention to the access/linkage, the flats component and open spaces must be submitted together with a detailed landscaping plan to the Directorate: Planning and Development in terms of Section 23 of the George Integrated Zoning Scheme Bylaw, 2023 for consideration prior to the submission of building plans.
5. Architectural design guidelines must be submitted to the Directorate for a consideration and approval for the single residential development prior to the submission of building plans. Compliance with these guidelines shall be imposed as a restrictive condition in the title deeds of these properties.
6. The height of the flats shall be limited to 8,5m.
7. The density of properties in General Residential Zone IV is restricted to 80du/ha;
8. The approval will be considered as implemented on transfer of any portion and/or the installation of services, following the consideration of the revised subdivision plan in line with the approved roads master plan.

Town Planning Notes:

- (i) *The developer is to adhere to the requirements of all relevant Acts, as well as all conditions stipulated by any other authority whose approval is required and obtained for this proposed development.*

CONDITIONS OF THE DIRECTORATE: CIVIL ENGINEERING SERVICES

9. The conditions imposed by the Directorate Civil Engineering Services are attached as ‘Annexure B’ dated 27/08/2024, collaborator reference 3247721 hereto.
10. Note, as stipulated in the attached conditions imposed by the Directorate Civil Engineering Services, the amount of Development Charges (DCs) to be paid by the developer are calculated in terms of the George Municipality Land Use Planning By-Law (as amended) and the approved DC Guidelines. With reference to clause above, with regards to the proposed development, the developer will be required to make development contribution, as follows:

The amounts of the development charges are reflected on the attached (*Annexure B*) calculation sheet dated 27/08/2024 and are as follows:

Roads: R 1 119 358.52

Sewer: R 1 429 087.33

Water: R 1 682 658.08

Total: R 4 231 103.93 (Excluding VAT)

11. The total amount of the development charges of **R 4 231 103.93 (excluding VAT)** shall be paid prior to the first transfer of a land unit pursuant to the application or upon the approval of building plans, whichever occurs first, unless otherwise provided in an engineering services agreement or, in the case of a phased development, in these or any other relevant conditions of approval.
12. Any amendments or additions to the proposed development which is not contained within the calculation sheet as dated in condition 9 above, which may lead to an increase or decrease in the proportional contribution to municipal public expenditure, will result in the recalculation of the development charges and the amendment of these conditions of approval or the imposition of other relevant conditions of approval.

CONDITIONS OF THE DIRECTORATE: ELECTROTECHNICAL SERVICES

13. The conditions imposed by the Directorate Electrotechnical Services are attached as ‘Annexure B’ dated 27/08/2024, collaborator reference 3247721 hereto.
14. Note, as stipulated in the attached conditions imposed by the Directorate Civil Engineering Services, the amount of Development Charges (DCs) to be paid by the developer are calculated in terms of the George Municipality Land Use Planning By-Law (as amended) and the approved DC Guidelines. With reference to

clause above, with regards to the proposed development, the developer will be required to make development contribution, as follows:

15. The amounts of the development contributions are reflected on the attached (*Annexure B*) calculation sheet dated 27/08/2024 and are as follows:

Electricity: R 674 056.90 (Excluding VAT)

16. The total amount of the development charges of **R 674 056.90 (Excluding VAT)** shall be paid prior to the first transfer of a land unit pursuant to the application or upon the approval of building plans, whichever occurs first, unless otherwise provided in an engineering services agreement or, in the case of a phased development, in these or any other relevant conditions of approval.

17. Any amendments or additions to the approved development parameters which might lead to an increase in the proportional contribution to municipal public expenditure will result in the recalculation of the development charges and the amendment of these conditions of approval or the imposition of other relevant conditions of approval.

B) That the application Subdivision in terms of Section 15(2)(d) of the Land Use Planning By-law for George Municipality, 2023 for the subdivision of the Subdivisional Area applicable to unregistered Erven 25265 & 25252, (Portions of Remainder Erf 464), George as follows:

1. Unregistered Erf 25252, George:

- (a) 18 x Single Residential Zone I erven (including 16 erven accommodating semi-detached units and two erven accommodating single residential units);
- (b) 3x Transport Zone II erven (public street);

2. Unregistered Erf 25265, George:

- (a) 25 x Single Residential Zone I erven (including 18 erven accommodating semi-detached units and 7 erven accommodating single residential units);
- (b) 2x General Residential Zone IV erven (at a density of 80du/ha); and
- (c) 2x Open Space Zone I erven (public open space);
- (d) 1x Transport Zone II erf (public street).

BE REFUSED in terms of Section 60 of said By-law for the following reasons:

- (i) Due to the uncertainty of the future precinct and roads master planning and the land uses that will eventually form part of the Municipal Catalytic project at the Riding Club site (Erf 8259, George) as well as Erf 19286, George; the need to consider how this access will also link into Park Street; and in consideration of the TIA's prepared on behalf of the Municipality; an informed decision on the road network, in particular the final position of the Knysna Road access for these sites, could not be taken.
- (ii) The Directorate: Civil Engineering Services agreed that, notwithstanding the initial support and approval provided by its officials, the best way forward is to complete the required precinct planning, TIA and roads master planning for the entire George eastern area (which includes the Riding Club land, Sweetpea Street and surrounding area) to determine the most optimal and equitable road layout and network design to meet the needs of all future development in the area before allowing this development access from Knysna Road.
- (iii) The precinct and master planning referred to above must be endorsed by Council and subjected to public participation, therefore incremental implementation of the master planning is not supported.
- (iv) The Municipality must consider its obligations towards creating a more integrated and diverse city, allowing lower income groups greater access to economic, institutional (community / social) and housing opportunities. By aligning the proposal with the final road master plan, the Municipality must ensure that the development still ensures the redress of historical spatial imbalances and exclusions by ensuring equitable access to economic opportunities and the greater municipal area.

PART R: ANNEXURES

Annexure A	Site Layout Plan
Annexure B	Conditions CES and ETS
Annexure C	Objection/Comments received during public participation
Annexure D	Reply on comments
Annexure E	Motivation
Annexure F	Traffic impact assessment
Annexure G	Title Deed
Annexure H	Council Resolution and Previous approval



18 September 2025

F. VAVA (B/8439/2021)
TOWN PLANNER

DATE

~~RECOMMENDED/ REFER TO APPLICANT/ REFER TO TRIBUNAL~~



23 October 2025

I Huyser (A/1664/2013)
SENIOR TOWN PLANNER

Date

~~RECOMMENDED/ REFER TO APPLICANT/ REFER TO TRIBUNAL~~



31/10/2025

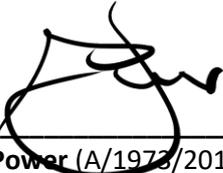
C. PETERSEN (B/8336/2016)
SENIOR MANAGER: TOWN PLANNING

DATE

APPLICATION FOR REZONING AND SUBDIVISION APPLICABLE TO UNREGISTERED ERVEN 25265 & 25252, (PORTIONS OF ERF 464), GEORGE (F. VAVA) PAJA

NO	PROCESS CHECK	YES	NO	N/A
1.	Has this application been assessed/ evaluated by a registered town planner as required in terms of section 65(g) of the by-law?	X		
2.	Was the report submitted by the town planner a fair and objective reflection of the relevant information available and have all relevant information been attached to the report?	X		
3.	Did the town planner exercise due diligence in evaluating the application, is the report balanced (does not show any unfair prejudice) and were the conclusions reached reasonable and rationally linked to the relevant information available?	X		
4.	Was the town planner empowered in terms of the municipality’s system of delegations to evaluate the application?	X		
5.	Was the decision maker empowered in terms of the municipality’s system of delegations to decide on the application?	X		
6.	Was adequate information available for the decision maker to make a fair, reasonable and objective decision on the application?	X		
7.	If not, can it be demonstrated that the necessary attempts were made to obtain this information before the decision was taken?			X
8.	Was all the available information which impacts on the application made available to the decision maker?	X		
9.	Was all relevant information taken into account when making the decision?	X		
10.	Was all irrelevant information noted in the town planners report and reasons given as to why it should be disregarded when making the decision stated in the report?			X
11.	Was the town planner’s evaluation, to the best of the decision makers knowledge, potentially influenced by an error of law?		X	
12.	Is the decision taken logical, clear, concise, and fair?	X		
13.	Can the decision be justified – i.e. rationally and reasonably linked to the information provided (critical information available) and relevant facts contained in the report?	X		
14.	Were written reasons given for the decision taken?	X		
15.	Can these reasons be reasonably and rationally linked to the relevant facts and the decision taken?	X		
16.	Were conditions of approval imposed with the decision?	X		
17.	Can these conditions be lawfully imposed as contemplated by Section 66 of the by-law?	X		
18.	Are these conditions fair and can they be reasonably and rationally linked to the development proposal submitted, the relevant facts contained in the town planners report, the decision taken and the reasons for such decision?	X		

APPROVED AS RECOMMENDED/ REFUSED/ REFER BACK TO APPLICANT/ REFER TO TRIBUNAL



 D. Power (A/1973/2014)

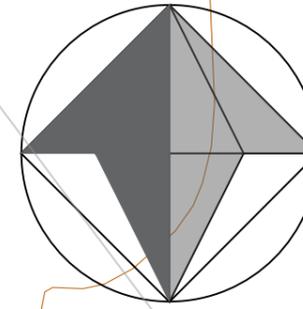
03 FEBRUARY 2026
 DATE

DEPUTY DIRECTOR: PLANNING AND DEVELOPMENT/ AUTHORISED OFFICIAL

Annexure A - Site Layout Plan

Notes

- All dimensions are approximate and subject to final survey.
- Erven 25265 and 25252 George are unregistered and boundaries indicated on the SG Diagram no. 1520/2008 and no. 1521/2008.
- The figure ABCDEFGHIA represent unregistered Erf 25265 George.
- The figure JKLMNOPQJ represent unregistered Erf 25252 George.



SWEETPEA
 Erven 25265 & 25252, Portions of Erf
 464, George
 Situate in George
 Administrative District of the Cape
 Province of Western Cape

Notes

Erf No.	Size (sqm)	Proposed Zoning
1	3930	SRZI
2	3930	SRZI
3	3930	SRZI
4	3930	SRZI
5	3930	SRZI
6	3930	SRZI
7	3930	SRZI
8	3930	SRZI
9	3930	SRZI
10	418.71	SRZI
11	434.60	SRZI
12	372.46	SRZI
13	335.49	SRZI
14	350.18	SRZI
15	403.42	SRZI
16	373.15	SRZI
17	385.42	SRZI
18	391.85	SRZI
19	399.27	SRZI
20	435.49	SRZI
21	332.29	SRZI
22	332.17	SRZI
23	528.92	SRZI
24	466.89	SRZI
25	340.11	SRZI
26	3141.52	GRZIV
27	4772.99	GRZIV
28	3691.66	DSZI
29	8306.87	DSZI
30	321.14	SRZI
31	327.73	SRZI
32	356.04	SRZI
33	308.25	SRZI
34	273.98	SRZI
35	315.47	SRZI
36	309.69	SRZI
37	266.33	SRZI
38	299.72	SRZI
39	299.54	SRZI
40	266.14	SRZI
41	311.75	SRZI
42	327.53	SRZI
43	307.82	SRZI
44	374.94	SRZI
45	423.36	SRZI
46	318.12	SRZI
47	522.82	SRZI
Road	5978.44	TUZII

Sweetpea Street | Knysna Road Linkage CANCELLED

date	July 2024
scale	1:30
drawing ref & no.	Proposed Layout - 001
George Municipality www.george.gov.za	drawn by W Meyer (Reg.C/8645/2018) for George Municipality 71 York Street, George Tel : +27 44 801 9303 wmeyer@george.gov.za

Annexure B - CES and ETS Comments

GEORGE DC CALCULATION MODEL	Version 1.00	31 August 2021
For Internal information use only (Not to publish)		
	Erf Number *	464 (25293)
	Allotment area *	George
	Water & Sewer System *	George System
	Road network *	George
	Developer/Owner *	George Municipality
	Erf Size (ha) *	4,17
	Date (YYYY/MM/DD) *	2024-08-27
	Current Financial Year	2024/2025
	Collaborator Application Reference	3247721

Application: **Rezoning & Subdivision**

Service applicable	Description
Roads	Service available, access via Sweetpie street (Subject to the Road master plan & access approval)
Sewer	Service available (Subject to the Sewer Master Plan, WWTW treatment & network capacity)
Water	Service available (Subject to the Water Master Plan, WTW treatment & network capacity)

Conditions
General conditions

- 1 The amount of Development Charges (DCs) to be paid by the developer are calculated in terms of the George Municipality Land Use Planning By-Law (as amended) and the approved DC Guidelines. With reference to clause above, with regards to the proposed development, the developer will be required to make development contribution, as follows:
 - 2 The amounts of the development charges are reflected on the attached calculation sheet dated 27/08/2024 and are as follows:

Roads:	R	1 119 358,52	Excluding VAT (Refer to attached DC calculation sheet)
Sewer:	R	1 429 087,33	Excluding VAT (Refer to attached DC calculation sheet)
Water:	R	1 682 658,08	Excluding VAT (Refer to attached DC calculation sheet)
Total	R	4 231 103,93	Total Excluding VAT
 - 3 The total amount of the development charges of R4 231 103,93 shall be paid prior to the first transfer of a land unit pursuant to the application or upon the approval of building plans, whichever occurs first, unless otherwise provided in an engineering services agreement or, in the case of a phased development, in these or any other relevant conditions of approval.
 - 4 Any amendments or additions to the proposed development which is not contained within the calculation sheet as dated in clause 2 above, which might lead to an increase in the proportional contribution to municipal public expenditure, will result in the recalculation of the development charges and the amendment of these conditions of approval or the imposition of other relevant conditions of approval
- Note: The Development Charges indicated above are based on the information available to the respective engineering departments at the time of approval. It is advised that the owners consult with these departments prior to submission of the subdivision plan to ascertain what information they require to provide a more accurate calculation.*
- 5 As provided in section 66(5B)(b) of the Planning By-Law (as amended), using the date of approval as the base month the amount of R4 231 103,93 shall be adjusted in line with the consumer price index published by Statistic South Africa up to the date when payment is made in terms of paragraph 3 above.
 - 6 Development charges are to be paid to the Municipality in cash or by electronic funds transfer or such other method of payment as may be accepted by the Municipality at the time when payment is made.
 - 7 All services -internal, link and relocation of or upgrades to existing - are to be designed by a registered consulting engineer in accordance with Council specifications. This may include bulk services outside the development area but that must be upgraded to specifically cater for the development. All drawings and plans are to be submitted to the applicable department, or any other relevant authority, (hard copy and electronically) for approval prior to any construction work taking place. All work is to be carried out by a suitable qualified/registered contractor under the supervision of the consulting engineer who is to provide the relevant authority with a certificate of completion, and as-built plans in electronic format. All costs will be for the developer. No transfers will be approved before all the municipal services have been satisfactorily installed and as-builts submitted electronically as well as the surveyor's plan.
 - 8 Any, and all, costs directly related to the development remain the developers' responsibility.
 - 9 Only one connection permitted per registered erf (water and sewer connections). Condition 7 applies.
 - 10 Any services from the development that must be accommodated across another erf must be negotiated between the developer and the owner of the relevant erf. Any costs resulting from the accommodation of such services or the incorporation of these services into the network of another development are to be determined by the developer and the owner of the other erf. (condition 7 applicable)

- 11 Any service from another erf that must be accommodated across the development or incorporated into the services of the development: all negotiations will be between the owner/developer of the relevant erf and the developer. Costs for the accommodation of these services or the upgrade of the developments services to incorporate such services are to be determined by the developers/owners concerned. (condition 7 applicable)
- 12 Any existing municipal or private service damaged during the development will be repaired at the developers cost and to the satisfaction of the George Municipality. (condition 7 applicable)
- 13 Note, the developer is to adhere to the requirements of the Environmental Authorisation (EA). The onus is on the developer to provide the Dir: CES with the necessary proof of compliance with the EA.
- 14 Suitable servitudes must be registered for any municipal service not positioned within the normal building lines.
- 15 Note, the applicant is to comply with the National Forestry Act, Act No 84 of 1998, should it be required.
- 16 Note, provisions for the removal of solid waste is to be addressed in conjunction with the Dir: Environmental Services.
- 17 Note, the developer is to adhere to the requirements of all relevant Acts, as well as all conditions stipulated by any other authority whose approval is required and obtained for this proposed development.
- 18 Transfers, building plan approvals and occupation certificates may be withheld if any sums of money owing to the George Municipality are not paid in full, or if any services have not been completed to the satisfaction of the Dir: CES & ETS, or any condition of any authority has not been satisfactorily complied with.
- 19 The Developer is responsible to obtain the necessary approval / way leaves from third parties which include, but is not limited to the George Municipality, Telkom & Fibre optic service provider.
- 20 No construction activity may take place until all approvals, including way leave approval, are in place, all drawings and material have been approved by the Technical Directorates.
- 21 Municipal water is provided for potable use only. No irrigation water will be provided.
- 22 The development, in its entirety or in phases, is subject to confirmation by the Dir. CES of the availability of Water and Sanitation bulk treatment capacity at the time of the development implementation, or if developed in phases before the commencement of each phase. A development/implementation program is to be provided by the Developer when requesting confirmation of this capacity from the Dir. CES. If the Developer does not adhere to the program the Dir. CES will be entitled to revise the availability of such bulk capacity
- 23 The developer is to have a Traffic Impact Assessment (TIA) conducted by a registered traffic engineer. The terms of reference of the TIA are to be finalised with the Dir. CES together with any other approving authority, who must also approve the TIA. All recommendations stipulated in the TIA report and as approved by the relevant authority, are to be implemented by the developer and prior to any transfer being approved or an occupation certificate being issued. All costs involved will be for the developer.
- 24 The developer is to provide the Dept: CES with a DRE approval of the TIA. The comments and conditions in the approved TIA must be implemented by the developer. The dept CES reserve the right in enforce additional conditions and requirements to be implemented by the developer.
- 25 The developer is to provide the Dir: CES with a TIA approved by the DRE and/or SANRAL. The comments and conditions in the approved TIA must be implemented by the developer.
- 26 The discharge of surface stormwater is to be addressed by the developer. Condition 7 applies. All related costs are for the developer. The developer is to consult with the Dir: CES to ensure that stormwater planning is done on line with the available stormwater master plans.
- 27 Internal parking requirements (ie within the development area), position of accesses, provision for pedestrians and non-motorised transport, and other issues related to traffic must be addressed and all measures indicated on plans and drawings submitted for approval.
- 28 Adequate parking with a hardened surface must be provided on the premises of the proposed development.
- 29 No private parking will be allowed in the road reserve. The developer will be required at own cost to install preventative measures to insure compliance.
- 30 The approval of the layout of the development and accesses is subject to the George Roads Master Plan and approved by the Dir: CES. A site development plan is to be submitted to the Dir: CES, or any other relevant authority for approval prior to any construction work taking place.
- 31 The developer may be required to construct certain roads in lieu of a financial contribution towards the George Master Plan roads. All roads required for access to the development will have to be fully completed prior to the approval of any transfers/rates clearances. The developer's financial contribution towards the roads in the George Master Plan will be determined in accordance with the applicable financial cost sharing model.
- 32 The District Roads Engineer (DRE) is to comment on the development application and/or approve the external TIA.
- 33 Should it be required, the developer is to cede any portion of property required for public road reserve, free of charge, to the relevant authority.
- 34 Permission for access onto municipal, provincial or national roads must be obtained from the relevant authorities.
- 35 Minimum required off-street parking provided, must be provided in terms of the George Integrated Zoning Scheme 2023 parking requirements and vehicles must readily leave the site without reversing across the sidewalk. Alternative Parking may be supplied.
- 36 Site access to conform to the George Integrated Zoning Scheme 2023.
Access to the development is permitted only through the existing municipal road. Direct access from York Street is not allowed.

 Jim Fivaz

Signed on behalf of Dept: CES

27 Aug 24



GM 2023
Development
Charges policy



GM 2023
Intergrated Zoning
Scheme By-law



GM 2024/25
Tariifs



Civil Engineering
Service



Electro-Technical
Service

Erf Number *	464 (25293)
Allotment area *	George
Water & Sewer System *	George System
Road network *	George
Developer/Owner *	George Municipality
Erf Size (ha) *	4,17
Date (YYYY/MM/DD) *	2024-08-27
Current Financial Year	2024/2025
Collaborator Application Reference	3247721

Code	Land Use	Unit	Total Exiting Righth	Total New Right
RESIDENTIAL		Units		Units
	Residential housing (<500m²) Erf	Unit		41
	Residential housing (500-1 000m²) Erf	Unit		2
	Residential housing (>2 000m²) Erf	Unit	2	
	Group Housing (<200 m²) unit	unit		63

Please select

Is the development located within Public Transport (PT1) zone?

Yes

Calculation of bulk engineering services component of Development Charge

Service	Units	Additional Demand	Unit Cost	Amount	VAT	Total
	trips/day	380,24	R 2 796,65	R 1 063 390,59	R 159 508,59	R 1 222 899,18
	trips/day	20,01	R 2 796,65	R 55 967,93	R 8 395,19	R 64 363,11
	kl/day	31,93	R 44 760,00	R 1 429 087,33	R 214 363,10	R 1 643 450,43
	kl/day	37,11	R 45 340,00	R 1 682 658,08	R 252 398,71	R 1 935 056,79
Total bulk engineering services component of Development Charge payable				R 4 231 103,93	R 634 665,59	R 4 865 769,52

Link engineering services component of Development Charge
Total Development Charge Payable

City of George

Calculated (CES): JM Fivaz

Signature : _____

Date : August 27, 2024

NOTES :

- In relation to the increase pursuant to section 66(5B)(b) of the Planning By-Law (as amended) in line with the consumer price index published by Statistic South Africa) using the date of approval as the base month
- Please note the calculation above only surfs as a pro-forma calculation. Once confirmation of the calculation is revised can a VAT invoice be requested from the Municipal Financial department. In this regard you can contact Werner Joubert on email at wcjoubert@george.gov.za or telephone on 044 801 1333

Departmental Notes:

For the internal use of Finance only

Service	Financial code/Key number	Total
Roads	20220703048977	R 1 222 899,18
Public Transport		R 64 363,11
Sewerage	20220703048978	R 1 643 450,43
Water	20220703048981	R 1 935 056,79
		R 4 865 769,52



Erf Number * 464
 Allotment area * George
 Elec DCs Area/Region * George Network
 Elec Link Network * MV/LV
 Elec Development Type * Normal
 Developer/Owner * George Municipality
 Erf Size (ha) * 0
 Date (YYYY/MM/DD) * 27 08 2024
 Current Financial Year 2024/2025
 Collaborator Application Reference 3247721

Application: Development Charges

Comments: 0

Service applicable	Description
Electricity	Service available (Subject to the Electrical master plan approval)

Conditions	
General conditions	
1	The amount of Development Charges (DCs) to be paid by the developer are calculated in terms of the George Municipality Land Use Planning By-Law (as amended) and the approved DC Guidelines. With reference to clause above, with regards to the proposed development, the developer will be required to make development contribution, as follows:
2	The amounts of the development contributions are reflected on the attached calculation sheet dated 27/08/2024 and are as follows: Electricity: R 674 056,90 Excluding VAT
3	The total amount of the development charges of R674 057, Excluding VAT shall be paid prior to the first transfer of a land unit pursuant to the application or upon the approval of building plans, whichever occurs first, unless otherwise provided in an engineering services agreement or, in the case of a phased development, in these or any other relevant conditions of approval.
4	Any amendments or additions to the approved development parameters which might lead to an increase in the proportional contribution to municipal public expenditure will result in the recalculation of the development charges and the amendment of these conditions of approval or the imposition of other relevant conditions of approval.
5	As provided in section 66(5B)(b) of the Planning By-Law (as amended), using the date of approval as the base month the amount of R674 057, Excluding VAT shall be adjusted in line with the consumer price index published by Statistic South Africa up to the date when payment is made in terms of paragraph 3 above.
6	Development charges are to be paid to the Municipality in cash or by electronic funds transfer or such other method of payment as may be accepted by the Municipality at the time when payment is made.
7	All services -internal, link and relocation of or upgrades to existing - are to be designed by a registered consulting engineer in accordance with
8	Any, and all, costs directly related to the development remain the developers' responsibility.
9	Only one connection permitted per registered erf (Electrical, water and sewer connections). Condition 7 applies.
10	Any services from the development that must be accommodated across another erf must be negotiated between the developer and the owner of the relevant erf. Any costs resulting from the accommodation of such services or the incorporation of these services into the network of another development are to be determined by the developer and the owner of the other erf. (condition 7 applicable)
11	Any service from another erf that must be accommodated across the development or incorporated into the services of the development: all negotiations will be between the owner/developer of the relevant erf and the developer. Costs for the accommodation of these services or the upgrade of the developments services to incorporate such services are to be determined by the developers/owners concerned. (condition 7 applicable)
12	Any existing municipal or private service damaged during the development will be repaired at the developers cost and to the satisfaction of the George Municipality. (condition 7 applicable)
13	No development may take place within the 1:100 year flood line or on slopes steeper than 1:4.
14	Should it be required, a services agreement is to be drawn up between the developer and the George Municipality, by an attorney acceptable to the Municipal Manager. All expenses will be for the developer.
15	The developer is to adhere to the requirements of the Environmental Authorisation (EA). The onus is on the developer to provide the Dir: CES with the necessary proof of compliance with the EA.
16	The applicant is to comply with the National Forestry Act, Act No 84 of 1998, should it be required.
17	Provisions for the removal of solid waste is to be addressed in conjunction with the Dir: Environmental Services.
18	The developer is to adhere to the requirements of all relevant Acts, as well as all conditions stipulated by any other authority whose approval is required and obtained for this proposed development.
19	Transfers, building plan approvals and occupation certificates may be withheld if any sums of money owing to the George Municipality are not paid in full, or if any services have not been completed to the satisfaction of the Dir: CES & ETS, or any condition of any authority has not been satisfactorily complied with.

20	The Developer is responsible to obtain the necessary approval / way leaves from third parties which include, but is not limited to the George Municipality, Telkom & Fibre optic service provider.
21	No construction activity may take place until all approvals, including way leave approval, are in place, all drawings and material have been approved by the Technical Directorates.
Electro Technical	
22	In all cases, where individual customer apply for a supply capacity exceeding that provided for in the calculation of DCs and for the developer paid, will be subject to additional DCs based on the rates applicable at the time.
23	Owner to ensure compliance with Regulation XA of SANS 10400 (building plans).
24	Owner to ensure compliance with Regulation XA of SANS 10142 (wiring) and any other applicable national standards.
25	The developer and/or an owner of an erf shall see to it that no Small Scale Embedded Generation (SSEG) are installed on an erf, any portion of an erf or the development, without prior approval from the ETS. Should any SSEG be installed within any part of the development the Electrotechnical Services will within their discretion either implement applicable penalties and/or disconnect the relevant point of supply.
26	Where DCs have been applied for a particular section of the network, but the developer is requested to install and fund a part of the section of network, such work will be credited against DCs calculated.
27	Installation of ripple relays are compulsory for all geysers with electrical elements.
28	All municipal supply points must be subject to standard DC charges. These charges to be included in the project costs of the project.
29	All LV work must be installed and be funded by the developer / customer.
30	A temporary municipal metered construction supply can be installed, at a cost to be determine, prior to construction to monitor electrical consumption during the construction phase. All cost, installation and consumption, will be for the cost of the developer. No electricity may be consumed without it being metered by a registered municipal electrical meter. Standard application process will apply. Temporary supplies will only be made available on full payment of the DCs for the whole development.



Singed on behalf of Dept: ETS

27 Aug 24

Development Charges Calculator				Version 1.00		2024/06/10		
				Erf Number	464			
				Allotment area	George			
				Elec DCs Area/Region	George Network			
				Elec Link Network	MV/LV			
				Elec Development Type	Normal			
				Developer/Owner	George Municipality			
				Erf Size (ha)	0			
				Date (YYYY/MM/DD)	2024-08-27			
				Current Financial Year	2024/2025			
				Collaborator Application Reference	3247721			
Code	Land Use	Unit		Total Existing Right	Total New Right			
RESIDENTIAL				Units	Units	Units		
	Single Res > 650m² Erf (Normal)	unit			2			
	Single Res > 350m² Erf (Small)	unit					25	
	Single Res < 350m² Erf (informal)	unit					18	
OTHERS					kVA		kVA	
Is the development located within Public Transport (PT1) zone?				Please select				
				Yes				
Calculation of bulk engineering services component of Development Charge								
Service	Units	Existing demand (ADMD)	New demand (ADMD)	Unit Cost	Amount	VAT	Total	
Electricity	kVA	8,67	116,31	R 6 261,85	R 674 056,90	R 101 108,54	R 775 165,44	
Total bulk engineering services component of Development Charge payable					R 674 056,90	R 101 108,54	R 775 165,44	
Link engineering services component of Development Charge								
Total Development Charge Payable								
City of George								
Calculated (ETS):								
Signature :		_____						
Date :		August 27, 2024						
NOTE : In relation to the increase pursuant to section 66(5B)(b) of the Planning By-Law (as amended) in line with the consumer price index published by Statistic South Africa) using the date of approval as the base month								
Notes:								
Departmental Notes:								

For the internal use of Finance only

Service	Financial codeUKey number	Total
Electricity	20160623 021336	R 775 165,44
		R 775 165,44



RE: Proposed Sweetpea Development - George, WC

From Evan Burger <evan.burger@westerncape.gov.za>
Date Thu 2024/10/10 17:28
To Winsley Meyer <wmeyer@george.gov.za>
Cc Lynette Groenewald <lgroenewald@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Your information is noted. George Municipality is the affected road authority of Main Road 2 (Knysna Road) and this Branch the approving authority in terms of Roads Ordinance 19 of 1976. This Branch will only respond accordingly upon receipt of the road authority's positive recommendation to do so in terms of this Branch accepted standards.

Regards | Groete

Evan Burger

Control Engineering Technician
Department of Infrastructure
Western Cape Government

3rd Floor, Room 3.36, 9 Dorp Street, Cape Town, 8001

PO Box 2603, Cape Town, 8000

Tel: 021 483 2180

Cell: 083 641 5179

Fax: 021 483 2166

Email: Evan.Burger@westerncape.gov.za

Website: www.westerncape.gov.za

Road Network Information System: <http://rnis.westerncape.gov.za>



Western Cape
Government
FOR YOU

Infrastructure

Be 110% Green. Read from the screen.

From: Winsley Meyer <wmeyer@george.gov.za>
Sent: Thursday, October 10, 2024 1:40 PM
To: Evan Burger <Evan.Burger@westerncape.gov.za>
Cc: Lynette Groenewald <lgroenewald@george.gov.za>
Subject: Proposed Sweetpea Development - George, WC

Good day Evan

See attached notice for proposed development on Portion of Erf 464, Sweetpea Street, George.

Click on the link provided in the notice to view full application.

Kind Regards/Vriendelike Groete

Winsley Meyer

Candidate Town Planner

Directorate: Human Settlements, Planning and Development

Email: wmeyer@george.gov.za

Office: 044 801 9303

Internal Ext: x1296



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REFERENCE: 16/3/3/6/6/D2/20/0211/25
DATE OF ISSUE: 12 June 2025

The Municipal Manager
% Development and Environment: Environmental Officer
George Municipality
PO Box 19
GEORGE
6530

Attention: Ms. Lauren Josias

E-mail: [ljiosias@george.gov.za](mailto:ljosias@george.gov.za)

Dear Madam

RE: ENQUIRY REGARDING THE APPLICABILITY OF THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014 TO THE PROPOSED SWEETPEA DEVELOPMENT ON THE REMAINDER OF ERF 464 IN LAVALIA, GEORGE

1. The information in respect of the abovementioned proposed development submitted to this Department via e-mail on 27 March 2025 refers.
2. The Directorate: Development Management (Region 3) ("this Directorate") has reviewed the checklist and provides the following comment:

2.1. Details of the enquiry

According to the information provided in the enquiry the George Municipality is currently considering a land use application for the proposed Sweetpea Development on the Remainder of Erf 464 in Lavalia, George. It is understood that an objection to the land use application was received due to the applicability of the Environmental Impact Assessment Regulations, 2014 ("EIA Regulations, 2014") (Government Notice No. R. 982 of 4 December 2014, as amended) promulgated in terms of the National Environmental Management Act, Act 107 of 1998, as amended ("NEMA").

It is understood that clarity regarding the applicability of the EIA Regulations, 2014 is required from this Department in respect of the proposed Sweetpea Development on the Remainder of Erf 464 in Lavalia, George

2.2. Background

On 18 January 2006 this Department received an application for environmental authorisation (Ref: EG12/2/1-AG3, Erf 464 (5674)) in terms of the Environmental Impact Assessment ("EIA") Regulations promulgated under the Environment Conservation Act, Act 73 of 1989 ("ECA"). On 21 April 2006 the EIA Regulations promulgated in terms of Chapter 5 of NEMA (Government Notices No. R. 385, R. 386 and R. 387 of Government Gazette No. 28753 of 21 April 2006) came into effect and replaced the ECA Regulations.

In terms of the EIA Regulations, 2006, the proposed Sweetpea Development was deemed no longer listed as the proposed development did not trigger any listed activities. The application was subsequently withdrawn by the George Municipality.

The current EIA regime is governed by EIA Regulations, 2014 (Government Notices No. R. 982, R. 983, R. 984 and R. 985 of 4 December 2014, as amended) which came into effect on 8 December 2014. Therefore, it must be determined whether the proposed Sweetpea Development triggers any listed and / or specified activities in terms of aforementioned regulations.

2.3. *Vegetation and historic activities on the site*

The relevant GIS data indicates that the ecosystem has been mapped as Garden Route Granite Fynbos. According to the Revised National List of Ecosystems that are threatened and in need of protection (Government Notice No. 2747 of 18 November 2022), the ecosystem has a gazetted conservation status of Critically Endangered.

According to the information submitted to this Department, the site was used for agricultural purposes. Historic aerial imagery (ca. 1957) depicts landscape features consistent with that of pastures / cultivated land. Furthermore, more recent aerial imagery suggests that the vegetation on the site is being maintained as lawned grass i.e. regularly mowed.

This Directorate is familiar with the areas and is of the opinion that the vegetation structure is uniform and mainly consists of grass species with no evidence of succession to woody fynbos vegetation.

In light of the above, the Directorate is of the considered view that the property has been transformed from its original natural state due to the historic agricultural activities and the regular maintenance / mowing of the area.

3. *Applicability of the Environmental Impact Assessment Regulations, 2014 (as amended)*

Based on the information provided to this Department, you are hereby informed that on the date of this response, that the proposed Sweetpea Development on the Remainder of Erf 464 in Lavalia, George does not appear to constitute activities listed in terms of GN No. R. 983 / 984 / 985 of 4 December 2014, as promulgated under Chapter 5 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA").

Written authorisation is therefore NOT required from the relevant competent authority (as defined in GN No R.982 of 4 December 2014, as amended), prior to the undertaking of the said activity.

4. *Notwithstanding the above, this Directorate provides the following additional comments:*

- 4.1. Resource Conservation Measures ("RCM") must be incorporated in the design of all units. The RCM include aspects such as power saving lighting; dual flush toilets, use of low-flow showerheads; the collection of rainwater from the roofs and storage thereof in tanks.
- 4.2. Green-building criteria should be incorporated into the design and siting of the proposal.
- 4.3. Sewage generated as a result of the proposed development should be disposed of by means of a waterborne gravity sewer network connected to the existing municipal sewer network and disposed of at a licensed waste management facility / sewage treatment plant with sufficient unallocated sewage treatment capacity;
- 4.4. The layout and designs should include Sustainable Urban Drainage System (SUDS) to improve the quality of stormwater and aquatic environments. The SUDS practices should involve preventing

pollution of water resources and reducing the effect of catchment hardening at the source and reduce downstream flooding effects.

5. Furthermore, you are advised of your general duty of care toward the environment, as required in terms of section 28 of NEMA, namely:

"Every person who causes, has caused or may cause significant pollution or degradation of the environment must take reasonable measures to prevent such pollution or degradation from occurring, continuing or recurring, or, in so far as such harm to the environment is authorised by law or cannot reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment".

6. Kindly quote the above-mentioned reference number in any future correspondence in respect of this matter.
7. This Department reserves the right to revise or withdraw initial comments or request further information from you based on any information received.

Yours faithfully

Danie Swanepoel

Digitally signed by Danie Swanepoel
Date: 2025.06.12 15:49:28 +02'00'

HEAD OF COMPONENT

ENVIRONMENTAL IMPACT MANAGEMENT SERVICES: REGION 3

DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

Ref.: 16/3/3/6/6/D2/20/0211/25

Copied to:

George Municipality

(1) Planning and Environment: Ms. Delia Power

E-mail: Dpower@george.gov.za

Our Ref: HM/ EDEN/ GARDEN ROUTE/ GEORGE/
ERVEN 25265, 25252 AND PORTION OF ERF 464
Case No.: 21052112AM1129E
Enquiries: Ayanda Mdludlu
E-mail: ayanda.mdludlu@westerncape.gov.za
Tel: 021 483 5959
Fakazile Vava
fvava@george.gov.za



RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: FINAL
In terms of Section 38(1) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape
Provincial Gazette 6061, Notice 298 of 2003

NOTIFICATION OF INTENT TO DEVELOP REZONING AND SUBDIVISION FOR HOUSING ON ERVEN 25265, 25252 AND PORTION OF ERF 464, GEORGE, SUBMITTED IN TERMS OF SECTION 38(4) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

CASE NUMBER: 21052112AM1129E

The matter above has reference.

Heritage Western Cape is in receipt of the above matter received. This matter was discussed at the Heritage Officers Meeting held on 17 January 2021.

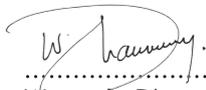
You are hereby notified that, since there is no reason to believe that the proposed rezoning and subdivision for housing development on Erven 25265, 25252 and Portion of Erf 464, George will impact on heritage resource, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay.

This letter does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.


.....
Waseeta Dhansay
Acting Deputy Director



www.westerncape.gov.za/cas

Street Address: Protea Assurance Building, Green Market Square, Cape Town, 8000 • **Postal Address:** P.O. Box 1665, Cape Town, 8000
• **Tel:** +27 (0)21 483 5959 • **E-mail:** ceoheritage@westerncape.gov.za

Straatadres: Protea Assuransie-gebou, Groentemarkplein, Kaapstad, 8000 • **Posadres:** Posbus 1665, Kaapstad, 8000
• **Tel:** +27 (0)21 483 5959 • **E-pos:** ceoheritage@westerncape.gov.za

Idilesi yendawo: kumgangatho 3, kwisakhiwo iprotea Assurance, Greenmarket Square, ekapa, 8000 • **Idilesi yeposi:** Inombolo yebhokisi yeposi 1665, eKapa, 8000 • **linombolo zomnxeba:** +27 (0)21 483 5959 • **Idilesi ye-imeyile:** ceoheritage@westerncape.gov.za

aliearchitecture
33 Krisant Street
Levalia
George 6530
Tel: (044) 871-0997
Cell: 083 348 336
Email: colinalie19@gmail.com

The Municipal Manager
The Municipality of George
Western Cape
PO Box 19

Reference: 3593739
07 November 2024

**SUBJECT: LAND USE APPLICATION REFERENCE NUMBER: 3593739 ERF 464,
SWEETPEA STREET, LEVALIA GEORGE.**

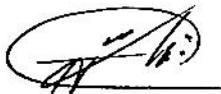
Dear Sir,

Please find attached objections and/or comments with reasons in terms of Section 50 of the George Land Use Planning By-Law, 2023 for erf 464, Sweetpea Street, Levalia George.

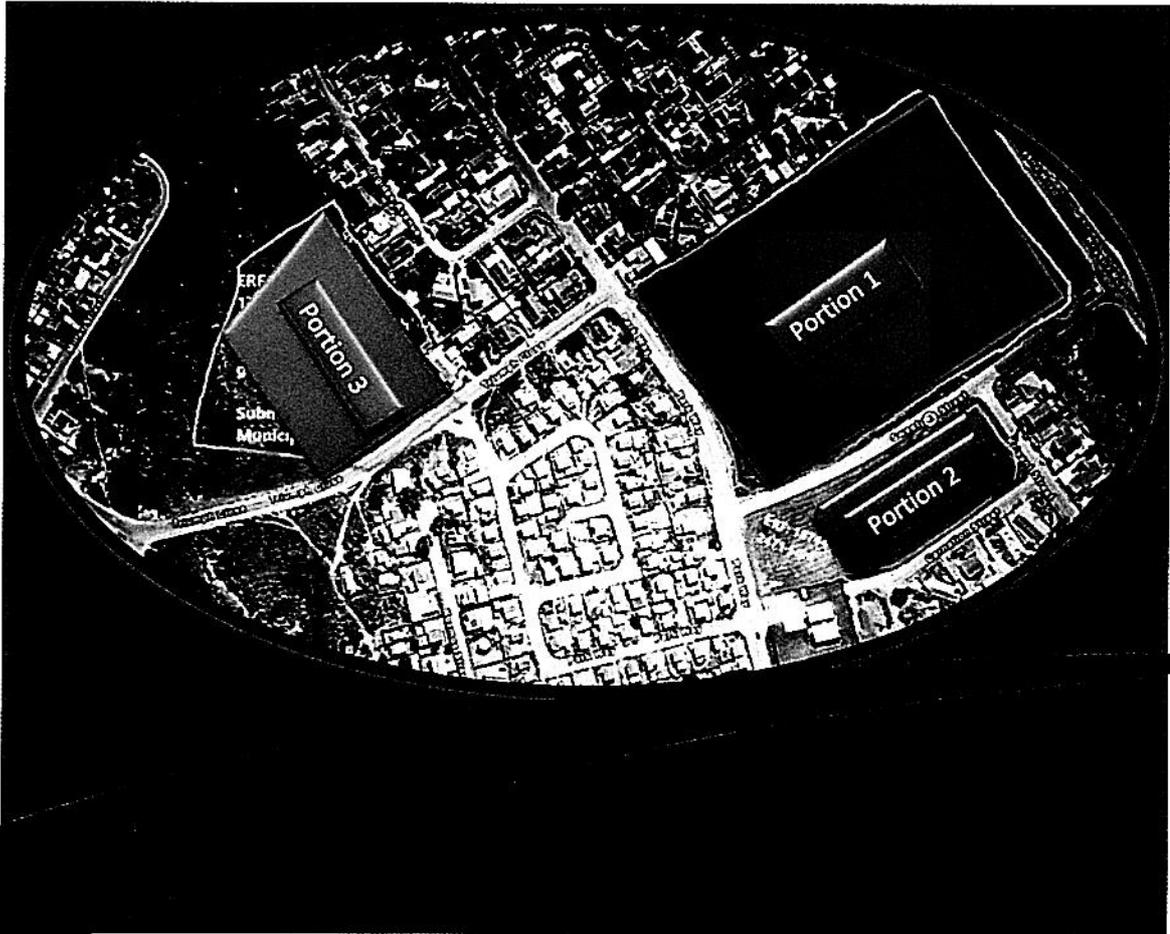
Your Reference Number: 3593739.

Your prompt review and consideration of this application would be greatly appreciated.

Thank you in advance for your consideration of this issue.

A handwritten signature in black ink, appearing to read 'Colin Alie', enclosed within a hand-drawn oval.

Colin Alie (On behalf of the owner)



REFERENCE NUMBER-3593739

THE LEVALIA HOUSING PROJECT

Prepared for:

Residents of Levalia

Sweet pea St
Briant St
Carnation St
Violetje St
Daisy St
Levalia
George
6529

Prepared by:

Colin Alie architecture/argitektuur

33 Krisant St Levalia - George
South Africa
Tel: 044 871 0967
Cell: 0833483499
Email: colinalie19@gmail.com
SACAP Registration No: D35977/2024-2025

TABLE OF CONTENT

Factual Background.....3

Property Details.....4

Locality & Zoning.....4-5

Development Proposals..... 5-6

Environmental Consideration.....6

Economic Impact.....6

Property Impact.....7-8

Objection(s) and or Comments..... 9-11

Property Owner(s) Rights.....11

Comments.....12

Acknowledgement.....12

Conclusion..... 13

Declaration.....13

FACTUAL BACKGROUND

1. Levalia is a General Residential Zone I (GRZI) property neighbourhood) in terms of the George Integrated Zoning Scheme By-law (GIZS) (2023 George) is known for its peaceful and respectful atmosphere.
2. The community of the greater George are in a demand for more and more housing developments.
3. As the demand for housing increases the George Local Municipality "Municipality" still wanted to give away large open spaces of land away for sport infrastructure-while they are busy with a multi-million-rand upgrade of the Rosemoor Stadium, a key multi-code sports facility located in the heart of the community of Rosemoor, Proteapark, Conville, Parkdene, Balletsview and Themba lethu.
4. According to Granville Campher, Manager: Sport Development at George Municipality, the decision to upgrade Rosemoor Stadium was driven by the need to provide a standard athletic facility for the community.
5. The George Local Municipality "Municipality" is the owner of a large, undivided tract of land in Levalia, known as the Erf 464, George ('the municipality erf
6. There is, therefore, no need to waste land for:
 - 3.1 OPEN SPACE ZONE I (OSZI), The subject property Erf 25265 George (Subdivided from Erf 464 George); for active and passive sport and recreational activities.
 - 3.2 Semi-detached houses and Flats.
7. Colin Alie of Ali architecture/Ali architecture was appointed to address the Land Use matter for housing development in the Residential Zone I neighbourhood Levalia situated in Ward 5 Municipal area under the George Land Use Planning By-Law, 2023 for the subject property Erf 464, Sweetpea Street Levalia George.
8. The land use objections for Subdivided, subject property Erf 25265 and 25252 George (Subdivided from Erf 464 George) are valid until 11 November 2024.
9. Reference to Section 50 of the George Land Use Planning By-Law, 2023.
10. The vacant land on Sweet Pea Street's right side is called "Portion 1," and the land in the middle is known as "Portion 2" and the alternative site for sport and recreation located Triumph Street is referred to as "Portion 3" for identification purposes as indicated on the map.

PROPERTY DETAILS

The table below includes relevant information regarding Erf 464 George.

Property Description	The subject property Erf 464 George
Physical Address	Sweetpea Street, Le Valia, George
Owner	George Local Municipality ("Municipality")
Title Deed No	
Bond	Not Applicable
Size of the property	Approximately 59 000m ²
SG Diagrams	
Zoning	Single Residential Zone I existing dwelling houses

LOCALITY & ZONING

- 1 Levalia Residential neighbourhood, George is an existing General Residential Zone I (GRZI) area located parallel with Knysna Road leading to the N2-route further east-to the Wilderness
- 2 Township is less than 1km from Garden Route Mall George to the east.
- 3 The Township is situated across the Glenwood Golf Course to the north.
- 4 The zoning of the subject property will not change following this land use application and the use of the property will remain for residential purposes as associated with the primary right of a Single Residential Zone I (SRI) property, according to the George Integrated Zoning Scheme By-law 2023

The Locality plan below illustrate the undeveloped open spaces in Levalia

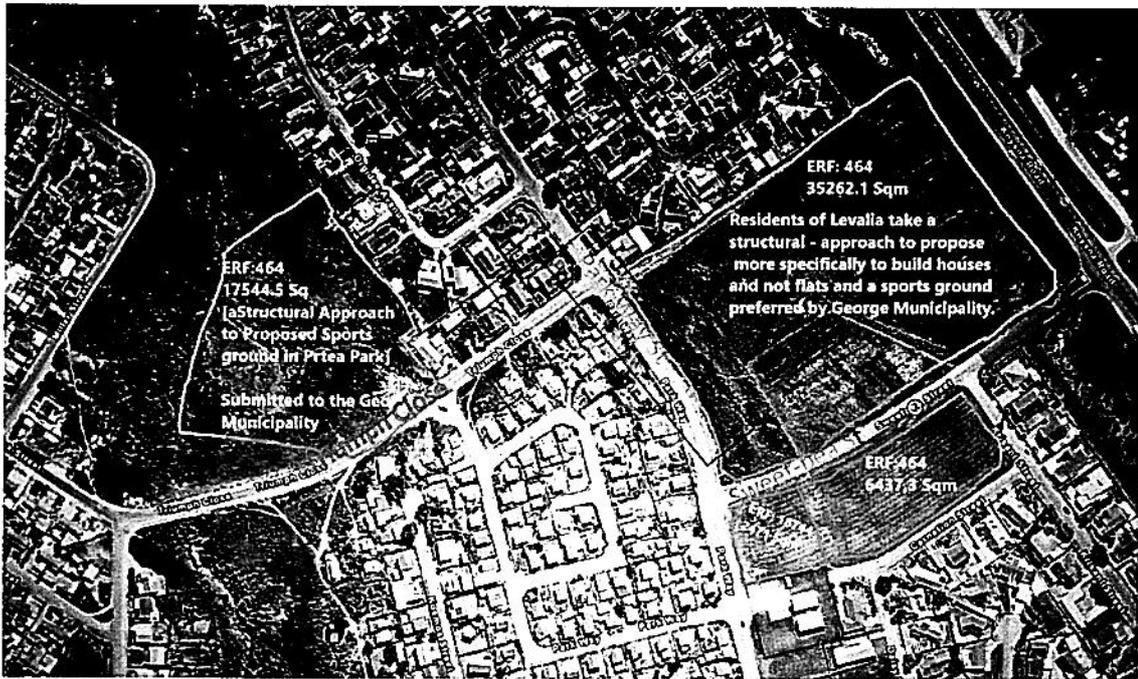


FIGURE 2: LOCALITY PLAN

(Source: Cape Farm Mapper, 2021).

DEVELOPMENT PROPOSAL BY GEORGE LOCAL MUNICIPALITY

1. Erf 464 George is a residential property neighbourhood located parallel Knysna Road, Levalia, next to Glenwood Golf Course across the Knysna Road. The George Local Municipality ("Municipality") notified the residents of Levalia Township of their proposed housing development projection in their neighbourhood by:
 - 1.1 Subdivided: The subject property Erf 25265 and 25252 George (Subdivided from Erf 464 George)
 - 1.2 Rezoning of Erven 25265 and 25252 George from Single Residential Zone 1, Open Space Zone 1 And Transport Zone all to a Sub divisional Area

- 2 Subdivision of the Sub divisional Area into the following:
 - 2.1 43 Single Residential Zone 1 Erven (34 erven for Semi-Detached Units and 9 erven for Single Residential Units);
 - 2.2 General Residential Zone IV (GRZIV) Erven (Flats) with height limitation of 2 Residential Storeys and maximum density of 80du/ha;
 - 2.3 OPEN SPACE ZONE I (OSZI) Erven; The objective of this zone is to provide for active and passive recreational areas on public land, in order to promote recreation, and enhance the aesthetic appearance of an area.
 Primary use: □ Public open space
 - 2.4 TRANSPORT ZONE I (TUZI) Erven:
 - 2.4.1 objective of this zone is to reserve land for transportation systems, excluding public streets, but including all other transport undertakings.
 - 2.4.2 Primary use: Transport use

ENVIRONMENTAL CONSIDERATIONS

1. The subject property, Erf 464 George, is an undeveloped residential open space with no environmental features.
 - a) A centrally located vacant piece of land has been designated for a sports playground that will serve Protea Park, Rosemore, Conville, Parkdene, Bellotsview, and Themba lethu. See the aerial image above.

ECONOMIC IMPACT

1. This subject will have a negative economic impact due to:
 - 1.1 High unemployment rate
 - 1.2 Poverty and inequality

REAL PROPERTY IMPACT

1. It is our opinion that the proposed structures on Erf 25265 and 25252 in George (subdivided from Erf 464) will have a negative impact on the existing properties in the following ways:

- 1.1. Decrease in housing quality
- 1.2. Poor workmanship
- 1.3. Increase in crime rate
- 1.4. The size of a property and its layout are obvious determinants of its value in the housing market.
- 1.5. Open spaces for parks allocated for sports and recreational activities have the potential to attract looters and damage property value.
- 1.6. The Levalia community has taken proactive measures to enhance security by establishing a neighbourhood watch committee and a WhatsApp group for regular street patrols.
- 1.7. Recent incidents of looting have prompted the community to advocate for individual housing plots instead of uniform designs for multiple houses.
- 1.8. The community prefers a "Plots and Plans Design" approach for single housing development.
- 1.9. Affordable housing that is attractively designed and blends with the surrounding neighbourhood may be more likely to have no effect or even a positive effect on nearby property values.
- 1.10. The community opposes the construction of flats or semi-detached houses. Additionally, residents oppose the construction of a sports playground, fearing it may attract criminal activity.
- 1.11. "What is going on? What is the problem?" "Why? Why?" is the municipality of George insisting on a sports ground while they are busy in Rosemore to renew a professional sports stadium for the greater community of George.
- 1.12. The existing intersection access on the north-eastern side of the erf from Knysna Road into Sweet-pea Levalia should be closed by virtue of an obstruction means.
- 1.13. The subject erf 464 "Portion 1" situated on the north-west side of the proposed erf and south-west of Knysna Road is the proposed site that was earmarked for a sports playground, semi-detached houses, and a block of flats.

1.4 The subject erf can be divided into 100 Single Residential Zone I erven. The community opposes the proposed construction on erf 464 "Portion 1" due to concerns about increased gang activity and drug use in coloured communities.

1.5 The current sports playground lacks adequate hygiene facilities, resulting in unsanitary conditions.

PROPOSED SUBDIVIDED OPEN SPACE ON ERF 25265 FOR SEMI-DETACHED HOUSES & FLATS AND PARK FOR SPORT & RECREATION BY GEORGE LOCAL MUNICIPALITY (PORTION 1)

subdivided Erven 25265 George (Subdivided from Erf 464 35 262.1m² 3,5262.1ha

SIZE OF THE SAME PROPOSED SUBDIVIDED AS ABOVE BY THE RESIDENTS OF LE VALIA (PORTION 1)

subdivided Erven 25265 George (Subdivided from Erf 464 35 262.1m² in size 3,5262.1ha 100 PLOTS/ERWE@+- 300m² @ ERF

SIZE OF THE PROPOSED SUBDIVIDED OPEN SPACE ZONE I PARK FOR SPORTS & RECREATION BY GEORGE LOCAL MUNICIPALITY (PORTION 1)

subdivided Erven 25265 George (Subdivided from Erf 464 11 716.9m² 1,1716.9ha for the park for sport and recreation

SIZE OF THE PROPOSED SUBDIVIDED OPEN SPACE ZONE IN PARK FOR SPORT AND RECREATION RELOCATED TO TRIUMPH CLOSE, PROTEA PARK, GEORGE (PORTION 3).

<p>The subject property Erf 25265 in George was subdivided from Erf 464 for the purpose of creating a park for sport and recreation.</p>	<p>17 544m² in size</p>	<p>1,7544ha</p>	<p>The open space size central to Protea Park, Rosemore, Conville, Parkdene, Ballots view, and Thembaletu is 5,827.1m² larger than the open space proposed by the George Local Municipality ("Municipality").</p>
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“MUNICIPALITY” OBJECTIONS AND/OR COMMENTS OR REPRESENTATIONS TO AN APPLICATION RECEIVED BY THE GEORGE LOCAL MUNICIPALITY

1. It is hereby declared that:
 - 1.1 The neighbour properties in Levalia are all Residential 1 property. They comprise single-storey, family dwellings and are part of the core residential suburb of Levalia.
 - 1.2 The area does not support the density proposed by the George Local Municipality.
 - 1.3 This report examines the impact of proposed and loss of value in Levalia. Property owners of Levalia believe that the building of flats, semi-detached housing, and a sports ground on Erf 464 George into Portion 1 ($\pm 35262.1\text{m}^2$) and Portion 2 ($\pm 6437.3\text{m}^2$) as indicated on the proposed land use proposal will have a detrimental effect on their property rights in Levalia.
 - 1.4 The entire extent of the subject Erf 25265 and 25252 George (subdivided from Erf 464 George) was requested for plot-and-plan by the residents.
 - 1.5 The decision of the development (semi-detached houses and flats) must be reviewed and set aside in its entirety and replaced with the plot-and-plan concept.
 - 1.6 Note that any builder must be registered with the National Home Building Registration Council (NHBRC).
 - 1.7 The subject park for sport and recreation should be relocated to a more central venue at Triumph Close located on Erf 464 George.
 - 1.8 However, the George Local Municipality should pursue the centralization of the location for the previously disadvantaged areas of George by making it more accessible for all residents of the neighbourhood of Proteapark, Rosemore, Conville, Parkdene, Ballotsview, and Thembaletu for sport and recreational purposes. Accessibility includes the safety of the people, toilet facilities, parking, and comfort.
 - 1.9 For example, developing sport and recreational facilities in economically depressed areas can help attract investors and businesses for economic growth.
 - 1.10 Sport and recreational facilities have also been linked to increased community health and reduced crime.

- 1.11 The surrounding properties in Levalia will be negatively affected by the proposed structure on the subdivided subject properties Erf 25265 and 25252 in George (subdivided from Erf 464 in George).
- 1.12 Lack of infrastructure and resources: The Levalia area is already suffering from overcrowding, noise pollution, and lack of sanitation due to cricket playing weekends. The suburb cannot support the 11,716.9m² development for sport and recreation.
- 1.13 Several complaints have been made to the Conville Police Station, Residents' Neighborhood Watch, and individual home-owners over the past few months regarding noise nuisance and violent crime after hours at this subject property.
- 1.14 The South African law, through the Environment Conservation Act 73 of 1989 and municipal by-laws, protects recipients of intolerable noise pollution by:
 - 1) causing a noise nuisance by playing loud music in cars;
 - 2) shouting or screaming from the vlakkie cricket field in a manner that causes a noise nuisance;
 - 3) driving a vehicle on the streets in such a manner that it causes a noise nuisance.
- 1.15 Hence, considerable nuisance is caused by the existing vlakkie cricket on the open space in Levalia, and it would be misleading to suggest that the new proposed park/open space/sport and recreation would cause no nuisance and disruption.
- 1.16 The residents in the residential neighbourly of Levalia are entitled to ordinary comfort and convenience in their homes, especially on Sundays.
- 1.17 Misleading application details:
 - 1) The notice posted at the subject property does not comply with standards for conflicting statements; it referred to parks, open space, and then to sport and recreation.
 - 2) It has tremendous implications to convert undeveloped land into low-density land use. That represents a threat for open spaces in Coloured Townships.
 - 3) Parks, and open space opportunities mean many attractions to numerous criminal elements and looters which decreased the capital values of the existing surrounded properties.
- 1.18 It is the role of Law Enforcement to manage and control Municipality properties, and the South African Police Service in Conville should be compelled to patrol the streets of Levalia to maintain law and order.

- 1.19 Misleading application details: The notice posted at the subject property does not comply with standards and has withheld the cell phone number for communication via SMS and WhatsApp.
- 1.20 Misleading application details: The notice posted at the subject property does not comply with standards as the description for the structures was not clear. For example, open zone I and transport zone II terminologies, residential zone land general residential zone IV erven with a height limitation of 2 residential storeys and a maximum density of 80du/Ha.
- 1.21 High-density flats accommodation poses significant risks of drugs, disruptive behaviour, abuse, disorder, and noise disturbances, as well as crime against women and children to occupants and surrounding properties.
- 1.22 This will stretch the capacity of an already strained South African Police Service. However, the applicant has not provided any motivation for why they require flats and semi-detached units.
- 1.23 It is our opinion that access by transportation to and from Knysna Road will be negatively affected by this application to George Local Municipality.
- 1.24 There is no site development plan presented with the application to indicate how the property will be adequately structured.
- 1.25 The rights of surrounding property owners will be negatively impacted by the following proposed structures:
- 1.26 The undeveloped Open Spaces will be developed into 34 erven for Semi-Detached Units.
- 1.27 Two General Residential Zone IV (GRZIV) Erven with a height limitation of 2 Residential Storeys (Flats) and a maximum density of 80 du/Ha.
- 1.28 Open Space Zone I Erven for a Park for Sport & Recreation activities.

PROPERTY OWNERS HAVE CERTAIN RIGHTS

- 1. Right to control
- 2. Right to use and quiet enjoyment
- 3. Right to privacy and to exclude others
- 4. Right to disposition or to transfer the property to someone else by selling, gifting, or inheritance.

COMMENTS

- 1 Planners intentionally zoned less desirable establishments like flats, semi-detached housing, and sports grounds in and around the Coloured neighbourhood, making it challenging for the community to support the George Municipality's proposal. In response, the community has suggested adopting a "Plot and Plan Design" approach for constructing affordable single-family housing for middle-income workers.
- 2 A plot that is serviced (water and sewerage pipes, as well as electricity supply) and a builder that is registered with the NHBRC have neighbourhoods primarily consisting of single-family homes.
- 3 Firstly, one is allowed to build one house on the property in terms of this zoning.
- 4 Coverage permitted is 40%, which means that on a 1,000-square meter stand one would be permitted to build a dwelling covering a maximum of 400 square meters, including garages and outhouses.
- 5 If one is given the right to build a two or three-storey home, one can cover up to 400 square meters per storey. The footprint cannot be more than 400 square meters.

Coverage %	Single Residential Erven	Architectural dwelling(s) means the National Building Regulations and Building Standards Act, 1977 (Act 103 of 1977);
40%	500 m ²	200 m ²
40%	250 m ²	100 m ²
40%	300 m ²	120 m ²
40%	400 m ²	160 m ²

ACKNOWLEDGMENT

I appreciate George Municipality for allowing the residents of Levalia to provide input on the housing development project.

CONCLUSION

It is apparent from what the residents have stated above that they have already concluded that they are not against the housing development. They are against the building of the flats and the semi-detached houses, and they have proposed an alternative location for the open space sport and recreation facilities. In terms of the review, the residents clearly request that the Municipality consider making the subject property Erf 464 available for plot and plan to the public, to be purchased directly from the George Local Municipality.

DECLARATION

I, Colin Alie, confirm that I have completed the work titled "The Impact of Housing Development and Infrastructure on Levalia."

A handwritten signature in black ink, appearing to read 'Colin Alie', with a large, stylized flourish above the name.

SPECIAL POWER OF ATTORNEY

We, the property owners of Levalia, hereby nominate and appoint Colin Alie (Ali architecture) as our representative for the proposed Land Use Application of Reference Number: 3593739 Erf 464, Sweetpea Street, Levalia George.

Colin Alie is authorized to act on our behalf with the George Local Municipality for objections and comments under Section 50 of the George Land Use Planning By-Law, 2023.

This includes representing us at any inquiries related to the matter.

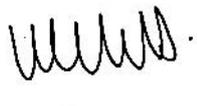
Location: Erf 25252 and 25265 (Subdivided from Erf 464 George).

We authorize Colin Alie to make any necessary applications and confirm that we agree to all actions taken by our representative.

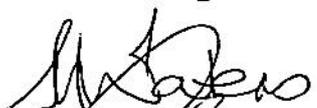
#GeorgeMunicipality #LandUseApplication

Signed at George on this Thursday day of 07 November 2024

REGISTERED OWNERS SIGNATURE

 Maggie Williams

 Ivan Kiewitz

 MARILYN WATERS

 ROGER. MEZ.

 VINCENT MOOS

SUPPORT LEVALIA - SIGN THE PETITION NOW!

We're are for the housing development project but are against the building, Flats, Semi-detached houses and open space for sport in Levalia.

JOIN US AND SHARE!

#StandWithLevalia

Cell no.

1 0784048625
2 084 528 9617

072 850 5329
Cell:
0717030812
0634389494

~~072 850 5329~~
~~0717030812~~
~~0634389494~~

0658098919

Platje
Abrams

Alex

~~072 850 5329~~
ZANA

Georgina TSHAKA

Rashied Windvogel

Jens me Conway
0616673045

Denie Conway
0672894635
0670009577

Name & Van

Emily Goliath
Sheree Diedericks
ANNA JONCK

Alexis May
Arquiline Lewis

Charlotte Jonck

~~072 850 5329~~

Catelynne Platjes
Carmelieta Abrams
Decadean April

KURT HOLTZMAN
0685398460

Joshua Pietersen
067 002 6795

H. WAYNE VAN WYK
0672017676

S. Nandoe
0621043436

0844295002

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063 155 6641



063 218 4061



066 369 5824



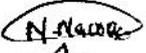
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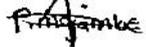
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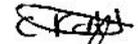
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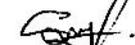
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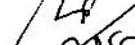
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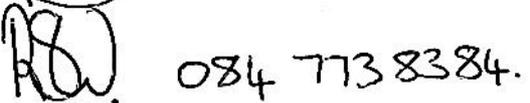


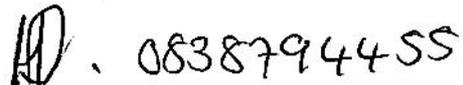
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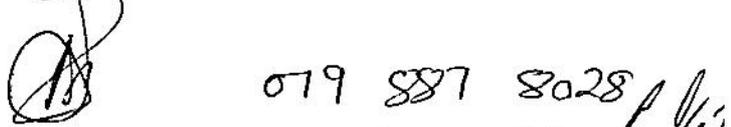


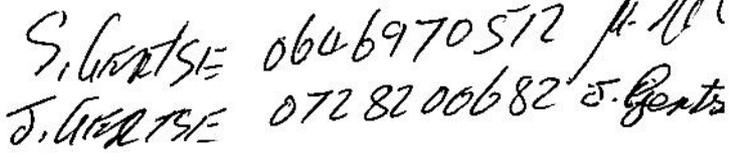
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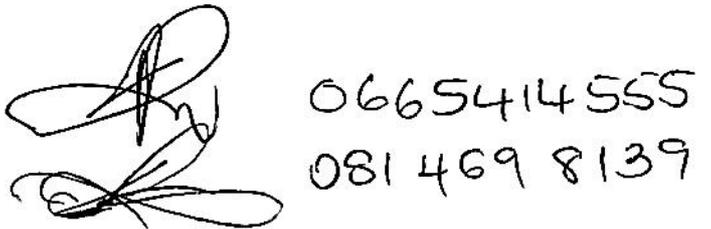
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 S. GERTSE 0646970512
J. GERTSE 0728200682 E. Gerts

 0665414555
081 469 8139

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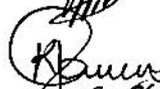
We're are for the housing development project but are against the building, Flats, Semi-detached houses and open space for sport in Levalia.

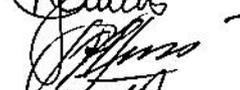
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#StandWithLevalia

0656243156 Marie Coetzee
082 9750761 - 

06 5291384 - 

0711224271  Ruanus

0844859253 

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0605312040 

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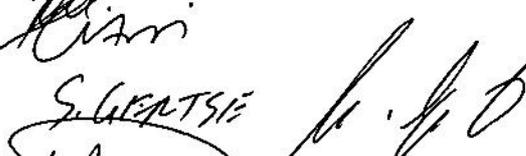
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0839226566

0737254172

0448713068  Rizri

0646970512  S. GREYTSIE 

0835006408 

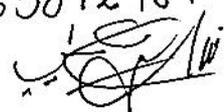
0631256636

0631006627 

0616093824 - Shadene Mareuil

0717030312 - Henrietta Kiewiets.

0665872967 - Magdalena Fortuin

 - Felicity Williams.

Mickayla Fortuin

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#StandWithLevalia

J. Kiewitz - 0793452091

*J. Kiewitz
Kiewitz
& Kiewitz*

Paul - 014 064 5923

[Signature] - 082 738 6606

[Signature] 081 774 8262
ANDY KAY 081 774 8262

A. Gaddy 081 363 4724

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JOIN US AND SHARE!

#StandWithLevalia

Chris S. Riley 0765 303076

Riley
10/2/17
CS

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We're are for the housing development project but are against the building, Flats, Semi-detached houses and open space for sport in Levalia.

JOIN US AND SHARE!

#StandWithLevalia

Willie

0722700571

Jane

0797811226

~~*Willie*~~

0846033197

tr

3

068 511 4210



REFERENCE NUMBER-3593739

THE LEVALIA HOUSING PROJECT

Prepared for:

Residents of Levalia
Sweet pea St
Krisant St
Carnation St
Viooltjie St
Daizy St
Levalia
George
6529

Prepared by:

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TABLE OF CONTENT

Factual Background.....	3
Property Details.....	4
Locality & Zoning.....	4-5
Development Proposals.....	5-6
Environmental Consideration.....	6
Economic Impact.....	6
Property Impact.....	7-8
Objection(s) and or Comments.....	9-11
Property Owner(s) Rights.....	11
Additional Notes.....	12
Acknowledgement.....	13
Conclusion.....	20
Declaration.....	13

FACTUAL BACKGROUND

1. Levalia is a General Residential Zone I (GRZI) property neighbourhood) in terms of the George Integrated Zoning Scheme By-law (GIZS) (2023 George) is known for its peaceful and respectful atmosphere.
2. The community of the greater George are in a demand for more and more housing developments.
3. As the demand for housing increases the George Local Municipality “Municipality” still wanted to give away large open spaces of land away for sport infrastructure-while they are busy with a multi-million-rand upgrade of the Rosemoor Stadium, a key multi-code sports facility located in the heart of the community of Rosemoor, Proteapark, Conville, Parkdene, Balletsview and Thembaletu.
4. According to Granville Campher, Manager: Sport Development at George Municipality, the decision to upgrade Rosemoor Stadium was driven by the need to provide a standard athletic facility for the community.
5. The George Local Municipality “Municipality” is the owner of a large, undivided tract of land in Levalia, known as the Erf 464, George (‘the municipality erf’
6. There is, therefore, no need to waste land for:
 - 3.1 OPEN SPACE ZONE I (OSZI), The subject property Erf 25265 George (Subdivided from Erf 464 George); for active and passive sport and recreational activities.
 - 3.2 Semi-detached houses and Flats.
7. Colin Alie of [aliearchitecture/alieargitektuur](#) was appointed to address the Land Use matter for housing development in the Residential Zone I neighbourhood Levalia situated in Ward 5 Municipal area under the George Land Use Planning By-Law, 2023 for The subject property Erf 464, Sweetpea Street Levalia George.
8. The land use objections for Subdivided, subject property Erf 25265 and 25252 George (Subdivided from Erf 464 George) is valid until 11 November 2024.
9. Reference to Section 50 of the George Land Use Planning By-Law, 2023.
10. The vacant land on Sweet Pea Street's right side is called "Portion 1," and the land in the middle is known as "Portion 2" and the alternative site for sport and recreation located Triumph Street is referred to as “Portion 3” for identification purposes as indicated on the map.

PROPERTY DETAILS

The table below includes relevant information regarding Erf 464 George.

Property Description	The subject property Erf 464 George
Physical Address	Sweetpea Street, Le Valia, George
Owner	George Local Municipality (“Municipality”)
Title Deed No	
Bond	Not Applicable
Size of the property	Approximately 59 000m ²
SG Diagrams	
Zoning	Single Residential Zone I exiting dwelling houses

LOCALITY & ZONING

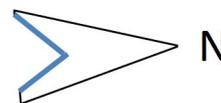
- 1 Levalia Residential neighbourhood, George is a existing General Residential Zone I (GRZI) area located parallel with Knysna Road leading to the N2-route further east-to the Wilderness
- 2 Township is less than 1km from Garden Route Mall George to the east.
- 3 The Township is situated across the Glenwood Golf Course to the north.
- 4 The zoning of the subject property will not change following this land use application and the use of the property will remain for residential purposes as associated with the primary right of a Single Residential Zone I (SRI) property, According to the George Integrated Zoning Scheme By-law 2023

The Locality plan below illustrate the undeveloped open spaces in Levalia



FIGURE 2: LOCALITY PLAN

(Source: Cape Farm Mapper, 2021).



DEVELOPMENT PROPOSAL BY GEORGE LOCAL MUNICIPALITY

1. Erf 464 George is a residential property neighbourhood located parallel Knysna Road, Levalia, next to Glenwood Golf Course across the Knysna Road. The George Local Municipality (“Municipality”) notified the residents of Levalia Township of their proposed housing development projection in their neighbourhood by:
 - 1.1 Subdivided: The subject property Erf 25265 and 25252 George (Subdivided from Erf 464 George)
 - 1.2 Rezoning of Erven 25265 and 25252 George from Single Residential Zone 1, Open Space Zone 1 And Transport Zone II to a Sub divisional Area

- 2 Subdivision of the Sub divisional Area into the following:
 - 2.1 43 Single Residential Zone 1 Erven (34 erven for Semi-Detached Units and 9 erven for Single Residential Units);
 - 2.2 General Residential Zone IV (GRZIV) Erven (Flats) with height limitation of 2 Residential Storeys and maximum density of 80du/ha;
 - 2.3 OPEN SPACE ZONE I (OSZI) Erven; The objective of this zone is to provide for active and passive recreational areas on public land, in order to promote recreation, and enhance the aesthetic appearance of an area.

Primary use: Public open space
 - 2.4 TRANSPORT ZONE I (TUZI) Erven:
 - 2.4.1 objective of this zone is to reserve land for transportation systems, excluding public streets, but including all other transport undertakings.
 - 2.4.2 Primary use: Transport use

ENVIRONMENTAL CONSIDERATIONS

1. The subject property, Erf 464 George, is an undeveloped residential open space with no environmental features.
 - a) A centrally located vacant piece of land has been designated for a sports playground that will serve Protea Park, Rosemore, Conville, Parkdene, Bellotsview, and Thembaletu. See the aerial image above.

ECONOMIC IMPACT

1. This subject will have a negative economic impact due to:
 - 1.1 High unemployment rate
 - 1.2 Poverty and inequality

REAL PROPERTY IMPACT

1. It is our opinion that the proposed structures on Erf 25265 and 25252 in George (subdivided from Erf 464) will have a negative impact on the existing properties in the following ways:

- 1.1. Decrease in housing quality
- 1.2. Poor workmanship
- 1.3. Increase in crime rate
- 1.4. The size of a property and its layout are obvious determinants of its value in the housing market.
- 1.5. Open spaces for parks allocated for sports and recreational activities have the potential to attract looters and damage property value.
- 1.6. The Levalia community has taken proactive measures to enhance security by establishing a neighbourhood watch committee and a WhatsApp group for regular street patrols.
- 1.7. Recent incidents of looting have prompted the community to advocate for individual housing plots instead of uniform designs for multiple houses.
- 1.8. The community prefers a "Plots and Plans Design" approach for single housing development.
- 1.9. Affordable housing that is attractively designed and blends with the surrounding neighbourhood may be more likely to have no effect or even a positive effect on nearby property values.
- 1.10. The community opposes the construction of flats or semi-detached houses. Additionally, residents oppose the construction of a sports playground, fearing it may attract criminal activity.
- 1.11. "What is going on? What is the problem?" "Why? Why?" is the municipality of George insisting on a sports ground while they are busy in Rosemore to renew a professional sports stadium for the greater community of George.
- 1.12. The existing intersection access on the north-eastern side of the erf from Knysna Road into Sweet-pea Levalia should be closed by virtue of an obstruction means.
- 1.13. The subject erf 464 "Portion 1" situated on the north-west side of the proposed erf and south-west of Knysna Road is the proposed site that was earmarked for a sports playground, semi-detached houses, and a block of flats.

- 1.4 The subject erf can be divided into 100 Single Residential Zone I erven. The community opposes the proposed construction on erf 464 "Portion 1" due to concerns about increased gang activity and drug use in coloured communities.
- 1.5 The current sports playground lacks adequate hygiene facilities, resulting in unsanitary conditions.

PROPOSED SUBDIVIDED OPEN SPACE ON ERF 25265 FOR SEMI-DETACHED HOUSES & FLATS AND PARK FOR SPORT & RECREATION BY GEORGE LOCAL MUNICIPALITY (PORTION 1)

subdivided Erven 25265 George (Subdivided from Erf 464	35 262.1m ²	3,5262.1ha
--	------------------------	------------

SIZE OF THE SAME PROPOSED SUBDIVIDED AS ABOVE BY THE RESIDENTS OF LE VALIA (PORTION 1)

subdivided Erven 25265 George (Subdivided from Erf 464	35 262.1m ² in size	3,5262.1ha	100 PLOTS/ERWE@+-300m ² @ ERF
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SIZE OF THE PROPOSED SUBDIVIDED OPEN SPACE ZONE I PARK FOR SPORTS & RECREATION BY GEORGE LOCAL MUNICIPALITY (PORTION 1)

subdivided Erven 25265 George (Subdivided from Erf 464 for the park for sport and recreation	11 716.9m ²	1,1716.9ha
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SIZE OF THE PROPOSED SUBDIVIDED OPEN SPACE ZONE IN PARK FOR SPORT AND RECREATION RELOCATED TO TRIUMPH CLOSE, PROTEA PARK, GEORGE (PORTION 3).

The subject property Erf 25265 in George was subdivided from Erf 464 for the purpose of creating a park for sport and recreation.	17 544m ² in size	1,7544ha	The open space size central to Proteapark, Rosemore, Conville, Parkdene, Ballotsview, and Thembaletu is 5,827.1m ² larger than the open space proposed by the George Local Municipality ("Municipality").
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“MUNICIPALITY”OBJECTIONS AND/OR COMMENTS OR REPRESENTATIONS TO AN APPLICATION RECEIVED BY THE GEORGE LOCAL MUNICIPALITY

1. It is hereby declared that:

- 1.1 The neighbour properties in Levalia are all Residential 1 properties. They comprise single-storey, family dwellings and are part of the core residential suburb of Levalia.
- 1.2 The area does not support the density proposed by the George Local Municipality.
- 1.3 This report examines the impact of proposed and loss of value in Levalia. Property owners of Levalia believe that the building of flats, semi-detached housing, and a sports ground on Erf 464 George into Portion 1 ($\pm 35262.1\text{m}^2$) and Portion 2 ($\pm 6437.3\text{m}^2$) as indicated on the proposed land use proposal will have a detrimental effect on their property rights in Levalia.
- 1.4 The entire extent of the subject Erf 25265 and 25252 George (subdivided from Erf 464 George) was requested for plot-and-plan by the residents.
- 1.5 The decision of the development (semi-detached houses and flats) must be reviewed and set aside in its entirety and replaced with the plot-and-plan concept.
- 1.6 Note that any builder must be registered with the National Home Building Registration Council (NHBRC).
- 1.7 The subject park for sport and recreation should be relocated to a more central venue at Triumph Close located on Erf 464 George.
- 1.8 However, the George Local Municipality should pursue the centralization of the location for the previously disadvantaged areas of George by making it more accessible for all residents of the neighbourhood of Proteapark, Rosemore, Conville, Parkdene, Ballotsview, and Thembaletu for sport and recreational purposes. Accessibility includes the safety of the people, toilet facilities, parking, and comfort.
- 1.9 For example, developing sport and recreational facilities in economically depressed areas can help attract investors and businesses for economic growth.
- 1.10 Sport and recreational facilities have also been linked to increased community health and reduced crime.

- 1.11 The surrounding properties in Levalia will be negatively affected by the proposed structure on the subdivided subject properties Erf 25265 and 25252 in George (subdivided from Erf 464 in George).
- 1.12 Lack of infrastructure and resources: The Levalia area is already suffering from overcrowding, noise pollution, and lack of sanitation due to cricket playing weekends. The suburb cannot support the 11,716.9m² development for sport and recreation.
- 1.13 Several complaints have been made to the Conville Police Station, Residents' Neighbourhood Watch, and individual home-owners over the past few months regarding noise nuisance and violent crime after hours at this subject property.
- 1.14 The South African law, through the Environment Conservation Act 73 of 1989 and municipal by-laws, protects recipients of intolerable noise pollution by:
- 1) causing a noise nuisance by playing loud music in cars;
 - 2) shouting or screaming from the vlakkie cricket field in a manner that causes a noise nuisance;
 - 3) driving a vehicle on the streets in such a manner that it causes a noise nuisance.
- 1.15 Hence, considerable nuisance is caused by the existing vlakkie cricket on the open space in Levalia, and it would be misleading to suggest that the new proposed park/open space/sport and recreation would cause no nuisance and disruption.
- 1.16 The residents in the residential neighbourly of Levalia are entitled to ordinary comfort and convenience in their homes, especially on Sundays.
- 1.17 Misleading application details:
- 1) The notice posted at the subject property does not comply with standards for conflicting statements; it referred to parks, open space, and then to sport and recreation.
 - 2) It has tremendous implications to convert undeveloped land into low-density land use. That represents a threat for open spaces in Coloured Townships.
 - 3) Parks, and open space opportunities mean many attraction to numerous criminal elements and looters which decreased the capital values of the existing surrounded properties.
- 1.18 It is the role of Law Enforcement to manage and control Municipality properties, and the South African Police Service in Conville should be compelled to patrol the streets of Levalia to maintain law and order.

- 1.19 Misleading application details: The notice posted at the subject property does not comply with standards and has withheld the cellphone number for communication via SMS and WhatsApp.
- 1.20 Misleading application details: The notice posted at the subject property does not comply with standards as the description for the structures was not clear. For example, open zone I and transport zone II terminologies, residential zone land general residential zone IV erven with a height limitation of 2 residential storeys and a maximum density of 80du/Ha.
- 1.21 High-density flats accommodation poses significant risks of drugs, disruptive behaviour, abuse, disorder, and noise disturbances, as well as crime against women and children to occupants and surrounding properties.
- 1.22 This will stretch the capacity of an already strained South African Police Service. However, the applicant has not provided any motivation for why they require flats and semi-detached units.
- 1.23 It is our opinion that access by transportation to and from Knysna Road will be negatively affected by this application to George Local Municipality.
- 1.24 There is no site development plan presented with the application to indicate how the property will be adequately structured.
- 1.25 The rights of surrounding property owners will be negatively impacted by the following proposed structures:
- 1.26 The undeveloped Open Spaces will be developed into 34 erven for Semi-Detached Units.
- 1.27 Two General Residential Zone IV (GRZIV) Erven with a height limitation of 2 Residential Storeys (Flats) and a maximum density of 80 du/Ha.
- 1.28 Open Space Zone I Erven for a Park for Sport & Recreation activities.

PROPERTY OWNERS HAVE CERTAIN RIGHTS

1. Right to control
2. Right to use and quiet enjoyment
3. Right to privacy and to exclude others
4. Right to disposition or to transfer the property to someone else by selling, gifting, or inheritance.

ADDITIONAL NOTES

- 1 Planners intentionally zoned less desirable establishments like flats, semi-detached housing, and sports grounds in and around the Coloured neighbourhood, making it challenging for the community to support the George Municipality's proposal. In response, the community has suggested adopting a "Plot and Plan Design" approach for constructing affordable single-family housing for middle-income workers.
- 2 A plot that is serviced (water and sewerage pipes, as well as electricity supply) and a builder that is registered with the NHBRC have neighbourhoods primarily consisting of single-family homes.
- 3 Firstly, one is allowed to build one house on the property in terms of this zoning.
- 4 Coverage permitted is 40%, which means that on a 1,000-square meter stand one would be permitted to build a dwelling covering a maximum of 400 square meters, including garages and outhouses.
- 5 If one is given the right to build a two or three-storey home, one can cover up to 400 square meters per storey. The footprint cannot be more than 400 square meters.

Coverage %	Single Residential Erven	Architectural dwelling(s) means the National Building Regulations and Building Standards Act, 1977 (Act 103 of 1977);
40%	500 m ²	200 m ²
40%	250 m ²	100 m ²
40%	300 m ²	120 m ²
40%	400 m ²	160 m ²

ACKNOWLEDGMENT

I appreciate George Municipality for allowing the residents of Levalia to provide input on the housing development project.

CONCLUSION

It is apparent from what the residents have stated above that they have already concluded that they are not against the housing development. They are against the building of the flats and the semi-detached houses, and they have proposed an alternative location for the open space sport and recreation facilities. In terms of the review, the residents clearly request that the Municipality consider making the subject property Erf 464 available for plot and plan to the public, to be purchased directly from the George Local Municipality.

DECLARATION

I, Colin Alie, confirm that I have completed the work titled "The Impact of Housing Development and Infrastructure on Levalia."

Signature

Colin Alie

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Minutes of Levalia Housing Project Meeting

Date: 24 October 2024

Key Points Discussed

- **Presentation on Site Development Plan (SDP) Requirements**
 - Residents of Levalia reported on a recent meeting with the Municipality's Planning and Housing Department in George. The primary focus was on the requirements for the Site Development Plan (SDP) necessary to secure project approval. The Municipality emphasized the importance of detailed plans covering all aspects of site services to ensure compliance and facilitate progress in the housing development.
- **Control and Management of the Housing Project**
 - Residents sought clarification on the Municipality's strategy for overseeing and managing the project effectively. While supportive of the housing project, the community emphasized that proper control and management are essential for its success.
- **Concerns Regarding Proposed Open Land for Sports Use**
 - Residents expressed serious concerns about the designation of an open area near their homes for sports activities. They highlighted the negative impact of weekend events, including disruptive behaviour, public drinking, and lack of restroom facilities, which particularly affect elderly residents' health and well-being. Properties located at the corner of Krisant and Sweetpea Streets are closest to this site, and residents collectively agreed to advocate for this land to be allocated for housing rather than a sports field.
- **Request for Residential Plots Instead of a Sports Field**
 - Residents reiterated their position that the land should be allocated for housing plots rather than recreational use. The community strongly opposes any additional sports fields in Levalia due to the negative impact of existing open fields. There are currently three open fields in the area—one in Daisy Street, one in Krisant Street, and the cricket field in Sweetpea Street—all of which have become hotspots for criminal activities. The "vlakkie" cricket field in Sweetpea Street has become a site for weekend parties, excessive drinking, loud music, substance abuse, and unruly behaviour following matches. In Daisy Street, neighbourhood watch teams are frequently called to respond to fights, offensive language, and aggressive behaviour, with incidents that have escalated to knife stabbings. Residents in Daisy Street suffer from the disturbances caused by the open field nearby. The

community strongly opposes the creation of another open field or sports ground, as these areas detract from the neighbourhood's character, lower property values, and are a source of ongoing distress for residents. Accordingly, Levalia residents firmly reject the sports field proposal currently included in the Municipality's plan.

- **Housing Shortage Justification**

- In support of the housing project, residents referenced statements made in previous meetings underscoring the housing shortage in George. The community questioned the need for a sports field given the pressing demand for residential units.

- **Proposal for "Plot and Plan" Sales**

- Residents proposed that residential plots be offered on a "plot and plan" basis, which would streamline development and support rapid progress on the housing project.

- **Historical Context of Protea Park**

- Residents provided background on the development of Protea Park, which was established after extensive consultations and promises from the Municipality. During discussions, the Municipality assured Levalia residents that a buffer zone would be created between Protea Park and Levalia to address concerns about privacy and security. However, despite these assurances, the Municipality proceeded with the construction of Protea Park without any follow-up or implementation of the promised buffer. This lack of communication and disregard for prior agreements has left Levalia residents feeling misled and frustrated.

- **Security and Privacy Concerns Related to Protea Park**

- Residents shared their experiences with security issues stemming from Protea Park's design, specifically the walkway between the two areas, which has led to instances of trespassing, vandalism, and disruptive behaviour near their properties.

- **Rationale for Housing Project Advancement**

- The Levalia residential area is considered central to the proposed housing project, with significant anticipated benefits for middle-income residents. Additionally, relocating the proposed sports area to a more central site within the southwestern region would be advantageous for surrounding communities, including Protea Park, Rosemoor, Parkdene, Ballotsview, Conville, and Themba lethu.

- **Community Opposition to Apartment Blocks and Cluster Housing**
 - Levalia residents expressed strong opposition to the development of apartment blocks or cluster homes within the area. They emphasized that such developments would adversely impact property values and alter the community's character.
- **Representation of Community Sentiment to the Municipality**
 - The meeting served as a formal platform for the community to convey its objections to the Municipality regarding the proposed sports field, apartment blocks, and cluster housing developments. The consensus was that these would not align with the community's interests.
- **Impact on Property Values**
 - Residents voiced concerns that the proposed development might lower property values in Levalia, which is a critical consideration for many homeowners.
- **Mandate for Designated Committee Members**
 - The assembly granted full authority to designated committee members to advocate for Levalia residents' interests in ongoing discussions with the Municipality.
- **Request for an Alternative Site for the Sports Ground**
 - Proposals have already been submitted to locate an alternative, more suitable site for the sports ground outside Levalia.
- **Preparation for Site Development**
 - Should the sports ground be relocated, Levalia residents expressed their hope that the Municipality would expedite the site preparation to accommodate the community's future housing needs effectively.
- **Approval of Housing Plans**
 - The committee has conferred formal status upon Levalia's housing project designers, who will oversee the development and presentation of suitable housing plans in accordance with architectural standards.
- **Plot Division for Residential Lots**
 - Residents support the continued subdivision of existing plots to create adequately sized residential plots, allowing for future expansion and the establishment of community facilities.

- **Architectural Compliance**
 - Levalia residents committed to drafting new building plans that comply with the National Building Regulations (Act 103 of 1977).
- **Assessment of Land Purchase Costs**
 - Land purchase costs will be calculated based on plot sizes, as determined by the Municipality.
- **Closure of Knysna Road Intersection with Sweetpea Street**
 - A proposal was discussed to close the intersection between Knysna Road and Sweetpea Street due to frequent accidents. Many community members supported this closure or the installation of traffic lights, citing the visible evidence of roadside wreaths and flowers as reminders of lives lost there.
- **Committee Negotiations with Relevant Authorities**
 - The committee will engage in discussions with relevant authorities to resolve outstanding issues associated with the project.
- **Traffic Accident Statistics**
 - The meeting addressed traffic accident statistics and confirmed that the Road Traffic Authority is aware of the ongoing safety concerns at the intersection.
- **Building Schedule**
 - Establishing a clear building schedule for the housing project was a major focus of the committee's planning efforts.
- **Appreciation for Housing Committee Members**
 - Residents expressed sincere gratitude to the housing committee members for their proactive approach and dedication to advancing the housing project for Levalia.

Conclusion

This meeting reflects the proactive stance of Levalia residents in shaping the future of their community. By aligning with the Municipality, Levalia residents are committed to ensuring that the project not only addresses their housing needs but also fosters a secure, well-structured, and welcoming neighbourhood for all. The committee, empowered by the community, will continue advocating for Levalia's interests to see these development plans realized.

Chairperson: Colin Alie

From: vincent@a4arc.co.za <vincent@a4arc.co.za>
Sent: Thursday, 07 November 2024 14:10
To: Winsley Meyer <wmeyer@george.gov.za>
Cc: Lynette Groenewald <lgroenewald@george.gov.za>
Subject: Sweetpea proposal

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hallo Lynette/Meyer

Sien aangeheg my voorstelle.

Kind Regards

Vincent Moos



LEVALIA INWONERS

INSAKE: Grondgebied aansoek. Restant van erf 464, Sweetpea straat George

Inbeginsels het ek geen probleem met die ontwikkeling van die grond nie. Ons het wel bekommernesse oor die volgende:

- a) Hoe so 'n behuisings ontwikkeling ons onmiddellike inwoners en persoonlike lewens gaan affekteer.
- b) Watter beheer die munisipaliteit gaan uit oefen om seker te maak inwoners bly by die riglyne.
- c) Het die munisipaliteit die mag , hulpbronne en tyd om kopers wat nie by die riglyne hou nie, verantwoordbaar te hou.
- d) Die grootte van die voorgestelde erwe is so klein dat ons weereens met minderwaardige wooneenhede gaan sit.
- e) As erwe verkoop gaan word aan wie ook al dit kan bekostig , gaan ons weereens sit met kopers wat wel 'n erf kan bekostig maar nie kan bekostig om te bou nie.
- f) Die area wat uitgesit is vir "sectional title" ontwikkeling, is ook 'n bron van kommer in ons kleurling woongebiede. Dit trek ongewenste ewels na ons woonbuurte en ons staan die ontwikkeling hiervan teen.
- g) Die voorgestelde speelpark sal ons graag wil skuif nader na Protea Park se kant omdat dit grotendeels deur Protea Park kinders gebruik sal word. Dit is ook vir ons belangrik om die groen strook langs die nasionale pad te behou.

VOORSTELLE:

1. Vergroot die erwe sodat elke erf tenminste 1 parkeerplek op sy erf kan akkommodeer. Dit sal parkering van die straat af haal.
2. Doen weg met skakel eenhede en "sectional title".
3. Ons voorstel is dat die munisipaliteit die erwe moet verkoop as plot & plan. Dit sal verseker dat die voorkoms van die buurt eenvormig is en beter beheer oor kwaliteit uitgeoefen kan word.
4. Ons wil graag 'n standaard daar stel wat die waarde van ons bestaande huise komplimenteer.
5. Ontwikkel die totale area getoon in geel op skets vir Plot en Plan.
6. Behou asb. die groen area langs die nasionale pad.
7. As 'n nuwe pad vanaf Krisant str. regdeur in die rigting van Park str. Gemaak kan word haal dit geweldig baie verkeer vanaf Sweetpea en Cornation str.

Ons sal dit hoog op prys stel as U ons so gou moontlik kan antwoord op bogenoemde versoekke.

Notes

- All dimensions are approximate and subject to final survey.
- Erven 25265 and 25252 George are unregistered and boundaries indicated on the SG Diagram no. 1520/2008 and no. 1521/2008.
- The figure ABCDEFGHIA represent unregistered Erf 25265 George.
- The figure JKLMNOPQJ represent unregistered Erf 25252 George.



SWEETPEA
Erven 25265 & 25252, Portions of Erf
464, George
Situate in George
Administrative District of the Cape
Province of Western Cape

Notes

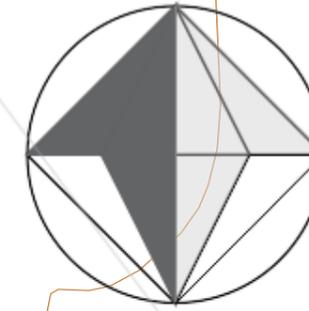
Erf No	Size (sqm)	Proposed Zoning
1	3930	SRZ
2	3930	SRZ
3	3930	SRZ
4	3930	SRZ
5	3930	SRZ
6	3930	SRZ
7	3930	SRZ
8	3930	SRZ
9	3930	SRZ
10	41871	SRZ
11	43463	SRZ
12	37245	SRZ
13	33549	SRZ
14	35018	SRZ
15	40342	SRZ
16	37315	SRZ
17	38542	SRZ
18	39185	SRZ
19	39927	SRZ
20	43549	SRZ
21	33929	SRZ
22	33217	SRZ
23	52802	SRZ
24	46689	SRZ
25	34011	SRZ
26	31482	GRZIV
27	477299	GRZIV
28	369166	USZ
29	330687	DSZ
30	32114	SRZ
31	32773	SRZ
32	35604	SRZ
33	30825	SRZ
34	27398	SRZ
35	31547	SRZ
36	30969	SRZ
37	26633	SRZ
38	29972	SRZ
39	29934	SRZ
40	26614	SRZ
41	31175	SRZ
42	32753	SRZ
43	30782	SRZ
44	37494	SRZ
45	42336	SRZ
46	31612	SRZ
47	52280	SRZ
Road	5978.44	UZIT

date	July 2024
scale	1:30
drawing ref & no.	Proposed Layout - 001

GeorgeMunicipality
www.george.gov.za
drawn by W Meyer
(Reg.C/8645/2018)
for George Municipality
71 York Street, George
Tel : +27 44 801 9303
wmeyer@george.gov.za

Notes

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SWEETPEA
Erven 25265 & 25252, Portions of Erf
464, George
Situate in George
Administrative District of the Cape
Province of Western Cape

Notes

Erf No	Size (sqm)	Proposed Zoning
1	3930	SRZ
2	3930	SRZ
3	3930	SRZ
4	3930	SRZ
5	3930	SRZ
6	3930	SRZ
7	3930	SRZ
8	3930	SRZ
9	3930	SRZ
10	418.71	SRZ
11	434.63	SRZ
12	372.46	SRZ
13	335.49	SRZ
14	350.18	SRZ
15	403.42	SRZ
16	373.15	SRZ
17	385.42	SRZ
18	391.85	SRZ
19	399.27	SRZ
20	435.49	SRZ
21	332.29	SRZ
22	332.17	SRZ
23	528.92	SRZ
24	466.89	SRZ
25	340.11	SRZ
26	3141.52	GRZIV
27	4772.99	GRZIV
28	3631.66	USZ
29	3246.87	DSZ
30	321.14	SRZ
31	327.73	SRZ
32	356.04	SRZ
33	308.25	SRZ
34	273.98	SRZ
35	315.47	SRZ
36	309.69	SRZ
37	266.33	SRZ
38	299.72	SRZ
39	299.54	SRZ
40	266.14	SRZ
41	311.75	SRZ
42	327.53	SRZ
43	307.82	SRZ
44	374.94	SRZ
45	423.36	SRZ
46	218.12	SRZ
47	522.82	SRZ
Road	5978.44	IUZIT

date	July 2024
scale	1:30
drawing ref & no.	Proposed Layout - 001

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OUR REF / ONS VERW: JA VENTER/WS/AG0057
 YOUR REF / U VERW: 3593739

DATE / DATUM: 2024-11-11

**TO: THE ADMINISTRATIVE OFFICER
 THE DIRECTORATE –
 PLANNING AND DEVELOPMENT
 THE GEORGE LOCAL MUNICIPALITY**

ATT: MRS. PRIMROSE NAKO

E-MAIL: PNako@george.gov.za

**COPY TO: THE APPLICANT
 THE GEORGE LOCAL MUNICIPALITY**

C/O: THE SENIOR SPATIAL PLANNERS

ATT: MRS. LYNETTE GROENEWALD / MR. WINSLEY MEYER

E-MAIL: LGroenewald@george.gov.za / WMeyer@george.gov.za

Mrs Nako,

**OBJECTION AGAINST THE APPLICATION LODGED
 BY AND WITH THE GEORGE LOCAL MUNICIPALITY:
 PROPOSED REZONING AND SUBDIVISION OF A PORTION OF THE REMAINDER
 OF ERF 464 GEORGE, SWEETPEA STREET, WESTERN CAPE
 REFERENCE NUMBER: 3593739 -
 ALLEGED “REINSTATEMENT”, REZONING AND SUBDIVISION OF
 THE UNREGISTERED ERVEN 25265 AND 25252 GEORGE
 (PORTIONS OF ERF 464),
 WESTERN CAPE**

JAN ADRIAAN VENTER (BA B.PROC LLB LIMB)
 Assisted by / Bygestaan deur:
WILHELM SCHEEPERS (BA LLB) JULIET MARAIS (LLB)
 & **RIEGAL KRAHTZ (BA LLB)**

AD INTRODUCTION -**THE OBJECTOR'S STATUS, INTEREST AND LOCUS STANDI TO OPPOSE THE APPLICATION:**

1.

We refer to the recent Public Participation Notice which has been published in accordance with Section 45 of the George Land Use Planning By-law of 2023 (the "**By-law**"), by virtue of which interested and affected parties have been invited to lodge their objections/comments in respect of the abovementioned Application (the "**Application**"), on/or before the 11th of November 2024.

2.

In the latter regard, kindly take note that we act herein on behalf of Glenwood George Retail (Pty) Ltd ("**our client**"), and have indeed been instructed to, in accordance with Section 50 of the **By-law**, lodge a formal objection against this **Application** for the "*Rezoning and Subdivision*" of a Portion of the Remainder of Erf 464 George, Sweetpea Street, Western Cape (the "**subject property**"), which we hereby do.

3.

Our authority in this regard can be witnessed from the contents of **Annexure A** hereto, and we kindly therefore, in accordance with the requirements of the **By-law**, request that the contact details and information reflected on our letterhead *supra*, should be utilized for purposes of all further correspondence and/or communication with **our client**.

4.

We record that **our client** is a legally registered entity and the registered owner of the property described as Erf 19286 George, Western Cape ("**our client's property**"), which is located adjacent to Knysna Road, diagonally across from the **subject property**. For your orientation and attention, we hereto attach a locality map from which *inter alia* the respective locations of the **subject property** as well as **our client's property** can be noted, marked as **Annexure B**.

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5.

Our client, in the aforementioned context, undoubtedly therefore has pecuniary and proprietary interests and rights in a property which is located within the jurisdictional area of the George Local Municipality (the "**Municipality**"), in close proximity of the **subject property**, has a direct and material interest in the development and future use of the **subject property**, qualifies as an interested and affected party in terms of the requirements and criteria of the Spatial Planning and Land Use Management Act, Act 16 of 2013 ("**SPLUMA**") as well as the **By-law**, and is unquestionably therefore clothed with the necessary *locus standi* to lodge this objection, and to oppose the **Application**.

AD THE BACKGROUND FACTS AND RATIONALE FOR THIS OBJECTION:

6.

It should be common cause that **our client**, upon acquisition of *dominium* of its property during the beginning of 2022, was confronted with the status *quo* situation regarding the existing and historic uses which were being exercised from **our client's property**, and which have at all relevant times been allowed and/or permitted by the **Municipality**, i.e. the commonly known Glenwood Driving Range and the associated Places of Refreshment in that regard. Such existing land uses, from a land use point of view, were seemingly sanctioned by way of Consent uses granted in terms of the prevailing zoning of **our client's property**, i.e. "*Private Open Space Zone 1P*".

7.

Our client however, being a responsible and reputable development entity, in the interim, has actively engaged with your **Municipality**, in order to formalise all such existing and historic uses which ostensibly pertained to or were conducted from its property, and has subsequently, for such purpose, instructed Messrs Delplan Consulting Urban and Regional Planners to lodge a formal Consent Use Application with your **Municipality**, which remains pending to this date (the "**Formalisation Application**").

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8.

It should be common cause that **our client**, as integral part of its pending **Formalisation Application**, and in circumstances where the existing informal access to its property from Knysna Road (which also serves the adjacent Glenwood Golf Course which is located on your **Municipality's** land), is entirely insufficient and unsafe, has simultaneously deemed it prudent to, as integral part of its **Formalisation Application**, apply for and motivate that the **Municipality** should approve of a new access along Knysna Road (which is intended to be located approximately 120m Northwest of the existing access).

9.

Such a new relocated access would, at the cost of **our client**, improve the access to **our client's property** as well as the adjacent Glenwood Golf Course, would undoubtedly improve the unsatisfactory traffic-safety issues which are currently being experienced at the existing access point on Knysna Road and would moreover allow for a future road link with Glenwood Avenue to the North, which would simultaneously increase the accessibility and unlock the development potential of various adjacent properties of the **Municipality**, in accordance with its future planning proposals.

10.

Our client, in substantiation of the above and in circumstances where this new proposed access (with the multitude of positive spinoffs and development benefits resulting therefrom), would require a minor deviation of the **Municipality's** current and prevailing Kraaibosch Roads Master Plan applicable to this area (the "**Master Plan**"), has subsequently commissioned a formal, detailed and substantiated Traffic Impact Study by Messrs Tech IQ Consulting Engineers, in order to motivate such required deviation. It is recorded at this stage that this **Master Plan** is an internal Policy of the **Municipality** and constitutes a pure normative planning document, without any statutory status, and that consistent deviations therefrom, for practical purposes, is indeed a common phenomenon. Such facts should render the deviation sought by **our client**, in accordance with the scientific and expert evidence submitted, a mere formality.

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11.

We record that this Traffic Impact Assessment is already in possession of your **Municipality** and should, where relevant, be considered as integral part of this objection, as if specifically traversed.

12.

Such Traffic Impact Assessment indeed came to the conclusion that it, from a Traffic and Development point of view, is prudent to amend the **Master Plan**, by moving the proposed Sweetpea Street/Knysna Road intersection which is conceptually envisaged in and provided for in the **Master Plan**, approximately 120m to the Northwest, and to, in accordance with **our client's** proposals, construct a signalised intersection at the common boundary between **our client's property** and the adjacent Glenwood Golf Course.

13.

For your ease of reference, we confirm that this Traffic Impact Assessment of **our client**, for purposes of the envisaged minor departure, indeed came to the conclusion that **our client's** proposal would be better suited for the **Municipality**, **our client**, the traffic safety of the general public as well as the accessibility of the undeveloped area to the North of Knysna Road, since **our client's** proposed intersection:

- 13.1. Would eliminate the existing traffic hazards and would greatly reduce the number of accidents which are currently experienced at the existing and insufficient access to **our client's property** and the Glenwood Golf Course, thus saving human lives;
- 13.2. Would allow sufficient, safe and adequate access to both **our client's property** as well as the Glenwood Golf Course, and would unlock the development potential of various adjacent properties of the **Municipality**, located North and South of Knysna Road, without requiring the closing down of the Glenwood Golf Course, as is currently impractically envisaged in the **Application** and the **Municipality's Master Plan**;

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-
- 13.3. Would not at all significantly impact upon or impede the **Municipality's** proposed "*Sweetpea Residential Housing Development*", but would, to the contrary, alleviate and/or resolve the safety hazards identified in the **Municipality's** own Arterial Management Plan, which it developed in respect of Knysna and Courtney Roads;
- 13.4. Would align with the International Best Practice Standards for Traffic Design and Planning, as same would ensure that Sweetpea Street, i.e. a Class 5 road running through an intended "*Residential Housing Development*", does not inappropriately directly intersect with Knysna Road, i.e. a major arterial Class 2 road, thus eliminating extensive and unacceptable "*rat-running*" and through-traffic via the purely residential suburb, which would undoubtedly have severe pedestrian safety risks and other unsavoury adverse impacts, which are not conducive to single residential areas;
- 13.5. Would create a possible future link between Knysna Road and Glenwood Avenue to the North, thus allowing for the **Municipality's** intended intensified uses and/or envisaged conference centre to be developed in its so-called George Riding Club Precinct, without the need to close down the Glenwood Golf Course, and to thereby sacrifice such facility at the expense of the **Municipality** and its residents, at an unknown future point in time (as is somewhat naively envisaged in the **Master Plan** and now, the **Application**);
- 13.6. Would allow for **our client's property**, the **subject property** and the Glenwood Golf Course to co-exist and to be developed immediately, simultaneously and independently from each other, and would moreover allow for a sufficient and adequate future road network to the proposed Riding Club Precinct; and
- 13.7. Would not deprive the community and the host of various tourists who visit this area during holiday periods, of the popular Glenwood Golf Course, which is a conveniently located, fully licenced and accredited Golf Course.

AD THE IRREPARABLE PREJUDICE TO BE CAUSED BY THE APPROVAL OF THE APPLICATION:

14.

Our client and its appointed Traffic Engineer in this matter, in the aforementioned circumstances, have been in active liaison with the **Municipality**, in order to procure a formal deviation ruling regarding this proposed access arrangement to *inter alia* **our client's property**, and the last formal meeting in that regard, according to **our client's** records, was held with the **Municipality's** Roads and Planning Department, on the 6th of June 2024.

15.

Since the aforementioned date, **our client** has been awaiting feedback from your **Municipality** in this regard, especially in circumstances where your **Municipality**, during such meeting, confirmed that it intends to develop its "*Sweetpea Residential Housing Development*" on the **subject property**, and moreover undertook to favour **our client** with its Traffic Impact Assessment to be conducted in that regard, the latter which would indeed indicate how **our client's** proposed access location arrangement can be incorporated in, or be provided for as integral part of such proposed development.

16.

Our client however, on the 31st of October 2024, without any notice or communication to it in that regard, only coincidentally detected the submission of the current **Application**.

17.

The contents of such **Application** *prima facie* seem to now nullify and/or disqualify **our client's** proposed access arrangements and the intended deviation from the **Master Plan** envisaged *supra*, in *toto*, since the current **Application** ostensibly provides that the intended location of the access/intersection should be retained at the corner of Knysna Road and Sweetpea Street.

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18.

These shortsighted and unilateral access proposals motivated with the **Application** would indeed prohibit **our client** from procuring safe, adequate and convenient access to its property, from Knysna Road. Same would moreover undoubtedly delay the **Municipality's** future development intentions pertaining to its proposed Riding Club Precinct, until the **Municipality**, at a speculative and unknown future point in time, ultimately decides to terminate its existing lease agreement with the adjacent Glenwood Golf Course, and to then formally close such operations down, before it will be capable of implementing the access proposal which is now motivated in the **Application**.

19.

The current situation is ironic in circumstances where it should be common cause that your **Municipality's** previous endeavours to establish this proposed "*Sweetpea Residential Housing Development*" on the **subject property**, during 2021 (as confirmed on page 4 of the **Application**), "*could not be finalised since the access arrangements along Knysna Road could not be finalised.*"

20.

The aforementioned conduct and unilateral *modus operandi* of your **Municipality** objectively therefore seems to be somewhat presumptuous and unreasonable, and indeed seems to constitute a practical refusal, delaying and/or prevention tactic, in order to prevent **our client** and the adjacent Glenwood Golf Course from procuring convenient, safe and acceptable access from Knysna Road.

21.

Such conduct and the intention of the **Application**, in addition, shall undoubtedly sterilise major future developments in the surrounding area, which are dependent upon a future, practical, executable and effective surrounding road network, in order for the **Municipality** to now again endeavour to salvage its proposed access at the intersection of Sweetpea Street and Knysna Road, which could not previously "*be finalised*".

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22.

We therefore, in accordance with *inter alia* Sections 50(4)(a) and (b) of the **By-law**, record that the approval of the **Application** would undoubtedly have an adverse, detrimental and undesirable impact/effect on **our client**, and its existing adjacent development, which currently forms the subject matter of its pending **Formalisation Application**.

23.

Against the aforementioned backdrop of **our client's** interests, its *bona fide* endeavours and the somewhat highhanded manner in which its **Formalisation Application** as well as the deviation motivation have been dealt with by your **Municipality**, *inter alia* by way of the contents and impacts of the **Application**, we record that **our client** has no intention to now allow that the entire Town Planning landscape and accessibility of the surrounding area be compromised, as a result of the subjective and ill-conceived **Application** of your **Municipality**.

24.

The foregoing again, in accordance with the provisions of the **By-law**, clearly illustrates and supports the *locus standi* of **our client** to participate in these proceedings, and to oppose the **Application**.

25.

We must moreover take this opportunity to record, as we hereby do, that this **Application**, due to *inter alia* the contradictory expert reports and/or submissions which have been submitted with the **Municipality**, and with due consideration of the somewhat ridiculous situation where the **Municipality** should now consider this objection, and subjectively make a ruling in respect of its own **Application**, should unquestionably be referred to the Municipal Planning Tribunal of the **Municipality**, to be considered by way of an oral objection hearing, in terms of Section 78(4)(b) of the **By-law**. This is indeed required in order to give effect to **our client's** right to just, fair and equitable administrative action, as enshrined in Section 33 of our Constitution, read with the Promotion of Administrative Justice Act, Act 3 of 2000.

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26.

It is indeed submitted that such an oral objection hearing is undoubtedly justified, in accordance with Sections 78(6)(a) and (b) of the **By-law**, as this **Application**, with due consideration of the contradictory expert reports and/or submissions herein, “cannot be adequately determined in the absence of the parties by considering the documents or other material lodged”, and as such a hearing would, with due consideration of the elements of bias involved, “assist in the expeditious and fair disposal” of the **Application**.

27.

We trust you will be in agreement with the above, and we consequently, in accordance with **our client’s** rights in this regard, provisionally herewith, in terms of Section 78(2) of the **By-law**, request to make verbal representations at the intended meeting of the Municipal Planning Tribunal, and submit that same may be conducted electronically, as provided for in Section 78(7) of the **By-law**.

28.

Kindly therefore take note that all **our client’s** rights to elaborate on and/or to amplify the contents of this objection at any oral objection hearing to be scheduled herein, are formally herewith reserved, and we shall consequently, in the aforementioned circumstances, await your due and timeous notification of the requested hearing to be scheduled in this regard.

AD THE OBJECTIONS AGAINST THE APPLICATION:

29.

We, after perusal of the **Application** bundle and with due consideration of **our client’s** aforementioned interests, the existing character of the surrounding area as well as the nature and purpose of the ultimate development envisaged with the **Application**, *prima facie* herewith, on the instructions of **our client** and without at all limiting **our client’s** concerns thereto, object against the **Application**, on *inter alia* the following grounds:

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AD THE UNAUTHORISED NATURE OF THE APPLICATION:

- 29.1. The **Application** unfortunately seems to be entirely unauthorised and not capable of being processed by any objective and responsible Town Planning Authority. It should be common cause that Sections 38(1)(b) and (c) of the **By-law**, in peremptory terms, i.e. with the use of the word “*must*”, specifically require the submission of proof that the **Application** is authorised.
- 29.2. This requirement was indeed specifically confirmed during the alleged “*Pre-Application meeting*” held on 26 June 2024, since paragraph 2.6 of the **Application** confirms that the Town Planning Department of the **Municipality**, during such meeting, insisted that:
- “A valid council resolution must be submitted together with the land use application.”*** (our underlining)
- 29.3. The **Application** however, according to the contents thereof, from an authorisation point of view, exclusively relies upon and/or is allegedly based on a purported historic Resolution of the “*Housing and Land Affairs Committee*” of the **Municipality**, dated 15 June 2004, in which it was ostensibly resolved that the **subject property** should be utilised to create “*affordable housing opportunities*”.
- 29.4. The **Application** furthermore however, strangely and to the contrary alleges to attach, as Annexure I thereto, a copy of a “*Council Resolution*” which is purportedly dated 29 April 2004, but no such Resolution has been attached to the **Application** which has been public participated, and which can be downloaded from the **Municipality’s** website.
- 29.5. Fact of the matter is that neither of such alleged Resolutions have been attached to or submitted with the **Application**, and this is exacerbated in circumstances where same, at date of lodgement of the **Application**, were ostensibly issued more than 20 (twenty) years ago, and where we could find no proof that the mentioned “*Committee*”, is still in existence.

-
- 29.6. With respect, the alleged authorised submission of this **Application**, based on alleged historic Resolutions which are more than 20 (twenty) years old, and which have ostensibly been issued before either **SPLUMA**, the **By-law** or any of the legislation and/or Policies in terms of which the **Application** has now been lodged and motivated, were in existence, is opportunistic, to say the least.
- 29.7. It should be common cause that the **Municipality** only holds *dominium* of the land and property in its name, to the benefit of the residents residing within its jurisdictional area, and that the only way in which it could consequently have resolved to launch this **Application**, on an authorised basis, would have been in accordance with a formal and “*valid*” Resolution of the Council of the **Municipality**, which has duly been informed and/or guided by a detailed Report which served before such Council, and which formally motivated and supported the need and desirability of the intended development to be embarked upon.
- 29.8. As aforementioned, it has been detected that the **Application**, in order to comply with this requirement, rather confusingly, save for the references to the aforementioned historic Resolution of the “*Housing and Land Affairs Committee*”, of 15 June 2004, strangely also refers to an alleged “*Council Resolution*”, dated 29 April 2004, which has allegedly been submitted as Annexure I to the **Application**.
- 29.9. We reiterate however that no such alleged “*Annexure I – Council Resolution*”, dated 29 April 2004 or otherwise, is attached to the **Application** which has been lodged and public participated.
- 29.10. We however, during our research in this regard, have miraculously procured a copy of the aforementioned historic Resolution of the “*Housing and Land Affairs Committee*”, of 15 June 2004, and hereto attach an extract thereof, marked as **Annexure C**.

29.11. From this Resolution, it is clear that the aforementioned alleged “*Council Resolution*”, dated 29 April 2004, was not a Resolution of the Council of the **Municipality** as alleged, but similarly, an erroneous Resolution taken by the same “*Housing and Land Affairs Committee*” of the **Municipality**.

29.12. What makes this worse, is that the attached Resolution of this “*Committee*”, dated 15 June 2004, with regard to the alleged “*Council Resolution*” of 29 April 2004, resolved as follows:

“(a) **that the resolution (item 4.31) taken by the Housing and Land Affairs Committee on 29 April 2004 be reviewed and rescinded and replaced by the following resolution...**

(ii) that the planning section proceed with the subdivision of a portion of the Remainder of Erf 464 George...

(iii) that the erven be sold by public tender...”

29.13. Any reliance on the alleged “*Council Resolution*” of 29 April 2004, in the aforementioned circumstances, is therefore a fallacy, and any reliance on the aforementioned extract, as basis for the current **Application**, is devoid of substance.

29.14. Even if such an alleged 2004 “*Council Resolution*” exists, it, for the same reasons discussed *supra*, surely cannot now authorise the current **Application**, and can surely not constitute the “*valid*” Council Resolution which the Town Planning Department of the **Municipality** insisted upon.

29.15. Fact of the matter is that the Town Planning Department of the **Municipality**, during the alleged “*Pre-Application meeting*” held on 26 June 2024, would undoubtedly have been aware of the aforementioned historic Resolutions which ostensibly authorised the original and/or previous Applications, and would not, in that context and if it deemed those Resolutions sufficient for purposes of the current process, have insisted that a “*valid Council Resolution must be submitted*”.

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29.16. The **Application**, in the current circumstances and in the absence of a duly informed, updated and “*valid*” authorising Council Resolution, is not capable of being assessed, considered and/or decided upon by any objective and responsible Town Planning Authority, and is therefore entirely unauthorised.

29.17. With respect, the general statement that the **Municipality’s** intention “*has not materially changed from the original Council Resolution of 2004*”, cannot now salvage this unauthorised **Application**, as it should be an undisputable fact that the current **Application** and the land use rights envisaged in that regard, is not the historic Application which was ostensibly authorised in 2004.

29.18. It is clear from the contents of **Annexure C** hereto, that the **Municipality’s** intentions in 2004, was to Subdivide the Remainder of Erf 464 George, in order to provide for the development of “*affordable housing*”, and to then sell the Erven in that regard by way of public tender, for the development thereof by private parties. It is disingenuous to now allege that the current **Application** and the intentions of the **Municipality** in that regard, “*has not materially changed*”, as only the “*Flat Component*” envisaged on 2 of the 51 envisaged Erven, is now aimed at “*affordable housing*”.

29.19. The mere fact that the **Municipality** deemed it prudent to make such a statement, speaks for itself, and illustrates the desperate endeavours of the **Municipality** to allege that the **Application** is authorised.

AD THE FLAWED TOWN PLANNING PROCESS:

29.20. The **Application**, due to the historic events which pertain to the **subject property**, the repeated submission and withdrawal of the land use Applications in that regard, and the fact that the **Municipality** ostensibly failed to finalise its previous Subdivision actions in respect of the **subject property** (as from 2008), has moreover clearly been lodged and motivated in terms of the incorrect statutory process. Such fact now renders the **Application** a nullity, and fatally flawed.

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- 29.21. In the latter regard, it should be common cause that neither the **By-law** nor **SPLUMA** in any way provide for the “*reinstatement*” of previously subdivided and lapsed Erven, as is now proposed in respect of Erven 25265 and 25252, which were ostensibly approved in terms of the **Municipality’s** erstwhile 2008 Application. To the contrary, Section 22 of the **By-law** is clear in this respect, in that it confirms that any approved Subdivision, once the conditions of approval imposed in that regard are not complied with, lapses, and that the Surveyor General should then endorse his records accordingly.
- 29.22. The so-called “*reinstatement*” endeavours of the **Municipality** in this regard, in which it desperately now seeks to “*reinstate*” the lapsed Erven 25265 and 25252, clearly therefore seems to be a mere desperate ploy to rely on and/or abuse the historic approvals and/or motivations in that regard, which did not pertain to the current **Application** or the development intentions envisaged therein, without the need to submit any new studies to motivate the establishment thereof.
- 29.23. Contrary to the endeavours of the **Municipality**, it should be common cause that, as matters currently stand, the **subject property** constitutes an undivided Erf, i.e. the Remainder of Erf 464 George, with its original zoning (which will in all probability be “*Open Space*”).
- 29.24. The superficial endeavours of the **Municipality** to now “*reinstate*” or resuscitate the aforementioned Erven, and to fictitiously donate “*Single Residential Zone I*” and “*Transport Zone II*” Zonings thereto, is factually therefore incorrect.
- 29.25. We, in the latter regard, pause to mention that it has moreover been noted that the **Application** strangely, in paragraph 2.4 thereof, endeavours to donate 3 (three) separate Zonings to these 2 (two) fictitious Erven which it wishes to “*reinstate*”, i.e. “*Single Residential Zone I*”, “*Transport Zone II*” and “*Open Space Zone II*”, which is not only impossible, but misleading and incorrect.

- 29.26. That having been said, it should be noted that the **Application** has, in the latter regard, on *inter alia* page 4 thereof, unequivocally stated that “*the historic applications have been closed and a new application, with opportunity for public comment, is hereby submitted.*”
- 29.27. Such historic Applications cannot be “*closed*”, and then still be relied upon as basis for the current **Application** and the land use rights envisaged therewith.
- 29.28. The **Municipality**, in the circumstances, was consequently obliged to rather commence with a *de novo*, duly authorised and properly motivated Application for the Subdivision and Rezoning of the **subject property**, i.e. the Remainder of Erf 464 George, and its inappropriate and irregular reliance on the previously Subdivided Erven 25265 and 25252, which have formally lapsed and which it has “*closed*”, now renders the entire **Application** a fatally flawed nullity.

AD THE UNCLEAR, CONFLICTING AND MISLEADING DEVELOPMENT INTENTIONS:

- 29.29. With respect, the current **Application** is furthermore so confusing and misleading that no reasonable, interested and affected party can objectively ascertain the ultimate nature of the land use rights envisaged therewith.
- 29.30. We, in the latter regard and for example, record that the **Application**, in paragraph 1.2.2 thereof, has indicated that the second objective of the **Application** is ostensibly to, after the alleged irregular “*reinstatement*” of the aforementioned previously Subdivided Erven, i.e. Erven 25265 and 25252, Rezone same to a Subdivisional Area, in order to *inter alia* permit and/or allow for the development of 43 (forty-three) “Single Residential Zone I” Erven, 2 (two) “General Residential Zone IV” Erven, 2 (two) “Open Space Zone I” Erven and 4 (four) “Transportation Zone II” Erven (which shall ostensibly constitute street portions). In aggregate, this shall consequently constitute 51 (fifty-one) separate Erven.

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29.31. Paragraph 1.2.3 of the **Application** then goes on to state that the third objective is evidently then to further Subdivide the abovementioned newly established Subdivisional Area, consisting of 51 (fifty-one) separate Erven (with various different zonings), into proposed Erven 25252 and 25303, which in their turn, will respectively allow for:

29.31.1. Erf 25252:

18 (eighteen) "Single Residential Zone I" Erven, which shall ostensibly include (sic) or consist of 16 (sixteen) Erven accommodating semi-detached units (which concept has not been defined) as well as 2 (two) Erven accommodating single residential units, and an additional Street portion or Erf; and

29.31.2. Erf 25303:

25 (twenty-five) "Single Residential Zone I" Erven, which shall ostensibly include (sic) or consist of 18 (eighteen) Erven accommodating semi-detached units (which concept has again not been defined) as well as 7 (seven) Erven accommodating single residential units, and then an additional 2 (two) "General Residential Zone IV" Erven, 2 (two) "Open Space Zone I" Erven, and a "Transportation Zone II" Erf.

29.32. No reasonable and objective party can, in the aforementioned circumstances, ascertain the true nature and/or ultimate intentions of the **Municipality's** envisaged development.

29.33. It is not understood why the **Application** motivates the establishment of a Subdivisional Area consisting of 51 (fifty-one) separate Erven, and then to immediately Subdivide such Subdivisional Area into two new Subdivisional Areas, consisting of 49 (forty-nine) Erven in total.

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29.34. This is exacerbated in circumstances where neither the Public Participation Notices which have been published in respect of this **Application**, nor the so-called "*Project Summary*" table on page 6 of the **Application** itself, or the description of the **Application** in paragraph 3.1 thereof, make any mention of the latter "*further*" Subdivision intentions mentioned in paragraph 1.2.3 of the **Application**.

29.35. Fact of the matter is that the Public Participation Notices which have been published in accordance with Section 45 of the **By-law** as well as the aforementioned "*Project Summary*" table contained in the **Application** itself, exclusively refer to the irregular "*reinstatement*" of the lapsed Erven 25265 and 25252, and the subsequent Rezoning thereof to a Subdivisional Area, consisting of the aforementioned 51 (fifty-one) separate Erven.

29.36. The **Application**, in the circumstances, contradicts itself, and cannot therefore be accepted and/or relied upon by any responsible and objective Town Planning Authority.

29.37. The only conclusion to be drawn in this regard is that either the Public Participation Process conducted in respect of the **Application** was fatally flawed, as it did not inform the public of the true nature of the development intentions envisaged, or alternatively that the **Application** was fatally flawed, in that it would undoubtedly have misled any objective, interested and affected party, insofar as the development intentions motivated are concerned. This undeniably therefore now justifies and requires the immediate dismissal and refusal of the **Application**.

AD THE FLAWED PUBLIC PARTICIPATION PROCESS:

29.38. In the latter regard, it should moreover be noted that the entire Public Participation Process conducted in respect of this **Application**, in accordance with the requirements of Section 45 of the **By-law**, was in any event fatally flawed, from the outset.

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29.39. We reiterate that the **Municipality** has at all relevant times been aware of **our client's** development intentions and proposed access arrangements envisaged with the **Formalisation Application**, and has actively been negotiating with **our client**, in respect thereof. It has already been stated that **our client's** last meeting with the **Municipality's** Roads and Planning Department in this regard, was on the 6th of June 2024, and that it was agreed during such meeting that **our client** would be favoured with the **Municipality's**, at that stage, awaited Traffic Impact Assessment in respect of this development, which would assess and/or provide feedback regarding **our client's** proposals.

29.40. **Our client** however, as already alluded to hereinbefore, only recently coincidentally became aware of the submission of this **Application** and the Road Closure Investigation submitted therewith, which now seem to nullify and/or disqualify **our client's** access arrangements envisaged *supra*, in *toto*.

29.41. The **Municipality** however, being acutely aware of the impact which this **Application** and its proposed retention of the Sweetpea Street/Knysna Road intersection would have on **our client's** proposals as well as its legitimate rights, interests and expectations in respect thereof, was obliged to personally serve a notice of the **Application** on **our client**, in accordance with Section 46(2)(c) of the **By-law**. Such requirement is coached in peremptory terms, i.e. with the use of the word "*must*", and the **Municipality's** failure to have done so, now renders the entire Public Participation Process fatally flawed.

29.42. Although **our client** has coincidentally detected the submission of the **Application**, it, in the aforementioned circumstances, is doubted whether the **Municipality**, in accordance with the aforementioned requirement of the **By-law**, served a notice of the **Application** on *inter alia* the operators of the Glenwood Golf Course which (although located on the **Municipality's** land), will ultimately be forced to close down as a result of the proposals contained therein.

- 29.43. The approval of the **Application** will undeniably therefore affect the rights and legitimate expectations of the operators of such Golf Course, and the **Municipality** would legally therefore have been obliged to serve a notice of the **Application** on them.
- 29.44. We record however that we have not been able to procure any proof that this has in fact been done, and if not, the entire Public Participation Process conducted in this regard, would similarly therefore be fatally flawed.
- 29.45. It should moreover be kept in mind that the **subject property**, and *inter alia* **our client's property** as well as the adjacent Glenwood Golf Course, are only separated by Knysna Road, and are, in that context, adjacent and adjoining properties.
- 29.46. The **Municipality** would consequently moreover have been obliged to serve notices informing **our client** and the operators of such Golf Course of the submission of the **Application**, in accordance with Section 46(2)(d) of the **By-law**, which it similarly, according to **our client's** records, failed to do.
- 29.47. Even the Public Participation Notices which have been published in accordance with Sections 45(2)(a), (b) and (c) of the **By-law**, save for the aforementioned discrepancies and/or irregularities regarding the nature of the land use rights described therein, have not complied with the peremptory and mandatory requirements of Section 47(j) of the **By-law** or Section 21(4) of the Local Government: Municipal Systems Act, Act 32 of 2000, in circumstances where same do not:
- “state that any person who cannot write may during office hours come to an address stated in the notice where a named staff member of the Municipality will assist those persons by transcribing their comments.”***
- 29.48. The **Municipality** is legally bound by the aforementioned statutory requirement, which it included in its own **By-law**, and cannot be exempted therefrom.

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29.49. The Public Participation Process conducted in respect of the **Application**, in the aforementioned circumstances, is fatally flawed and was entirely ineffective, and such fact undeniably therefore now requires and/or justifies the dismissal of the **Application**, or in the very least, a directive that the **Municipality** should recommence and undertake a *de novo* and compliant Public Participation Process, before the **Application** can be processed.

AD LACK OF ENVIRONMENTAL COMPLIANCE:

29.50. It has furthermore been detected that the **Application**, without any proof that same complies with the National Environmental Management Act, Act 107 of 1998 ("**NEMA**") or Section 42(2) of **SPLUMA**, has merely averred that "*there are no environmental constraints on the property that can prohibit the proposed development.*"

29.51. This statement however cannot be considered as sufficient proof to convince any objective and responsible Town Planning Authority that the proposed development will comply with "*environmental legislation*", i.e. **NEMA**, as is, in peremptory terms, required in accordance with Section 42(2) of **SPLUMA**.

29.52. We, in the latter regard, do not agree with these bold and unsubstantiated statements contained in the **Application**, and respectfully hold the view that this proposed development would indeed trigger *inter alia* Listed Activity 27 of Listing Notice 1 as well as Listed Activity 12(iv) of Listing Notice 3 of the National Environmental Impact Assessment Regulations of 2014 (the "**EIA Regulations**"), and would undoubtedly therefore require a formal Environmental Authorisation in terms of **NEMA**.

29.53. With due consideration of the size and actual prevailing Zoning of the **subject property**, we confirm that the aforementioned Listed Activities identified in accordance with the **EIA Regulations**, read as follows:

"27 *The clearance of an area of 1 hectares or more, but less than 20 hectares of indigenous vegetation...*

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12(iv) The clearance of an area of 300 square metres or more of indigenous vegetation...on land, where...such land was zoned open space...”

29.54. It, in any event, is not for the subjective officials within the **Municipality’s** Planning Department to decide whether Environmental Authorisation is required, and/or whether there are any environmental constraints on the **subject property**, that can prohibit the proposed development.

29.55. It was consequently incumbent upon the **Municipality** to, in accordance with the statutory requirements of **NEMA, SPLUMA** and the **EIA Regulations**, as integral part of the **Application**, procure and submit a formal confirmation from the Western Cape Department of Environmental Affairs and Development Planning, in its capacity as the responsible Environmental Authority for the relevant jurisdictional area, whether any environmental constraints pertain to the **subject property** and consequently, whether it would be required to procure a formal Environmental Authorisation in that regard.

29.56. The **Municipality’s** failure to have done so and the fact that no such confirmation has been lodged as integral part of the **Application**, and/or alternatively that no Application for Environmental Authorisation has been lodged in accordance with **NEMA**, consequently now renders the **Application** not processable and fatally flawed, from an Environmental compliance point of view.

29.57. The **Application** should undoubtedly therefore be refused, in accordance with the peremptory evaluation criteria prescribed by *inter alia* Section 42(2) of **SPLUMA**.

AD THE LACK OF MOTIVATION REGARDING THE INFRASTRUCTURAL SUSTAINABILITY OF THE PROPOSED DEVELOPMENT:

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29.58. The **Application**, save for stating that the **subject property** ostensibly falls within a fully serviced precinct, is moreover conspicuously silent and vague about the alleged availability of the required essential engineering services and infrastructure such as electricity, a sustainable and adequate potable water source as well as the intended stormwater and sewerage treatment infrastructure which would be required for purposes of the envisaged residential development of magnitude.

29.59. Fact of the matter is that the **Application**, save for a single paragraph motivation in this regard, which deals with the location of the existing mini substation along Park Road and the alleged sufficient electricity capacity thereof, has not been lodged with, neither has it referred to any Engineering Services Reports, which in any way assess and/or consider the alleged capacity, adequacy and/or availability of the existing engineering services in this “*fully serviced precinct*”, what the need and impact of the additional 106 (one hundred and six) residential dwellings proposed with the **Application** will be thereon, and/or whether sufficient capacity is available therefore.

29.60. Such fact objectively therefore prevents any interested and affected parties from properly assessing the proposed development envisaged with the **Application**, and what the ultimate impact thereof will be on their rights, which unfortunately now renders this entire process, a mere window-dressing exercise.

29.61. It is seriously doubted whether this proposed development of the **Municipality**, in the aforementioned circumstances, will or can be sustainable from an engineering infrastructure point of view, and the **Municipality**, with due consideration of the magnitude thereof, i.e. the development of approximately 106 (one hundred and six) new residential dwellings on the **subject property**, should undeniably therefore have deemed it prudent to procure and submit a detailed Engineering Services Report in support of the **Application**, as provided for in Section 38(1)(k) of the **By-law**.

29.62. No reasonable, responsible and objective Town Planning Authority can now, in the aforementioned context and with the limited information provided with the **Application**, take an informed Town Planning decision in respect of the **Application**, and it would indeed be precluded from doing so, in accordance with the provisions of Section 42(1)(c)(v) of **SPLUMA**.

AD THE INCOMPLETE APPLICATION AND THE LACK OF MOTIVATION IN THAT REGARD:

29.63. It is furthermore submitted that the **Application**, in addition to the aforementioned Engineering Services Report and/or Environmental Compliance Statement, should moreover have been submitted with various additional Expert Studies and/or Reports, which assess and motivate the proposed development, such as *inter alia*:

- 29.63.1. A Geotechnical Investigation Report;
- 29.63.2. A Social Impact Study; and/or
- 29.63.3. A Visual and Noise Impact Assessment.

29.64. The **Municipality**, in accordance with Section 38(1)(k) of the **By-law**, should have deemed it prudent to insist upon the submission of such additional documentary proof and submissions, but it, due to the invidious position where it features herein as both the Applicant as well as the Town Planning Authority tasked with the consideration of the **Application**, merely paid lip service to the requirements of basic Town Planning.

29.65. It, for example, would never have been sufficient for a private developer and/or Applicant to, as stated in respect of the need and desirability motivation in the **Application**, merely state that a “*need for the provision of affordable housing in George has been expressed in the investigations concluded by*” the **Municipality’s** Department of Environmental Affairs and Development Planning, without attaching a copy thereof, without stating the date of such investigation and without elaborating upon the findings in that regard.

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- 29.66. In this regard it has, for example, been noted that it was specifically indicated and insisted upon by the Town Planning Department of the **Municipality**, during the “*Pre-Application meeting*” held on 26 June 2024, that “*the planned density for the flat component must be distinguished and motivated within the land use application.*” (our own underlining)
- 29.67. Such distinguishing and motivation has clearly however not been dealt with and/or included in the **Application**, yet the abovementioned superficial single sentence motivation is allegedly now deemed as sufficient motivation for the need and desirability of this envisaged development, and the 106 (one hundred and six) residential dwellings to be developed in accordance therewith, which will ostensibly include 63 (sixty-three) “*flats*”, at a density of 80-dwelling units per hectare.
- 29.68. With respect, it objectively seems as if the **Municipality**, by way of this flawed, incomplete, invalid and irregular **Application**, cannot and has not even endeavoured to discharge its statutory *onus* of proof pertaining to the objective need, desirability and/or economic sustainability of its proposed “*Sweetpea Residential Housing Development*”, envisaged therewith.
- 29.69. We consequently record and hold the view that the **Application**, in the circumstances, is moreover wholly incomplete, does not comply with the requirements of the **By-law** and/or **SPLUMA**, and should, on such basis, summarily now be refused.
- 29.70. The **Application** accordingly does not comply with and does not adequately deal with the compulsory components and evaluation criteria set out in either **SPLUMA** or the **Municipality’s** own **By-law**, and is consequently therefore fatally flawed and incomplete.
- 29.71. Such fact indeed prohibits an objective Town Planning evaluation of the **Application**, as same appears to be unsustainable from an economical, institutional and infrastructural point of view.
-

29.72. The **Application** moreover seems to have no Town Planning merit whatsoever, and appears to be solely based on the historic intentions of the **Municipality** to develop the **subject property**, as from 2004.

29.73. Same, in the circumstances, indeed only pays lip service to the peremptory requirements to indicate how this **Application** would comply with the evaluation criteria set out in Section 42 of **SPLUMA**, and such neglect, on the part of the **Municipality** itself, with respect, accordingly renders the entire **Application** incomplete and not processable.

AD THE FLAWED TRAFFIC SUBMISSIONS AND LACK OF A TRAFFIC IMPACT ASSESSMENT:

29.74. As a final remark, it should be common cause that the **Application**, with due consideration of **our client's** interests herein and our foregoing discussion in that regard, seems to be problematic from a road provision as well as access point of view.

29.75. At the outset, it should be noted that the **Application**, in the latter regard, furnishes no clarity as to what the stance of the Western Cape Department of Transport and Public Works is, insofar as the general safety, geometrical and convenience requirements pertaining to this development are concerned, and/or whether they support the current **Application** and the proposed retention of the Sweetpea Street/Knysna Road intersection.

29.76. That having been said, the **Application**, in paragraph 4 thereof and with specific reference to the Western Cape Provincial Spatial Development Framework of 2014, confirms that *“good and equitable access systems must prioritise the pedestrian, as well as provide routes for bicycles, prams, wheelchairs and public transport. An accessible system will offer a choice of routes supporting these modes and safe connections between places and communities.”*

- 29.77. This however, with due consideration of the proposed development and contrary to the statements made in the **Application**, cannot imply the retention of the Sweetpea Street/Knysna Road intersection which, by virtue thereof, will allow extensive through-traffic to “*rat-run*” between Knysna Road and Park Road, which will undoubtedly pose great safety concerns for the pedestrians, bicycles, prams and wheelchairs which should be accompanied thereon, and will undeniably therefore not create a “*safe connection*” between the intended community and the surrounding places.
- 29.78. It should moreover be clear from the contents of *inter alia* paragraph 4.5 of the **Application**, that the George Municipal Spatial Development Framework of 2023 (the “**MSDF**”), in addition to the **Municipality’s** proposed “*Sweetpea Residential Housing Development*” on the **subject property**, formally earmarks its so-called Riding Club Precinct to the Northeast of Knysna Road, for densification.
- 29.79. It is untenable that the **Municipality**, relying on such fact, can now motivate the urgent development and densification of the **subject property** (with the retention of the Sweetpea Street intersection at Knysna Road), whilst such very development proposal will then inevitably prevent, delay and/or possibly prohibit the future development and densification of its proposed Riding Club Precinct.
- 29.80. This should furthermore be considered in the context of Strategic Policy B, which has been adopted in terms of the **MSDF**, and which has formally earmarked and supports the development of this proposed Riding Club Precinct, as being a so-called “*priority investment location.*”
- 29.81. It is inexplicable that the **subject property**, in such circumstances, is now granted preference, and that the very development thereof, if the access as proposed is retained at the Sweetpea Street/Knysna Road intersection, will then prevent and/or indefinitely delay the development of a formally earmarked “*priority investment location.*”

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- 29.82. All of this has purportedly been done and/or based on the so-called Road Closure Investigation compiled by Messrs UDS Africa, dated July 2024, the latter Investigation and/or Report which has been lodged as integral part of the **Application**.
- 29.83. Although such Report assesses the proposed closure of the Sweetpea Street/Knysna Road intersection, and the various possible alternatives in that regard, it should be noted however that same does not in any way assess the Traffic impacts of the proposed development envisaged with the **Application**.
- 29.84. Same, in the circumstances, cannot in any way assist any objective and responsible Town Planning Authority to come to an informed Town Planning decision in respect of the **Application**, and such fact indeed prohibits an objective evaluation of the **Application**, as same has not in any way been motivated from an infrastructural point of view and more specifically, from a Traffic Engineering point of view.
- 29.85. This is exacerbated in circumstances where the **Application** and the 106 (one hundred and six) new residential dwellings envisaged therewith, will undoubtedly result in the generation of more than 50 (fifty) new peak hour trips, and consequently required the submission of a formal Traffic Impact Assessment which assesses the traffic impacts thereof, in accordance with the TMH16 Traffic Impact and Site Traffic Assessment Manual of the Committee of Transport Officials.
- 29.86. Although the Road Closure Investigation submitted with the **Application**, in accordance with this requirement, alludes to the fact that such Company was also appointed by the **Municipality** to "*compile a Traffic Impact Assessment based on the maximum yields of the subject property (Remainder Erf 464)*", it confirms that same, at that stage, "*addresses the former*", i.e. "*to investigate the possibility of closing Sweetpea Street at its intersection with Knysna Road*".

29.87. No alleged “*Traffic Impact Assessment based on the maximum yields of the subject property (Remainder Erf 464)*” has been lodged or Public Participated as integral part of the **Application**, and such fact now renders the **Application** incomplete, and unable of being evaluated, processed and decided upon.

29.88. **Our client** however, with regard to the Road Closure Investigation submitted with the **Application**, disputes and rejects the recommendations thereof, and records that the findings and recommendations contained in the formal Traffic Impact Assessment of its appointed Traffic Engineer, reflect far better solutions and development proposals, which will unlock the development potential of various adjacent properties of the **Municipality**, without requiring the closing down of the Glenwood Golf Course (as is required with the **Municipality’s** proposals).

29.89. The findings thereof are indeed supported by and/or confirmed by the statement in *inter alia* paragraph 3.2 of the **Municipality’s** Road Closure Investigation, which confirms that:

“...The intersection of Sweetpea Street (class 5-raod) along Knysna Road should thus technically not be allowed...”

29.90. We consequently submit that the proposals contained in this Road Closure Investigation of the **Municipality** should be rejected, and that the recommendations contained in the Traffic Impact Assessment of **our client**, should rather be supported for purposes of the **Municipality’s** future and *de novo* Application for its envisaged “*Sweetpea Residential Housing Development*”.

AD CONCLUSION:

30.

We therefore submit that **our client** and its vested pecuniary and proprietary interests in this regard, shall adversely be prejudiced if your **Municipality’s** pending **Application**, on the unsubstantiated basis thereof, is approved.

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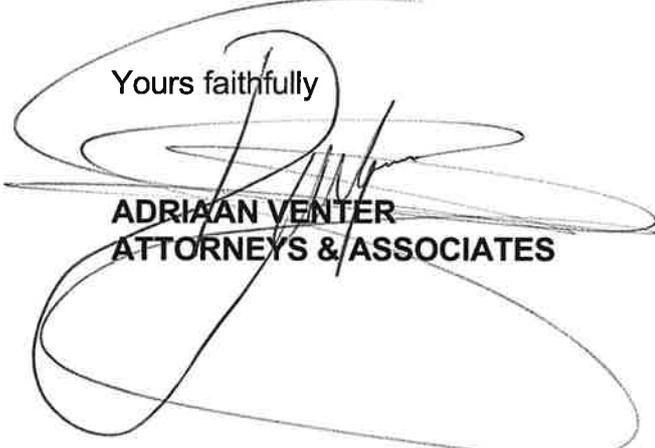
31.

Should your **Municipality** therefore, notwithstanding the foregoing, intend or elect to further process the pending **Application**, we reiterate that **our client's** rights to elaborate on or amplify the aforementioned principle points of objection at any intended objection hearings to be scheduled herein (which has already been demanded in accordance with Section 78(4)(b) of the **By-law**), are formally herewith reserved, and we shall consequently await your due and timeous notification of any such intended hearings.

32.

Kindly note this objection in your records and keep us posted with regard to any further developments herein.

Yours faithfully



ADRIAAN VENTER
ATTORNEYS & ASSOCIATES

JAN ADRIAAN VENTER (BA B.PROC LLB LIMB)
Assisted by / Bygestaan deur:
WILHELM SCHEEPERS (BA LLB) JULIET MARAIS (LLB)
& **RIEGAL KRAHTZ (BA LLB)**

POWER OF ATTORNEY

I, the undersigned

DIRK CORNELIUS NEL
(ID No.: 690511 5016 085)

in my capacity as a Director of **GLENWOOD GEORGE RETAIL (PTY) LTD** (Registration number: 2016/164476/07) (the "**Company**"), duly authorized thereto by way of a Resolution of the Board of Directors of the abovementioned **Company**, hereby authorize, nominate, constitute and appoint **JAN ADRIAAN VENTER** of the firm **ADRIAAN VENTER ATTORNEYS & ASSOCIATES**, and/or any employees of such firm, with the power of substitution and agency, to be the lawful representatives and agents in the name, place and stead of the **Company**, and to act as such on its behalf, in its capacity as the registered owner of the property described as Erf 19286 George, Western Cape, by taking any actions necessary and required to pursue the **Company's** pending Application lodged with the George Local Municipality to finality, for consent to operate a restaurant and driving range in accordance with the current and prevailing zoning of the **Company's** abovementioned property, i.e. Private Open Space Zone II, and to moreover, insofar as same may possibly impact upon, nullify and/or prohibit the **Company's** aforementioned Application and/or its envisaged and required access in that regard, object against and oppose the Application lodged by and with the George Local Municipality, for the proposed Rezoning and Subdivision of a Portion of the Remainder of Erf 464 George, Western Cape, which ostensibly envisages *inter alia* the alleged Reinstatement, Subdivision and Rezoning of the previously Subdivided Erven described as Erven 25265 and 25252 George, Western Cape (being subdivided portions of the Remainder of Erf 464), and to otherwise and in general take any actions which may be necessary and/or required to pursue the **Company's** finalisation and/or opposition of such Applications, or any other, similar, related and/or amended Applications in that regard to finality, including to, if necessary and/or if required, lodge or oppose any Appeals, in terms of any applicable and prevailing legislation, to any relevant Appeal Authority or other Statutory Bodies and/or Departments with the necessary jurisdiction and authority to process and adjudicate upon such Appeal proceedings, and/or to, if furthermore found to be necessary, lodge or oppose any High Court Applications which may be required to achieve such purposes, and to otherwise and in general do anything which may be considered necessary and/or required to oppose the realisation of the envisaged "*Sweetpea Housing Development*" on the Municipality's abovementioned property, and/or to procure the lawful approval and establishment of the **Company's** envisaged development on its abovementioned property, with a safe, adequate, acceptable and convenient access, and to pursue such actions to finality.

This power and authority specifically includes the authority to sign any documentation and/or notices on behalf of the **Company**, to appoint any Consultants and/or Counsel in this regard, to attend and appear in all related proceedings and/or to depose to any Affidavits which may be necessary and/or required for this purpose, in order to give effect hereto.

I hereby ratify, allow, confirm and promise and agree to ratify, allow and confirm all and whatsoever such agents or employees shall lawfully do, or cause to be done, by virtue of these present, and whatever such agents have to date done herein.

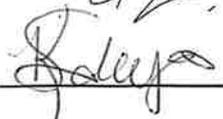
SIGNED AT George **ON THIS** 05th **DAY OF** November **2024.**

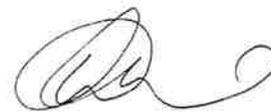
WITNESSES:

1.



2.





DIRK CORNELIUS NEL

Locality Map

Legend

- Erf 19286 George - Our client's Property
- Glenwood Golf Course
- Remainder of Erf 464 George - The Subject Property
- So-called George Riding Club Precinct

ANNEXURE B



400 m

GLENWOOD AH

George

Krisant St

Daisy St

12

Google Earth
© 2024 Airbus

ANNEXURE C

EXTRACT FROM/UITTREKSEL VAN	
VERGADERING /MEETING	GEHOU OP/HELD ON
EXECUTIVE MAYOR-IN-COMMITTEE	15 JUNE 2004

It is not clear whether it was the Committee's intention to subdivide the Remainder of Erf 464 George into the two portions indicated and to invite development proposals for such portions or whether it was the Committee's intention not to approve the church's application but to subdivide the land into Single Residential erven and to develop such erven ex the Consolidated Capital Development and Loans Fund (Land Sales Account).

It is therefore recommended that the resolution taken by the Housing and Land Affairs Committee on 29 April 2004 be reviewed and rescinded and replaced by a new resolution reflecting the correct property description (portion of the Remainder of Erf 464 George) and intention of the Housing and Land Affairs Committee.

RESOLVED TO RECOMMEND TO THE EXECUTIVE MAYOR

- (a) that the resolution (item 4.31) taken by the Housing and Land Affairs Committee on 29 April 2004 be reviewed and rescinded and replaced by the following resolution: **[BO]**
- (i) that the land not be made available to the Koinonia Congregation in view of the acute shortage of affordable housing land in town; **[BO]**
 - (ii) that the planning section proceed with the subdivision of a portion of the Remainder of Erf 464 George as per plan (Annexure "A") to the agenda; **[BO]**
 - (iii) that the erven be sold by public tender at an upset price to be determined by the Director: Financial Services. **[FD]**

RESOLVED

- (a) that the resolution (item 4.31) taken by the Housing and Land Affairs Committee on 29 April 2004 be reviewed and rescinded and replaced by the following resolution: **[BO]**
- (i) that the land not be made available to the Koinonia Congregation in view of the acute shortage of affordable housing land in town; **[BO]**
 - (ii) that the planning section proceed with the subdivision of a portion of the Remainder of Erf 464 George as per plan (Annexure "A") to the agenda; **[BO]**

EXTRACT FROM/UITTREKSEL VAN	
VERGADERING /MEETING	GEHOUD OP/HELD ON
EXECUTIVE MAYOR-IN-COMMITTEE	15 JUNE 2004

- (iii) that the erven be sold by public tender at an upset price to be determined by the Director: Financial Services; **[FD]**
- (b) that an investigation regarding the possible sale of these erven to first property purchasers as well as possible restrictive conditions pertaining to the resale of such properties be conducted and that a report in this regard be submitted to the Housing and Land Affairs Committee. **[BO]**

Annexure D - Reply on objections

To: GEORGE MUNICIPALITY: LAND USE PLANNING

The application history is evidence of the George Municipality's approach to accommodate opinions and viewpoints of all and to investigate aspects raised by all parties. In doing so, budgets allocated to project implementation are not spent and the process drags on indefinitely, and delivery of housing opportunities are delayed. The aim now is to proceed with the implementation of services to allow the release of sites for affordable housing on the subject site and to deal with objections via the Eden Joint Municipal Planning Tribunal system.

The following objections and/or comments were received:

1. Yulbremmer Frolick
2. Levalia Residents
3. Adv. Adrian Venter on behalf of Glenwood George Retail (Pty) Ltd

In response to the three objections/comments received, the following:

1. Julbremmer Frolick

The comment of Yulbremmer Frolick has been included in the submission to the EJMP Tribunal as **a reflection of the overall anticipation of the community to be able to access residential opportunities**. The site is located in a very sought-after locality. Mr Frolick's enquiry is one of many from community members. In the public meeting, arranged by the Ward Councillor, Me Simmers, during the participation period, and in discussions with members of the public afterwards, the eagerness and inpatients of the community to access housing opportunities on the site is evident.

The release of land for **affordable housing** was noted as a priority in the Western Cape: Department Environmental Affairs and Development Planning (WC: DEA&DP): **Housing Market Studies** for Intermediate Cities/ Larger Towns in the Western Cape, George City Area Report, dated 2 August 2022, noted as a **ward priority** in the George Municipality Integrated Development Plan (**IDP**) and spatially referenced in the adopted George Municipal Spatial Development Framework, 2023 (**MSDF**).

2. Levalia Residents

Notwithstanding the response to Mr Frolick's enquiry above, Mr Vincent Moos, from Lavalia area is **concerned about the quality of the proposed houses and units**. This is a justifiable concern, as will be the case in any development with relatively small erven and in proximity to historic subsidy housing development. Protea Park is situated adjacent to the site, across Park Street.

Mr Moos attended the public meeting arranged by the Ward Councillor and also visited the Planning Department to discuss his concerns. During the two noted engagements Mr Moos' interest was perceived as supporting the development, but with suggestions to ensure a quality

environment. He discussed ways in which to ensure that quality top structures will be built on the erven made available by the Municipality and was invited to put his ideas forward in the form of a comment on the application. Mr. Moos’ submission via email on 7 November 2024 states “Sien aangeheg my voorstelle” (“See attached my proposals”).

The comment is titled: “Levalia Residents”: INSAKE: Grondgebied aansoek. Restant van erf 464, Sweetpea straat George”. Note, however, that this is by no means a reflection of the opinion of a formally constituted residents’ group or reflective of the input of the community received thus far. The suggestions to better the development proposal is Mr Moos’ (A4 Architecture) represents his opinion, and he is not mandated by a community group.

The support of the Ward Councillor, for the proposal, as submitted by the George Municipality, has been received.

In response to Mr Moos’ comment and suggestions, the following:

Comment	Response
<p>a) Hoe so ‘n behuisings ontwikkeling ons onmiddellike inwoners en persoonlike lewens gaan affekteer.</p>	<p>It is difficult to predict the exact impact. Generally speaking, the proposed development will provide infill housing opportunities. The development of the site for new bonded/ market housing is not anticipated to detract from the quality of the urban fabric.</p> <p>The intension is not to develop the site for subsidy housing and development of similar quality than the northward (Levalia) and southward houses is envisaged.</p> <p>Nonetheless, the proposed development is anticipated to have an uplifting impact on the values of the adjacent historic subsidy project: Protea Park</p>  <p>The informal use of the site for recreation will be formalized and focused on the recreation site, with adequate parking and formal facilities and security mechanisms, negating the issues of loitering and littering currently experienced.</p>

	Safety along the north western site boundary will be mitigated.
b) Watter beheer die munisipaliteit gaan uit oefen om seker te maak inwoners bly by die riglyne.	All potential land owners have to abide by the municipal bylaws , including controls on building plan approval, etc.
c) Het die munisipaliteit die mag, hulpbronne en tyd om kopers wat nie by die riglyne hou nie, verantwoordbaar te hou.	<p>Should construction of buildings and land use not proceed as per approved plans and within the zoning parameters, the contravention actions of the Municipality will apply.</p> <p>It is anticipated that land will be made available with reversionary conditions relating to the period within which building plans must be submitted, construction must start and be completed, to avoid land speculation and non-implementation of housing opportunities.</p>
d) Die grootte van die voorgestelde erwe is so klein dat ons weereens met minderwaardige wooneenhede gaan sit.	<p>The value of the property (erf and top structure) does not necessarily equate to the size of the property.</p> <p>House coverage in the adjacent area, Levalia (excluding the subsidy project area: Protea Park) range from 153m². A larger unit can be constructed on the smallest erf in the proposed development.</p> <p>Erf sizes are similar to, for instance, erf sizes in the Groenkloof and Mooikloof, where unit prices exceed property values in Levalia.</p>
	<p>Groenkloof (bonded estate, 2km west of site) include linked housing on 140 m² erven. See Extract below (left). Houses on erven smaller than 200m², sell for average R2,6m (Property 24), being similar and higher priced than larger erven currently listed on said website I the Levalia area.</p> <div data-bbox="459 1384 1246 1733" data-label="Image"> </div> <p>Mooikloof (bonded estate, near Pacaltsdorp, Extract above) includes 198m² and smaller erven and a higher density erf. The value of available free-standing residential units, on erven less than 200m², average R1,6m and apartments R1,4 m (Property 24).</p> <p>Smaller, more affordable erven, aimed at the ‘gap-market’ is in demand in George and offers an opportunity for entry into the property market.</p>

	<p>Note that the George Municipality Spatial Development Framework, 2023 is based on the principles of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and subscribes to densification and maximization of the potential of infill land. The site is an excellent example of infill land, within a densification zone, adjacent to a public transport corridor. The considered use of land to provide optimal number of opportunities is an objective of the development.</p>
<p>e) As erwe verkoop gaan word aan wie ook al dit kan bekostig, gaan ons weereens sit met kopers wat wel 'n erf kan bekostig maar nie kan bekostig om te bou nie.</p>	<p>Noted. This argument also relates to speculation of property. I.e. purchasing a property from the Municipality and then re-selling the property for a profit. Hence the proposed title conditions on reversionary rights.</p>

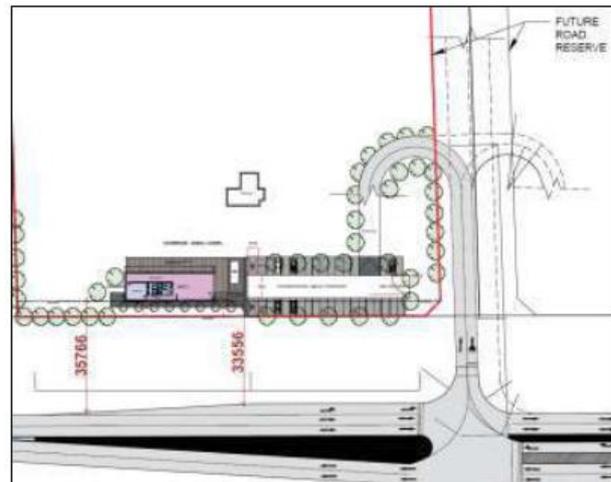
Proposal in Comments by Mr Moos	Response
<p>1. Vergroot die erwe sodat elke erf ten minste 1 parkeerplek op sy erf kan akkommodeer. Dit sal parkering van die straat af haal.</p>	<p>All parking will be accommodated on site. Street side parking is not allowed. Per Example: A 355m² house (double storey, 66% coverage) can be accommodated on a 266m² erf, within standard building line parameters. The 3m building line along the street boundary can be utilized as open parking, carport and/or a garage can be constructed as part of the unit.</p>
<p>2. Doen weg met skakel eenhede en "sectional title".</p>	<p>Linked units creates a lower visual density and allows more efficient placement of structures (See Groenkloof example above). The higher density erven are created to allow rental or sectional ownership of units. Both options create alternative opportunities for people to invest and reside in the area and offers more affordable accommodation options. Not many residential rental options are available for young singles/couples in this area, which is close to established shopping areas, educational facilities and other places of employment.</p>
<p>3. Ons voorstel is dat die munisipaliteit die erwe moet verkoop as plot & plan. Dit sal verseker dat die voorkoms van die buurt eenvormig is en beter beheer oor kwaliteit uitgeoefen kan word.</p>	<p>Good proposal. This option will be included in recommendations on the method and process of land release to Council.</p>

<p>4. Ons wil graag 'n standaard daar stel wat die waarde van ons bestaande huise komplimenteer.</p>	<p>The inclusion of a design standard during the land release process, will be considered. The enforceability of such guidelines will be investigated to be confirmed during the land release process. The inclusion of a minimum house size may negate the aim of the Municipality to facilitate affordable housing. Note, however, that the market will dictate property value after the initial release and that all development will be subject to building approval regulations and processes.</p>
<p>5. Ontwikkel die totale area getoon in geel op skets vir Plot en Plan.</p>	<p>See response to Comment 4. The release of all erven as one development is not considered at this stage, since the need for affordable properties for purchase was expressed in the area and in recent general market studies. The enforceability of a 'plot-and plan' concept when erven are sold on an individual basis will be difficult. The option to release erven, on a "plot and plan' basis may be included in land release proposals to Council, with standard building plans and quantified affordability parameters or caps, to assist purchasers with the process after purchase.</p>
<p>6. Behou asb. die groen area langs die nasionale pad.</p>	<p>The green strip along the N9 is retained.</p>
<p>7. As 'n nuwe pad vanaf Krisant str. regdeur in die rigting van Park str. gemaak kan word haal</p>	<p>The request to extend Krisant Street to intersect with Park Street is not clear. Krisant Street intersects in the north with Sweetpea Street, which links to Park Street. In the southern part of Krisant Street, this local access road links to Daisey street, which links to Park Street via Kalkoentjie Avenue. Given the local road hierarchy, land ownership and existing intersection points, the reconfiguration of the local neighbourhood access is not required nor viable</p>

3. Adv. Adrian Venter on behalf of Glenwood George Retail (Pty) Ltd
Reference: JA VENTER/WS/AG0057

With respect to these comments and objection, it is important to see the wood for the trees. It is clear that the objector's client's (19286 developer) main intent is the relocation of the Sweetpea intersection from its current position to a position approximately 130m to the west in order to accommodate access to his site. The developer, Lynx, is a well-known developer of shopping centres in other provinces and an indication was provided in the presentation of the 19286 developer's traffic consultant, on various occasions that the access is essential to enable the development of a shopping facility on said property. Erf 19286, George currently contains a golf driving range and an old restaurant. The new owners wish to demolish the existing structure on the site and have applied for a consent use for a limited area restaurant under the current zoning (Open Space Zone II – Private Open Space), since the current rights does not allow for such use. The owner appointed a planner to prepare and submit the required land use application for the consent relating to the restaurant to be re-built. The application illustrates the 19286-property owner's wish to demolish the existing dilapidated timber structure on the property (currently a restaurant) and construct a new restaurant

on the property. The Mujo's building (current use) is in a bad state of disrepair and an eyesore. Notwithstanding prior indication of the consultant team that they are preparing to construct a shopping centre, the intent was questionably indicated in the consent application to refer to only the restaurant (245m²) as per the sketch below, with the requirement that the access road must be relocated and extended to link between Knysna Road and Glenwood Road. I.e. Sweetpea needs to be closed in order to allow the intersection directly to Erf 19286.



It is our contention that the consent use application was used to craftily get approval for the relocated access point, contrary to the existing Kraaibosch Roads Master Plan, to facilitate the motivation for a shopping centre in future. Note that this application site lies outside the Kraaibosch mixed use node.

The proposed access arrangements, as proposed in the Consent Use application for Erf 19286 have not been approved by all relevant authorities. The remainder said property has been leased to the adjacent school for the use of sports fields for a few years and used as a driving range. The latter use links to the use on Erf 9259, being the Glenwood Mashie course. Reference was also made to a market study during the access discussions that the objector referred to in their submission, to investigate the use of the total site for the purpose of a shopping centre. As noted, Erf 19286 is currently zoned "Open Space Zone II (Private Open Space)" and does not fall within a nodal area, as per the guiding structure of the George Municipal Spatial Development Framework, 2023. Said property, similar to the Sweetpea development site, lies in an area where intensification in the form of residential densification is supported. Note that Glenwood Drive lies directly adjacent to Erf 19286, to the north. The objector confirms that the current access from the N9 is 'informal' – see Par 8 of the objection document.

The intent of the Access and linkages study and the Traffic Impact Assessment Sweetpea development was to establish whether it was necessary, given the impact of the proposed development, to close the Sweetpea access. Note that the Sweetpea intersection is an existing access, which is noted in the approved Kraaibosch Roads Master Plan. Two independent traffic specialist's reports expressed the opinion that the development can proceed within the current road network. The Traffic & Transport: Planning, PMU & Support Services division of the George

Municipality Civil Engineering Services has approved the Sweetpea application without the requirement placed on the development to close Sweetpea Street.

Within the above context, herewith the responses to the points raised in the eloquent advocate Venter’s objection:

The objector has the right, similar to any other, interested and affected party or, any member of the public/groups/organizations, to submit an objection and has, as stated in the objection, heeded the invitation to submit objections, which is duly noted and responded to herein. The interest of the objector and his client is clear from the objection and should be read in the context sketched above.

Objection	Response
<p>Par 1-4 Introduction</p> <p>Background facts and rational- Par 6- 13</p>	<p>The facts stated as background by the objector is considered their opinion.</p> <p>They are motivating an access point which forms part of another application and TIA, neither of which has been approved in writing, and is not supported in the current Roads Master Plan.</p> <p>Again, see the context sketched in the paragraphs above this table and responses in this table.</p> <p>The applicant is welcome, in his application for consent to condone a small footprint, existing use on Private Open Space erf, to motivate why the access point off the N9 should be relocated. Such application will be adjudicated on its own merit.</p> <p>In Par 9 the objector admits to their intent to change the existing road network of the area to “improve access to our client’s property”.</p> <p>The approval of the Sweetpea development will retain the historic established road network, within the recommendations of the TIA (UDS). Road closure or intersection relocation are not required to facilitate the Sweetpea Housing development. Intersection and signalling upgrades are noted in the TIA.</p> <p>Note that various facts are misrepresented by the objector, including the fact that the retention of the road network status quo will imply the closing of the Mashie course. This is not true. These external considerations are being addressed in the updating of the roads master plan for the area, currently in process via CES.</p> <p>Should closure of Sweetpea be required in future to support an amended Kraaibosh area, it will form part of such</p>

	<p>process. The viability and/or functioning of the Sweetpea development will not be affected, but it should be noted that closure is not supported from a spatial planning perspective as the principles of the MSDF 2023 promotes linkage between areas of different affordability and races to support spatial integration.</p>
<p>Par 14-28 - Irreparable prejudice to be caused by the approval of the application</p>	<p>The objector’s clients’ application is in process. The proposal for access to Erf 19286 George was received by the municipality months after the TIA Access study for Sweetpea was initiated.</p> <p>Each application to be viewed independently. If the objector requires the closure of Sweetpea street to advance his client’s intent, it should form part of such application.</p> <p>All new/amended access points must go through a process of evaluation. The Sweetpea road intersection is an existing road, and which may be retained according to existing studies and ties into the approved Kraaibosch RoadsMaster Plan. Discussions with individual municipal officials do not constitute approval.</p> <p>Should the objector’s motivation to close the existing intersection be supported in the evaluation of their application, they may proceed with the process, including public participation, to close the road. Note that the objector admits that their proposed access deviates from the Kraaibosch Roads Master Plan in par.17.</p> <p>Access arrangements to sites west of the N9, in the subject site vicinity, including various municipal land holdings and the objector’s client’s property will be addressed in the revision of the Kraaibosch Roads Master Plan and on individual application merit.</p> <p>Note that the current Sweetpea intersection is shown in the approved Kraaibosch Roads Master Plan and the development of the Sweetpea proposal is feasible whether the intersection remains or not. The application is supported by the Traffic & Transport: Planning, PMU & Support Services division of the George Municipality Civil Engineering Services.</p> <p>The attempt by the objector to leverage the Sweetpea application to achieve road closure, to further their proposal is questionable and irregular.</p> <p>It is preposterous to mislead the approving authority by statements such as “.. our client has no intention to now</p>

	<p>allow that the entire Town Planning landscape and accessibility of the surrounding area be compromised as a result of the ...application". Again, the Sweetpea application sits within the existing urban fabric and approved road network. Any amendments to this existing, approved landscape must be motivated in the objector's client's application, if required.</p> <p>The objector is not au fait with planning processes. The application by the Municipality will be heard by the Eden Joint Planning Tribunal.</p>
<p>Par 29.1 to 29.19- Unauthorised nature of the application</p>	<p>The application is submitted by the George Municipality on municipal owned land.</p> <p>Following the 2004 Resolution, municipal budgets have been made available for the required studies and, in fact, for the implementation of the Sweetpea project, illustrating Council's commitment to provide affordable housing in this location.</p> <p>The development is also noted in the previous- and recently adopted Human Settlements Plan.</p> <p>Council Resolution has also supported the adoption of the MSDF2023, where the Sweetpea development is specifically included in "Areas for release of gap housing erven (public and private)"</p> <p>Such endorsement for the proposed development was again received in the adopted MSDF Review Report, 2024 which includes confirmation of progress in the implementation of the Sweetpea project under heading "Gap Housing projects to be planned and packaged".</p> <p>In addition to the Council Resolutions obtained, regular feedback regarding progress is provided as part of budget planning and in the relevant Section 80 Committee meetings of the Municipality since January 2023 and via other monitoring paths previously.</p> <p>Funding for the implementation of Sweetpea (servicing of erven" is included in the list of projects in the Capital Expenditure Framework and in the projects referenced in the 5th Generation Integrated Development Plan 2022 – 2027</p> <p>There is no doubt that Council has sanctioned the development of the Sweetpea site.</p> <p>The aim is still, as it has always been, to release registerable</p>

	<p>erven to address the affordable market. Affordable housing opportunities exist in both the individual erf- and rental market.</p>
<p>Par 29.20 – 29. 28: Flawed Town Planning Process</p>	<p>The history of applications on the site is not under discussion and of no relevance.</p> <p>The merit of the current application is the subject of evaluation. The current application is a new application (there is no process for re-instatement), with an associated public participation process which was followed to municipal prescript.</p> <p>The objector agrees that the application states that “...the Application has, in the latter regard, or <i>inter alia</i> on page 4 thereof, unequivocally stated that “the historic applications have been closed and a new application, with opportunity for public comment, is hereby submitted”.”.</p> <p>Old applications are referenced to give background and context, as should be done in all applications for land use amendments, to be transparent. The Application Memorandum refers to unregistered erven to guide I&APs to locality since erf 464 George covers a vast area (996ha). Erf 464 is noted as the application property. Again, here has been no confusion as to which land areas the application applies to from any other department/organization/member of the public/councillors/persons engaged in discussion.</p>
<p>Par 29.29-29.37 The Unclear, Conflicting and Misleading Development Intentions</p> <p>The objector is unclear on the development intent and number of erven</p>	<p>The number of erven and number of possible units are very clearly stated in the application documentation and visually illustrated on the layout plan. It was understood by the other commenting authorities and internal departments, by the community members present during engagements and the Councillor.</p> <p>The land use intent is described in Par 1 and 2, and elsewhere, in the Motivating Memorandum and clearly describes the rights that are being applied for.</p> <p>The description of the site was explicit in order to avoid confusion. The locality and extent of the site was described and shown spatially.</p> <p>The description of the true nature of the intended development, i.e. making individually registered erven available, with specific zonings, to accommodate described land uses, was more than sufficient.</p>

	<p>As quoted by the objector: The application relates to a “rezoning to subdivisional area to <i>inter alia</i> permit and/or allow for the development of 43 (forty-three) “Single Residential Zone I” Erven, 2 (two) “General Residential Zone IV” Erven, 2 (two) “Open Space Zone I” Erven and 4 (four) “Transportation Zone II” Erven.” This adds to 51 erven.</p> <p>The locality reference to the diagram boundaries, to be clear on which land areas the projects is located to the north and south of Sweetpea Street, also relate to a total of 51 erven. The plan also indicated 51 erven.</p> <p>There are numerous sections of the report (Par 1.1, 1.2, 1.2.2, 1.2.3, 2.2, 3.1, 3.2) where the number of residential erven is noted, and all correlate:</p> <ul style="list-style-type: none"> - 43 Erven zoned “Residential Zone I” - 2 erven zoned “General Residential IV” <p>The objector is not comparing apples to apples in his confusing argument relating to the number of erven, and various other arguments, is viewed as an attempt at muddying the water to deflect attention from their intent to motivate closure of Sweetpea Street within the housing development, to support their separate application. In some of the quoted sections the number of created street portions are included, and in some not.</p> <p>The objector does not <i>per se</i> object to the proposed use or layout.</p> <p>This objection may be regarded as frivolous.</p>
<p>Par 29.38- 29.49 Flawed Public Participation Process</p>	<p>The public participation process as per the prescript of the George Municipal Land Use Planning Bylaw, 2023 was followed.</p> <p>The objector’s argument is based on relevance of engagements on their application (See the introduction section above this table).</p> <p>PPP is a fixed process irrespective of PPP processes on other applications.</p> <p>Note however that, the intent to retain the Sweetpea intersection in its current location, as closure is not required based on the subject land use application (Sweetpea) was, stated in the discussions with the land owner’s transportation specialist at numerous occasions. The</p>

	<p>landowner is still free to propose changes to the Road Network in their application.</p> <p>Being aware of their intent most definitely does not constitute support for their proposals, based on general discussions.</p> <p>The Mashie course land is Municipal owned. Notices were served and discussions on the proposed development did take place with the representative of this well-known facility and no objections were received.</p> <p>Notice was served on Erf 19286, being the land belong to the objector's client.</p>
<p>Par 29.50 to 29.57. Lack Environmental Compliance</p>	<p>The objector, in his opinion, states that an application in terms of the National Environmental Management Act, 1998 (Act107 of 1998) and related regulations apply since the following will occur as result of the development:</p> <ul style="list-style-type: none"> a) "The clearance of an area of 1hectare or more, but less than 20 hectares of indigenous vegetation... b) "The clearance of an area of 300 square metres or more of indigenous...on land, where...such land was zoned open space..." <p>The Department of Environmental Affairs and Development Planning (DEA&DP: IEM: EG 12/2/1/AG3, Erf 464, Sweetpea Street, attached)) was approached prior to any planning applications for residential use on the site. An EIA application was submitted by Hilland and Associates. DEA&DP: IEM confirmed that there are no listed activities on site, as per he NEMA EIA Regulations (GN No. R. 386 and R387 of 21 April 2006).</p> <p>Further note that the subject property is a within the urban fabric, maintained as an infill urban space since implementation of the Levalia projects, and farmed beforehand according to available information.</p> <p>An aerial photo of the site is available for 1957 and 2002(See below).</p>

	<p>recommendations were made. Such report was submitted to the files of the Municipality related to the subject area.</p> <p>Note that the application was submitted by officials in the Spatial Planning division and was subject to the same scrutiny afforded all applications submitted to the Land Use Management Division.</p> <p>Commenting departments, internal and external, take the same responsibility in approving/supporting municipal and private applications.</p> <p>Again, the very selective quotation of snippets of the Memorandum is deplorable. Reference to only part of the following sentence in the Memorandum deliberately creates suspicion: “The need for the provision of affordable housing in George has been expressed in investigations concluded by DEA&DP”.</p> <p>In addition to studies on residential demand done on a Provincial level, various strategic documents, such as the adopted Human Settlements Plan, Municipal Spatial Development Framework refer to the Sweetpea project as a priority project to release ‘gap’ housing opportunities. Various input documents supported such inclusion. Other market demand studies have also been concluded with input by market specialists – all pointing to the demand for housing opportunities in George.</p>
<p>Par 29.74 – 29.90 Flawed Traffic Submission</p>	<p>The application has been supported by the Traffic & Transport: Planning, PMU & Support Services division of the George Municipality Civil Engineering Services. The WC: Department of Infrastructure confirmed that the George municipality is the roads authority of Main Roads 2 (Knysna Road/N9) in terms of the Roads Ordinance 19 of 1976.</p> <p>Should road network amendments be required in future, based on the future roads master planning projects, then such closures will be done in time, following the recommendations of such investigations. The approval of the Sweetpea development is one of the factors affecting master planning and a very small component of the proposals within a 2km radius of the site. Note the UDS TIA (28 May 2024)’s deduction that the project can be implemented for a sustainable development whether the Sweetpea Street intersection is, at a later stage, closed or not.</p> <p>Note the recommendation in the TIA (28 May 2024) regarding the “signalising of the existing intersection in its current position when warranted” and upgrades required to</p>

	<p>the Park Road/Triumph Close intersection relating to existing 'background' traffic. Also “That to accommodate the proposed development traffic, no upgrades additional to those suggested to accommodate the background traffic are considered necessary”; Compliance to the TIA recommendations may be included as a condition of approval. The construction of a sidewalks is also recommended. The recommendations also state: “That access is proposed via Sweetpea- and Carnation Streets”. The responses relating to network planning and the impact of this single project on the status of the intersection applies.</p> <p>From a strategic planning perspective, the retention of the Sweetpea street is important from an integration and connection perspective and walkability from the poorer communities to Knysna Road.</p> <p>No information gained thus far point to the approval of the Sweetpea housing project hindering the development of other projects (Public and Private), which should be judged on their own merit and with access arrangements within their context's. Note that Sweetpea Street is an existing street and access to individual erven created as part of the development will be off an internal street network, which will function whether Sweetpea Street is closed or remains open in future.</p> <p>The land uses that formed the basis of the calculations in the UDS TIA (28 May 2024) are the same land uses detailed in the land use application and was included in the set of documents made available to the public to view on the municipal website.</p> <p>Furthermore, again the objectors default tactic to be selective in quotation of snippets of the application document is noted. “...The intersection of Sweetpea Street (class 5-road) along Knysna Road should thus technically not be allowed...” is discussed and analysed in the UDS TIA (28 May 2024) and still the conclusions noted, where the Sweetpea development is supported, is reached. The classification of roads and intersections within the wider network is being evaluated as a Master Planning exercise. Allowance has been made in the layout for the widening of Sweetpea Street, should a higher classification be adopted in the Roads Master Planning to facilitate retention of this integration road.</p>
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The objector includes the following statement in the closing remarks: “We therefore submit that our client and its vested interest pecuniary and proprietary interests in this regard” , shall adversely be affected if the application is approved. Again, **the objector’s client’s application has not been approved and will be judged on its own merit.**

Should the Sweetpea application be approved **the status quo with respect to access will remain.** If the Sweetpea application is not approved, the access network will remain as is. In both instances the onus will be on the objector’s client to motivate why an approval to the access points shown on the approved Kraaibosch Master Plan and/or the existing system should change. Irrespective of the outcome, **the Sweetpea project has acceptable access and should be supported.**

The objectors’ comments and comments by other parties are noted and, as far as possible addressed. Please confirm if additional information or documents are required to substantiate or motivate responses. It is the author’s opinion that the objection a tactic to delay implementation to enable objector’s client greater leeway to negotiate the relocation of the Sweetpea intersection. As noted, the two applications are to be evaluated on separate merits and issues affecting network access should not be confused.

I trust that the objectors’ comments have been adequately addressed. If there are any outstanding matters, please contact me or Henko Lourens.

Lynette Groenewald

044 801 9463

lgroenewald@george.gov.za

In response to input received from Colin Alie on behalf of property owners in Levalia, the following:

Comment	Response
Factual Background	
Levalia is a General Residential Zone I (GRZI) property neighbourhood) in terms of the George Integrated Zoning Scheme By-law (GIZS) (2023 George) is known for its peaceful and respectful atmosphere	Properties in the area are currently zoned: Single Residential Zone I & III. No General Residential Zone I properties exist in the surrounding area
The community of the greater George are in a demand for more and more housing developments.	Correct. Thus, the requirement for increased housing provision is being addressed by the subject land use application.
As the demand for housing increases the George Local Municipality "Municipality" still wanted to give away large open spaces of land away for sport infrastructure-while they are busy with a multi-million-rand upgrade of the Rosemoor Stadium, a key multi-code sports facility located in the heart of the community of Rosemoor, Proteapark, Conville, Parkdene, Balletsview and Thembaletu.	Noted. Land allocated for Public Open Space seeks to serve the existing needs of the community by providing land for recreational use. With the stadium located approximately 1.7km away from this subject property access to the stadium is more restricting.
According to Granville Campher, Manager: Sport Development at George Municipality, the decision to upgrade Rosemoor Stadium was driven by the need to provide a standard athletic facility for the community.	Noted.
The George Local Municipality "Municipality" is the owner of a large, undivided tract of land in Levalia, known as the Erf 464, George ('the municipality erf')	Noted.
There is, therefore, no need to waste land for: <ul style="list-style-type: none"> • OPEN SPACE ZONE I (OSZI), The subject property Erf 25265 George (Subdivided from Erf 464 George); for active and passive sport and recreational activities. • Semi-detached houses and Flats 	The provision of public open space for recreation and different typology residential opportunities will under no circumstances lead to the "waste" of land. Currently community members are using the vacant land portion for recreation and sport activities. The proposed Open Space Zone I property will contribute to need for more formalised recreational space. The provision of residential opportunities in close proximity to public transport routes and economic activity contributes to sustainable accessibility for residents.
Colin Alie of aliearchitecture/ alieargitektuur was appointed to address the Land Use matter for	Noted.

<p>housing development in the Residential Zone I neighbourhood Levalia situated in Ward 5 Municipal area under the George Land Use Planning By-Law, 2023 for The subject property Erf 464, Sweetpea Street Levalia George</p>	
<p>The land use objections for Subdivided, subject property Erf 25265 and 25252 George (Subdivided from Erf 464 George) is valid until 11 November 2024.</p>	<p>Noted.</p>
<p>Reference to Section 50 of the George Land Use Planning By-Law, 2023.</p>	<p>Noted.</p>
<p>The vacant land on Sweet Pea Street's right side is called "Portion 1," and the land in the middle is known as "Portion 2" and the alternative site for sport and recreation located Triumph Street is referred to as "Portion 3" for identification purposes as indicated on the map</p>	 <p>Noted.</p>
<p>Locality & Zoning</p>	
<p>Levalia Residential neighbourhood, George is a existing General Residential Zone I (GRZI) area located parallel with Knysna Road leading to the N2-route further east-to the Wilderness</p>	<p>Properties in the area are currently zoned: Single Residential Zone I & III. No General Residential Zone I properties exist in the surrounding area</p>
<p>Township is less than 1km from Garden Route Mall George to the east</p>	<p>Noted.</p>
<p>The Township is situated across the Glenwood Golf Course to the north</p>	<p>Noted.</p>
<p>The zoning of the subject property will not change following this land use application and the use of the property will remain for residential purposes as associated with the primary right of a Single Residential Zone I (SRI) property, According to the George Integrated Zoning Scheme By-law 2023</p>	<p>The purpose of the subject land use application is to rezone the property. The objector is not clear on which land use application is being referred to.</p>
<p>ENVIRONMENTAL CONSIDERATIONS</p>	
<p>The subject property, Erf 464 George, is an undeveloped residential open</p>	<p>Noted.</p>

space with no environmental features	
A centrally located vacant piece of land has been designated for a sports playground that will serve Protea Park, Rosemore, Conville, Parkdene, Bellotsview, and Themba lethu. See the aerial image above.	Noted.
ECONOMIC IMPACT	
1. This subject will have a negative economic impact due to: 1.1 High unemployment rate 1.2 Poverty and inequality	The proposed land use application to develop a currently vacant portion of land for recreational and residential purposes will not have a negative impact on the economy. The future development of the site will contribute to reducing unemployment by providing jobs in the construction sector and future maintenance of the developed properties. In no manner can the proposed land use application and future development contribute to poverty or inequality as the proposed housing typologies will contribute to providing a range of residential opportunities for home buyers. By integrating different residential opportunities inequality will be reduced as the development proposal will assist home buyers in different income groups to afford homes.
REAL PROPERTY IMPACT	
It is our opinion that the proposed structures on Erf 25265 and 25252 in George (subdivided from Erf 464) will have a negative impact on the existing properties in the following ways:	No structures are currently proposed in the subject Land Use application.
Decrease in housing quality	The proposed land use application will not affect the currently housing quality as the proposed development is situated on a vacant portion of land
Poor workmanship	Statement is not relevant to the proposed land use application. The development of the site for new bonded/ market housing is not anticipated to detract from the quality of the urban fabric.
Increase in crime rate	The development of additional residential opportunities and recreational use will not directly lead to an increased crime rate.
The size of a property and its layout are obvious determinants of its value in the housing market	The value of the property (erf and top structure) does not necessarily equate to the size of the property. House coverage in the adjacent area, Levalia (excluding the subsidy project area: Protea Park) range from 153m ² . A larger unit can be constructed on the smallest erf in the proposed development. Erf sizes are similar to, for instance, erf sizes in the Groenkloof and Mooikloof, where unit prices exceed property values in Levalia. Groenkloof (bonded estate, 2km west of site) include linked housing on 140 m ² erven.

	 <p>Mooikloof (bonded estate, near Pacaltsdorp) Range of erf sizes: Extract below includes 203m² erven and a higher density erf).</p> <p>Smaller, more affordable erven, aimed at the ‘gap-market’ is in demand in George and offers an opportunity for entry into the property market.</p> <p>Note that the George Municipality Spatial Development Framework, 2023 is based on the principles of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and subscribes to densification and maximization of the potential of infill land. The site is an excellent example of infill land, within a densification zone, adjacent to a public transport corridor. The considered use of land to provide optimal number of opportunities is an objective of the development.</p>
<p>Open spaces for parks allocated for sports and recreational activities have the potential to attract looters and damage property value</p>	<p>The property is currently an open space used for recreational activities. Criminal activity can’t be associated with parks. The informal use of the site for recreation will be formalized and focussed on the recreation site, with adequate parking and formal facilities and security mechanisms, negating the issues of loitering and littering currently experienced.</p>
<p>The Levalia community has taken proactive measures to enhance security by establishing a neighbourhood watch committee and a WhatsApp group for regular street patrols</p>	<p>Noted. Future residents of the proposed development can further contribute to security and form part of the neighbourhood watch.</p>
<p>Recent incidents of looting have prompted the community to advocate for individual housing plots instead of uniform designs for multiple houses.</p>	<p>The relationship between looting and residential housing typologies is unclear.</p>
<p>The community prefers a "Plots and Plans Design" approach for single housing development.</p>	<p>Noted. The enforceability of a ‘plot-and-plan’ concept when erven are sold on an individual basis will be difficult. The option to release erven, on a “plot and plan’ basis may be included in land release proposals to Council, with standard building plans and quantified</p>

	affordability parameters or caps, to assist purchasers with the process after purchase.
Affordable housing that is attractively designed and blends with the surrounding neighbourhood may be more likely to have no effect or even a positive effect on nearby property values.	Noted.
The community opposes the construction of flats or semi-detached houses. Additionally, residents oppose the construction of a sports playground, fearing it may attract criminal activity.	Noted. The opposing of the proposed residential typologies is not clear. Currently the property is being used for recreational uses. The relationship between a formalised public open space and criminal activity is unclear. By formally developing the site for sports and recreational uses the security of the area increases. Further development of residential opportunities will increase activity in the area by means of passive surveillance resulting in decreased criminal activity.
“What is going on? What is the problem?” “Why? Why?” is the municipality of George insisting on a sports ground while they are busy in Rosemore to renew a professional sports stadium for the greater community of George	Due to the existing use of the property for sports and recreation the intention is not the remove the opportunity for surrounding residents to utilise the property for this purpose. With the Rosemore stadium located approximately 1.7km away from the subject site the accessibility for local residents is decreased. Therefore, a need for public open space is evident.
The existing intersection access on the north-eastern side of the erf from Knysna Road into Sweet-pea Levalia should be closed by virtue of an obstruction means	The future road network will be determined by means of a road master plan for the area surrounding the proposed site.
The subject erf 464 “Portion 1” situated on the north-west side of the proposed erf and south-west of Knysna Road is the proposed site that was earmarked for a sports playground, semi-detached houses, and a block of flats.	Noted.
The subject erf can be divided into 100 Single Residential Zone I erven. The community opposes the proposed construction on erf 464 "Portion 1" due to concerns about increased gang activity and drug use in coloured communities	The proposed 100 SRZI properties by the objector is only 6 units below the proposed development of 43 SRZI erven and 63 Flats. Therefore the density will almost be the same. The relationship between the proposed development and gang activity & drug use is unclear.
The current sports playground lacks adequate hygiene facilities, resulting in unsanitary conditions	The informal use of the site for recreation will be formalized and focussed on the recreation site, with adequate parking and formal facilities and security mechanisms, negating the issues of inadequate hygiene facilities.

MUNICIPALITY"OBJECTIONS AND/OR COMMENTS OR REPRESENTATIONS TO AN APPLICATION RECEIVED BY THE GEORGE LOCAL MUNICIPALITY	
The neighbour properties in Levalia are all Residential 1 properties. They comprise single-storey, family dwellings and are part of the core residential suburb of Levalia.	Noted. It should also be noted that several two-storey dwelling houses exists in the surrounding area.
The area does not support the density proposed by the George Local Municipality	Note that the George Municipality Spatial Development Framework, 2023 is based on the principles of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and subscribes to densification and maximization of the potential of infill land. The site is an excellent example of infill land, within a densification zone, adjacent to a public transport corridor. The considered use of land to provide optimal number of opportunities is an objective of the development. The proposed overall density of this development is 25u/ha which is significantly low as the George MSDF promotes higher density development next to public transport corridors. Up to 80u/ha is supported next to these corridors.
This report examines the impact of proposed and loss of value in Levalia. Property owners of Levalia believe that the building of flats, semi-detached housing, and a sports ground on Erf 464 George into Portion 1 (±35262.1m ²) and Portion 2 (±6437.3m ²) as indicated on the proposed land use proposal will have a detrimental effect on their property rights in Levalia.	The opinion of the Levalia residents is noted. The proposed development of a vacant site will contribute to the overall value of Levalia by adding to the built urban environment and installation of infrastructure/services. Property rights of the existing property owners are not proposed to be affected by this development as the subject land use application is located on vacant land currently with no rights.
The entire extent of the subject Erf 25265 and 25252 George (subdivided from Erf 464 George) was requested for plot-and-plan by the residents	Noted.
The decision of the development (semi-detached houses and flats) must be reviewed and set aside in its entirety and replaced with the plot-and-plan concept	The purpose of this application is to provide different housing typologies in order to increase affordability for people in different income groups. The higher density erven are created to allow rental or sectional ownership of units. Both options create alternative opportunities for people to invest and reside in the area and offers more affordable accommodation options. Not many residential rental options are available for young singles/couples in this area, which is close to established shopping areas, educational facilities and other places of employment.
Note that any builder must be registered with the National Home Building Registration Council (NHBRC).	Noted.

<p>The subject park for sport and recreation should be relocated to a more central venue at Triumph Close located on Erf 464 George</p>	<p>The proposed relocation of the subject park to land outside the current development proposal is noted. However, the proposed alternative is located in close proximity to a water course and is still in its natural state. Before any development can take place, the required environmental impacts must be determined and assessed. Environmental studies could significantly impact on the size of the public open space to be used for sport and recreational activities. As confirmed by the Department of Environmental Affairs and Development Planning no environmental processes are required for the proposed development on the subject site. This ensures that the land can be developed to its full potential.</p>
<p>However, the George Local Municipality should pursue the centralization of the location for the previously disadvantaged areas of George by making it more accessible for all residents of the neighbourhood of Proteapark, Rosemore, Conville, Parkdene, Ballotsview, and Thembaletu for sport and recreational purposes. Accessibility includes the safety of the people, toilet facilities, parking, and comfort.</p>	<p>Noted. The proposed public open space will consider the accessibility, safety, public facilities, parking and overall comfort for all users.</p>
<p>For example, developing sport and recreational facilities in economically depressed areas can help attract investors and businesses for economic growth.</p>	<p>Noted.</p>
<p>Sport and recreational facilities have also been linked to increased community health and reduced crime</p>	<p>Noted. Therefore, the proposal includes the creation of more formal public open space and recreational area for all members of the community.</p>
<p>The surrounding properties in Levalia will be negatively affected by the proposed structure on the subdivided subject properties Erf 25265 and 25252 in George (subdivided from Erf 464 in George)</p>	<p>Currently not structures are being proposed as part of this land use application. The objector does not indicate how the properties will be negatively affected.</p>
<p>Lack of infrastructure and resources: The Levalia area is already suffering from overcrowding, noise pollution, and lack of sanitation due to cricket playing weekends. The suburb cannot support the 11,716.9m² development for sport and recreation</p>	<p>In accordance with the traffic impact assessment conducted for the development proposal the roads infrastructure can accommodate the development. Currently the public open space is not formally developed resulting in a lack of parking and sanitation facilities. The proposed development seeks to formalise this by providing required facilities and services.</p>
<p>Several complaints have been made to the Conville Police Station, Residents'</p>	<p>Noted. Complaints lodged against crimes should be dealt with in accordance with the relevant processes.</p>

<p>Neighbourhood Watch, and individual home-owners over the past few months regarding noise nuisance and violent crime after hours at this subject property</p>	
<p>The South African law, through the Environment Conservation Act 73 of 1989 and municipal by-laws, protects recipients of intolerable noise pollution by:</p> <ol style="list-style-type: none"> 1) causing a noise nuisance by playing loud music in cars; 2) shouting or screaming from the vlakkie cricket field in a manner that causes a noise nuisance; 3) driving a vehicle on the streets in such a manner that it causes a noise nuisance 	<p>Noted.</p>
<p>Hence, considerable nuisance is caused by the existing vlakkie cricket on the open space in Levalia, and it would be misleading to suggest that the new proposed park/open space/sport and recreation would cause no nuisance and disruption</p>	<p>Any nuisance or disruption caused should be reported to the correct authority and dealt with accordingly.</p>
<p>The residents in the residential neighbourly of Levalia are entitled to ordinary comfort and convenience in their homes, especially on Sundays</p>	<p>Noted.</p>
<p>Misleading application details:</p> <ol style="list-style-type: none"> 1) The notice posted at the subject property does not comply with standards for conflicting statements; it referred to parks, open space, and then to sport and recreation. 2) It has tremendous implications to convert undeveloped land into low-density land use. That represents a threat for open spaces in Coloured Townships. 3) Parks, and open space opportunities mean many attraction to numerous criminal elements and looters witch decreased the capital values of the existing surrounded properties. 	<ol style="list-style-type: none"> 1) The subject Open Space Zone I property will be development in accordance with the land use description of Public Open Space contained in the George Integrated Zoning Scheme By-Law of 2023. This description includes open space for parks, sport and recreation use. 2) Noted. 3) The proposed land use application seeks to formally develop the public open space. The link between attracting criminals and a park is unclear. Measures will be put in place to ensure the safety of users.
<p>It is the role of Law Enforcement to manage and control Municipality properties, and the South African Police Service in Conville should be</p>	<p>Noted.</p>

<p>compelled to patrol the streets of Levalia to maintain law and order</p>	
<p>Misleading application details: The notice posted at the subject property does not comply with standards and has withheld the cellphone number for communication via SMS and WhatsApp</p>	<p>No requirement exists that a “cell phone” number must be provided as part of the notice. A contact number was included in the notice and email address for communication purposes.</p>
<p>Misleading application details: The notice posted at the subject property does not comply with standards as the description for the structures was not clear. For example, open zone I and transport zone II terminologies, residential zone land general residential zone IV erven with a height limitation of 2 residential storeys and a maximum density of 80du/Ha.</p>	<p>The zonings included in the notice include:</p> <ul style="list-style-type: none"> • 43 Single Residential Zone I Erven (34 erven for Semi- Detached Units and 9 erven for Single Residential Units); • 2 General Residential IV Erven with height limitation of 2 Residential Storeys and maximum density of 80du/Ha; • 2 Open Space Zone I Erven; and • 4 Transport Zone II Erven. <p>If the objector is referring to the proposed uses on the different zoned properties, all properties will be developed in accordance with their primary land use right as contained in the George Integrated Zoning Scheme By-Law of 2023.</p>
<p>High-density flats accommodation poses significant risks of drugs, disruptive behaviour, abuse, disorder, and noise disturbances, as well as crime against women and children to occupants and surrounding properties.</p>	<p>The relationship between the proposed housing typology and crime is not justified. The proposed high density residential accommodation seeks to provide affordable housing opportunities for residents. Criminal behaviour should be reported to the relevant authority should it take place.</p>
<p>This will stretch the capacity of an already strained South African Police Service. However, the applicant has not provided any motivation for why they require flats and semi-detached units.</p>	<p>The motivation report alludes the the requirement for more affordable housing opportunities in George. Further the proposal is motivated in accordance with the George MSDF that strives towards increased residential densities in developed areas located in close proximity to public transports routes. This justifies the proposed flats and semi-detached units</p>
<p>It is our opinion that access by transportation to and from Knysna Road will be negatively affected by this application to George Local Municipality</p>	<p>From the traffic impact assessment conducted it is evident that the roads infrastructure can accommodate the proposed development and that future design of the road infrastructure should increase accessibility.</p>
<p>There is no site development plan presented with the application to indicate how the property will be adequately structured</p>	<p>The proposed site plan was included as an annexure to the applications submitted and was also shown in the motivation report.</p>
<p>The rights of surrounding property owners will be negatively impacted by the following proposed structures:</p>	<p>The objector does not include how the surrounding property owner’s rights will be affected by the development proposal or in what manner the proposed uses will impact on surrounding property owners.</p>

<ul style="list-style-type: none"> • The undeveloped Open Spaces will be developed into 34 erven for SemiDetached Units • Two General Residential Zone IV (GRZIV) Erven with a height limitation of 2 Residential Storeys (Flats) and a maximum density of 80 du/Ha • Open Space Zone I Erven for a Park for Sport & Recreation activities. 	
PROPERTY OWNERS HAVE CERTAIN RIGHTS	
Right to control	<p>This section of the report submitted by the objector does not pertain to any of the proposed applications made as part of this application. The rights referred to in this section seems to relate to rights of property owners on their own individual property. In no manner does this land use application seek to negatively affect any individual property owners rights. To ensure surrounding property owners privacy rights are protected the proposed flats have been limited to two storeys.</p>
Right to use and quiet enjoyment	
Right to privacy and to exclude others	
Right to disposition or to transfer the property to someone else by selling, gifting, or inheritance	
ADDITIONAL NOTES	
<p>Planners intentionally zoned less desirable establishments like flats, semidetached housing, and sports grounds in and around the Coloured neighbourhood, making it challenging for the community to support the George Municipality's proposal. In response, the community has suggested adopting a "Plot and Plan Design" approach for constructing affordable single family housing for middle-income workers</p>	<p>The proposed land uses and zonings are recognisable with most parts of the George urban area. The location of the proposed uses is based on the fact the proposed site is currently vacant and underutilised. Due to its location next to public transport routes and access to infrastructure the proposed higher density residential areas are being considered. The provision of "sport grounds" is a subservient use to residential areas that meets the needs of communities for recreational purposes. Further it is a requirement to provide public open spaces with residential developments to ensure residents have access to parks, natural areas and areas for recreational use.</p> <p>The affordability of single stand erven is limited. This does in no manner provide a range of affordable housing opportunities for new home buyers. The enforceability of a 'plot-and-plan' concept when erven are sold on an individual basis will be difficult. The option to release erven, on a "plot and plan' basis may be included in land release proposals to Council, with standard building plans and quantified affordability parameters or caps, to assist purchasers with the process after purchase.</p>
<p>A plot that is serviced (water and sewerage pipes, as well as electricity supply) and a builder that is registered with the NHBRC have neighbourhoods</p>	<p>Noted.</p>

<p>primarily consisting of single-family homes</p>	
<p>Firstly, one is allowed to build one house on the property in terms of this zoning.</p>	<p>Noted. However, in accordance with the George Integrated Zoning Scheme by-law a property zoned Single Residential Zone I has the primary right to develop both a primary and secondary dwelling on their property.</p>
<p>Coverage permitted is 40%, which means that on a 1,000-square meter stand one would be permitted to build a dwelling covering a maximum of 400 square meters, including garages and outhouses</p>	<p>Noted.</p>
<p>If one is given the right to build a two or three-storey home, one can cover up to 400 square meters per storey. The footprint cannot be more than 400 square meters</p>	<p>Noted.</p>

Annexure E - Motivation Report

APPLICATION FOR REZONING AND SUBDIVISION OF UNREGISTERED ERVEN 25265 & 25252,
(PORTIONS OF ERF 464), GEORGE

SWEETPEA HOUSING DEVELOPMENT

KNYSNA ROAD, GEORGE



WINSLEY MEYER (C/8645/2018)

With input from FAKAZILE VAVA (B/8439/2021), NATHI TIMAKWE(C/9070/2019),

**HUMAN SETTLEMENTS, PLANNING AND DEVELOPMENT
GEORGE MUNICIPALITY**

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Contents

1.	INTRODUCTION	3
1.1	Background Information	3
1.3	Purpose of this Report	5
2	PROPERTY DETAILS	6
2.2	Property Description	6
2.3	Brief Description of Subject Site	6
2.4	Exiting Zonings	7
2.5	Existing Land Uses	8
2.6	Pre-Application Comments	9
3	PROPOSED DEVELOPMENT	10
3.1	Application	10
3.2	Development Proposal.....	10
3.3	Access and Traffic Impact	14
3.4	Parking	15
3.5	Municipal Engineering Services	15
4	STATUTORY CONTEXT.....	16
4.2	Chapter 2, Section 7 of the Spatial Planning and Land Use Management Act, 2014 ..	16
4.3	Consistency and compliance with LUPA, 2014 (Act 3 of 2014)	17
4.4	Western Cape Provincial Spatial Development Framework, 2014(and Chapter 4 Amendment Feb2021)	17
4.5	George Municipal Spatial Development Framework, 2023 (MSDF)	18
4.6	George South East Local Spatial Development Framework, 2016.....	20
5	NEED AND DESIRABILITY OF THE APPLICATION.....	21
6	CONCLUSION	23

List of Figures

Figure 1: General Plan (approved 2008) and zoning as per Zoning data and historic approvals..	3
Figure 3: Existing Zoning (GIS Viewer, George Municipality, 2020)	7
Figure 4:: Surrounding land uses (site photo, 2020)	8
Figure 5: : Surrounding land uses (Google maps 2021).....	8
Figure 6: Proposed Layout and Zoning	11
Figure 7: Single Rez I (Potential housing typologies - Adapted from Alison Brooks Architects, 2020).....	12
Figure 8: The location of stormwater swale on the subject property.....	13
Figure 9: An example of a designed stormwater swale	13

Figure 10: Existing mini- substation on Park Road 15

List of Tables

Table 1: Property Information 6
Table 2: Proposed Development Erven: Sizes and Zoning 10
Table 3: Compliance with SLUMA Principles 17

Annexures to the Motivating Memorandum:

- Annexure A - Signed application form and Pre-application Form
- Annexure B – Title Deed and Conveyancer Certificate
- Annexure C – Locality Map
- Annexure D – SG Diagrams
- Annexure E – Layout of Proposed Development/Subdivision Plan
- Annexure F – Zoning Map
- Annexure G – Traffic Impact Assessment (Statement) and Street Closure Investigation (Rev02)
- Annexure H – Previous Approval and Approved Layout dated 1 April 2008
- Annexure I – Council Resolution Dated 29 April 2004

1. INTRODUCTION

1.1 Background Information

On 15 June 2004 the Housing and Land Affairs Committee of the George Municipality resolved that the Planning Section must proceed with the subdivision of a portion of Erf 464, George for the purposes of creating *affordable housing* opportunities. The Committee further resolved that an investigation regarding the possible sale of these erven to first property purchasers as well as possible restrictive conditions pertaining to resale on such properties be conducted.

Subsequent to the drafting of a layout and related technical investigations, an application for the subdivision of the portions into 51 Single Residential units, open space and public road, was submitted to the Department (Planning and Development) for approval in 2008. The rezoning and subdivision of the property was consequently approved. The approval (See **Annexure H**) included the subdivision of Erf 464 George, north of the existing Sweet Pea Road, to create the project base property, denoted as Erf 25265 George. The creation of 39 residential erven (average erf size 583m²) and one park erf (numbered 25266 to 25305) is reflected on approved General Plan GP1523/2008(included in **Annexure D**). Erf 25252 George was created, south of Sweetpea Street and the division thereof into 12 single residential erven was approved and was reflected on SG Diagram GP 1522/2008. The average residential erf size in this section was 535m². Related zoning, as approved in 2008, was captured on the zoning database of the Municipality and reflected as indicated in Figure 1.



Figure 1: General Plan (approved 2008) and zoning as per Zoning data and historic approvals

The **2007 approval** and related General Plans (See Figure 1 and **Annexures D and H**) created 51 residential erven with an average size of 572m², being between 500m² and 719m², a park erf and streets. Notably, the approval and subsequent calculation and pegging also widened the Park Street Reserve, adjacent to the project site to 20m and Sweetpea street reserve to 20m. The related zonings are captured in the Municipal Zoning Scheme (See GIS extract, accessed May2023, *Figure 1*). The registration of the General Plan and completion of the erf registration process at the Deeds Office were not completed.

An **application** to densify the area and to create opportunity for multiple housing typologies, was submitted and circulated in **2021**. The proposal still focussed on the provision of single residential erven ranging between 291m² and 509m² (65 erven), one park erf, one erf for general residential (townhouse) purposes (4624m² - 27 units, should a density of 60u/ha be assumed). The 2021 proposal thus included an estimated 92 units. This application was not finalized since general (area wide) access arrangements along Knysna Road could not be finalized, which impacted on the progress of the application, albeit not having direct bearing on the land use proposed at the time. Aspects relating to the Access Management Plans along Knysna Road has now been discussed with the Engineering Department of the municipality and transport consultants and the proposed land use application is updated to assimilate the latest road planning proposals.

Given the timelapse, revised layout and additional supportive technical studies, the historic applications have been closed and a new application, with opportunity for public comment, is hereby submitted.

The current proposal also relates to the creation of residential opportunities (single residential and higher density housing) at an estimated 104 housing unit opportunities (maximum) and the retention of the park erf). Three principal changes to the previously circulated concept are now proposed, as motivated in Par. 3:

- 43 residential erven are now provided to accommodate single residential use, with free standing and linked units to be included.
- An additional park area is included to accommodate sport facilities. The 'green' strip along Knysna Road is retained.
- Two General Residential Zone IV erven for higher density residential units, at a density of approximately 80du/ha are included, resulting in the provision of 28 units on Erf 26 (approximately 3141.52m²) and 35 units on Erf 27 (approximately 4772.99m²) (total 63 units). The layout Plan attached as **Annexure E** has reference. The height of the buildings is limited to two storeys for residential purposes, plus parking level, if required.

This Memorandum will provide motivation for a possible land configuration and use and will endeavour to illustrate the Municipality's strategic approach in support of the proposed development. Firstly, the technical details of the sites will be presented, the exact application details will be stated, the proposed layout and uses will be described, the need and desirability of the proposed use and use configuration will be motivated in terms of the technical- and strategic site context.

This application for rezoning and subdivision, to secure the land use rights required for the development of the site for as a residential area, with associated parks, is submitted by the Human Settlements, Planning and Development Department of the George Municipality. The approval of the layout is a pre-requisite for further technical work, such as engineering services design and implementation. The ultimate intent, subject to Council Resolution, is to put the development of the erven out to tender with specific conditions relating to the targeted market profile (affordable), design/typology- and building conditions. Implementation timeframes will be proposed to avoid land speculation. The development of the active open space will be a municipal mandate, but "adopt a spot" conditions relating to the maintenance of the site may be applied.

1.2 Land Use Application

The application is to obtain the necessary land use rights in order to develop 43 Single Residential Zone I erven, two General Residential Zone IV erven, with an increased density allowance, and two Open Space Zone II. The application is therefore made in terms of the following, as read with the George Integrated Zoning Scheme Bylaw, 2023:

- 1.2.1 Reinstatement of the subdivided Erven 25265 and 25252 George (subdivided from Erf 464 George), in terms of Section 15 (2)(d) of the Land Use Planning By-law for George Municipality, 2023, to form the project base erven.
- 1.2.2 Rezoning in terms of Section 15 (2)(a) of the Land Use Planning By-law for George Municipality, 2023 of Erven 25252 and 25265 George from Single Residential Zone I and Transport Zone II (zoning as per the GIS viewer) to a Subdivisional Area – comprising of:
 - 43 Single Residential Zone I erven (34 erven for semi-detached units and 9 erven for single residential units).
 - 2 General Residential IV with height limitation of 2 residential storeys and maximum density of 80du/ha
 - 2 Open Space Zone I erven;
 - Transportation Zone II areas (4 portions).
- 1.2.3 Subdivision of the above-mentioned Subdivisional Area in terms of Section 15 (2)(d) of the Land Use Planning By-law for George Municipality, 2023 into the following portions, namely:

Erf 25252 George:

- 18 x Single Residential Zone I erven, including 16 erven accommodating semi-detached units and two erven accommodating single residential units.
- Street (Transportation Zone II).

Erf 25303 George:

- 25 x Single Residential Zone I erven, including 18 erven accommodating semi-detached units and 7 erven accommodating single residential units;
- 2x General Residential Zone IV erven; and
- 2x Open Space Zone I erven
- Street (Transportation Zone II).

1.3 Purpose of this Report

This report serves to outline the updated proposal (layout and land use) and to prove the necessity and desirability of the above-mentioned application in order to obtain land use approval from Council.

In addition, the purpose of the application is also to elaborate on information required by the Department (Human Settlements, Planning and Development), which will enable *Interested and Affected Parties, Council* and the Eden Joint Municipal Planning Tribunal to make informed comments and/or decisions on the proposed development. The intention of

the George Municipality has not materially changed from the original Council Resolution of 2004 whose aim was to create affordable housing opportunities on the subject property. The intent is still to provide housing opportunities, albeit in a more land use efficient manner and considering changes in the land use context since the previous approval.

2 PROPERTY DETAILS

2.2 Property Description

The previously subdivided properties (Erven 25265 & 25252 George) were not registered. Hence the base property related to this project is still reflected as Erf 464 George, with ownership registered in favour of the George Municipality and held under Title Deed T39662/2001. The title deed of the property shows no restrictive title deed conditions that may limit the proposed land use applications.

Project Summary		
Objective	To obtain the necessary land use rights in order to develop 43 Single Residential Zone I erven, two (2) General Residential Zone IV erven, two (2) Open Space Zone II erven and four (4) street portions (Transportation Zone II).	
Property	Unregistered Erven 25265 & 25252, currently portions of Erf 464, George	
Property Diagram	Surveyor General Diagrams (1520/2008 and 1521/2008)	
Registered Owner	George Municipality – Property Department	
Applicant	George Municipality	
Title Deed	T39662/2001	
Restrictive Deed Condition	Title	None
Extent	4.1702ha	
Zoning Scheme	George Integrated Zoning Scheme By-Law, 2023	
Current Zoning	Single Residential Zone I	
Proposed Development	Township Establishment	
Current Land Use	Vacant	
Proposed Land Use	Residential and Open Space	
NHRA Approval Required	NID Application simultaneously submitted with HWC	
EIA Approval Required	Not applicable	

Table 1: Property Information

2.3 Brief Description of Subject Site

The subject site concerned is portions of Erf 464 George, described as unregistered Erven 25265 & 25252 George, located on Knysna Road, in Levallia. The mentioned erven are depicted on General Plan 15237/2008 (See **Annexure D**). The subject property is located in a

middle-income area bordered by the Glenwood Golf Club to its north east. The subject property is bounded by Knysna Road which connects with the Garden Rout Mall to the east and the George CBD area to the west. *See locality Map below.*



Figure 2: Description of subject site in the local context (CapeFarmMapper, 2020)

2.4 Exiting Zonings

The properties concerned are zoned as both Single Residential Zone I and Transport Zone II and Open Space Zone II in terms of the George Integrated Zoning Scheme By-law, 2023, as depicted on the GM: GIS and are currently vacant. The subject site is situated within an established neighbourhood consisting of Single Residential properties, open space and some business/community zoned properties to the south. See image below.

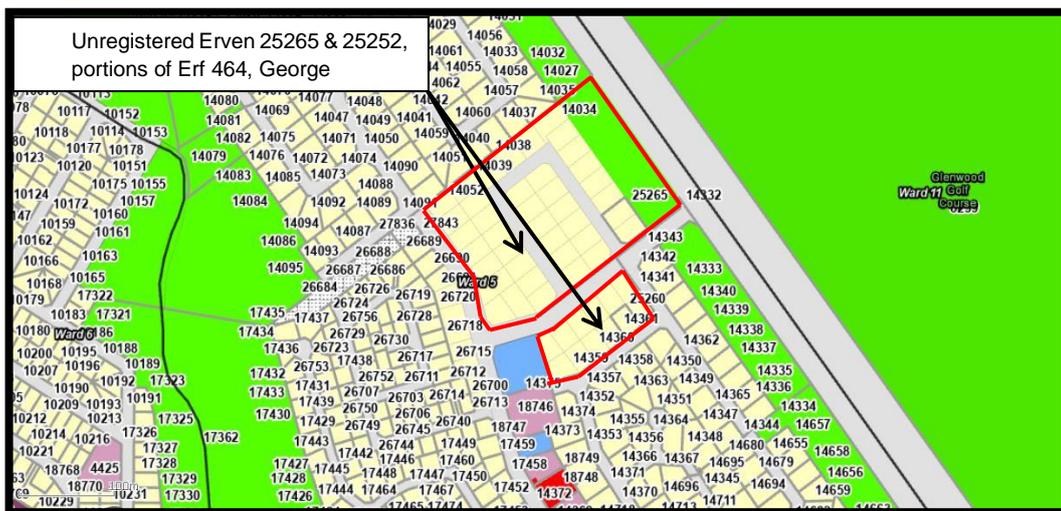


Figure 3: Existing Zoning (GIS Viewer, George Municipality, 2020)

2.5 Existing Land Uses

The subject properties make up one of the few underutilised pockets of land within the George City Area. It is situated along a public open space network which plays very significant role as a green lung adjacent to the Knysna road (major transport route) and fulfils a stormwater management function along the N9. The properties form part of an established residential neighbourhood of Levallia. *See imagery below depicting surrounding land uses as gathered from the neighbourhood analysis conducted in June 2020 as well as from Google maps.*

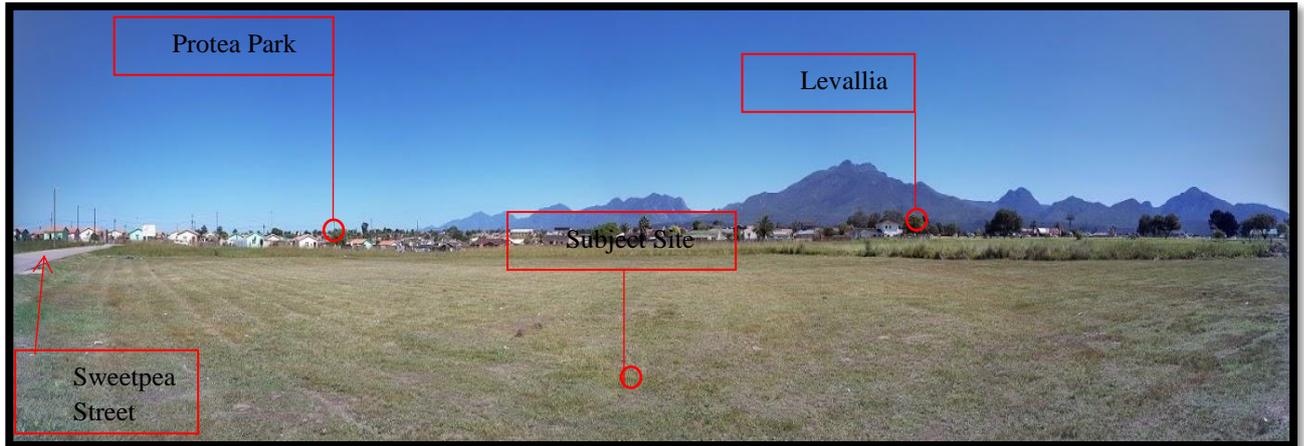


Figure 4:: Surrounding land uses (site photo, 2020)

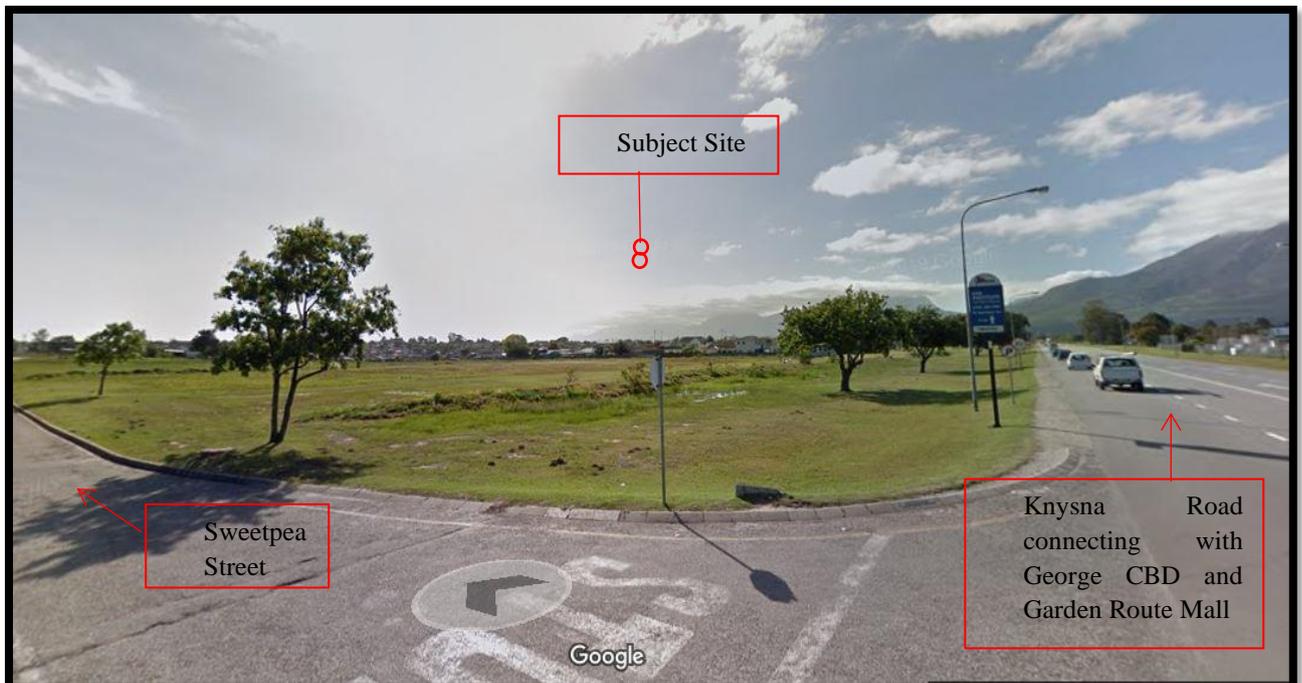


Figure 5: Surrounding land uses (Google maps 2021)

2.6 Pre-Application Comments

The pre-application submission was dealt with during the Pre-Application meeting on 26 June 2024. The comment (Dated 3 July 2024) received were as follows:

Town Planning comments	Response
- As agreed by the Applicant, this pre-app will be considered as confirmation for the cancellation of the existing land use application in systems submitted with town planning (submitted 14 August 2021 collab no #1967209) and a new application and process will be followed.	Noted
- A new land use application may be submitted and advertised as per the Land Use Planning By-law for George Municipality, 2023.	The application will be advertised for comments as per the guideline of the Municipality
- Applicant will be exempt from providing a conveyancer certificate for the proposed development.	Noted
- A valid council resolution must be submitted together with the land use application.	Noted. Attached.
- A detailed traffic impact assessment must be submitted with the application. The TIA must show justification for the existing access between Knysna Road and Sweetpea Street.	Noted. Attached.
- The access study which was conducted for the whole area must form part of the of the land use application.	Noted. Attached.
- The planned density for the flats' component must be distinguished and motivated within the land use application.	See Par 1.1 and Par. 3.2
- The land use application must address the anticipated wetland characteristics identified closer to the Knysna Road as part of the development and the level of impact to the development.	See Par 2.5, 3.2 and 3.5
- Applicant to notify/ get relevant comments from affected departments as indicated in previous land use application (ie Parks, GIPTN, DRE, HWC, Department of Education etc).	Circulation of application will be done
- A land use map/zoning map to be submitted together with the application.	See attached Annexure F
- Applicant to ensure compliance with the LSDF and the MSDF and other applicable regulations.	See Par. 4
ETS comments - Consideration to be given to a servitude/right of way to allow for electrical supply to be taken from the existing miniature substation located at the south-western corner of the property.	See servitude over portion 11. The layout plan attached as Annexure E and Par. 3.5 have reference.
CES comments <i>*Note: CES has not provided formal comment in the meeting. Formal comment will be required during public participation.</i>	Application to be

3 PROPOSED DEVELOPMENT

3.1 Application

The application submitted is for a “township establishment” as resolved by the Housing and Land Affairs Committee in 2004. The application plans to create 43 Single Residential Zone I erven, 2 General Residential Zone IV erven, 2 Open Space Zone I erven and 4 Transport Zone II portions.

3.2 Development Proposal

The subject property is 4.1702ha in extent and will provide for affordable housing opportunities (single residential plots), high density housing in the form of flats, and internal roads as means of access. The proposal is further outlined in the attached layout plan on **Annexure E** as well as the illustrations below:

Land Use	Reference Erf numbers*	Area**	Nr of Erven/units	Zoning
Single/linked houses on Individual erven ranging from 250-350m²	13, 14, 21, 22, 25, 30, 31, 33 to 43, 46	5 943m ²	20	Special Residential Zone I
Single/linked houses on Individual erven ranging from 350-400m²	1 to 9, 12, 16 to 19, 32	5 815 m ²	15	Special Residential Zone I
Single/linked houses on Individual erven ranging from 400-500m²	10, 11, 15, 20, 24, 45	2 583 m ²	6	Special Residential Zone I
Single/linked houses on Individual erven ranging from 500- 530m²	23, 47	1 052 m ²	2	Special Residential Zone I
43 Single residential Erven (37%)- 27u/ha				
Higher density residential units in rental/sectional title blocks	26, 27	7 915 m ²	63	General Residential Zone IV
63 units- density approximately 80units/ha (19%)				
Park for sport & recreation/ stormwater management (29%)	28, 29	11 999 m ²	2	Open Space Zone I
Roads and Splays (15%)	-	6 395 m ²		Transportation Zone II
		4,1702 ha		

Table 2: Proposed Development Erven: Sizes and Zoning

* See Layout Plan attached as **Annexure E** and the Zoning Plan included as **Annexure F**.

** All measurements approximate and subject to final survey.

Single Residential Component (layout plan)

The erven numbered from 1 to 25, 30 to 47 will be used for Single Residential Zone I purposes. All the sizes of Single Residential erven in the development range from 266m² to 528m² in size (See Table 2) which is an adequate erf size considering the erf sizes in the neighbourhoods within the broader area and the densification intent.

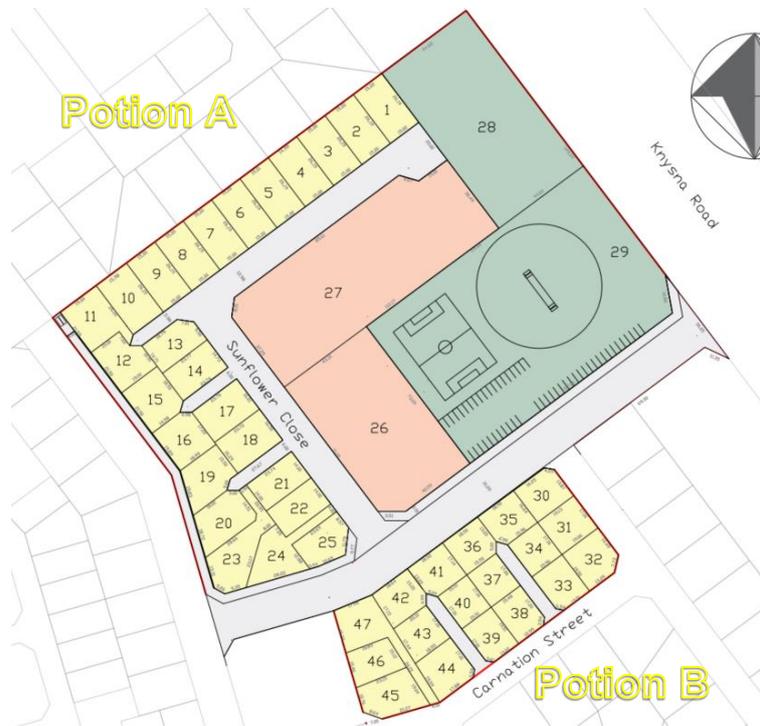


Figure 6: Proposed Layout and Zoning

The housing typology will need to be unique to the area, providing a higher density, whilst forming a continuous whole with the existing urban fabric. The design- and implementation intent of the development leans to creating a fair opportunity for access to rental and ownership opportunities in an affordable market (See description in Par. 5). The development seeks to intensify urban form by means of a rich built fabric and sustainable land development. Furthermore, architectural guidelines may be required by the municipality in order to ensure quality development and sustainability of the proposals, insofar as the higher density units are concerned. A few possible examples of house typologies for the Single Residential component are shown below, to illustrate intent/vision. It must, however, be noted that all the housing concepts which may be proposed in the intended tender will be considered to enable the most efficient designs considering the need to densify while still complying with the zoning scheme parameters in terms of building line, coverage, height restriction etc and remaining within the intended affordability package.





Figure 7: Single Residential I (Potential/example housing typologies - Adapted from Alison Brooks Architects, 2020)

Flats Component (Erven 26 and 27 on layout plan)

The flats component of the development is proposed more or less in the centre of the development. This part of the development is aimed at providing affordable housing opportunities/gap housing, specifically in the lease unit market. Sectional title ownership of units are also a possibility.

The proposal is for two residential storey buildings with a combination of 63 units on both properties. The rights allow for 28 units on Erf 26 (3141.52m²) and 35 units on Erf 27 (4772.99m²) resulting in an increased density of approximately 80du/ha on the general residential erven. The overall number of units of the development including single residential and general residential components will be 106 units over an area of 4.17ha resulting in an overall density of 25du/ha.

Access to both general residential erven will be obtained via the proposed Sunflower Close. The street name is derived from the George Street name Databank, as approved by Council.

The development of the sites will be subject to the submission and approval of site development- and building plans, as per the prescript of the relevant Bylaws.

Open space

Erf 28 and 29 will be used for open space purposes and is viewed as a continuation of the existing public open space network, with a small sports facilities incorporated along (west of) the stormwater swales in Knysna Road. Parks and protected public lands are proven to improve water quality, protect groundwater, prevent flooding, provide vegetative buffers to development, and provide a place for families to connect with nature and recreate outdoors together. This specific site will provide a recreation space and limited sport facilities for use by the for the community.

The sport facilities include a small soccer field for five aside soccer and cricket pitch for 'vlakkie' cricket matches. The sport facilities will also be incorporated with the existing open space that runs along the north eastern side of the subject property. These facilities are not for large sporting events and will not draw a large crowd to the area.

A permeable fence will be erected along the boundaries of the general residential erven allowing buildings to overlook the park and parking on the street.

There is no wetland visible on the subject property and reference to water along Knysna Road (on the area to be zoned public open space) in the pre-application comments may relate to attenuation of stormwater. On the proposed Erf 28 along Knysna Road is a designed swale which is for the purpose of stormwater management for the attenuation of rainwater. As in a shallow ditch, a swale promotes water absorption through soils. As for this reason no development will happen in this area and will remain vacant. See figure 9 below indicating the location as the shape of the of the swale along Knysna Road. Figure 10 illustrates an example of a stormwater swale. This feature is very important is manage heavy rainfall in the area and will remain on the property. Furthermore, there are no environmental constraints on the property that can prohibit the proposed development. There has been unofficial channelling of stormwater, next to the informal sports field. Dumping has occurred on site, but generally, the grassed area is maintained by George: Parks and Recreation Department

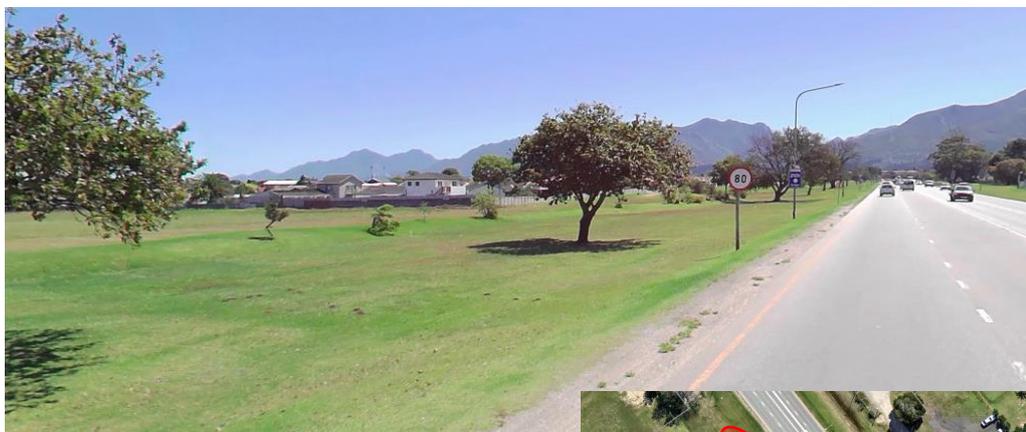


Figure 8: The location of stormwater swale on the subject property

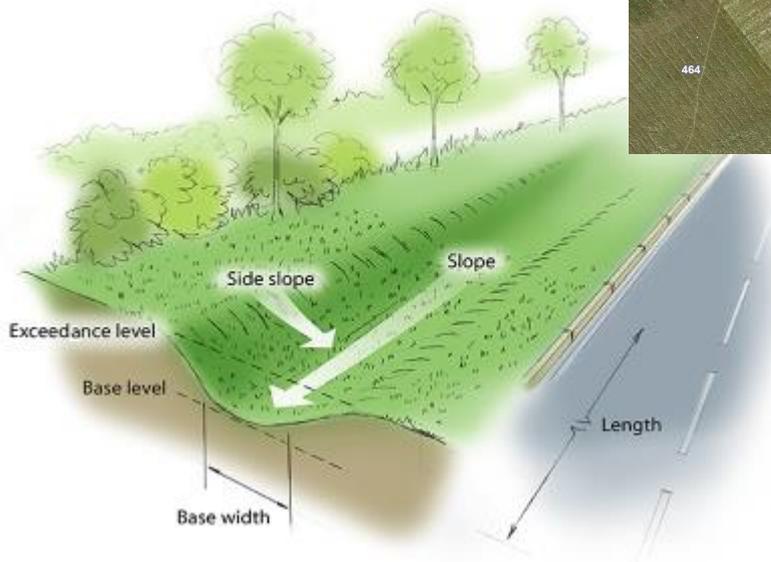


Figure 9: An example of a designed stormwater swale

3.3 Access and Traffic Impact

The subject sites currently access off Sweetpea, Park-, Krisant and Carnation Streets.

The proposed access to the intended subdivision (See **Annexure E**) consists of a main access point to Erf 25265 from Sweetpea Street and various local access lanes from Carnation Street to the subdivided portions of Erf 25252.

The road reserve of Sweetpea Street has been widened in the layout from 16m to 20m and connects the suburbs surrounding and the subject site to the established main road network. Knysna Road and Park Road which are both public transport routes (Go George Bus routes). A Traffic Impact Assessment (TIA) report was compiled and accepted by Council in 2006 for the previous proposal of the Sweetpea housing development. In 2019 a revised TIA report was conducted by Sky High Consulting Engineers. A further Traffic Impact Assessment and related access study report were concluded by Urban Development Solutions (UDS) to relate to the amended development proposal (current application).

From information gathered the TIA related to the revised layout, adjacent to Sweetpea Street, Protea Park: Traffic Impact Statement, dated 28May2024, concluded the following:

- “1) That this TIS provides input to a development proposal on Remainder Erf 464 along Sweetpea Street, situated along Sweetpea Street, southwest of Knysna Road, George;
- 2) That a separate report was prepared by this company investigating the closure of Sweetpea Street at its intersection with Knysna Road, with the recommendation of signalling the existing intersection in its current position when warranted;
- 3) That the development proposal being investigated consist of residential erven (43 to 46 erven) and apartments (50 to 67 units, combinations of which total 96 to 111 units), with accompanying community pocket (consisting of sports field/kickabout);
- 4) That access is proposed via Sweetpea- and Carnation Streets;
- 5) That the potential trip generation of the development proposals would be in the order of 69 peak hour trips allowing for trip reduction due to the availability of public transport in the vicinity;
- 6) That to accommodate the background traffic, the following intersection upgrades are suggested:
 - a) *Knysna Road/Sweetpea Street*: provision of traffic signals;
 - b) *Park Road/Triumph Close*: provision of dedicated left-turn lane along south eastern Park Road-approach;
- 7) That to accommodate the proposed development traffic, no upgrades additional to those suggested to accommodate the background traffic are considered necessary;
- 8) That based on the warrants for right-turn lanes (AMG of WCG), a dedicated right-turn lane is warranted along Knysna Road at its intersection with Sweetpea Street due to the high volumes of through traffic along Knysna Road (during the background peak hours already), but that the implementation thereof is suggested to be addressed by way of conceptual design of the future upgrade of the existing undivided dual carriageway section of Knysna Road;
- 9) That along with the subdivision of the subject property, it should be ensured that a splay is provided on the corner of Sweetpea Street/Krisant Street where one does not currently exist to assist with the line of site from the Krisant Street-approach;
- 10) That the internal road reserve is proposed as 12 to 13 metres wide, with turning space where the street terminates in a cul-de-sac;

- 11) That the PT2 Zone parking requirements as contained in the *George Integrated Zoning Scheme By-law* are considered applicable to the proposed development on the subject property, which would calculate to 106 parking bays for the residential component based on the current maximum yield; and
- 12) That the subject property is well served by public transport (*Go George* bus service), that a sidewalk exists along the western side of Park Road, and that it is suggested that along with the development of the subject property, a sidewalk be provided along at least one side of Sweetpea Street between Park Road and Knysna Road”.

The conclusion of the Traffic Impact Assessment Report is that:

“From the above, it is recommended that the development of the subject property, based on the maximum yield as discussed in this report, be considered for approval from a traffic flow point of view.

Regardless of the outcome of the separate report investigating the closure of Sweetpea Street at its intersection with Knysna Road, the proposed development layout will not be affected. The type of intersection control at the Knysna Road/Sweetpea Street intersection should ultimately be based on the outcome of the said report.

To accommodate pedestrians in the area, it is suggested that a sidewalk be provided along at least one side of Sweetpea Street (between Park Road and Knysna Road) along with the development of the subject property”.

3.4 Parking

Sufficient on-site parking will be provided for each subdivided portion)and will conform to the *George Integrated Zoning Scheme By-law, 2023*. Each property will need to provide parking in accordance with the applicable parameters and a detailed site development plan will be submitted once the land use rights have been aquired.

3.5 Municipal Engineering Services

The subject properties fall within a fully serviced precinct, with civil engineering service network available in the adjacent urban fabric. Development considered in bulk services planning.

Internal services to be provided by the Municipality and/or development partners, to acceptable standard.

At the beginning of the project investigations, an erf was set aside for a substation and only after consultation with the Electro-technical Department was it deemed not necessary. In this regard, it has been pointed out that the existing mini substation along Park Road is sufficient to provide electricity for the entire development. The substation is located in an area zoned for public road/infrastructure purposes, accessible



from Park Road. As stated in the pre-application comments a 2m wide servitude for electrical supply, in favour of the municipality, will be imposed on Erf 11, as shown on the proposed layout plan, to facilitate the provision of electrical network to the development.

The area is serviced by existing refuse removal

4 STATUTORY CONTEXT

4.2 Chapter 2, Section 7 of the Spatial Planning and Land Use Management Act, 2014

Development Principle	Comply (yes/no)	Reason
The principle of Spatial Justice	Yes	<ul style="list-style-type: none"> As described in the PSDF, the development aims to create inclusionary settlement with a focus on the public realm, supporting civic interaction and adequate access through the public environment, making urban opportunities accessible to all, and addresses past spatial imbalances where certain classes of society were limited to certain parts of the economy.
The principle of Spatial Sustainability	Yes	<ul style="list-style-type: none"> The application property is located within the urban edge of George, and within an established urban environment. The proposed application will allow the municipality to render a basic need to the local populace and sustainably create a new neighbourhood within close proximity to services and public transport. The proposal is consistent with the demarcation of the area in terms of the SDF. The proposal will promote and stimulate the effective and equitable functioning of land markets. The proposal intends to improve value of land within the immediate vicinity.
The principle of Efficiency	Yes	<ul style="list-style-type: none"> The application is observed to minimise social and environmental impacts. It will solve economic and housing issues within the area, hence spatial efficiency can be attained.
The principle of Spatial Resilience	Yes	<ul style="list-style-type: none"> The application complies with the requirements of the George Zoning Scheme By-law, 2023. The primary land uses on the proposed portions will be in line with the proposed zonings. This land use proposal is an infill development that aims to make use of the existing pockets of land within the town centre, just at a higher residential density.
Good administration	Yes	<ul style="list-style-type: none"> All state organs that have bearing on the application have been consulted, and all

comments of interested parties will be considered.

Table 3: *Compliance with SLUMA Principles*

4.3 Consistency and compliance with LUPA, 2014 (Act 3 of 2014)

Section 19(1) and (2) of LUPA states that the following:

- If a spatial development framework or structure plan specifically provides for the utilisation or development of land as proposed in a land use application or a land development application, the proposed utilisation or development is regarded as complying with that spatial development framework or structure plan;
- If a spatial development framework or structure plan does not specifically provide for the utilisation or development of land as proposed in a land use application or a land development application, but the proposed utilisation or development is not conflict with the purpose of the relevant designation in the spatial development framework or structure plan, the utilisation or development is regarded as being consistent with that spatial development framework or structure plan.

The George Municipal Spatial Development Framework, 2023 denotes the subject area as within the urban development boundary and within a residential densification zone along a main public transport route. It is therefore the municipality's contention that, given the nature of the proposed land uses on the property that the proposed development complies with the spatial objectives outlined in the George Municipal Spatial Development Framework, 2023 and *inter alia* with the Land Use Planning Act, 2014.

4.4 Western Cape Provincial Spatial Development Framework, 2014 (and Chapter 4 Amendment Feb 2021)

The Western Cape Provincial SDF is a very broad in its overview of the province, however pockets of land that are in well located areas, in the possession of state entities and that are identified as areas of high growth potential, where there is a specific need for housing – must be used for the creation of integrated and sustainable settlements forms. Densification as well as infill development in areas such as the Sweetpea site should be prioritised. Projects to support, specifically, affordable and conventional housing, as opposed to facilitating only the high-end market segment, must be supported. It can therefore be stated that this proposed development complies with the Provincial SDF in terms of the following principles as set out in the document, namely:

- Spatial justice - The aim is to realise a socially just society through inclusionary settlement with a focus on the public realm, supporting civic interaction and adequate access through the public environment, making urban opportunities accessible to all, and addressing past spatial imbalances. The project not only provides housing opportunity in an area where urban mixed uses are established, but also extends open space functionality.
- Sustainability and resilience – Land development should be spatially compact, resource-frugal, and compatible with culture and scenic landscapes, and should not involve the conversion of high potential agricultural land or compromise ecosystems. The land use proposals on the subject property relate to the residential densities, within context,

expected in a compact city. The development does not affect land delineated as land with high priority agricultural potential nor areas of environmental sensitivity.

- Spatial efficiency – This principle relates to the form of settlements and use of resources – compaction as opposed to sprawl; mixed-use as opposed to mono-functional land uses; residential areas close to work opportunities as opposed to dormitory settlement, and prioritisation of public transport over private car use. The proposed development adheres to all these concepts,
- Access - improving access to services, facilities, employment, training and recreation, and safe and efficient transport modes is essential to achieving the stated settlement transitions of the NDP and OneCape2040. Accessibility is also defined by convenient and dignified access to private and public spaces for people with impaired mobility. Good and equitable access systems must prioritise the pedestrian, as well as provide routes for bicycles, prams, wheelchairs and public transport. An accessible system will offer a choice of routes supporting these modes and safe connections between places and communities. Visual access implies direct sight lines or unfolding views, signs or other visual cues, and being able to see other people - all of which help in negotiating places. The locality of the proposed development will enable an additional 106 families to reside in well-located urban fabric. The design of internal roads (including NMT area) and roads linking to the adjacent network, specifically to the public transport network, will be designed to facilitate connectivity for both vehicles and people. The network provides a choice of routes and the retention (and upgrade) of the Sweetpea intersection, as supported in the relevant access study, will facilitate access to the site and more-over to the existing density populated neighbourhoods between Nelson Mandela Boulevard and Knysna Road – lateral linkage is important for integration and accessibility to and from economic nodes and to link development potential areas. The best practice approach is to facilitate maximum opportunity for connectivity. This relates to strategic development goals such as integration of communities and forward planning of land identified for growth absorption, in addition to traffic planning considerations.
- Quality and liveability - the quality of an environment directly contributes to its liveability. A quality-built environment is one that is legible, diverse, varied and unique. Legible built environments are characterised by the existence of landmarks such as notable buildings and landscaping, well-defined public spaces, as well as navigable street networks. The retention of the storm-water management system along Knysna Road and the integration with active open space use, grading of density and heights, inclusion of various typologies, application of high-density development guidelines and various other interventions aim to create a legible, liveable, enjoyable environment.

The proposed development will add to housing opportunities within the existing urban fabric of the George City area and thus leading towards a more compact urban form, whilst including manageable supportive sport and recreation uses. The subject property is situated within a well located area, close to amenities and along a public transport route.

4.5 George Municipal Spatial Development Framework, 2023 (MSDF)

The area that forms the subject of this application is located in partially developed urban fabric with the urban edge, in proximity to the city centre, enclosed with the area referred to in the MSDF as the 'George City Area' and is demarcated for residential purposes in terms of the MSDF.

The MSDF notes the following, in addition to the policies and strategies noted below, which apply specifically to the site:

- The site area is included in an intensification zone along Knysna Road, which relate specifically to residential densification. Graded densification from Knysna Road, being a major transportation corridor is encouraged and the following densities are noted as a guide, subject to the nature of the receiving environment (adjacent land use): 0-150m from the transportation corridor: 80 units per ha; 151-350m from the transportation corridor: 60 units per ha and 351-500m from the transportation corridor: 45 units per ha;
- The same principles relating to residential densification applies to all properties within this zone. The area referred to as the Riding Club land (part of Erf 464 George, part of Erf 8259 (excluding the mashie course) and part of Erf 8491 George) is earmarked in the MSDF for development. The possibility to accommodate residential units, with supportive social infrastructure and possible tourism related facilities has been tabled in technical meetings and budgets have been allocated relating to technical processes. Hence the surrounding area, i.e the development in the vicinity of the Sweetpea site must be considered in terms of the current adjacent urban fabric, but also in terms of the adopted intent as per the MSDF. The receiving environment, including the Kraaibosh area (current and future growth absorption) and development potential of strategic land parcels (such as the riding club land) must also be considered in infrastructure planning. Strategic Policy B in the MSDF supports the development intent in relation to the riding club, and confirms the latter mentioned site as being a priority investment location. The Sweetpea development is listed as a specific municipal implementation project in the MSDF (Adopted Implementation Plan and Actions).
- The Sweet-pea development forms part of a Priority Investment Area: Knysna Road Densification and Mixed-Use Interface, as described in the MSDF (Par. 5: Implementation Framework).
- Theme A of the George MSDF states that infrastructure and future investment should be in areas with high growth potential and promote densification, infill, and brownfield development, with accessible basic services. As noted, as the location of the development is within a zone earmarked for land use intensification(densification). The development aims to improve, maintain and expand basic services to people, to be absorbed into the existing urban fabric, as outlined in the *Theme A* of the said framework. The development lies in an area where basic service delivery currently takes place. The area is deemed to be existing urban fabric, provided with good quality urban management to support household and economic asset building.
- The change in the layout, from previous applications, to include recreation facilities is in response to the current, informal use of a part of the site. The placement of such facility is in line with *Theme A7* of the George MSDF which states that social facilities, such as sport- and recreation fields, must be easily accessible and ideally located next to public transport roads and must also be areas that are safe for community life where social and economic activities are encouraged. Als, new residential development should be located to optimise existing social facilities capacity/economic opportunities. The Sweetpea Housing development will enable 106 families to live in an area already provided with a degree of socio-economic facilities. There is no doubt that this development is well located with good access in terms of public transport.
- The proposal to utilise two erven for higher density residential units (flats) with a density of 80du/ha aligns with Policy Theme C2.3 that promotes restructuring of the settlement

pattern through densification to reduces land consumption, facilitates delivery of services (engineering and socio-economic) to households in a more cost-effective manner and supports affordability and tenure. It also supports the thresholds for viable public transport systems. Furthermore, it aligns with Theme C2.4 that focuses on restructure settlement patterns through infill development of vacant and underutilised land in the settlements. Given the site context, the built form (height and massing) of the high-density use is limited. The Urban design guidelines for social and affordable housing will apply. Flats, at heights of four storeys and more, should, preferably, be accommodated in mixed use nodes and the CBD.

As mentioned in the development proposal, the objective of the development is to provide affordable housing opportunities within the existing urban fabric, with the addition of limited sport and recreation facilities. The inclusion of various typologies, increase in general density and placement of local facilities – all alongside the public transport network is envisaged. The strengthening of the integrated road network, fostering connectivity and facilitating development of state-owned properties, in line with the MSDF, for both the site and the surrounding areas is brought about by this development and proposed layout. In this regard, the development is deemed to align with the view of Themes A and C of the GMSDF, 2023.

The development is deemed to be in line with the spatial planning objectives of the municipality.

4.6 George South East Local Spatial Development Framework, 2016

One of the strategies highlighted in the Local Spatial Development framework for the area is *restructuring and integrating dysfunctional urban fabric, together with public transport system and urban renewal interventions*. The proposed development on the subject site aligns this strategy, and specifically with the following policy objectives:

- Emphasises use of underutilised land in proximity to the intersections off N2 and along linking routes to the CBD for more intensive mixed-use development;
- Supports increased densities in specifically the George city centre and secondary nodes, and along key public transport routes that link them;
- Supports development which emphasises public transport and opposes private car use;
- Supports intense economic activities and social facilities along continuous routes which integrate different parts of George;
- Ensures social equality with access to opportunities and social infrastructure; and
- Lastly, the development supports development of open space systems through maintaining the integrity of existing elements.

Considering the above, the proposed land use developed can be considered to be in line with the local spatial development framework for the area.

5 NEED AND DESIRABILITY OF THE APPLICATION

The need for the provision of affordable housing in George has been expressed in investigations concluded by DEA&DP. In the relevant Market Study CAHF categorized housing supply into the following categories:

- **Entry level market** – Properties valued under R300 000
- **Affordable market** – Properties valued R300 000 –R600 000
- **Conventional market** – Properties valued R600 000 –R900 000
- **High end market** – Properties valued R900 000 –R1.2m
- **Luxury market** –Over R1.2m

Provision of affordable housing opportunities, whether single erven or higher density units, is not adequately dealt with by the private sector resulting in an availability gap between state provision (subsidy housing) and the stock provided by developers. The cost associated with the securing of development right and high construction costs adds to the conundrum. Hence the George Municipality aims to enable the provision of more affordable erven/units through a process of ennoblement (securing development rights) and releasing land with specific conditions to avoid speculation. The latter relates to the current rezoning process, followed by the design and implementation of services, whilst the latter (land release) will be subject to Council Resolution and relevant processes.

The investigation into the strategic- and technical desirability of the proposal reveals no obvious negative impacts as described in the following points, in addition to the points of motivation noted elsewhere in this report:

GENERAL LAND USE INTENT:

- The proposed land use is compatible with the surrounding land uses and has a positive impact on the local economy;
- Provides housing units of different typologies, aimed at the affordable market.
- The project fits into development pattern not only of adjacent land (residential), but also with development proposals on the riding club land and is in line with densities (developed and anticipated) in the greater Kraaibosch area.
- The proposed land use is congruent with development intent envisaged in MSDF, with more, higher density development supported alongside the Knysna Road transportation corridor. The increase in density supports the viability of the public transport system, with an additional 106 families now being within walking distance from public transport stops.
- There will be minimum impact posed to the existing character of the area;
- The rights of the resident community will not be adversely affected in terms of property values, privacy, views, sunlight, etc.
- The principal intent, i.e. the use of the sites for residential purposes, was supported in historic applications and the current proposal relate to similar use albeit at a high density to facilitate more effective use of the land and to support the intent to provide affordable housing opportunities.
- The Traffic Impact Assessment indicate that the additional traffic yield created by the proposed development can be absorbed within the existing, external road network. The layout provides for the widening of Sweetpea Road to a 20m wide reserve to facilitate future, external road planning.

- The proposed residential development is within walking distance from four schools and various creches, churches and other social facilities are located within the functional area.
- The site is close to areas of work opportunity, including the George industrial area, the CBD and the Garden Route Mall- Eaden Meander Node. An extensive new mall is in construction, 600m to the south-southeast of the site.

OPEN SPACE AND RECREATION:

- The sustainable urban drainage system (SUDS) along Knysna Road will remain intact and the placement of the recreation fields adjacent to the open space should encourage responsible use of open space. The constructed swales will remain in place.
- Stormwater will be channeled to the municipal- and SUDS systems, as per Municipal standard.
- The reservation of open space area for the inclusion of sport/recreational use is in response to the current, informal use of the site. Construction of facilities will be subject to final site design approval.
- The design of fields must be such that play is contained within the allocated spaces and space for parking has been included in the layout.

RESIDENTIAL ERVEN

- The sizes of single residential erven range between 299 and 528m². Note that divisions of 230m² and less have been approved in the nearby Kraaibosch, in Levalia and Protea Park.
- Site configurations are conducive to the placement of single and linked housing units.
- All sites have access to the public road system.
- The two higher density residential erven have sufficient access to the proposed public road system. Site Development Plans will be required to show building position, parking, access positions, etc. prior to development.
- The sizes of the higher density erven are sufficient to accommodate a development of complexes including respectively 26 and 35 units per erf.
- The mix in typologies will address possible provision into various market segments, including families and young working adults.

The proposed development aims to make use of the existing resources and infrastructure in an efficient manner. The proposal is an infill development aimed at expanding homeownership, mixed-use development, and increasing the local tax base. The development is centrally located and is within very close proximity to public transport thus accentuating the SPLUMA principles (refer to compliance with applicable to policies below). The proposed development is situated along a major activity corridor (Knysna Road/Courtney Street), an area demarcated for high density development in terms of the spatial planning policies for George.

The layout for the development is technically feasible. Internal services design will link to the existing engineering services network.

The development proposal (rezoning and subdivision) will not have an adverse impact on surrounding properties and to that of the adjacent properties within the vicinity. The development proposal is furthermore in-line with the municipality's spatial framework, policies and by-laws. It aims at creating housing opportunities and work opportunities both on a short term and long-term basis. The proposal further encourages SPLUMA principles of spatial governance which articulates integrated spatial planning and spatial resilience that emphasizes the ability to adapt and support sustainable livelihoods.

6 CONCLUSION

The application is considered desirable as it aims to provide housing opportunities in an area considered a densification-, infill and investment priority zone, well-integrated into the existing urban fabric and adjacent to public transport routes.

It has been demonstrated that the application is compliant with the adjudication criteria set out in planning law and thus should be recommended for approval.



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A Level 1 Contributor to B-BBEE

Date: 28 May 2024

Our Ref: UDS687/Reports/TIS/Rev01

Human Settlement, Planning and Development
George Municipality
71 York Street
GEORGE
6529

ATTENTION: Ms Lynette Groenewald

Dear Madam,

RE: T/ING/010/2020 - PROJECT NO.6 (WORK PACKAGE 3), TIA RELATED TO THE REVISED LAYOUT, ADJACENT SWEETPEA STREET, PROTEA PARK: TRAFFIC IMPACT STATEMENT

This company was appointed by *George Municipality* to prepare a Traffic Impact Statement (TIS) for the proposed residential development on Remainder Erf 464, George.

1. BACKGROUND AND LOCALITY

The subject property, Remainder Erf 464 (also referred to as *Unregistered Erven 25265 & 25252*), is situated along Sweetpea Street, southwest of Knysna Road, George. See the locality in *Diagram 1* below.



Diagram 1 : Locality of Subject Property

The site is currently vacant. According to information, a portion of the site is currently being used as informal sports field/kickabout.

A separate report was prepared by this company investigating the closure of Sweetpea Street at its intersection with Knysna Road. The recommendation of the report was that the existing intersection remain in its current position and be signalised when warranted. Analyses as contained in this report will therefore be based on the said recommendation.

This TIS, based on the maximum yields of the subject property, provides input to a development proposal on Remainder Erf 464 along Sweetpea Street, George.

2. PROPOSED DEVELOPMENT

2.1 Proposed Development

The proposed development is that of residential erven, as well as residential apartments with accompanying community facility for the purpose of providing a more formal sports field/kickabout. The maximum yield, as per information received from the Municipality, will be as follows:

Table 1 : Possible development option details

Development Options	Option A	Option B	Option C
Erven	46	43	44
Apartments (80 units/ha)	± 6 105 m ² ≈ 50 units	± 8 270 m ² ≈ 67 units	± 8 270 m ² ≈ 67 units
Total	96 units	110 units	111 units

Based on the surrounding residential unit types, the residential erven proposed were assessed as group housing/townhouses.

According to a *Property 24* search, the properties recently sold along the streets in the immediate vicinity of the subject property (Krisant Street, Kappertjie Street) varied between R 800 000 and R 1 500 000. Based on the smaller erf sizes proposed than those along the said streets, the price range of the proposed development is expected more towards the lower limit mentioned.

The options tabled above are indicated below for illustrative purposes:

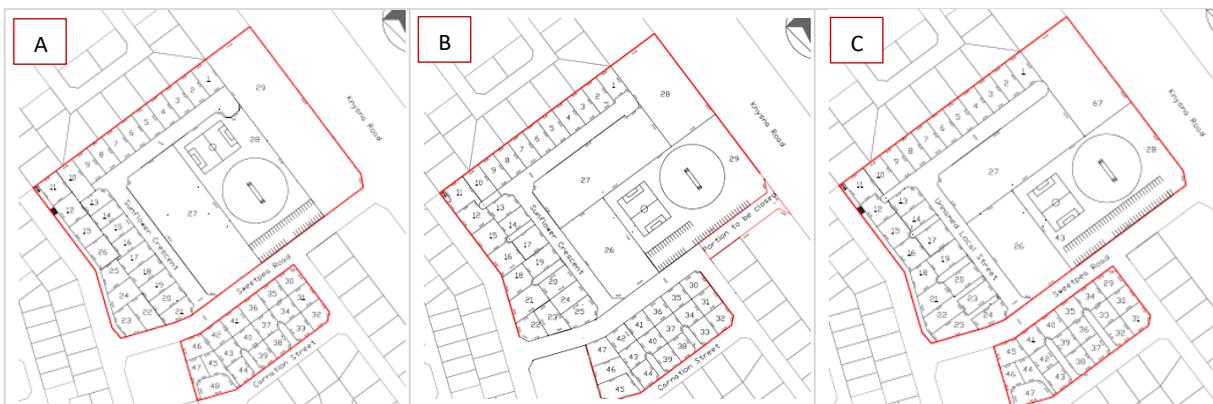


Diagram 2 : Possible development option layouts

A layout and total number of units will still be finalised, however, since the initial submission, an updated layout was produced – see **Diagram 3** below. This layout results in 42 erven and two apartment-sites (± 8 235 m²) accommodating approximately 65 apartment units (based on the density as above). This results in a total of about 107 units.



Diagram 3 : Updated development layout proposal

2.2 Access to the Property

Access to the subject property is currently informally obtained from Sweetpea Street. With the development of the subject property, access is also proposed via- and along Sweetpea Street, as well as via Carnation Street – see **Diagram 4** below (arrow along Sweetpea Street illustrating where individual erven obtain direct erf access with development proposals A, B and C – the updated development proposal shows all erf accesses from the side streets). Detail on access will be further discussed in *paragraph 4* below.



Diagram 4 : Access to subject property and proposed development

3. TRAFFIC

3.1 Available Traffic

Traffic counts were conducted on Thursday, 24 October 2023 during the AM and PM peak periods (06h00 – 09h00 & 15h30 – 18h30) at the following intersections (see also **Diagram 5**):

1. Knysna Road/Sweetpea Street
2. Park Road/Sweetpea Street
3. St George’s Road/Park Road
4. Knysna Road/St George’s Road
5. 5th Street/Park Road
6. Knysna Road/5th Street
7. Park Road/Triumph Close



Diagram 5 : Location of intersections counted

The peak hour volumes derived from these counts are attached hereto in **Figure 1**.

3.2 Traffic Growth

For the purpose of this report, a five-year horizon (from date of report) was assessed, with an average growth rate of 3% per annum, as suggested in the *TMH17 South African Trip Data Manual*, considered applicable. The available 2023 peak hour volumes were thus increased as mentioned for six (6) years to obtain the 2029 AM/PM background volumes. These are indicated in **Figure 2** attached hereto.

3.3 Trip Generation

Trip generation rates as contained in the *TMH17 South African Trip Data Manual* were consulted to calculate the potential peak hour traffic that can be generated by the proposed development. The *TMH17* suggests the following relevant trip generation rates:

Table 2 : Trip Generation Rates (TMH17)

Residential Trip Generation Rates	AM Peak Hour		PM Peak Hour	
	Rate	Split (in/out)	Rate	Split (in/out)
Townhouses	0,85 trips per unit	25/75	0,85 trips per unit	70/30
Apartments	0,65 trips per unit	25/75	0,65 trips per unit	70/30

For the purpose of trip generation calculations, the residential erven were considered ‘townhouse’ type units, whilst for the apartments, the said trip generation rate was applied.

Based on the above, the proposed development options would have the potential to generate the following peak hour trips:

Table 3 : Potential trip generation – Option A

Option A	AM Peak Hour Trips			PM Peak Hour Trips		
	Total	In	Out	Total	In	Out
Erven (46 units)	39	10	29	39	27	12
Apartments (50 units)	32	8	24	32	23	9
Total (96 units)	71	18	53	71	50	21

Table 4 : Potential trip generation – Option B

Option B	AM Peak Hour Trips			PM Peak Hour Trips		
	Total	In	Out	Total	In	Out
Erven (43 units)	36	9	27	36	25	11
Apartments (67 units)	44	11	33	44	31	13
Total (110 units)	80	20	60	80	56	24

Table 5 : Potential trip generation – Option C

Option C	AM Peak Hour Trips			PM Peak Hour Trips		
	Total	In	Out	Total	In	Out
Erven (44 units)	37	9	28	37	26	11
Apartments (67 units)	44	11	33	44	31	13
Total (111 units)	81	20	61	81	57	24

The maximum yield trip generation as per the above would be 81 peak hour trips (20 in, 61 out during the AM peak hour and 57 in, 24 out during the PM peak hour). It should be noted that, based on the proximity to public transport as well as the expected price range/target market of the proposed residential units (as mentioned in *paragraph 2.1*), trip reduction factors for ‘transit nodes/corridors’ and/or ‘low vehicle ownership’ could be considered applicable. The suggested adjustment (reduction) factors as contained in the TMH17 are as follows:

Table 6 : Trip Adjustment Factors (TMH17)

Trip Reduction	Low vehicle ownership [P _V]	Transit nodes or Corridors [P _T]	Combined factor [$P_C = 1 - (1 - P_M) \times (1 - P_V) \times (1 - P_T)$]
Townhouses	30%	15%	40,5%
Apartments	30%	15%	40,5%

Based on the above, the potential 81 peak hour trips tabled could reduce to **either 57 peak hour trips** (accounting for low vehicle ownership only), **or 69 peak hour trips** (accounting for transit only), **or 48 peak hour trips** (allowing for the combined reduction).

3.4 Trip Distribution

For the purpose of the intersection analyses, the scenario accounting for the transit-reduction only (i.e. 69 peak hour trips) was considered applicable due to the availability of the *Go George* service in the area (as will be discussed in *paragraph 6* below). These trips were expected to distribute to the road network similarly to the existing peak hour traffic in the area. The expected distribution is indicated in the attached **Figure 3**, whilst the development trips added to the background traffic are as indicated in **Figure 4** attached.

3.5 Traffic Analysis

Traffic analyses of the intersections were done by means of the Sidra Intersection 9.1 software. Service levels A to D are considered acceptable, with D the critical. The movement summaries of the analyses are attached hereto.

The 5th Street- and St George’s Road intersections along Knysna Road are currently signalised, with the St George’s Road-intersection consisting of dedicated turning lanes on all approaches and the 5th Street-intersection consisting of shared lanes on all approaches. The St George’s Road-, Triumph Close- and 5th Street-intersections along Park Road are all-way stop-controlled T-intersections. The Knysna Road/Sweetpea Street- and Park Road/Sweetpea Street intersections are stop-controlled on the Sweetpea Street-approaches, with free-flow conditions along the Knysna Road- and Park Road-approaches. The layouts of these intersections are provided below.

1. Knysna Road/Sweetpea Street



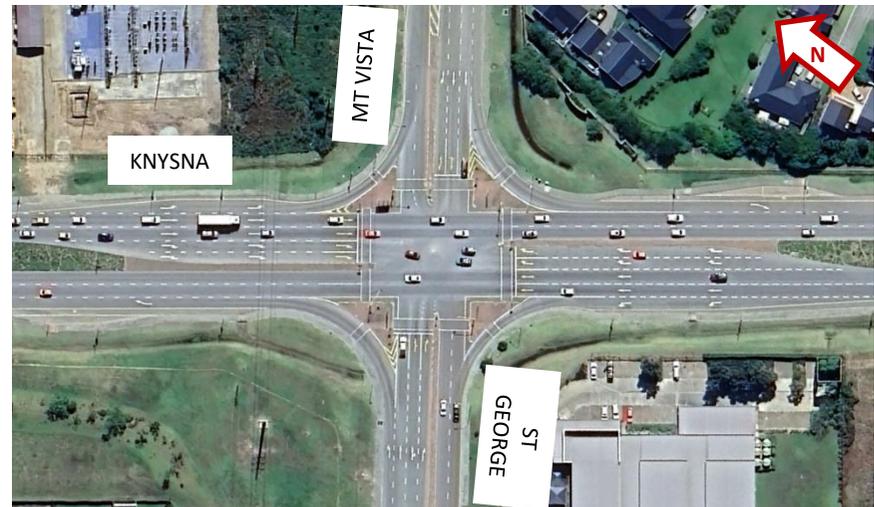
2. Park Road/Sweetpea Street



3. St George's Road/Park Road



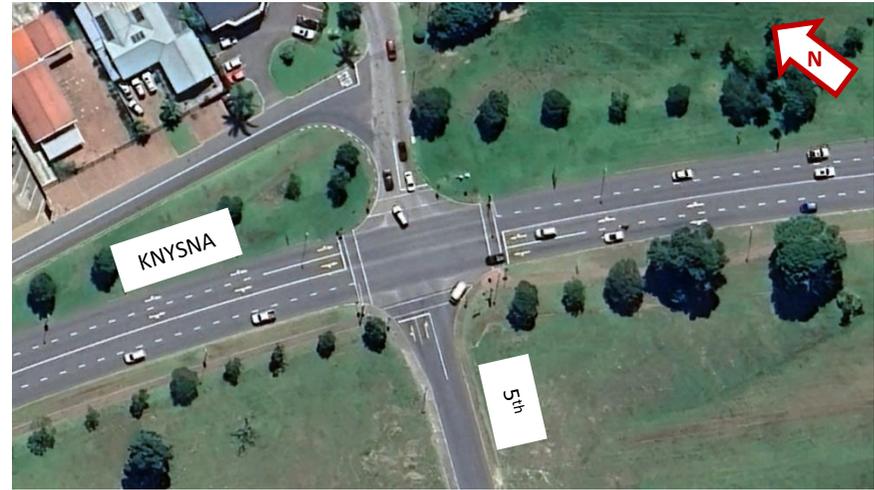
4. Knysna Road/St George's Road



5. 5th Street/Park Road



6. Knysna Road/5th Street



7. Park Road/Triumph Close



3.5.1 Analysis of Available and Estimated Traffic Volumes (excluding proposed development)

The analyses of the intersections show that during the available peak hours, acceptable service levels B and above are experienced on all movements to the Park Road/Sweetpea Street-, Knysna Road/St George’s Road- and 5th Street/Park Road intersections, whilst acceptable service levels D and above are experienced on all movements to the St George’s Road/Park Road- and Knysna Road/5th Street intersections. At the Park Road/Triumph Close intersection, service levels E are experienced on the southeastern Park Road-approach during the AM and PM peak hours, whilst service levels F are experienced on the side street-approaches to the Knysna Road/Sweetpea Street intersection. A summary of the latter is provided below.

To be noted: the access to the opposite side of Sweetpea Street was analysed as stop-controlled, although not necessarily signed as such on-site at present (but operates as such).

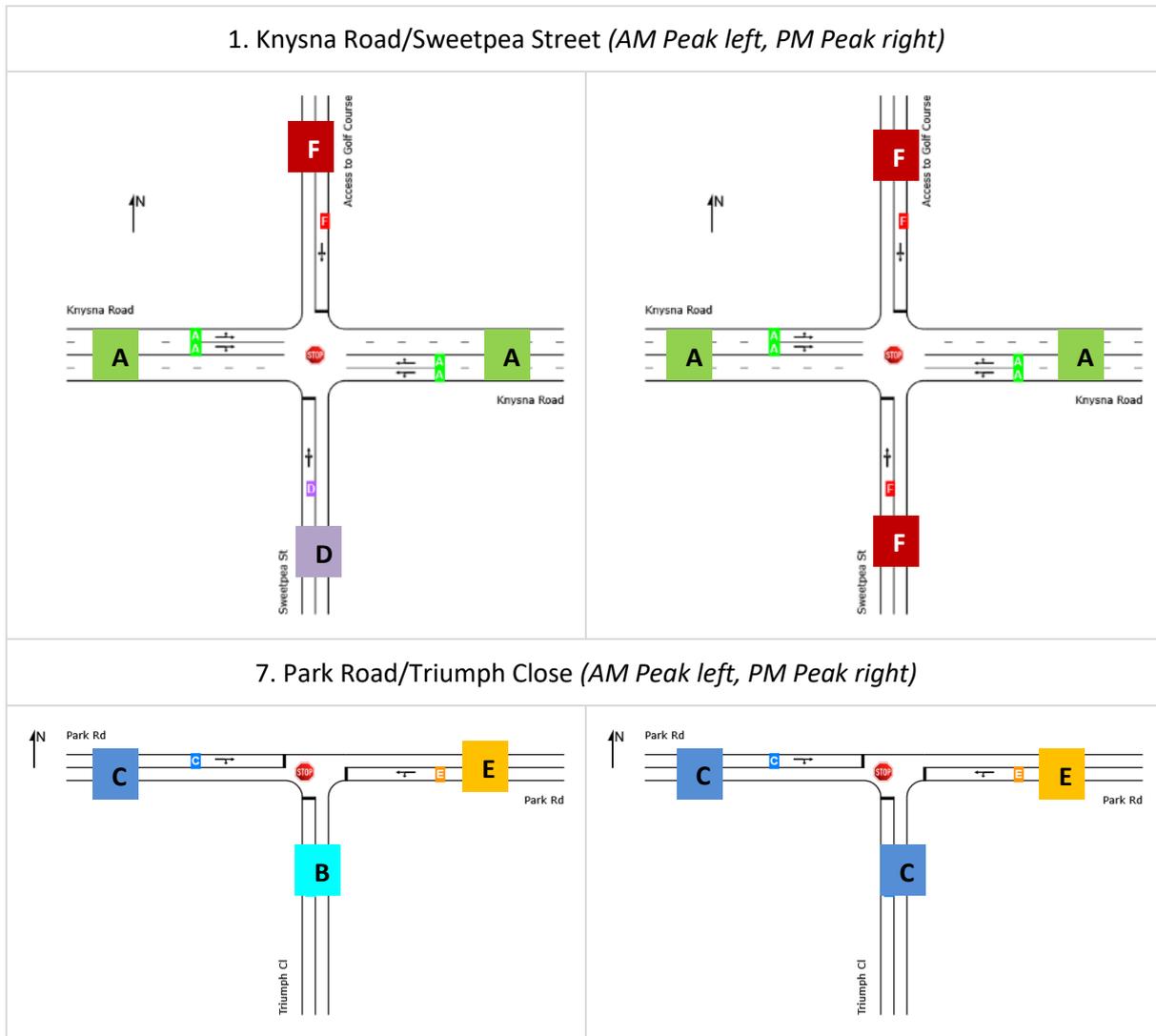


Diagram 6 : Summary of problematic intersections during available peak hours

During the estimated 2029 peak hours (excluding development), the acceptable service levels as above can be expected to remain, except the following: at the Knysna Road/Sweetpea Street intersection, the previously experienced service level D during the AM peak hour is expected to change, resulting in both side street approaches experiencing service level F during the AM and PM peak hours; at the Park Road/Triumph Close intersection, the previously experienced service level E on the south eastern Park Road-approach is expected to change to service level F during both peak hours.

To address the issues at the Knysna Road/Sweetpea Street intersection as mentioned, it is not expected that increasing the stop line capacity would improve conditions. The average queuing on the Sweetpea

Street-approach is expected at approximately 42 and 36 metres during the estimated 2029 AM and PM peak hours, respectively (as per the Sidra analyses). The solution to improving conditions at this intersection would therefore be the signalisation thereof, which shows acceptable service levels C and above on all movements (with the existing intersection lane layout). It is thus suggested that the signalisation of this intersection be considered to accommodate the background traffic (as also recommended in the separate report mentioned in *paragraph 1* above).

At the Park Road/Triumph Close intersection, available space to increase the stop line capacity is limited, however, it may be possible (based on aerial photo information) to provide a dedicated left-turn lane along the southeastern Park Road-approach. The provision of a dedicated left-turn lane as mentioned is expected to result in the service level E remaining on the approach. It is noted from historic aerial photographs that a mini roundabout previously existed at this intersection. The Sidra analyses show acceptable service levels with a roundabout at this intersection, however, it is not known why the intersection was changed – it is expected that the *Go George* bus route along Park Road and Triumph Close required the change due to geometric/space constraints. To accommodate the background traffic at the Park Road/Triumph Close intersection it is thus suggested that a dedicated left-turn lane be considered on the south eastern Park Road-approach.

From the above, it can thus be concluded that to accommodate the background traffic, it is suggested that (a) traffic signals be considered at the Knysna Road/Sweetpea Street intersection, and (b) the provision of a dedicated left-turn lane along the southeastern Park Road-approach to the Park Road/Triumph Close intersection be considered.

3.5.2 Analysis of Expected Traffic Volumes (including proposed development)

With the addition of the proposed development traffic, the service levels as discussed above (during the estimated 2029 peak hours) can be expected to remain, with marginal increase in queuing/delays on selected movements. It is thus not considered that any external upgrades, over and above those suggested to accommodate the background traffic, would be necessary as a result of the proposed development traffic.

Should a scenario occur where the proposed development is implemented prior to the signalisation of the Knysna Road/Sweetpea Street intersection, a slight increase in queuing/delays can be expected on the critical movements, i.e. side street-approach and right-turn movement from Knysna Road towards the side street. Although not ideal, it is not considered an issue if the development as currently proposed continues whilst the future layout of the Knysna Road/Sweetpea Street intersection is agreed upon between the Municipality and WCG. The option of closing the Sweetpea Street-approach to Knysna Road will be expected to result in an increase in queuing/delays at the alternative two intersections along Knysna Road via which the traffic along Sweetpea Street would be redistributed, i.e. 5th Street and St George's Road. Should either of the upgrade options currently considered for the said intersection be agreed upon, it will not impact on the proposed development layout.

It can thus be concluded that, based on the Sidra analyses, no external road upgrades are considered necessary as result of the proposed development.

4. GEOMETRY

The Sidra analyses above showed that the signalisation of the Knysna Road/Sweetpea Street intersection would address the existing issues at the intersection during peak hours. However, these do not yet take into consideration the warrants for right-turn lanes as per the AMG of WCG. The said warrant compares the traffic along the 'main road' (i.e. Knysna Road), compared to the right-turning traffic (in this instance from Knysna Road towards Sweetpea Street), and is assessed accordingly hereafter. See the plotted information in **Table 7** and **Diagram 7** below.

Table 7 : Right-turn lane warrant as per AMG of WCG

Right turn lane warrant		Available 2023		Estimated 2029		Expected 2029	
		AM	PM	AM	PM	AM	PM
V_a	Advancing Volume	901	1 233	1 076	1 472	1 083	1 492
V_o	Opposing Volume	1 283	836	1 532	998	1 532	998
V_r	Percentage Right-turn	2,89%	2,68%	2,89%	2,68%	3,52%	3,97%

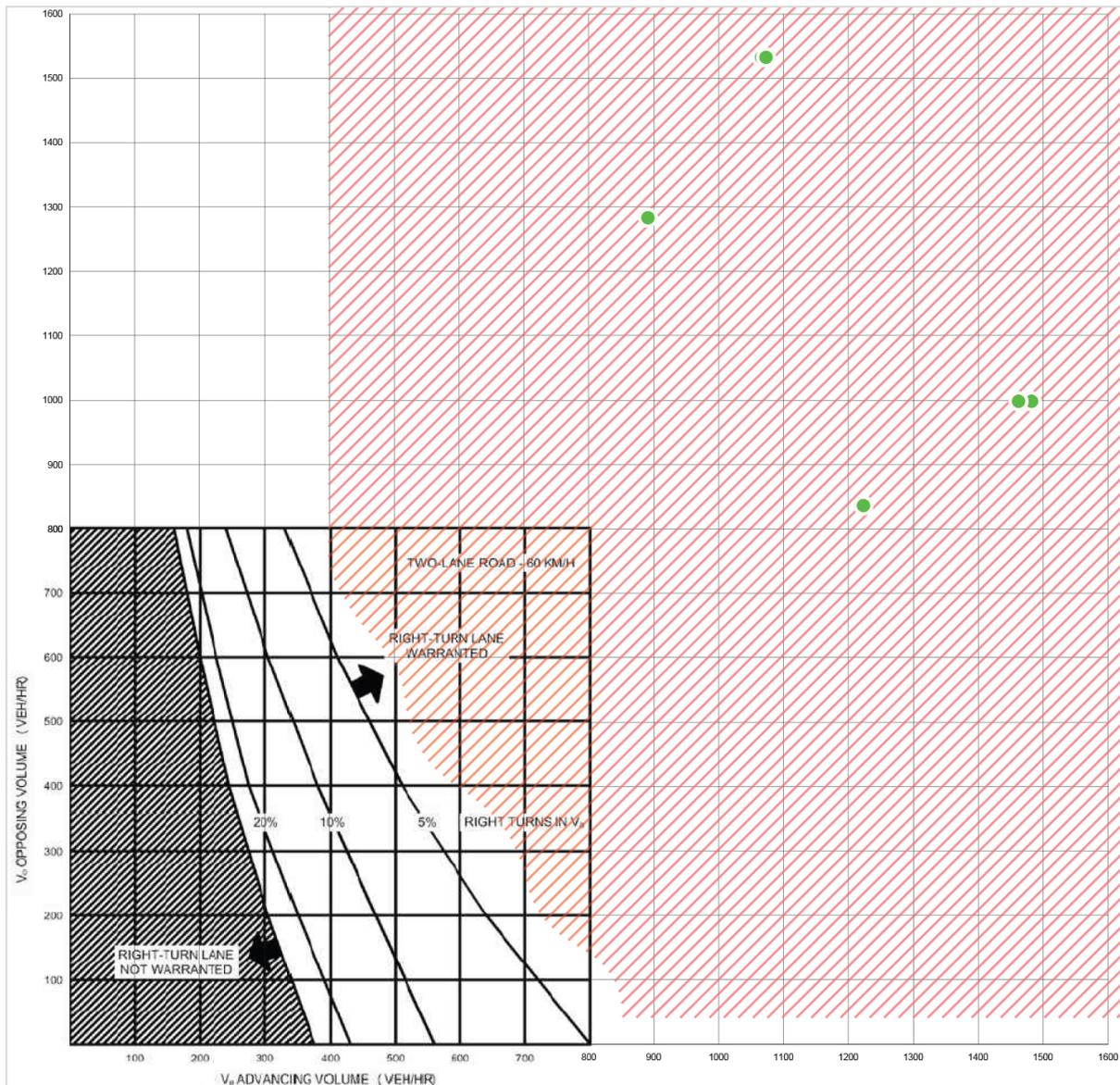


Diagram 7 : Right-turn lane warrant as per AMG of WCG

Based on these, a dedicated right-turn lane is warranted as result of the high volumes of through traffic along Knysna Road during the background peak hours (available 2023 and estimated 2029) already. Due to the existing undivided dual carriageway cross-section of Knysna Road in the vicinity of this intersection, it is suggested that the provision of a dedicated right-turn lane be planned in conjunction with the conceptual design planning of Knysna Road (as also mentioned in the separate report previously referred to).

As briefly mentioned in *paragraph 2.3* (and illustrated in **Diagram 4**) above, access is proposed via- and along Sweetpea Street, as well as via Carnation Street. Access to the portion of the subject property to the north of Sweetpea Street will be via two (2) positions along Sweetpea Street – one to the opposite of Krisant Street, providing access to the parking area of the community facility, with the other approximately halfway between the said intersection and Park Road, providing access to the residential component. Krisant Street is situated ± 105 metres from Knysna Road, whilst the proposed access along Sweetpea Street ± 85 metres thereof, and Park Road ± 85 metres from the said access. The remaining residential erven proposed on the southern side of Sweetpea Street obtains access from two (2) positions along Carnation Street, with about six (6) of the erven proposed to obtain direct erf access from Sweetpea Street (with development proposals A, B and C – the updated development proposal shows all erf accesses from the side streets). As this is a limited number of direct erf accesses for the said proposals, and as these accesses will not be within the functional area of the Knysna Road-intersection, this is not considered an issue.

Sweetpea Street consists of a 16 metre road reserve, and is currently a blacktop road between Knysna Road and up to the Krisant Street-intersection, from where the road is paved (interlocking paving). The section of Park Road where Sweetpea Street intersects also has an interlocking paver surface.

The remainder of the subject property to the south of Sweetpea Street does not currently, according to the available cadastral information, include a splay at its intersection with Krisant Street – it should be ensured with the proposed subdivision submitted, that a splay is provided to provide sufficient sight lines from the Krisant Street-approach to its intersection with Sweetpea Street.

It was noticed on-site that a stormwater ditch traverses the site, which could impact on the abovementioned layout/access if it is to be retained – this is to be addressed by a civil engineer.

The internal street-extensions will be public, with road reserves of 12- to 13 metres – as can be noted in the layouts provided for illustrative purposes in **Diagram 2** above, turning space will be provided where the street terminates in a cul-de-sac. During further design stages, it should be ensured that vehicles up to and including the size of Municipal refuse vehicles can turn at the said point.

5. PARKING

Based on the availability of public transport, as well as the intended target market of the proposed development, the standard parking requirements are not considered applicable, but provision of parking in line with the requirements of a PT2 Zone (indicated below) rather be considered. The parking requirements as per the *George Integrated Zoning Scheme By-law* are tabled below.

Table 8 : Parking requirements

Land use	Standard	PT1	PT2	Requirement
Group housing/ Town housing	2 bays per unit	1 bay per unit	1 bay per unit	44 + 11 = 55 bays
	0,25 bays per unit for visitors	0,25 bays per unit for visitors	0,25 bays per unit for visitors	
Flats	1,75 bays per unit	1,25 bays per unit	0,5 bays per unit	33,5 + 16,75 ≈ 51 bays
	0,25 bays per unit for visitors	0,25 bays per unit for visitors	0,25 bays per unit for visitors	
Total				106 bays

With further planning of the proposed development, the above should be taken into consideration. It should also be ensured that parking bay dimensions conform to the normal parking standards.

6. PUBLIC- AND NON-MOTORISED TRANSPORT

The *Go George* bus service have routes to/from the CBD, Garden Route Mall and industrial area, all accessible from the proposed development via the multiple bus stops surrounding the subject property. An extract of the available routes is provided in **Diagram 8** below (subject property marked with a star). The subject property is thus well served by existing/available public transport.



Diagram 8 : Go George Route Map (extract) (Go George, 2023)

Formal sidewalks are not currently present along Sweetpea Street and Knysna Road abutting the subject property, however, a sidewalk exists along the western side of Park Road. The separate report as previously referred to suggested that a Conceptual Design be conducted for this section of Knysna Road, which is to address NMT along Knysna Road. With the development of the subject property, it is suggested that a sidewalk be provided along at least one side of Sweetpea Street, between Park Road and Knysna Road.

7. CONCLUSIONS

The following can be concluded from the report:

- 1) That this TIS provides input to a development proposal on Remainder Erf 464 along Sweetpea Street, situated along Sweetpea Street, southwest of Knysna Road, George;
- 2) That a separate report was prepared by this company investigating the closure of Sweetpea Street at its intersection with Knysna Road, with the recommendation of signalling the existing intersection in its current position when warranted;
- 3) That the development proposal being investigated consist of residential erven (43 to 46 erven) and apartments (50 to 67 units, combinations of which total 96 to 111 units), with accompanying community pocket (consisting of sportsfield/kickabout);
- 4) That access is proposed via Sweetpea- and Carnation Streets;
- 5) That the potential trip generation of the development proposals would be in the order of 69 peak hour trips allowing for trip reduction due to the availability of public transport in the vicinity;
- 6) That to accommodate the background traffic, the following intersection upgrades are suggested:
 - a) *Knysna Road/Sweetpea Street*: provision of traffic signals;
 - b) *Park Road/Triumph Close*: provision of dedicated left-turn lane along south eastern Park Road-approach;
- 7) That to accommodate the proposed development traffic, no upgrades additional to those suggested to accommodate the background traffic are considered necessary;
- 8) That based on the warrants for right-turn lanes (AMG of WCG), a dedicated right-turn lane is warranted along Knysna Road at its intersection with Sweetpea Street due to the high volumes of through traffic along Knysna Road (during the background peak hours already), but that the implementation thereof is suggested to be addressed by way of conceptual design of the future upgrade of the existing undivided dual carriageway section of Knysna Road;
- 9) That along with the subdivision of the subject property, it should be ensured that a splay is provided on the corner of Sweetpea Street/Krisant Street where one does not currently exist to assist with the line of site from the Krisant Street-approach;
- 10) That the internal road reserve is proposed as 12 to 13 metres wide, with turning space where the street terminates in a cul-de-sac;
- 11) That the PT2 Zone parking requirements as contained in the *George Integrated Zoning Scheme By-law* are considered applicable to the proposed development on the subject property, which would calculate to 106 parking bays for the residential component based on the current maximum yield; and
- 12) That the subject property is well served by public transport (*Go George* bus service), that a sidewalk exists along the western side of Park Road, and that it is suggested that along with the development of the subject property, a sidewalk be provided along at least one side of Sweetpea Street between Park Road and Knysna Road.

8. RECOMMENDATIONS

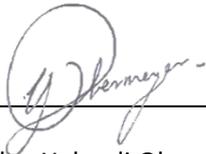
From the above, it is recommended that the development of the subject property, based on the maximum yield as discussed in this report, be considered for approval from a traffic flow point of view.

Regardless of the outcome of the separate report investigating the closure of Sweetpea Street at its intersection with Knysna Road, the proposed development layout will not be affected. The type of intersection control at the Knysna Road/Sweetpea Street intersection should ultimately be based on the outcome of the said report.

To accommodate pedestrians in the area, it is suggested that a sidewalk be provided along at least one side of Sweetpea Street (between Park Road and Knysna Road) along with the development of the subject property.

We trust that the Traffic Impact Statement will be to your satisfaction and will gladly provide any additional information required on request.

Yours faithfully,



Compiled by: Yolandi Obermeyer (B Eng)



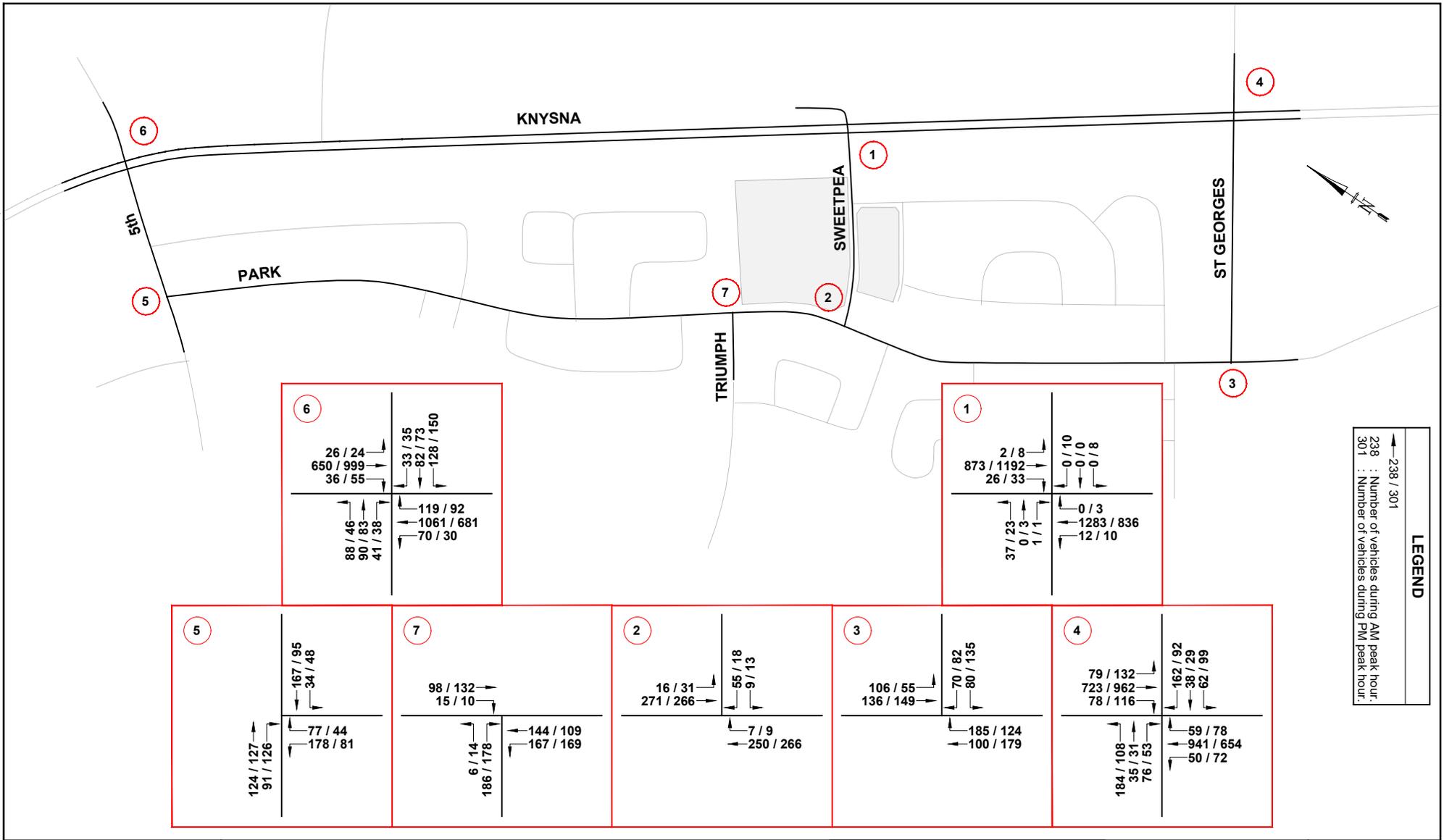
Piet van Blerk Pr Eng

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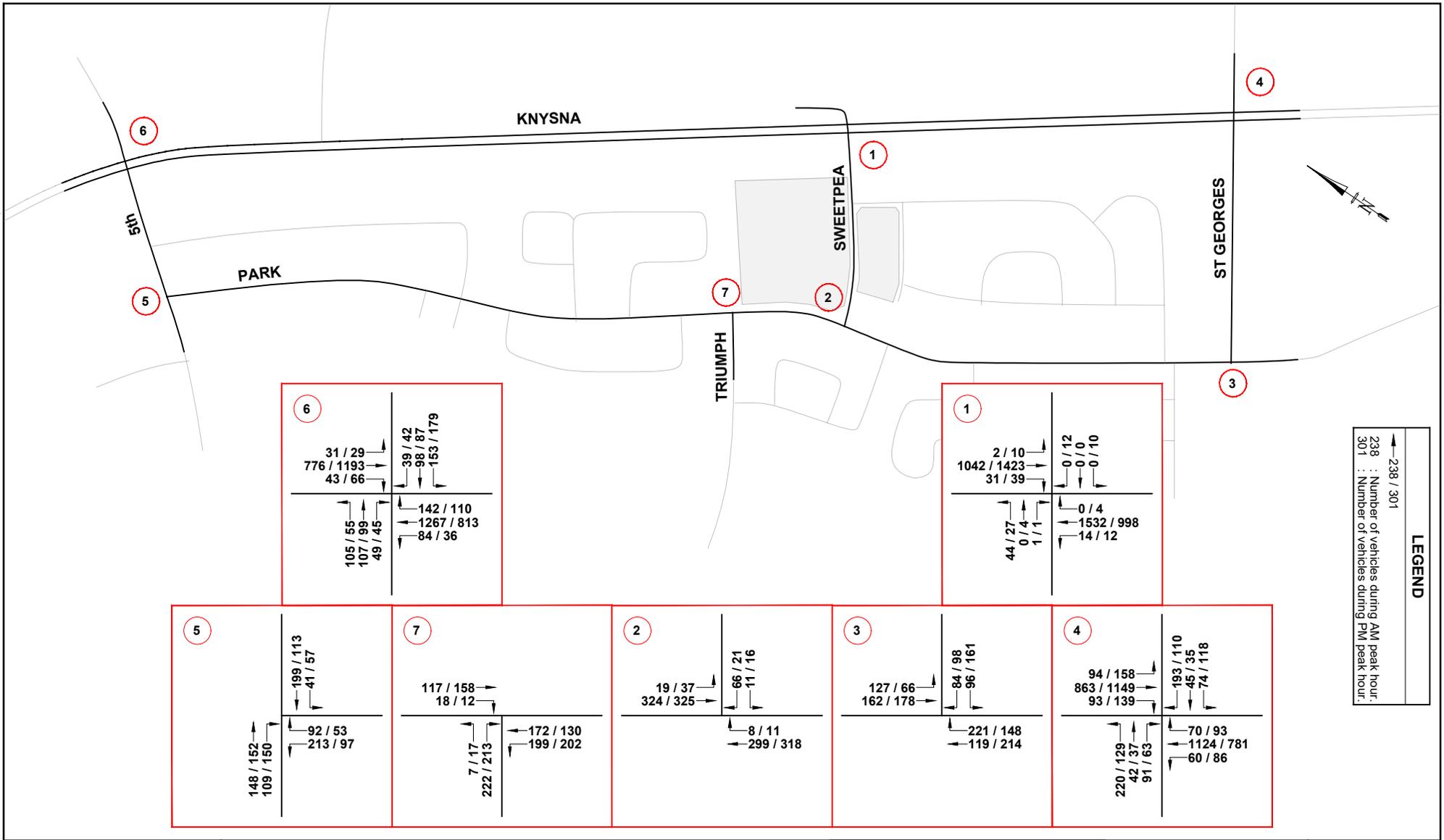
- Figure 1 Available AM/PM Peak Hour Traffic Volumes (Tuesday, 24 October 2023)
 - Figure 2 Estimated 2029 AM/PM Peak Hour Traffic Volumes
 - Figure 3 Distribution of Peak Hour Traffic Potentially Generated by Proposed Development
 - Figure 4 Expected 2029 AM/PM Peak Hour Traffic Volumes
- Movement Summaries



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**Available AM/PM Peak Hour Traffic Volumes
 (Tuesday, 24 October 2023)**

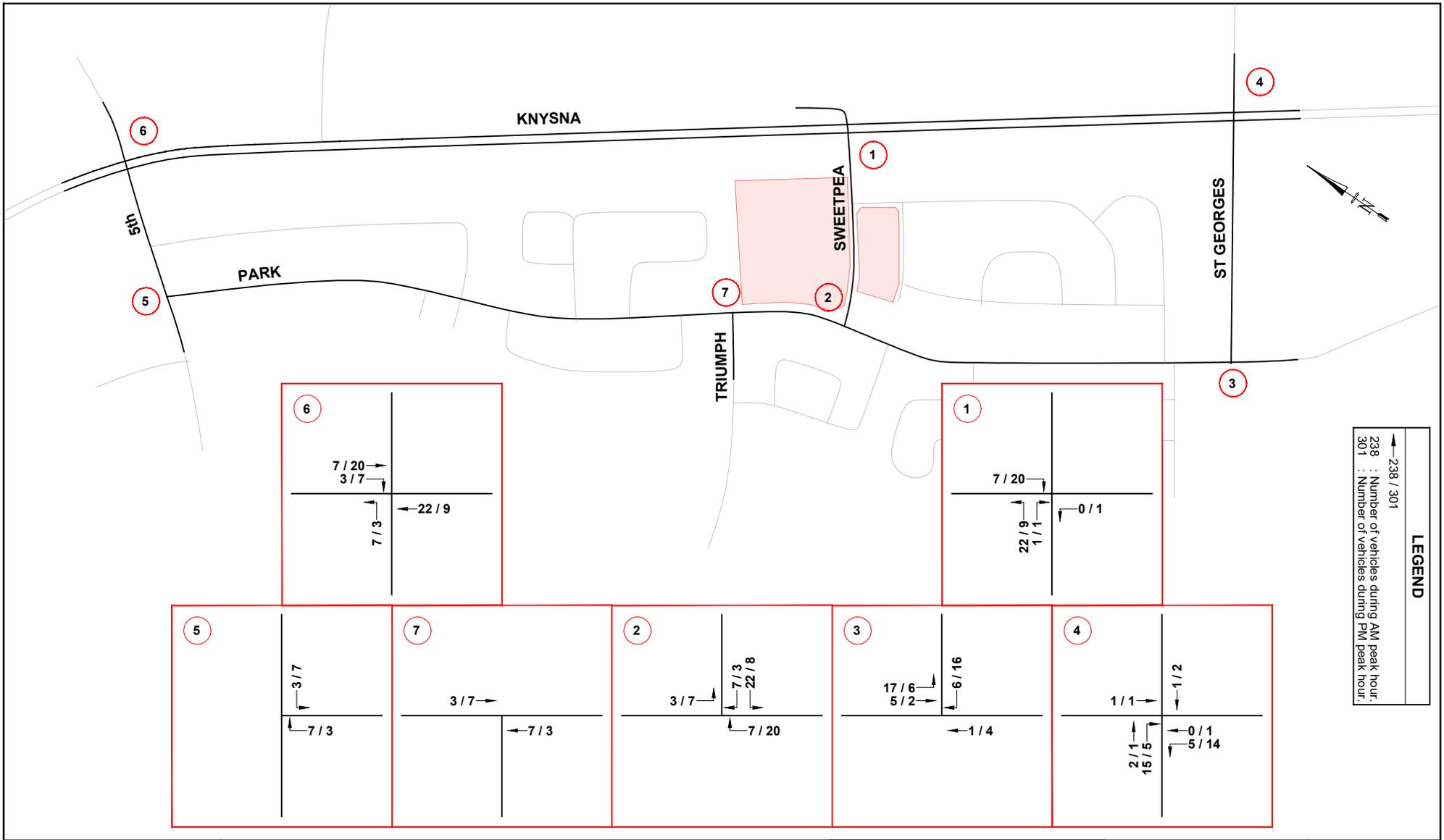
Figure 1



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**Esitmated 2029 AM/PM Peak Hour Traffic Volumes
 (including annual traffic growth)**

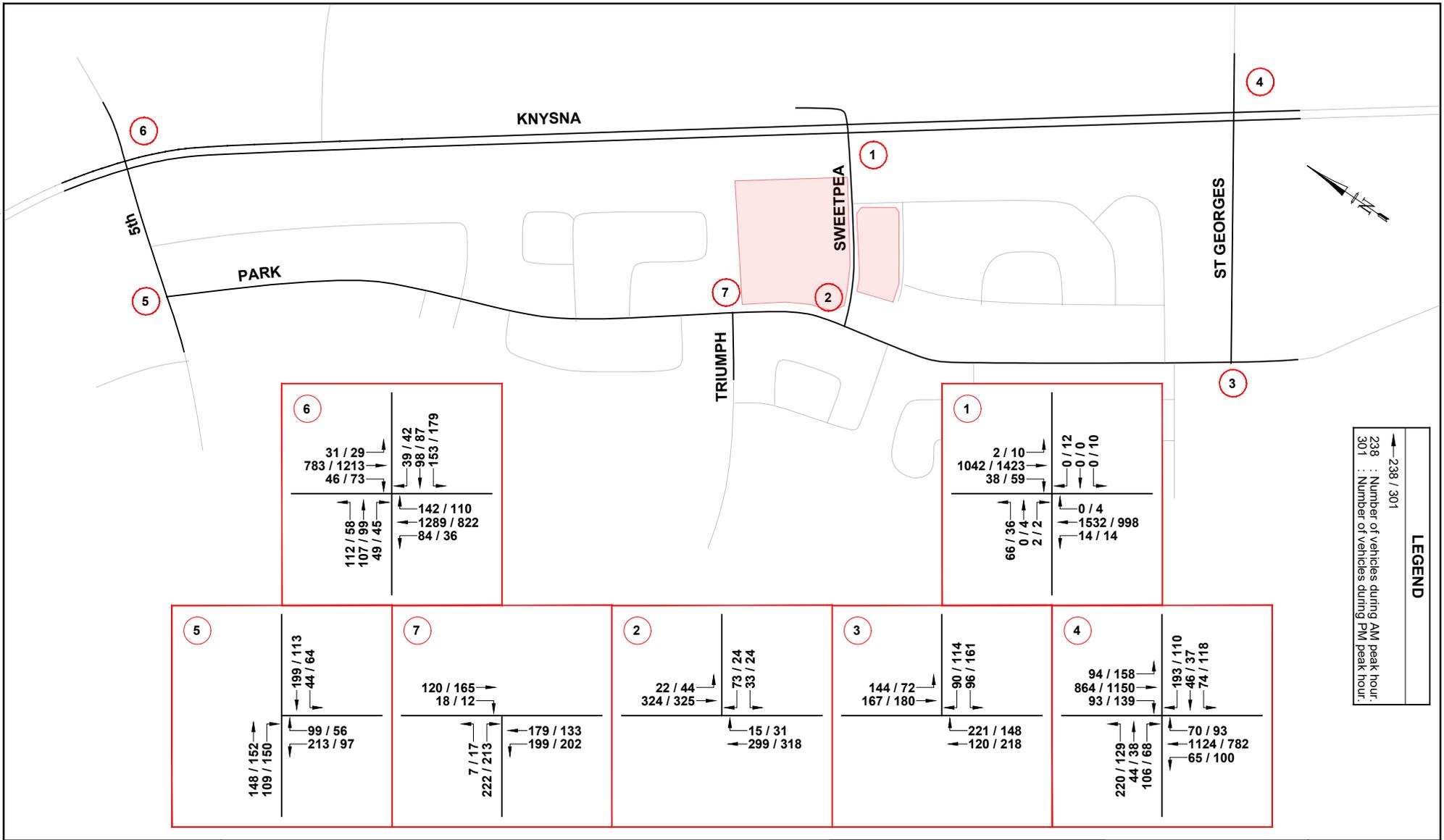
Figure 2



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Distribution of Peak Hour Traffic Potentially Generated by Proposed Development

Figure 3



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**Expected 2029 AM/PM Peak Hour Traffic Volumes
 (including annual traffic growth and proposed development)**

Figure 4

MOVEMENT SUMMARIES

1. KNYSNA ROAD/SWEETPEA STREET

Existing 2023 AM & PM

Estimated (background) 2029 AM & PM

Expected (incl development) 2029 AM & PM

MOVEMENT SUMMARY

 Site: 101 [P1_Knysna Rd_Sweetpea St_AM (F) (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
											m				
South: Sweetpea St															
1	L2	All MCs	39	0.0	39	0.0	0.457	17.2	LOS C	1.3	8.9	0.92	1.03	1.03	41.1
2	T1	All MCs	1	0.0	1	0.0	0.457	257.6	LOS F	1.3	8.9	0.92	1.03	1.03	37.7
3	R2	All MCs	1	0.0	1	0.0	0.457	162.9	LOS F	1.3	8.9	0.92	1.03	1.03	38.0
Approach			41	0.0	41	0.0	0.457	27.1	LOS D	1.3	8.9	0.92	1.03	1.03	40.9
East: Knysna Road															
4	L2	All MCs	13	0.0	13	0.0	0.355	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	56.6
5	T1	All MCs	1351	1.9	1351	1.9	0.355	0.1	LOS A	0.0	0.2	0.00	0.01	0.00	59.8
6	R2	All MCs	1	0.0	1	0.0	0.355	7.1	LOS A	0.0	0.2	0.00	0.00	0.00	57.4
Approach			1364	1.9	1364	1.9	0.355	0.1	NA	0.0	0.2	0.00	0.01	0.00	59.8
North: Access to Golf Course															
7	L2	All MCs	1	0.0	1	0.0	0.411	54.9	LOS F	1.0	6.7	0.99	1.00	1.01	12.8
8	T1	All MCs	1	0.0	1	0.0	0.411	391.9	LOS F	1.0	6.7	0.99	1.00	1.01	10.2
9	R2	All MCs	1	0.0	1	0.0	0.411	240.1	LOS F	1.0	6.7	0.99	1.00	1.01	14.6
Approach			3	0.0	3	0.0	0.411	229.0	LOS F	1.0	6.7	0.99	1.00	1.01	12.6
West: Knysna Road															
10	L2	All MCs	2	0.0	2	0.0	0.299	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	57.8
11	T1	All MCs	919	3.8	919	3.8	0.299	2.0	LOS A	1.8	13.2	0.12	0.13	0.12	58.0
12	R2	All MCs	27	0.0	27	0.0	0.299	22.2	LOS C	1.8	13.2	0.31	0.34	0.31	52.1
Approach			948	3.7	948	3.7	0.299	2.6	NA	1.8	13.2	0.12	0.14	0.12	57.9
All Vehicles			2357	2.6	2357	2.6	0.457	1.9	NA	1.8	13.2	0.07	0.08	0.07	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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.

MOVEMENT SUMMARY

 Site: 101 [P1_Knysna Rd_Sweetpea St_PM (F) (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: Sweetpea St															
1	L2	All MCs	24	0.0	24	0.0	0.559	26.4	LOS D	1.6	11.5	1.00	1.03	1.24	27.9
2	T1	All MCs	3	0.0	3	0.0	0.559	343.3	LOS F	1.6	11.5	1.00	1.03	1.24	24.2
3	R2	All MCs	1	0.0	1	0.0	0.559	226.2	LOS F	1.6	11.5	1.00	1.03	1.24	24.6
Approach			28	0.0	28	0.0	0.559	69.0	LOS F	1.6	11.5	1.00	1.03	1.24	27.4
East: Knysna Road															
4	L2	All MCs	11	0.0	11	0.0	0.240	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	56.6
5	T1	All MCs	880	3.6	880	3.6	0.240	0.2	LOS A	0.2	1.4	0.02	0.02	0.02	59.7
6	R2	All MCs	3	0.0	3	0.0	0.240	19.7	LOS C	0.2	1.4	0.03	0.04	0.03	56.9
Approach			894	3.5	894	3.5	0.240	0.4	NA	0.2	1.4	0.02	0.02	0.02	59.6
North: Access to Golf Course															
7	L2	All MCs	8	0.0	8	0.0	1.885	855.0	LOS F	8.3	57.8	1.00	1.39	2.59	3.6
8	T1	All MCs	1	0.0	1	0.0	1.885	1206.0	LOS F	8.3	57.8	1.00	1.39	2.59	2.7
9	R2	All MCs	11	0.0	11	0.0	1.885	1059.4	LOS F	8.3	57.8	1.00	1.39	2.59	4.2
Approach			20	0.0	20	0.0	1.885	981.0	LOS F	8.3	57.8	1.00	1.39	2.59	3.9
West: Knysna Road															
10	L2	All MCs	8	0.0	8	0.0	0.363	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.7
11	T1	All MCs	1255	2.3	1255	2.3	0.363	0.6	LOS A	0.9	6.3	0.07	0.08	0.07	59.2
12	R2	All MCs	35	0.0	35	0.0	0.363	12.7	LOS B	0.9	6.3	0.15	0.18	0.15	55.8
Approach			1298	2.2	1298	2.2	0.363	0.9	NA	0.9	6.3	0.07	0.09	0.07	59.1
All Vehicles			2240	2.7	2240	2.7	1.885	10.3	NA	8.3	57.8	0.07	0.09	0.09	52.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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.

MOVEMENT SUMMARY

 Site: 101 [P1_Knysna Rd_Sweetpea St_AM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Sweetpea St															
1	L2	All MCs	46	0.0	46	0.0	1.718	698.4	LOS F	14.9	104.4	1.00	2.03	4.78	4.7
2	T1	All MCs	1	0.0	1	0.0	1.718	922.9	LOS F	14.9	104.4	1.00	2.03	4.78	3.8
3	R2	All MCs	1	0.0	1	0.0	1.718	782.5	LOS F	14.9	104.4	1.00	2.03	4.78	3.8
Approach			48	0.0	48	0.0	1.718	705.1	LOS F	14.9	104.4	1.00	2.03	4.78	4.7
East: Knysna Road															
4	L2	All MCs	15	0.0	15	0.0	0.424	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	56.5
5	T1	All MCs	1613	1.9	1613	1.9	0.424	0.1	LOS A	0.0	0.3	0.00	0.01	0.00	59.8
6	R2	All MCs	1	0.0	1	0.0	0.424	8.3	LOS A	0.0	0.3	0.01	0.00	0.01	57.4
Approach			1628	1.9	1628	1.9	0.424	0.1	NA	0.0	0.3	0.00	0.01	0.00	59.8
North: Access to Golf Course															
7	L2	All MCs	1	0.0	1	0.0	1.000	366.4	LOS F	3.5	24.8	1.00	1.01	1.02	4.1
8	T1	All MCs	1	0.0	1	0.0	1.000	1469.2	LOS F	3.5	24.8	1.00	1.01	1.02	3.2
9	R2	All MCs	1	0.0	1	0.0	1.000	686.3	LOS F	3.5	24.8	1.00	1.01	1.02	4.9
Approach			3	0.0	3	0.0	1.000	840.6	LOS F	3.5	24.8	1.00	1.01	1.02	4.1
West: Knysna Road															
10	L2	All MCs	2	0.0	2	0.0	0.405	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	57.7
11	T1	All MCs	1097	3.8	1097	3.8	0.405	4.5	LOS A	4.3	30.6	0.15	0.16	0.15	56.2
12	R2	All MCs	33	0.0	33	0.0	0.405	34.6	LOS D	4.3	30.6	0.51	0.54	0.51	45.5
Approach			1132	3.7	1132	3.7	0.405	5.3	NA	4.3	30.6	0.16	0.17	0.16	55.9
All Vehicles			2812	2.6	2812	2.6	1.718	15.3	NA	14.9	104.4	0.09	0.11	0.15	49.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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.

MOVEMENT SUMMARY

 Site: 101 [P1_Knysna Rd_Sweetpea St_PM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: Sweetpea St															
1	L2	All MCs	28	0.0	28	0.0	2.016	950.6	LOS F	12.9	90.1	1.00	1.73	3.72	3.4
2	T1	All MCs	4	0.0	4	0.0	2.016	1347.7	LOS F	12.9	90.1	1.00	1.73	3.72	2.7
3	R2	All MCs	1	0.0	1	0.0	2.016	1136.6	LOS F	12.9	90.1	1.00	1.73	3.72	2.7
Approach			34	0.0	34	0.0	2.016	1006.0	LOS F	12.9	90.1	1.00	1.73	3.72	3.3
East: Knysna Road															
4	L2	All MCs	13	0.0	13	0.0	0.292	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	56.6
5	T1	All MCs	1051	3.6	1051	3.6	0.292	0.7	LOS A	0.6	4.0	0.03	0.04	0.03	59.3
6	R2	All MCs	4	0.0	4	0.0	0.292	30.2	LOS D	0.6	4.0	0.06	0.06	0.06	56.1
Approach			1067	3.5	1067	3.5	0.292	0.8	NA	0.6	4.0	0.03	0.04	0.03	59.2
North: Access to Golf Course															
7	L2	All MCs	11	0.0	11	0.0	2.659	1564.0	LOS F	11.6	81.0	1.00	1.44	2.94	2.2
8	T1	All MCs	1	0.0	1	0.0	2.659	1938.2	LOS F	11.6	81.0	1.00	1.44	2.94	1.7
9	R2	All MCs	13	0.0	13	0.0	2.659	1693.8	LOS F	11.6	81.0	1.00	1.44	2.94	2.6
Approach			24	0.0	24	0.0	2.659	1648.0	LOS F	11.6	81.0	1.00	1.44	2.94	2.4
West: Knysna Road															
10	L2	All MCs	11	0.0	11	0.0	0.445	5.8	LOS A	0.0	0.0	0.00	0.01	0.00	57.6
11	T1	All MCs	1498	2.3	1498	2.3	0.445	1.4	LOS A	2.3	16.2	0.08	0.10	0.12	58.6
12	R2	All MCs	41	0.0	41	0.0	0.445	16.7	LOS C	2.3	16.2	0.19	0.22	0.27	54.2
Approach			1549	2.2	1549	2.2	0.445	1.8	NA	2.3	16.2	0.09	0.10	0.12	58.4
All Vehicles			2675	2.7	2675	2.7	2.659	29.0	NA	12.9	90.1	0.08	0.11	0.15	43.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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.

MOVEMENT SUMMARY

Site: 101v [P1_Knysna Rd_Sweetpea St_AM - Conversion (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. Dist]				km/h	
			veh/h		veh/h					veh	m				
South: Sweetpea St															
1	L2	All MCs	46	0.0	46	0.0	0.175	22.7	LOS C	0.9	6.2	0.91	0.72	0.91	42.3
2	T1	All MCs	1	0.0	1	0.0	*0.175	17.2	LOS B	0.9	6.2	0.91	0.72	0.91	40.5
3	R2	All MCs	1	0.0	1	0.0	0.175	22.7	LOS C	0.9	6.2	0.91	0.72	0.91	39.3
Approach			48	0.0	48	0.0	0.175	22.6	LOS C	0.9	6.2	0.91	0.72	0.91	42.2
East: Knysna Road															
4	L2	All MCs	15	0.0	15	0.0	0.770	15.8	LOS B	14.4	102.7	0.84	0.83	0.96	47.2
5	T1	All MCs	1613	1.9	1613	1.9	0.770	10.2	LOS B	14.4	102.7	0.84	0.83	0.96	52.8
6	R2	All MCs	1	0.0	1	0.0	*0.770	24.2	LOS C	14.4	102.5	0.84	0.83	0.96	49.6
Approach			1628	1.9	1628	1.9	0.770	10.3	LOS B	14.4	102.7	0.84	0.83	0.96	52.7
North: Access to Golf Course															
7	L2	All MCs	1	0.0	1	0.0	0.013	21.9	LOS C	0.1	0.4	0.87	0.60	0.87	44.0
8	T1	All MCs	1	0.0	1	0.0	0.013	16.3	LOS B	0.1	0.4	0.87	0.60	0.87	42.1
9	R2	All MCs	1	0.0	1	0.0	0.013	21.8	LOS C	0.1	0.4	0.87	0.60	0.87	45.9
Approach			3	0.0	3	0.0	0.013	20.0	LOS C	0.1	0.4	0.87	0.60	0.87	44.2
West: Knysna Road															
10	L2	All MCs	2	0.0	2	0.0	0.598	12.2	LOS B	8.4	60.8	0.72	0.64	0.72	53.3
11	T1	All MCs	1097	3.8	1097	3.8	0.598	6.8	LOS A	8.4	60.8	0.74	0.65	0.74	54.6
12	R2	All MCs	33	0.0	33	0.0	0.598	26.5	LOS C	7.3	52.6	0.76	0.68	0.76	50.6
Approach			1132	3.7	1132	3.7	0.598	7.4	LOS A	8.4	60.8	0.74	0.65	0.74	54.5
All Vehicles			2812	2.6	2812	2.6	0.770	9.3	LOS A	14.4	102.7	0.80	0.76	0.87	53.2

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

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Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

Site: 101v [P1_Knysna Rd_Sweetpea St_PM - Conversion (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Sweetpea St															
1	L2	All MCs	28	0.0	28	0.0	0.122	22.5	LOS C	0.6	4.3	0.90	0.70	0.90	42.7
2	T1	All MCs	4	0.0	4	0.0	*0.122	17.0	LOS B	0.6	4.3	0.90	0.70	0.90	41.0
3	R2	All MCs	1	0.0	1	0.0	0.122	22.5	LOS C	0.6	4.3	0.90	0.70	0.90	39.8
Approach			34	0.0	34	0.0	0.122	21.8	LOS C	0.6	4.3	0.90	0.70	0.90	42.4
East: Knysna Road															
4	L2	All MCs	13	0.0	13	0.0	0.516	11.8	LOS B	6.8	49.1	0.67	0.59	0.67	50.5
5	T1	All MCs	1051	3.6	1051	3.6	0.516	6.2	LOS A	6.8	49.1	0.67	0.59	0.67	55.3
6	R2	All MCs	4	0.0	4	0.0	0.516	23.8	LOS C	6.6	47.8	0.67	0.59	0.67	52.3
Approach			1067	3.5	1067	3.5	0.516	6.3	LOS A	6.8	49.1	0.67	0.59	0.67	55.3
North: Access to Golf Course															
7	L2	All MCs	11	0.0	11	0.0	0.097	22.5	LOS C	0.4	3.1	0.89	0.70	0.89	42.8
8	T1	All MCs	1	0.0	1	0.0	0.097	17.0	LOS B	0.4	3.1	0.89	0.70	0.89	40.7
9	R2	All MCs	13	0.0	13	0.0	0.097	22.5	LOS C	0.4	3.1	0.89	0.70	0.89	44.8
Approach			24	0.0	24	0.0	0.097	22.3	LOS C	0.4	3.1	0.89	0.70	0.89	43.9
West: Knysna Road															
10	L2	All MCs	11	0.0	11	0.0	0.782	16.3	LOS B	15.0	107.3	0.85	0.85	0.98	50.8
11	T1	All MCs	1498	2.3	1498	2.3	0.782	10.8	LOS B	15.0	107.3	0.85	0.86	0.99	52.2
12	R2	All MCs	41	0.0	41	0.0	*0.782	23.4	LOS C	13.5	96.3	0.85	0.86	1.01	48.4
Approach			1549	2.2	1549	2.2	0.782	11.2	LOS B	15.0	107.3	0.85	0.86	0.99	52.1
All Vehicles			2675	2.7	2675	2.7	0.782	9.5	LOS A	15.0	107.3	0.78	0.75	0.86	53.1

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

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Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

 Site: 101 [P1_Knysna Rd_Sweetpea St_AM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Sweetpea St															
1	L2	All MCs	68	0.0	68	0.0	1.765	728.6	LOS F	21.7	152.0	1.00	2.49	6.46	4.6
2	T1	All MCs	1	0.0	1	0.0	1.765	890.7	LOS F	21.7	152.0	1.00	2.49	6.46	3.6
3	R2	All MCs	2	0.0	2	0.0	1.765	790.1	LOS F	21.7	152.0	1.00	2.49	6.46	3.7
Approach			72	0.0	72	0.0	1.765	732.8	LOS F	21.7	152.0	1.00	2.49	6.46	4.5
East: Knysna Road															
4	L2	All MCs	16	0.0	16	0.0	0.424	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	56.5
5	T1	All MCs	1613	1.9	1613	1.9	0.424	0.1	LOS A	0.0	0.4	0.00	0.01	0.00	59.8
6	R2	All MCs	1	0.0	1	0.0	0.424	8.4	LOS A	0.0	0.4	0.01	0.00	0.01	57.4
Approach			1629	1.9	1629	1.9	0.424	0.1	NA	0.0	0.4	0.00	0.01	0.00	59.8
North: Access to Golf Course															
7	L2	All MCs	1	0.0	1	0.0	1.000	389.5	LOS F	3.5	24.5	1.00	1.01	1.02	4.2
8	T1	All MCs	1	0.0	1	0.0	1.000	1482.7	LOS F	3.5	24.5	1.00	1.01	1.02	3.2
9	R2	All MCs	1	0.0	1	0.0	1.000	624.3	LOS F	3.5	24.5	1.00	1.01	1.02	4.9
Approach			3	0.0	3	0.0	1.000	832.2	LOS F	3.5	24.5	1.00	1.01	1.02	4.1
West: Knysna Road															
10	L2	All MCs	2	0.0	2	0.0	0.429	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	57.6
11	T1	All MCs	1097	3.8	1097	3.8	0.429	6.8	LOS A	6.3	45.7	0.16	0.17	0.20	54.5
12	R2	All MCs	40	0.0	40	0.0	0.429	42.8	LOS E	6.3	45.7	0.62	0.65	0.78	39.7
Approach			1139	3.7	1139	3.7	0.429	8.1	NA	6.3	45.7	0.18	0.19	0.22	54.0
All Vehicles			2843	2.5	2843	2.5	1.765	22.7	NA	21.7	152.0	0.10	0.14	0.25	45.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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.

MOVEMENT SUMMARY

 Site: 101 [P1_Knysna Rd_Sweetpea St_PM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: Sweetpea St															
1	L2	All MCs	38	0.0	38	0.0	2.062	990.5	LOS F	16.5	115.2	1.00	2.02	4.58	3.3
2	T1	All MCs	4	0.0	4	0.0	2.062	1312.0	LOS F	16.5	115.2	1.00	2.02	4.58	2.6
3	R2	All MCs	2	0.0	2	0.0	2.062	1130.9	LOS F	16.5	115.2	1.00	2.02	4.58	2.7
Approach			44	0.0	44	0.0	2.062	1027.8	LOS F	16.5	115.2	1.00	2.02	4.58	3.2
East: Knysna Road															
4	L2	All MCs	14	0.0	14	0.0	0.293	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	56.6
5	T1	All MCs	1051	3.6	1051	3.6	0.293	0.7	LOS A	0.6	4.3	0.03	0.04	0.03	59.2
6	R2	All MCs	4	0.0	4	0.0	0.293	31.3	LOS D	0.6	4.3	0.06	0.06	0.06	56.0
Approach			1068	3.5	1068	3.5	0.293	0.9	NA	0.6	4.3	0.03	0.04	0.03	59.2
North: Access to Golf Course															
7	L2	All MCs	11	0.0	11	0.0	2.762	1682.0	LOS F	11.8	82.4	1.00	1.43	2.92	2.1
8	T1	All MCs	1	0.0	1	0.0	2.762	2050.2	LOS F	11.8	82.4	1.00	1.43	2.92	1.6
9	R2	All MCs	13	0.0	13	0.0	2.762	1773.1	LOS F	11.8	82.4	1.00	1.43	2.92	2.4
Approach			24	0.0	24	0.0	2.762	1745.6	LOS F	11.8	82.4	1.00	1.43	2.92	2.2
West: Knysna Road															
10	L2	All MCs	11	0.0	11	0.0	0.472	5.8	LOS A	0.0	0.0	0.00	0.01	0.00	57.6
11	T1	All MCs	1498	2.3	1498	2.3	0.472	2.2	LOS A	3.9	27.6	0.12	0.14	0.19	57.8
12	R2	All MCs	62	0.0	62	0.0	0.472	18.0	LOS C	3.9	27.6	0.30	0.34	0.48	52.1
Approach			1571	2.2	1571	2.2	0.472	2.8	NA	3.9	27.6	0.13	0.15	0.20	57.6
All Vehicles			2707	2.7	2707	2.7	2.762	34.4	NA	16.5	115.2	0.11	0.15	0.23	40.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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.

MOVEMENT SUMMARY

Site: 101v [P1_Knysna Rd_Sweetpea St_AM - Conversion (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Sweetpea St															
1	L2	All MCs	68	0.0	68	0.0	0.260	23.1	LOS C	1.3	9.4	0.92	0.74	0.92	42.1
2	T1	All MCs	1	0.0	1	0.0	*0.260	17.5	LOS B	1.3	9.4	0.92	0.74	0.92	40.3
3	R2	All MCs	2	0.0	2	0.0	0.260	23.0	LOS C	1.3	9.4	0.92	0.74	0.92	39.1
Approach			72	0.0	72	0.0	0.260	23.0	LOS C	1.3	9.4	0.92	0.74	0.92	42.0
East: Knysna Road															
4	L2	All MCs	16	0.0	16	0.0	0.771	15.8	LOS B	14.5	102.9	0.84	0.83	0.96	47.2
5	T1	All MCs	1613	1.9	1613	1.9	0.771	10.2	LOS B	14.5	102.9	0.84	0.83	0.96	52.8
6	R2	All MCs	1	0.0	1	0.0	*0.771	25.5	LOS C	14.4	102.7	0.84	0.83	0.96	49.5
Approach			1629	1.9	1629	1.9	0.771	10.3	LOS B	14.5	102.9	0.84	0.83	0.96	52.7
North: Access to Golf Course															
7	L2	All MCs	1	0.0	1	0.0	0.013	21.6	LOS C	0.1	0.4	0.87	0.60	0.87	44.0
8	T1	All MCs	1	0.0	1	0.0	0.013	16.0	LOS B	0.1	0.4	0.87	0.60	0.87	42.1
9	R2	All MCs	1	0.0	1	0.0	0.013	22.5	LOS C	0.1	0.4	0.87	0.60	0.87	45.9
Approach			3	0.0	3	0.0	0.013	20.0	LOS C	0.1	0.4	0.87	0.60	0.87	44.2
West: Knysna Road															
10	L2	All MCs	2	0.0	2	0.0	0.616	12.3	LOS B	8.8	63.5	0.73	0.65	0.73	53.2
11	T1	All MCs	1097	3.8	1097	3.8	0.616	7.1	LOS A	8.8	63.5	0.76	0.67	0.76	54.4
12	R2	All MCs	40	0.0	40	0.0	0.616	27.8	LOS C	7.4	53.6	0.79	0.70	0.79	50.0
Approach			1139	3.7	1139	3.7	0.616	7.8	LOS A	8.8	63.5	0.76	0.67	0.76	54.2
All Vehicles			2843	2.5	2843	2.5	0.771	9.6	LOS A	14.5	102.9	0.81	0.77	0.88	53.0

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

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Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

Site: 101v [P1_Knysna Rd_Sweetpea St_PM - Conversion (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Sweetpea St															
1	L2	All MCs	38	0.0	38	0.0	0.161	22.7	LOS C	0.8	5.7	0.90	0.72	0.90	42.5
2	T1	All MCs	4	0.0	4	0.0	*0.161	17.1	LOS B	0.8	5.7	0.90	0.72	0.90	40.8
3	R2	All MCs	2	0.0	2	0.0	0.161	22.7	LOS C	0.8	5.7	0.90	0.72	0.90	39.6
Approach			44	0.0	44	0.0	0.161	22.2	LOS C	0.8	5.7	0.90	0.72	0.90	42.3
East: Knysna Road															
4	L2	All MCs	14	0.0	14	0.0	0.517	11.8	LOS B	6.8	49.1	0.67	0.59	0.67	50.5
5	T1	All MCs	1051	3.6	1051	3.6	0.517	6.2	LOS A	6.8	49.1	0.67	0.59	0.67	55.3
6	R2	All MCs	4	0.0	4	0.0	0.517	24.9	LOS C	6.6	47.9	0.67	0.59	0.67	52.3
Approach			1068	3.5	1068	3.5	0.517	6.3	LOS A	6.8	49.1	0.67	0.59	0.67	55.3
North: Access to Golf Course															
7	L2	All MCs	11	0.0	11	0.0	0.099	22.5	LOS C	0.4	3.1	0.89	0.70	0.89	42.8
8	T1	All MCs	1	0.0	1	0.0	0.099	17.0	LOS B	0.4	3.1	0.89	0.70	0.89	40.7
9	R2	All MCs	13	0.0	13	0.0	0.099	22.5	LOS C	0.4	3.1	0.89	0.70	0.89	44.8
Approach			24	0.0	24	0.0	0.099	22.3	LOS C	0.4	3.1	0.89	0.70	0.89	43.9
West: Knysna Road															
10	L2	All MCs	11	0.0	11	0.0	0.817	18.1	LOS B	17.2	122.6	0.88	0.92	1.07	49.7
11	T1	All MCs	1498	2.3	1498	2.3	0.817	12.9	LOS B	17.2	122.6	0.89	0.93	1.09	50.9
12	R2	All MCs	62	0.0	62	0.0	*0.817	26.4	LOS C	14.7	104.9	0.89	0.95	1.13	46.6
Approach			1571	2.2	1571	2.2	0.817	13.5	LOS B	17.2	122.6	0.89	0.93	1.10	50.7
All Vehicles			2707	2.7	2707	2.7	0.817	10.9	LOS B	17.2	122.6	0.80	0.79	0.92	52.2

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

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MOVEMENT SUMMARIES

2. PARK ROAD/SWEETPEA STREET

Existing 2023 AM & PM

Estimated (background) 2029 AM & PM

Expected (incl development) 2029 AM & PM

MOVEMENT SUMMARY

 Site: 101 [P2_Sweetpea St_Park Rd_AM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	263	6.0	263	6.0	0.146	0.0	LOS A	0.1	0.5	0.03	0.03	0.03	59.6
6	R2	All MCs	7	0.0	7	0.0	0.146	6.5	LOS A	0.1	0.5	0.03	0.03	0.03	56.3
Approach			271	5.8	271	5.8	0.146	0.2	NA	0.1	0.5	0.03	0.03	0.03	59.5
North: Sweetpea St															
7	L2	All MCs	9	0.0	9	0.0	0.104	9.3	LOS A	0.3	2.5	0.50	0.96	0.50	47.9
9	R2	All MCs	58	1.8	58	1.8	0.104	11.2	LOS B	0.3	2.5	0.50	0.96	0.50	40.0
Approach			67	1.5	67	1.5	0.104	10.9	LOS B	0.3	2.5	0.50	0.96	0.50	41.6
West: Park Rd															
10	L2	All MCs	17	0.0	17	0.0	0.163	5.5	LOS A	0.0	0.0	0.00	0.03	0.00	53.8
11	T1	All MCs	285	8.5	285	8.5	0.163	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach			302	8.0	302	8.0	0.163	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.2
All Vehicles			640	6.4	640	6.4	0.163	1.4	NA	0.3	2.5	0.06	0.13	0.06	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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 [P2_Sweetpea St_Park Rd_PM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	280	11.3	280	11.3	0.161	0.1	LOS A	0.1	0.6	0.03	0.04	0.03	59.5
6	R2	All MCs	9	0.0	9	0.0	0.161	6.7	LOS A	0.1	0.6	0.03	0.04	0.03	56.2
Approach			289	10.9	289	10.9	0.161	0.3	NA	0.1	0.6	0.03	0.04	0.03	59.4
North: Sweetpea St															
7	L2	All MCs	14	0.0	14	0.0	0.048	9.2	LOS A	0.2	1.2	0.47	0.90	0.47	48.0
9	R2	All MCs	19	11.0	19	11.0	0.048	12.2	LOS B	0.2	1.2	0.47	0.90	0.47	39.4
Approach			33	6.4	33	6.4	0.048	10.9	LOS B	0.2	1.2	0.47	0.90	0.47	43.9
West: Park Rd															
10	L2	All MCs	33	3.2	33	3.2	0.168	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	52.4
11	T1	All MCs	286	3.3	286	3.3	0.168	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.1
Approach			319	3.3	319	3.3	0.168	0.6	NA	0.0	0.0	0.00	0.06	0.00	58.6
All Vehicles			641	6.9	641	6.9	0.168	1.0	NA	0.2	1.2	0.04	0.09	0.04	58.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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 [P2_Sweetpea St_Park Rd_AM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	315	6.0	315	6.0	0.174	0.1	LOS A	0.1	0.6	0.03	0.04	0.03	59.6
6	R2	All MCs	8	0.0	8	0.0	0.174	6.9	LOS A	0.1	0.6	0.03	0.04	0.03	56.3
Approach			323	5.8	323	5.8	0.174	0.2	NA	0.1	0.6	0.03	0.04	0.03	59.5
North: Sweetpea St															
7	L2	All MCs	12	0.0	12	0.0	0.145	9.7	LOS A	0.5	3.4	0.55	1.00	0.55	47.1
9	R2	All MCs	69	1.8	69	1.8	0.145	12.5	LOS B	0.5	3.4	0.55	1.00	0.55	39.0
Approach			81	1.5	81	1.5	0.145	12.1	LOS B	0.5	3.4	0.55	1.00	0.55	40.7
West: Park Rd															
10	L2	All MCs	20	0.0	20	0.0	0.195	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	53.8
11	T1	All MCs	341	8.5	341	8.5	0.195	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
Approach			361	8.0	361	8.0	0.195	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.2
All Vehicles			765	6.4	765	6.4	0.195	1.5	NA	0.5	3.4	0.07	0.14	0.07	57.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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 [P2_Sweetpea St_Park Rd_PM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	335	11.3	335	11.3	0.193	0.1	LOS A	0.1	0.8	0.04	0.05	0.04	59.5
6	R2	All MCs	12	0.0	12	0.0	0.193	7.0	LOS A	0.1	0.8	0.04	0.05	0.04	56.2
Approach			346	10.9	346	10.9	0.193	0.3	NA	0.1	0.8	0.04	0.05	0.04	59.3
North: Sweetpea St															
7	L2	All MCs	17	0.0	17	0.0	0.066	9.6	LOS A	0.2	1.6	0.52	0.93	0.52	47.3
9	R2	All MCs	22	11.0	22	11.0	0.066	13.8	LOS B	0.2	1.6	0.52	0.93	0.52	38.5
Approach			39	6.2	39	6.2	0.066	11.9	LOS B	0.2	1.6	0.52	0.93	0.52	43.3
West: Park Rd															
10	L2	All MCs	39	3.2	39	3.2	0.201	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	52.4
11	T1	All MCs	342	3.3	342	3.3	0.201	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.1
Approach			381	3.3	381	3.3	0.201	0.6	NA	0.0	0.0	0.00	0.06	0.00	58.6
All Vehicles			766	6.9	766	6.9	0.201	1.0	NA	0.2	1.6	0.04	0.10	0.04	58.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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.

MOVEMENT SUMMARY

 Site: 101 [P2_Sweetpea St_Park Rd_AM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	315	6.0	315	6.0	0.181	0.1	LOS A	0.2	1.1	0.06	0.07	0.06	59.2
6	R2	All MCs	17	0.0	17	0.0	0.181	7.0	LOS A	0.2	1.1	0.06	0.07	0.06	56.0
Approach			332	5.7	332	5.7	0.181	0.5	NA	0.2	1.1	0.06	0.07	0.06	59.0
North: Sweetpea St															
7	L2	All MCs	35	0.0	35	0.0	0.183	9.8	LOS A	0.6	4.5	0.55	0.97	0.55	47.3
9	R2	All MCs	77	1.6	77	1.6	0.183	12.7	LOS B	0.6	4.5	0.55	0.97	0.55	39.3
Approach			112	1.1	112	1.1	0.183	11.8	LOS B	0.6	4.5	0.55	0.97	0.55	42.6
West: Park Rd															
10	L2	All MCs	22	0.0	22	0.0	0.196	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	53.7
11	T1	All MCs	341	8.5	341	8.5	0.196	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.4
Approach			363	8.0	363	8.0	0.196	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.2
All Vehicles			806	6.1	806	6.1	0.196	2.0	NA	0.6	4.5	0.10	0.18	0.10	56.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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.

MOVEMENT SUMMARY

 Site: 101 [P2_Sweetpea St_Park Rd_PM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	335	11.3	335	11.3	0.211	0.2	LOS A	0.3	2.4	0.11	0.13	0.11	58.6
6	R2	All MCs	34	0.0	34	0.0	0.211	7.1	LOS A	0.3	2.4	0.11	0.13	0.11	55.5
Approach			368	10.3	368	10.3	0.211	0.9	NA	0.3	2.4	0.11	0.13	0.11	58.3
North: Sweetpea St															
7	L2	All MCs	26	0.0	26	0.0	0.084	9.6	LOS A	0.3	2.0	0.52	0.93	0.52	47.4
9	R2	All MCs	25	9.6	25	9.6	0.084	14.1	LOS B	0.3	2.0	0.52	0.93	0.52	38.7
Approach			52	4.7	52	4.7	0.084	11.8	LOS B	0.3	2.0	0.52	0.93	0.52	44.1
West: Park Rd															
10	L2	All MCs	46	2.7	46	2.7	0.205	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	52.4
11	T1	All MCs	342	3.3	342	3.3	0.205	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.0
Approach			388	3.2	388	3.2	0.205	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.4
All Vehicles			808	6.5	808	6.5	0.211	1.5	NA	0.3	2.4	0.08	0.15	0.08	57.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 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.

MOVEMENT SUMMARIES

3. ST GEORGE'S ROAD/PARK ROAD

Existing 2023 AM & PM

Estimated (background) 2029 AM & PM

Expected (incl development) 2029 AM & PM

MOVEMENT SUMMARY

 Site: 101 [P3_Park Rd_SaintGeorge Rd_AM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	105	10.0	105	10.0	0.350	13.3	LOS B	1.3	9.3	0.69	1.29	2.21	49.0
6	R2	All MCs	195	0.0	195	0.0	0.350	12.3	LOS B	1.3	9.3	0.69	1.29	2.21	47.3
Approach			300	3.5	300	3.5	0.350	12.7	LOS B	1.3	9.3	0.69	1.29	2.21	47.9
North: St George's Rd															
7	L2	All MCs	84	2.5	84	2.5	0.281	22.7	LOS C	1.1	7.8	0.96	1.22	2.32	41.1
9	R2	All MCs	74	10.0	74	10.0	0.279	25.1	LOS D	1.1	8.2	0.98	1.23	2.33	40.5
Approach			158	6.0	158	6.0	0.281	23.8	LOS C	1.1	8.2	0.97	1.23	2.32	40.8
West: Park Rd															
10	L2	All MCs	112	9.4	112	9.4	0.460	18.4	LOS C	2.1	15.5	0.89	1.34	2.70	44.1
11	T1	All MCs	143	7.4	143	7.4	0.460	18.5	LOS C	2.1	15.5	0.89	1.34	2.70	46.0
Approach			255	8.3	255	8.3	0.460	18.4	LOS C	2.1	15.5	0.89	1.34	2.70	45.3
All Vehicles			713	5.8	713	5.8	0.460	17.2	LOS C	2.1	15.5	0.82	1.29	2.41	45.3

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

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MOVEMENT SUMMARY

 Site: 101 [P3_Park Rd_SaintGeorge Rd_PM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	188	5.6	188	5.6	0.392	13.9	LOS B	1.5	11.1	0.73	1.31	2.36	48.7
6	R2	All MCs	131	0.0	131	0.0	0.392	13.1	LOS B	1.5	11.1	0.73	1.31	2.36	46.7
Approach			319	3.3	319	3.3	0.392	13.6	LOS B	1.5	11.1	0.73	1.31	2.36	47.9
North: St George's Rd															
7	L2	All MCs	142	2.2	142	2.2	0.423	24.4	LOS C	1.9	13.4	0.97	1.30	2.65	40.2
9	R2	All MCs	86	20.7	86	20.7	0.287	23.5	LOS C	1.1	9.2	0.96	1.25	2.33	41.2
Approach			228	9.2	228	9.2	0.423	24.1	LOS C	1.9	13.4	0.97	1.28	2.53	40.6
West: Park Rd															
10	L2	All MCs	58	14.5	58	14.5	0.367	16.4	LOS C	1.5	11.1	0.84	1.29	2.39	45.2
11	T1	All MCs	157	7.5	157	7.5	0.367	16.2	LOS C	1.5	11.1	0.84	1.29	2.39	47.2
Approach			215	9.4	215	9.4	0.367	16.3	LOS C	1.5	11.1	0.84	1.29	2.39	46.8
All Vehicles			762	6.8	762	6.8	0.423	17.5	LOS C	1.9	13.4	0.83	1.29	2.42	45.4

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

MOVEMENT SUMMARY

 Site: 101 [P3_Park Rd_SaintGeorge Rd_AM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	125	10.0	125	10.0	0.418	14.0	LOS B	1.7	12.2	0.72	1.32	2.41	48.6
6	R2	All MCs	233	0.0	233	0.0	0.418	13.1	LOS B	1.7	12.2	0.72	1.32	2.41	46.8
Approach			358	3.5	358	3.5	0.418	13.4	LOS B	1.7	12.2	0.72	1.32	2.41	47.5
North: SaintGeorge Rd															
7	L2	All MCs	101	2.5	101	2.5	0.337	24.0	LOS C	1.4	9.8	0.97	1.25	2.44	40.4
9	R2	All MCs	88	10.0	88	10.0	0.334	26.5	LOS D	1.4	10.3	0.99	1.25	2.44	39.8
Approach			189	6.0	189	6.0	0.337	25.2	LOS D	1.4	10.3	0.98	1.25	2.44	40.1
West: Park Rd															
10	L2	All MCs	134	9.4	134	9.4	0.551	20.7	LOS C	2.8	21.2	0.92	1.42	3.07	42.8
11	T1	All MCs	171	7.4	171	7.4	0.551	20.8	LOS C	2.8	21.2	0.92	1.42	3.07	44.8
Approach			304	8.3	304	8.3	0.551	20.8	LOS C	2.8	21.2	0.92	1.42	3.07	44.0
All Vehicles			852	5.8	852	5.8	0.551	18.7	LOS C	2.8	21.2	0.85	1.34	2.65	44.5

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

MOVEMENT SUMMARY

 Site: 101 [P3_Park Rd_SaintGeorge Rd_PM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	225	5.6	225	5.6	0.468	14.9	LOS B	2.0	14.7	0.76	1.36	2.61	48.1
6	R2	All MCs	156	0.0	156	0.0	0.468	14.1	LOS B	2.0	14.7	0.76	1.36	2.61	46.0
Approach			381	3.3	381	3.3	0.468	14.6	LOS B	2.0	14.7	0.76	1.36	2.61	47.3
North: SaintGeorge Rd															
7	L2	All MCs	169	2.2	169	2.2	0.505	27.3	LOS D	2.5	17.5	0.99	1.35	2.92	38.8
9	R2	All MCs	103	20.7	103	20.7	0.343	24.9	LOS C	1.4	11.6	0.97	1.27	2.45	40.5
Approach			273	9.2	273	9.2	0.505	26.4	LOS D	2.5	17.5	0.98	1.32	2.74	39.5
West: Park Rd															
10	L2	All MCs	69	14.5	69	14.5	0.438	17.6	LOS C	1.9	14.5	0.87	1.33	2.61	44.5
11	T1	All MCs	187	7.5	187	7.5	0.438	17.4	LOS C	1.9	14.5	0.87	1.33	2.61	46.6
Approach			257	9.4	257	9.4	0.438	17.5	LOS C	1.9	14.5	0.87	1.33	2.61	46.1
All Vehicles			911	6.8	911	6.8	0.505	18.9	LOS C	2.5	17.5	0.86	1.34	2.65	44.6

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

MOVEMENT SUMMARY

 Site: 101 [P3_Park Rd_SaintGeorge Rd_AM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	127	9.8	127	9.8	0.423	14.1	LOS B	1.7	12.4	0.73	1.33	2.44	48.5
6	R2	All MCs	233	0.0	233	0.0	0.423	13.2	LOS B	1.7	12.4	0.73	1.33	2.44	46.7
Approach			360	3.5	360	3.5	0.423	13.5	LOS B	1.7	12.4	0.73	1.33	2.44	47.4
North: SaintGeorge Rd															
7	L2	All MCs	101	2.5	101	2.5	0.332	23.7	LOS C	1.3	9.6	0.97	1.25	2.42	40.6
9	R2	All MCs	94	9.4	94	9.4	0.349	26.7	LOS D	1.4	10.9	0.99	1.26	2.47	39.7
Approach			195	5.8	195	5.8	0.349	25.1	LOS D	1.4	10.9	0.98	1.25	2.45	40.2
West: Park Rd															
10	L2	All MCs	152	8.3	152	8.3	0.594	22.0	LOS C	3.3	24.4	0.93	1.47	3.30	42.1
11	T1	All MCs	177	7.1	177	7.1	0.594	22.3	LOS C	3.3	24.4	0.93	1.47	3.30	44.1
Approach			328	7.7	328	7.7	0.594	22.2	LOS C	3.3	24.4	0.93	1.47	3.30	43.2
All Vehicles			883	5.6	883	5.6	0.594	19.3	LOS C	3.3	24.4	0.86	1.36	2.76	44.1

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

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 Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

 Site: 101 [P3_Park Rd_SaintGeorge Rd_PM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.	Dist]				km/h
			veh/h		veh/h					veh	m				
East: Park Rd															
5	T1	All MCs	231	5.5	231	5.5	0.489	15.4	LOS C	2.2	15.9	0.79	1.37	2.71	47.8
6	R2	All MCs	156	0.0	156	0.0	0.489	14.7	LOS B	2.2	15.9	0.79	1.37	2.71	45.6
Approach			386	3.3	386	3.3	0.489	15.2	LOS C	2.2	15.9	0.79	1.37	2.71	47.0
North: SaintGeorge Rd															
7	L2	All MCs	169	2.2	169	2.2	0.495	26.5	LOS D	2.4	17.0	0.98	1.34	2.88	39.2
9	R2	All MCs	120	17.8	120	17.8	0.391	25.7	LOS D	1.7	13.5	0.98	1.30	2.56	40.1
Approach			289	8.7	289	8.7	0.495	26.2	LOS D	2.4	17.0	0.98	1.32	2.75	39.6
West: Park Rd															
10	L2	All MCs	77	13.1	77	13.1	0.472	18.6	LOS C	2.2	16.3	0.89	1.35	2.73	43.9
11	T1	All MCs	189	7.4	189	7.4	0.472	18.5	LOS C	2.2	16.3	0.89	1.35	2.73	46.0
Approach			266	9.1	266	9.1	0.472	18.6	LOS C	2.2	16.3	0.89	1.35	2.73	45.5
All Vehicles			942	6.6	942	6.6	0.495	19.5	LOS C	2.4	17.0	0.87	1.35	2.73	44.2

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

MOVEMENT SUMMARIES

4. KNYSNA ROAD/ST GEORGE'S ROAD

Existing 2023 AM & PM

Estimated (background) 2029 AM & PM

Expected (incl development) 2029 AM & PM

MOVEMENT SUMMARY

Site: 101 [P4_Knysna Rd_SaintGeorge Rd_AM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 56 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: St George's Rd															
1	L2	All MCs	194	0.5	194	0.5	0.105	6.8	LOS A	0.0	0.0	0.00	0.53	0.00	52.5
2	T1	All MCs	37	8.6	37	8.6	0.051	11.8	LOS B	0.6	4.7	0.63	0.47	0.63	48.9
3	R2	All MCs	80	6.6	80	6.6	0.077	18.5	LOS B	0.7	5.3	0.65	0.68	0.65	42.8
Approach			311	3.0	311	3.0	0.105	10.4	LOS B	0.7	5.3	0.24	0.56	0.24	49.2
East: Knysna Rd															
4	L2	All MCs	53	10.0	53	10.0	0.077	17.7	LOS B	0.9	6.9	0.64	0.68	0.64	43.3
5	T1	All MCs	991	2.3	991	2.3	*0.656	16.0	LOS B	11.3	80.9	0.86	0.75	0.86	47.8
6	R2	All MCs	62	8.5	62	8.5	0.138	25.9	LOS C	0.7	5.4	0.80	0.71	0.80	41.1
Approach			1105	3.0	1105	3.0	0.656	16.6	LOS B	11.3	80.9	0.84	0.74	0.84	47.2
North: St George's Rd															
7	L2	All MCs	65	9.7	65	9.7	0.096	19.1	LOS B	1.1	8.6	0.64	0.70	0.64	44.7
8	T1	All MCs	40	0.0	40	0.0	0.026	11.5	LOS B	0.3	2.3	0.62	0.44	0.62	49.1
9	R2	All MCs	171	1.9	171	1.9	*0.297	19.1	LOS B	3.3	23.4	0.71	0.74	0.71	44.8
Approach			276	3.4	276	3.4	0.297	18.0	LOS B	3.3	23.4	0.68	0.69	0.68	45.3
West: Knysna Rd															
10	L2	All MCs	83	8.9	83	8.9	0.048	5.9	LOS A	0.0	0.0	0.00	0.52	0.00	53.3
11	T1	All MCs	761	3.2	761	3.2	0.578	15.4	LOS B	9.5	68.5	0.79	0.68	0.79	48.5
12	R2	All MCs	82	0.0	82	0.0	0.209	28.2	LOS C	1.0	7.1	0.85	0.73	0.85	38.1
Approach			926	3.4	926	3.4	0.578	15.7	LOS B	9.5	68.5	0.73	0.67	0.73	47.9
All Vehicles			2618	3.2	2618	3.2	0.656	15.7	LOS B	11.3	80.9	0.71	0.69	0.71	47.5

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
South: St George's Rd												
P1	Full	50	53	22.4	LOS C	0.1	0.1	0.89	0.89	176.2	200.0	1.13
East: Knysna Rd												

P2 Full	50	53	22.4	LOS C	0.1	0.1	0.89	0.89	176.2	200.0	1.13
North: St George's Rd											
P3 Full	50	53	22.4	LOS C	0.1	0.1	0.89	0.89	176.2	200.0	1.13
West: Knysna Rd											
P4 Full	50	53	22.4	LOS C	0.1	0.1	0.89	0.89	176.2	200.0	1.13
All Pedestrians	200	211	22.4	LOS C	0.1	0.1	0.89	0.89	176.2	200.0	1.13

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 101 [P4_Knysna Rd_SaintGeorge Rd_PM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 61 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec			m				km/h
South: St George's Rd															
1	L2	All MCs	114	2.8	114	2.8	0.062	6.3	LOS A	0.0	0.0	0.00	0.53	0.00	52.4
2	T1	All MCs	33	16.1	33	16.1	0.049	13.4	LOS B	0.6	4.9	0.64	0.48	0.64	47.7
3	R2	All MCs	56	11.3	56	11.3	0.062	20.9	LOS C	0.6	4.4	0.68	0.68	0.68	41.3
Approach			202	7.3	202	7.3	0.062	11.5	LOS B	0.6	4.9	0.29	0.56	0.29	48.1
East: Knysna Rd															
4	L2	All MCs	76	15.3	76	15.3	0.106	17.6	LOS B	1.4	10.8	0.61	0.68	0.61	43.3
5	T1	All MCs	688	4.1	688	4.1	0.425	13.9	LOS B	7.3	52.7	0.73	0.62	0.73	49.1
6	R2	All MCs	82	15.4	82	15.4	0.245	31.6	LOS C	1.1	9.1	0.87	0.73	0.87	38.6
Approach			846	6.2	846	6.2	0.425	16.0	LOS B	7.3	52.7	0.73	0.64	0.73	47.4
North: St George's Rd															
7	L2	All MCs	104	12.1	104	12.1	0.162	22.6	LOS C	2.1	16.1	0.68	0.73	0.68	43.5
8	T1	All MCs	31	0.0	31	0.0	0.021	13.1	LOS B	0.3	2.0	0.63	0.45	0.63	47.9
9	R2	All MCs	97	3.3	97	3.3	*0.178	20.1	LOS C	2.0	14.2	0.68	0.72	0.68	44.3
Approach			232	6.8	232	6.8	0.178	20.3	LOS C	2.1	16.1	0.67	0.69	0.67	44.3
West: Knysna Rd															
10	L2	All MCs	139	0.8	139	0.8	0.075	5.8	LOS A	0.0	0.0	0.00	0.53	0.00	53.5
11	T1	All MCs	1013	2.1	1013	2.1	*0.704	16.8	LOS B	14.3	102.1	0.82	0.72	0.82	48.0
12	R2	All MCs	122	3.5	122	3.5	0.213	23.9	LOS C	1.4	10.2	0.75	0.73	0.75	40.2
Approach			1274	2.1	1274	2.1	0.704	16.3	LOS B	14.3	102.1	0.73	0.70	0.73	47.8
All Vehicles			2554	4.3	2554	4.3	0.704	16.2	LOS B	14.3	102.1	0.69	0.67	0.69	47.3

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist]		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: St George's Rd												
P1	Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
East: Knysna Rd												

P2 Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
North: St George's Rd											
P3 Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
West: Knysna Rd											
P4 Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
All Pedestrians	200	211	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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 Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

Site: 101 [P4_Knysna Rd_SaintGeorge Rd_AM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 61 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: SaintGeorge Rd															
1	L2	All MCs	232	0.5	232	0.5	0.125	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	52.5
2	T1	All MCs	44	8.6	44	8.6	0.063	13.5	LOS B	0.8	6.3	0.65	0.49	0.65	47.6
3	R2	All MCs	96	6.6	96	6.6	0.100	20.4	LOS C	1.0	7.1	0.67	0.69	0.67	41.7
Approach			372	3.1	372	3.1	0.125	11.3	LOS B	1.0	7.1	0.25	0.57	0.25	48.7
East: Knysna Rd															
4	L2	All MCs	63	10.0	63	10.0	0.085	17.4	LOS B	1.1	8.5	0.61	0.68	0.61	43.5
5	T1	All MCs	1183	2.3	1183	2.3	*0.722	16.6	LOS B	14.9	106.1	0.87	0.77	0.87	47.5
6	R2	All MCs	74	8.5	74	8.5	0.187	29.1	LOS C	1.0	7.3	0.83	0.72	0.83	39.7
Approach			1320	3.0	1320	3.0	0.722	17.3	LOS B	14.9	106.1	0.86	0.76	0.86	46.8
North: SaintGeorge Rd															
7	L2	All MCs	78	9.7	78	9.7	0.119	21.7	LOS C	1.5	11.6	0.66	0.71	0.66	43.7
8	T1	All MCs	47	0.0	47	0.0	0.032	13.3	LOS B	0.4	3.1	0.64	0.46	0.64	47.8
9	R2	All MCs	203	1.9	203	1.9	*0.376	21.5	LOS C	4.5	32.2	0.75	0.76	0.75	43.6
Approach			328	3.4	328	3.4	0.376	20.4	LOS C	4.5	32.2	0.71	0.71	0.71	44.1
West: Knysna Rd															
10	L2	All MCs	99	8.9	99	8.9	0.057	5.9	LOS A	0.0	0.0	0.00	0.52	0.00	53.3
11	T1	All MCs	908	3.2	908	3.2	0.636	16.0	LOS B	12.3	88.7	0.79	0.69	0.79	48.3
12	R2	All MCs	98	0.0	98	0.0	0.291	31.7	LOS C	1.4	9.6	0.88	0.74	0.88	36.6
Approach			1105	3.4	1105	3.4	0.636	16.5	LOS B	12.3	88.7	0.73	0.68	0.73	47.6
All Vehicles			3125	3.2	3125	3.2	0.722	16.6	LOS B	14.9	106.1	0.72	0.70	0.72	47.0

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: SaintGeorge Rd												
P1	Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
East: Knysna Rd												

P2 Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
North: SaintGeorge Rd											
P3 Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
West: Knysna Rd											
P4 Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
All Pedestrians	200	211	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

Site: 101 [P4_Knysna Rd_SaintGeorge Rd_PM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 65 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: SaintGeorge Rd															
1	L2	All MCs	136	2.8	136	2.8	0.075	6.5	LOS A	0.0	0.0	0.00	0.53	0.00	52.4
2	T1	All MCs	39	16.1	39	16.1	0.062	15.5	LOS B	0.8	6.5	0.67	0.50	0.67	46.2
3	R2	All MCs	66	11.3	66	11.3	0.082	23.9	LOS C	0.8	5.9	0.72	0.69	0.72	39.7
Approach			241	7.3	241	7.3	0.082	12.8	LOS B	0.8	6.5	0.31	0.57	0.31	47.3
East: Knysna Rd															
4	L2	All MCs	91	15.3	91	15.3	0.117	16.9	LOS B	1.6	13.0	0.58	0.68	0.58	43.7
5	T1	All MCs	822	4.1	822	4.1	0.469	13.6	LOS B	9.0	65.5	0.72	0.62	0.72	49.3
6	R2	All MCs	98	15.4	98	15.4	0.348	35.7	LOS D	1.5	12.1	0.91	0.75	0.91	37.0
Approach			1011	6.2	1011	6.2	0.469	16.0	LOS B	9.0	65.5	0.72	0.64	0.72	47.3
North: SaintGeorge Rd															
7	L2	All MCs	124	12.1	124	12.1	0.205	26.6	LOS C	2.8	21.5	0.71	0.74	0.71	42.3
8	T1	All MCs	37	0.0	37	0.0	0.027	15.1	LOS B	0.4	2.7	0.66	0.47	0.66	46.5
9	R2	All MCs	116	3.3	116	3.3	*0.229	22.5	LOS C	2.6	19.0	0.72	0.73	0.72	43.0
Approach			277	6.8	277	6.8	0.229	23.4	LOS C	2.8	21.5	0.71	0.70	0.71	43.1
West: Knysna Rd															
10	L2	All MCs	166	0.8	166	0.8	0.090	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	53.5
11	T1	All MCs	1209	2.1	1209	2.1	*0.790	18.7	LOS B	18.5	132.0	0.84	0.75	0.84	47.8
12	R2	All MCs	146	3.5	146	3.5	0.281	25.8	LOS C	1.8	13.2	0.76	0.74	0.76	39.6
Approach			1522	2.1	1522	2.1	0.790	18.0	LOS B	18.5	132.0	0.74	0.72	0.74	47.1
All Vehicles			3051	4.3	3051	4.3	0.790	17.4	LOS B	18.5	132.0	0.70	0.68	0.70	46.8

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: SaintGeorge Rd												
P1	Full	50	53	26.8	LOS C	0.1	0.1	0.91	0.91	180.7	200.0	1.11
East: Knysna Rd												

P2 Full	50	53	26.8	LOS C	0.1	0.1	0.91	0.91	180.7	200.0	1.11
North: SaintGeorge Rd											
P3 Full	50	53	26.8	LOS C	0.1	0.1	0.91	0.91	180.7	200.0	1.11
West: Knysna Rd											
P4 Full	50	53	26.8	LOS C	0.1	0.1	0.91	0.91	180.7	200.0	1.11
All Pedestrians	200	211	26.8	LOS C	0.1	0.1	0.91	0.91	180.7	200.0	1.11

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

Site: 101 [P4_Knysna Rd_SaintGeorge Rd_AM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 61 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: SaintGeorge Rd															
1	L2	All MCs	232	0.5	232	0.5	0.125	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	52.5
2	T1	All MCs	46	8.2	46	8.2	0.066	13.6	LOS B	0.9	6.6	0.65	0.49	0.65	47.6
3	R2	All MCs	111	5.7	111	5.7	0.114	20.5	LOS C	1.1	8.2	0.68	0.70	0.68	41.7
Approach			388	2.9	388	2.9	0.125	11.7	LOS B	1.1	8.2	0.27	0.57	0.27	48.4
East: Knysna Rd															
4	L2	All MCs	68	9.2	68	9.2	0.092	17.4	LOS B	1.2	9.2	0.61	0.68	0.61	43.5
5	T1	All MCs	1183	2.3	1183	2.3	*0.722	16.6	LOS B	14.9	106.1	0.87	0.77	0.87	47.5
6	R2	All MCs	74	8.5	74	8.5	0.187	29.1	LOS C	1.0	7.3	0.83	0.72	0.83	39.7
Approach			1325	3.0	1325	3.0	0.722	17.3	LOS B	14.9	106.1	0.86	0.76	0.86	46.8
North: SaintGeorge Rd															
7	L2	All MCs	78	9.7	78	9.7	0.119	21.8	LOS C	1.5	11.6	0.66	0.71	0.66	43.7
8	T1	All MCs	48	0.0	48	0.0	0.033	13.3	LOS B	0.5	3.2	0.64	0.46	0.64	47.8
9	R2	All MCs	203	1.9	203	1.9	*0.377	21.5	LOS C	4.5	32.2	0.75	0.76	0.75	43.6
Approach			329	3.4	329	3.4	0.377	20.4	LOS C	4.5	32.2	0.71	0.71	0.71	44.1
West: Knysna Rd															
10	L2	All MCs	99	8.9	99	8.9	0.057	5.9	LOS A	0.0	0.0	0.00	0.52	0.00	53.3
11	T1	All MCs	909	3.2	909	3.2	0.637	16.1	LOS B	12.4	88.9	0.79	0.69	0.79	48.3
12	R2	All MCs	98	0.0	98	0.0	0.291	31.7	LOS C	1.4	9.6	0.88	0.74	0.88	36.6
Approach			1106	3.4	1106	3.4	0.637	16.5	LOS B	12.4	88.9	0.73	0.68	0.73	47.6
All Vehicles			3149	3.2	3149	3.2	0.722	16.7	LOS B	14.9	106.1	0.72	0.70	0.72	46.9

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: SaintGeorge Rd												
P1	Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
East: Knysna Rd												

P2 Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
North: SaintGeorge Rd											
P3 Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
West: Knysna Rd											
P4 Full	50	53	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12
All Pedestrians	200	211	24.8	LOS C	0.1	0.1	0.90	0.90	178.7	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

Site: 101 [P4_Knysna Rd_SaintGeorge Rd_PM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 65 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: SaintGeorge Rd															
1	L2	All MCs	136	2.8	136	2.8	0.075	6.5	LOS A	0.0	0.0	0.00	0.53	0.00	52.4
2	T1	All MCs	40	15.7	40	15.7	0.064	15.5	LOS B	0.8	6.7	0.67	0.50	0.67	46.2
3	R2	All MCs	73	10.3	73	10.3	0.090	24.0	LOS C	0.8	6.4	0.72	0.69	0.72	39.7
Approach			248	7.1	248	7.1	0.090	13.1	LOS B	0.8	6.7	0.32	0.57	0.32	47.1
East: Knysna Rd															
4	L2	All MCs	105	13.1	105	13.1	0.134	17.0	LOS B	1.9	15.0	0.59	0.69	0.59	43.7
5	T1	All MCs	823	4.1	823	4.1	0.470	13.6	LOS B	9.1	65.6	0.72	0.62	0.72	49.3
6	R2	All MCs	98	15.4	98	15.4	0.348	35.7	LOS D	1.5	12.1	0.91	0.75	0.91	37.0
Approach			1026	6.1	1026	6.1	0.470	16.1	LOS B	9.1	65.6	0.72	0.64	0.72	47.3
North: SaintGeorge Rd															
7	L2	All MCs	124	12.1	124	12.1	0.205	26.6	LOS C	2.8	21.5	0.71	0.74	0.71	42.3
8	T1	All MCs	39	0.0	39	0.0	0.028	15.1	LOS B	0.4	2.8	0.66	0.47	0.66	46.5
9	R2	All MCs	116	3.3	116	3.3	*0.230	22.5	LOS C	2.6	19.0	0.72	0.73	0.72	43.0
Approach			279	6.8	279	6.8	0.230	23.3	LOS C	2.8	21.5	0.71	0.70	0.71	43.1
West: Knysna Rd															
10	L2	All MCs	166	0.8	166	0.8	0.090	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	53.5
11	T1	All MCs	1209	2.1	1209	2.1	*0.790	18.7	LOS B	18.5	132.0	0.84	0.75	0.84	47.8
12	R2	All MCs	146	3.5	146	3.5	0.281	25.8	LOS C	1.8	13.2	0.76	0.74	0.76	39.6
Approach			1522	2.1	1522	2.1	0.790	18.0	LOS B	18.5	132.0	0.74	0.72	0.74	47.1
All Vehicles			3076	4.2	3076	4.2	0.790	17.4	LOS B	18.5	132.0	0.70	0.68	0.70	46.8

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: SaintGeorge Rd												
P1	Full	50	53	26.8	LOS C	0.1	0.1	0.91	0.91	180.7	200.0	1.11
East: Knysna Rd												

P2 Full	50	53	26.8	LOS C	0.1	0.1	0.91	0.91	180.7	200.0	1.11
North: SaintGeorge Rd											
P3 Full	50	53	26.8	LOS C	0.1	0.1	0.91	0.91	180.7	200.0	1.11
West: Knysna Rd											
P4 Full	50	53	26.8	LOS C	0.1	0.1	0.91	0.91	180.7	200.0	1.11
All Pedestrians	200	211	26.8	LOS C	0.1	0.1	0.91	0.91	180.7	200.0	1.11

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARIES

5. 5TH STREET/PARK ROAD

Existing 2023 AM & PM

Estimated (background) 2029 AM & PM

Expected (incl development) 2029 AM & PM

MOVEMENT SUMMARY

 Site: 101 [P5_Park Rd_5th St_AM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: 5th St															
2	T1	All MCs	131	4.0	131	4.0	0.295	12.5	LOS B	1.1	7.6	0.72	1.28	2.13	45.2
3	R2	All MCs	96	5.5	96	5.5	0.295	12.3	LOS B	1.1	7.6	0.72	1.28	2.13	50.4
Approach			226	4.6	226	4.6	0.295	12.4	LOS B	1.1	7.6	0.72	1.28	2.13	48.0
East: Park Rd															
4	L2	All MCs	187	3.9	187	3.9	0.508	19.8	LOS C	2.5	17.7	0.91	1.37	2.89	47.0
6	R2	All MCs	81	2.6	81	2.6	0.508	19.2	LOS C	2.5	17.7	0.91	1.37	2.89	43.5
Approach			268	3.5	268	3.5	0.508	19.6	LOS C	2.5	17.7	0.91	1.37	2.89	46.1
North: 5th St															
7	L2	All MCs	36	0.0	36	0.0	0.349	15.0	LOS B	1.4	9.8	0.83	1.29	2.34	46.9
8	T1	All MCs	176	3.6	176	3.6	0.349	14.9	LOS B	1.4	9.8	0.83	1.29	2.34	43.7
Approach			212	3.0	212	3.0	0.349	14.9	LOS B	1.4	9.8	0.83	1.29	2.34	44.3
All Vehicles			706	3.7	706	3.7	0.508	15.9	LOS C	2.5	17.7	0.83	1.32	2.48	46.2

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

MOVEMENT SUMMARY

 Site: 101 [P5_Park Rd_5th St_PM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: 5th St															
2	T1	All MCs	134	0.8	134	0.8	0.287	11.1	LOS B	1.0	6.9	0.63	1.28	2.02	46.3
3	R2	All MCs	133	2.4	133	2.4	0.287	11.0	LOS B	1.0	6.9	0.63	1.28	2.02	51.1
Approach			266	1.6	266	1.6	0.287	11.1	LOS B	1.0	6.9	0.63	1.28	2.02	49.3
East: Park Rd															
4	L2	All MCs	85	7.4	85	7.4	0.352	21.2	LOS C	1.4	10.5	0.94	1.26	2.45	46.4
6	R2	All MCs	46	0.0	46	0.0	0.352	20.0	LOS C	1.4	10.5	0.94	1.26	2.45	43.1
Approach			132	4.8	132	4.8	0.352	20.7	LOS C	1.4	10.5	0.94	1.26	2.45	45.4
North: 5th St															
7	L2	All MCs	51	0.0	51	0.0	0.233	13.2	LOS B	0.8	5.7	0.77	1.24	2.06	48.0
8	T1	All MCs	100	4.2	100	4.2	0.233	13.1	LOS B	0.8	5.7	0.77	1.24	2.06	44.9
Approach			151	2.8	151	2.8	0.233	13.1	LOS B	0.8	5.7	0.77	1.24	2.06	46.1
All Vehicles			548	2.7	548	2.7	0.352	14.0	LOS B	1.4	10.5	0.74	1.27	2.13	47.4

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

MOVEMENT SUMMARY

 Site: 101 [P5_Park Rd_5th St_AM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: 5th St															
2	T1	All MCs	156	4.0	156	4.0	0.353	13.1	LOS B	1.3	9.8	0.74	1.30	2.27	44.7
3	R2	All MCs	115	5.5	115	5.5	0.353	12.9	LOS B	1.3	9.8	0.74	1.30	2.27	50.1
Approach			271	4.6	271	4.6	0.353	13.0	LOS B	1.3	9.8	0.74	1.30	2.27	47.6
East: Park Rd															
4	L2	All MCs	224	3.9	224	3.9	0.607	23.1	LOS C	3.4	24.7	0.95	1.47	3.38	45.5
6	R2	All MCs	97	2.6	97	2.6	0.607	22.4	LOS C	3.4	24.7	0.95	1.47	3.38	41.8
Approach			321	3.5	321	3.5	0.607	22.9	LOS C	3.4	24.7	0.95	1.47	3.38	44.5
North: 5th St															
7	L2	All MCs	43	0.0	43	0.0	0.417	16.0	LOS C	1.8	12.6	0.85	1.32	2.53	46.2
8	T1	All MCs	209	3.6	209	3.6	0.417	16.0	LOS C	1.8	12.6	0.85	1.32	2.53	43.0
Approach			253	3.0	253	3.0	0.417	16.0	LOS C	1.8	12.6	0.85	1.32	2.53	43.6
All Vehicles			844	3.7	844	3.7	0.607	17.6	LOS C	3.4	24.7	0.85	1.37	2.77	45.2

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

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MOVEMENT SUMMARY

 Site: 101 [P5_Park Rd_5th St_PM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: 5th St															
2	T1	All MCs	160	0.8	160	0.8	0.343	11.6	LOS B	1.2	8.8	0.65	1.30	2.16	46.0
3	R2	All MCs	158	2.4	158	2.4	0.343	11.5	LOS B	1.2	8.8	0.65	1.30	2.16	50.9
Approach			318	1.6	318	1.6	0.343	11.5	LOS B	1.2	8.8	0.65	1.30	2.16	49.0
East: Park Rd															
4	L2	All MCs	102	7.4	102	7.4	0.421	22.8	LOS C	1.9	13.5	0.95	1.30	2.63	45.6
6	R2	All MCs	56	0.0	56	0.0	0.421	21.6	LOS C	1.9	13.5	0.95	1.30	2.63	42.3
Approach			158	4.8	158	4.8	0.421	22.4	LOS C	1.9	13.5	0.95	1.30	2.63	44.6
North: 5th St															
7	L2	All MCs	60	0.0	60	0.0	0.277	13.6	LOS B	1.0	7.1	0.78	1.26	2.15	47.7
8	T1	All MCs	119	4.2	119	4.2	0.277	13.6	LOS B	1.0	7.1	0.78	1.26	2.15	44.6
Approach			179	2.8	179	2.8	0.277	13.6	LOS B	1.0	7.1	0.78	1.26	2.15	45.8
All Vehicles			655	2.7	655	2.7	0.421	14.7	LOS B	1.9	13.5	0.76	1.29	2.27	46.9

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

MOVEMENT SUMMARY

 Site: 101 [P5_Park Rd_5th St_AM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: 5th St															
2	T1	All MCs	156	4.0	156	4.0	0.359	13.3	LOS B	1.4	10.0	0.75	1.30	2.29	44.6
3	R2	All MCs	115	5.5	115	5.5	0.359	13.1	LOS B	1.4	10.0	0.75	1.30	2.29	50.0
Approach			271	4.6	271	4.6	0.359	13.2	LOS B	1.4	10.0	0.75	1.30	2.29	47.5
East: Park Rd															
4	L2	All MCs	224	3.9	224	3.9	0.615	23.2	LOS C	3.5	25.3	0.95	1.48	3.42	45.4
6	R2	All MCs	104	2.4	104	2.4	0.615	22.5	LOS C	3.5	25.3	0.95	1.48	3.42	41.8
Approach			328	3.4	328	3.4	0.615	23.0	LOS C	3.5	25.3	0.95	1.48	3.42	44.4
North: 5th St															
7	L2	All MCs	45	0.0	45	0.0	0.429	16.4	LOS C	1.8	13.2	0.86	1.33	2.57	46.0
8	T1	All MCs	209	3.6	209	3.6	0.429	16.4	LOS C	1.8	13.2	0.86	1.33	2.57	42.7
Approach			255	3.0	255	3.0	0.429	16.4	LOS C	1.8	13.2	0.86	1.33	2.57	43.4
All Vehicles			854	3.7	854	3.7	0.615	17.9	LOS C	3.5	25.3	0.86	1.38	2.81	45.1

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

MOVEMENT SUMMARY

 Site: 101 [P5_Park Rd_5th St_PM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: 5th St															
2	T1	All MCs	160	0.8	160	0.8	0.344	11.6	LOS B	1.2	8.8	0.65	1.30	2.16	45.9
3	R2	All MCs	158	2.4	158	2.4	0.344	11.5	LOS B	1.2	8.8	0.65	1.30	2.16	50.9
Approach			318	1.6	318	1.6	0.344	11.5	LOS B	1.2	8.8	0.65	1.30	2.16	49.0
East: Park Rd															
4	L2	All MCs	102	7.4	102	7.4	0.421	22.6	LOS C	1.9	13.5	0.95	1.30	2.63	45.7
6	R2	All MCs	58	0.0	58	0.0	0.421	21.4	LOS C	1.9	13.5	0.95	1.30	2.63	42.4
Approach			160	4.7	160	4.7	0.421	22.2	LOS C	1.9	13.5	0.95	1.30	2.63	44.7
North: 5th St															
7	L2	All MCs	67	0.0	67	0.0	0.290	13.8	LOS B	1.1	7.6	0.79	1.26	2.18	47.5
8	T1	All MCs	119	4.2	119	4.2	0.290	13.8	LOS B	1.1	7.6	0.79	1.26	2.18	44.4
Approach			186	2.7	186	2.7	0.290	13.8	LOS B	1.1	7.6	0.79	1.26	2.18	45.7
All Vehicles			664	2.6	664	2.6	0.421	14.7	LOS B	1.9	13.5	0.76	1.29	2.28	46.9

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

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MOVEMENT SUMMARIES

6. KNYSNA ROAD/5TH STREET

Existing 2023 AM & PM

Estimated (background) 2029 AM & PM

Expected (incl development) 2029 AM & PM

MOVEMENT SUMMARY

Site: 101 [P6_Knysna Rd_5th St_AM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 73 seconds (Site User-Given Phase Times)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: 5th St															
1	L2	All MCs	93	1.1	93	1.1	0.493	47.1	LOS D	5.9	42.0	0.89	0.76	0.89	33.6
2	T1	All MCs	95	1.1	95	1.1	0.493	41.5	LOS D	5.9	42.0	0.89	0.76	0.89	34.8
3	R2	All MCs	43	7.3	43	7.3	0.220	53.0	LOS D	1.5	10.9	0.91	0.73	0.91	33.9
Approach			231	2.3	231	2.3	0.493	45.9	LOS D	5.9	42.0	0.89	0.76	0.89	29.1
East: Knysna Rd															
4	L2	All MCs	74	5.7	74	5.7	0.781	17.8	LOS B	24.0	172.0	0.80	0.74	0.80	46.6
5	T1	All MCs	1117	2.5	1117	2.5	0.781	12.8	LOS B	24.0	172.0	0.83	0.76	0.83	49.6
6	R2	All MCs	125	1.7	125	1.7	*0.781	46.2	LOS D	13.4	95.5	0.92	0.82	0.92	44.1
Approach			1316	2.6	1316	2.6	0.781	16.2	LOS B	24.0	172.0	0.84	0.77	0.84	48.8
North: 5th St															
7	L2	All MCs	135	3.9	135	3.9	0.701	35.1	LOS D	8.8	62.6	0.95	0.82	0.95	40.0
8	T1	All MCs	86	0.0	86	0.0	0.701	29.6	LOS C	8.8	62.6	0.95	0.82	0.95	33.2
9	R2	All MCs	35	3.0	35	3.0	*0.701	42.9	LOS D	8.8	62.6	0.95	0.82	0.95	37.3
Approach			256	2.5	256	2.5	0.701	34.3	LOS C	8.8	62.6	0.95	0.82	0.95	37.8
West: Knysna Rd															
10	L2	All MCs	27	3.9	27	3.9	0.441	14.3	LOS B	9.6	70.2	0.57	0.52	0.57	50.2
11	T1	All MCs	684	4.8	684	4.8	0.441	10.2	LOS B	9.6	70.2	0.63	0.56	0.63	51.5
12	R2	All MCs	38	5.6	38	5.6	0.441	51.9	LOS D	6.6	48.1	0.76	0.67	0.76	39.1
Approach			749	4.8	749	4.8	0.441	12.4	LOS B	9.6	70.2	0.63	0.57	0.63	51.0
All Vehicles			2552	3.2	2552	3.2	0.781	19.6	LOS B	24.0	172.0	0.79	0.71	0.79	46.4

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: 5th St												
P1	Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
East: Knysna Rd												

P2 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
North: 5th St											
P3 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
West: Knysna Rd											
P4 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
All Pedestrians	200	211	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

Site: 101 [P6_Knysna Rd_5th St_PM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 73 seconds (Site User-Given Phase Times)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: 5th St															
1	L2	All MCs	48	6.5	48	6.5	0.356	41.6	LOS D	4.1	30.0	0.86	0.72	0.86	34.3
2	T1	All MCs	87	2.4	87	2.4	0.356	36.0	LOS D	4.1	30.0	0.86	0.72	0.86	35.8
3	R2	All MCs	40	2.6	40	2.6	0.204	48.4	LOS D	1.4	9.7	0.91	0.73	0.91	34.1
Approach			176	3.6	176	3.6	0.356	40.4	LOS D	4.1	30.0	0.87	0.72	0.87	31.2
East: Knysna Rd															
4	L2	All MCs	32	6.7	32	6.7	0.554	15.3	LOS B	13.5	97.2	0.63	0.58	0.63	48.4
5	T1	All MCs	717	3.5	717	3.5	0.554	9.9	LOS A	13.5	97.2	0.65	0.60	0.65	51.8
6	R2	All MCs	97	1.7	97	1.7	0.554	32.6	LOS C	5.9	42.3	0.78	0.73	0.78	45.3
Approach			845	3.4	845	3.4	0.554	12.7	LOS B	13.5	97.2	0.67	0.62	0.67	50.9
North: 5th St															
7	L2	All MCs	158	2.0	158	2.0	0.706	35.4	LOS D	9.3	66.3	0.96	0.82	0.96	39.9
8	T1	All MCs	77	2.7	77	2.7	0.706	29.8	LOS C	9.3	66.3	0.96	0.82	0.96	33.0
9	R2	All MCs	37	2.9	37	2.9	* 0.706	40.9	LOS D	9.3	66.3	0.96	0.82	0.96	37.1
Approach			272	2.3	272	2.3	0.706	34.6	LOS C	9.3	66.3	0.96	0.82	0.96	38.0
West: Knysna Rd															
10	L2	All MCs	25	8.3	25	8.3	0.570	15.5	LOS B	14.2	101.0	0.64	0.58	0.64	49.4
11	T1	All MCs	1052	1.9	1052	1.9	0.570	10.5	LOS B	14.2	101.0	0.67	0.61	0.67	51.8
12	R2	All MCs	58	0.0	58	0.0	* 0.570	33.3	LOS C	11.7	82.8	0.72	0.65	0.72	42.9
Approach			1135	1.9	1135	1.9	0.570	11.8	LOS B	14.2	101.0	0.67	0.61	0.67	51.5
All Vehicles			2427	2.6	2427	2.6	0.706	16.7	LOS B	14.2	101.0	0.72	0.64	0.72	48.1

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
South: 5th St												
P1	Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
East: Knysna Rd												

P2 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
North: 5th St											
P3 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
West: Knysna Rd											
P4 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
All Pedestrians	200	211	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

Site: 101 [P6_Knysna Rd_5th St_AM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 57 seconds (Site User-Given Phase Times)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: 5th St															
1	L2	All MCs	111	1.1	111	1.1	0.549	37.3	LOS D	5.6	39.8	0.90	0.77	0.90	36.5
2	T1	All MCs	113	1.1	113	1.1	0.549	31.7	LOS C	5.6	39.8	0.90	0.77	0.90	38.0
3	R2	All MCs	52	7.3	52	7.3	0.253	42.4	LOS D	1.4	10.4	0.92	0.73	0.92	36.5
Approach			275	2.3	275	2.3	0.549	36.0	LOS D	5.6	39.8	0.90	0.76	0.90	32.6
East: Knysna Rd															
4	L2	All MCs	88	5.7	88	5.7	0.998	45.0	LOS D	48.3	346.0	1.00	1.36	1.49	33.7
5	T1	All MCs	1334	2.5	1334	2.5	0.998	37.5	LOS D	48.3	346.0	1.00	1.30	1.49	39.3
6	R2	All MCs	149	1.7	149	1.7	*0.998	47.7	LOS D	13.3	95.1	1.00	1.09	1.50	39.1
Approach			1572	2.6	1572	2.6	0.998	38.9	LOS D	48.3	346.0	1.00	1.28	1.49	39.0
North: 5th St															
7	L2	All MCs	161	3.9	161	3.9	0.672	20.2	LOS C	7.9	56.3	0.92	0.81	0.92	43.7
8	T1	All MCs	103	0.0	103	0.0	0.672	26.4	LOS C	7.9	56.3	0.92	0.81	0.92	37.8
9	R2	All MCs	41	3.0	41	3.0	*0.672	39.8	LOS D	7.9	56.3	0.92	0.81	0.92	41.2
Approach			305	2.5	305	2.5	0.672	24.9	LOS C	7.9	56.3	0.92	0.81	0.92	41.8
West: Knysna Rd															
10	L2	All MCs	33	3.9	33	3.9	0.801	23.5	LOS C	14.8	107.9	0.93	0.82	0.93	44.6
11	T1	All MCs	817	4.8	817	4.8	0.801	18.9	LOS B	14.8	107.9	0.95	0.82	0.95	46.9
12	R2	All MCs	45	5.6	45	5.6	*0.801	55.5	LOS E	8.7	63.2	0.98	0.83	0.98	35.4
Approach			895	4.8	895	4.8	0.801	20.9	LOS C	14.8	107.9	0.95	0.82	0.95	46.3
All Vehicles			3046	3.2	3046	3.2	0.998	32.0	LOS C	48.3	346.0	0.97	1.05	1.22	40.7

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
South: 5th St												
P1	Full	50	53	22.9	LOS C	0.1	0.1	0.90	0.90	176.7	200.0	1.13
East: Knysna Rd												

P2 Full	50	53	22.9	LOS C	0.1	0.1	0.90	0.90	176.7	200.0	1.13
North: 5th St											
P3 Full	50	53	22.9	LOS C	0.1	0.1	0.90	0.90	176.7	200.0	1.13
West: Knysna Rd											
P4 Full	50	53	22.9	LOS C	0.1	0.1	0.90	0.90	176.7	200.0	1.13
All Pedestrians	200	211	22.9	LOS C	0.1	0.1	0.90	0.90	176.7	200.0	1.13

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

Site: 101 [P6_Knysna Rd_5th St_PM (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 73 seconds (Site User-Given Phase Times)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: 5th St															
1	L2	All MCs	58	6.5	58	6.5	0.435	45.0	LOS D	5.1	36.6	0.88	0.74	0.88	34.0
2	T1	All MCs	104	2.4	104	2.4	0.435	39.3	LOS D	5.1	36.6	0.88	0.74	0.88	35.5
3	R2	All MCs	47	2.6	47	2.6	0.297	53.9	LOS D	1.7	12.1	0.94	0.74	0.94	33.1
Approach			209	3.6	209	3.6	0.435	44.2	LOS D	5.1	36.6	0.89	0.74	0.89	29.9
East: Knysna Rd															
4	L2	All MCs	38	6.7	38	6.7	0.778	17.8	LOS B	23.7	171.4	0.80	0.73	0.80	46.7
5	T1	All MCs	856	3.5	856	3.5	0.778	12.2	LOS B	23.7	171.4	0.80	0.74	0.80	51.3
6	R2	All MCs	116	1.7	116	1.7	*0.778	36.9	LOS D	4.3	30.9	0.96	0.83	0.96	39.3
Approach			1009	3.4	1009	3.4	0.778	15.2	LOS B	23.7	171.4	0.82	0.75	0.82	49.4
North: 5th St															
7	L2	All MCs	188	2.0	188	2.0	0.867	37.2	LOS D	11.8	84.1	1.00	0.86	1.03	39.2
8	T1	All MCs	92	2.7	92	2.7	0.867	31.7	LOS C	11.8	84.1	1.00	0.86	1.03	32.2
9	R2	All MCs	44	2.9	44	2.9	*0.867	44.2	LOS D	11.8	84.1	1.00	0.86	1.03	36.4
Approach			324	2.3	324	2.3	0.867	36.6	LOS D	11.8	84.1	1.00	0.86	1.03	37.3
West: Knysna Rd															
10	L2	All MCs	31	8.3	31	8.3	0.764	17.6	LOS B	23.2	165.3	0.78	0.72	0.78	48.0
11	T1	All MCs	1256	1.9	1256	1.9	0.764	13.3	LOS B	23.2	165.3	0.82	0.75	0.82	49.6
12	R2	All MCs	69	0.0	69	0.0	0.764	61.0	LOS E	14.9	105.5	0.91	0.81	0.91	37.5
Approach			1356	1.9	1356	1.9	0.764	15.8	LOS B	23.2	165.3	0.83	0.75	0.83	49.1
All Vehicles			2899	2.6	2899	2.6	0.867	20.0	LOS B	23.7	171.4	0.85	0.76	0.85	46.3

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: 5th St												
P1	Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
East: Knysna Rd												

P2 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
North: 5th St											
P3 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
West: Knysna Rd											
P4 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
All Pedestrians	200	211	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 101 [P6_Knysna Rd_5th St_AM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 57 seconds (Site User-Given Phase Times)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: 5th St															
1	L2	All MCs	118	1.1	118	1.1	0.568	37.8	LOS D	5.8	41.3	0.90	0.77	0.90	36.4
2	T1	All MCs	113	1.1	113	1.1	0.568	32.2	LOS C	5.8	41.3	0.90	0.77	0.90	37.9
3	R2	All MCs	52	7.3	52	7.3	0.252	42.8	LOS D	1.4	10.4	0.92	0.73	0.92	36.5
Approach			282	2.2	282	2.2	0.568	36.5	LOS D	5.8	41.3	0.91	0.77	0.91	32.4
East: Knysna Rd															
4	L2	All MCs	88	5.7	88	5.7	1.009	51.1	LOS D	51.6	369.5	1.00	1.44	1.59	31.8
5	T1	All MCs	1356	2.4	1356	2.4	1.009	42.9	LOS D	51.6	369.5	1.00	1.39	1.59	36.6
6	R2	All MCs	149	1.7	149	1.7	* 1.009	48.5	LOS D	14.9	106.6	1.00	1.24	1.60	34.5
Approach			1594	2.5	1594	2.5	1.009	43.9	LOS D	51.6	369.5	1.00	1.38	1.59	36.1
North: 5th St															
7	L2	All MCs	161	3.9	161	3.9	0.675	20.2	LOS C	7.9	56.4	0.92	0.81	0.92	43.7
8	T1	All MCs	103	0.0	103	0.0	0.675	26.4	LOS C	7.9	56.4	0.92	0.81	0.92	37.8
9	R2	All MCs	41	3.0	41	3.0	* 0.675	39.9	LOS D	7.9	56.4	0.92	0.81	0.92	41.2
Approach			305	2.5	305	2.5	0.675	25.0	LOS C	7.9	56.4	0.92	0.81	0.92	41.8
West: Knysna Rd															
10	L2	All MCs	33	3.9	33	3.9	0.818	23.7	LOS C	15.3	111.2	0.94	0.83	0.94	44.5
11	T1	All MCs	824	4.7	824	4.7	0.818	19.0	LOS B	15.3	111.2	0.96	0.83	0.96	46.8
12	R2	All MCs	47	5.3	47	5.3	* 0.818	55.3	LOS E	8.6	63.0	0.99	0.83	0.99	35.4
Approach			904	4.7	904	4.7	0.818	21.0	LOS C	15.3	111.2	0.96	0.83	0.96	46.3
All Vehicles			3085	3.1	3085	3.1	1.009	34.6	LOS C	51.6	369.5	0.97	1.11	1.28	38.9

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: 5th St												
P1	Full	50	53	22.9	LOS C	0.1	0.1	0.90	0.90	176.7	200.0	1.13
East: Knysna Rd												

P2 Full	50	53	22.9	LOS C	0.1	0.1	0.90	0.90	176.7	200.0	1.13
North: 5th St											
P3 Full	50	53	22.9	LOS C	0.1	0.1	0.90	0.90	176.7	200.0	1.13
West: Knysna Rd											
P4 Full	50	53	22.9	LOS C	0.1	0.1	0.90	0.90	176.7	200.0	1.13
All Pedestrians	200	211	22.9	LOS C	0.1	0.1	0.90	0.90	176.7	200.0	1.13

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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 Project: C:\Users\Yolandi\Documents\Projects UDS\687 - Sweetpea George\Sidra\687 Sweetpea_TIA.sip9

MOVEMENT SUMMARY

Site: 101 [P6_Knysna Rd_5th St_PM (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 73 seconds (Site User-Given Phase Times)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: 5th St															
1	L2	All MCs	61	6.2	61	6.2	0.444	45.3	LOS D	5.2	37.4	0.88	0.74	0.88	34.0
2	T1	All MCs	104	2.4	104	2.4	0.444	39.7	LOS D	5.2	37.4	0.88	0.74	0.88	35.4
3	R2	All MCs	47	2.6	47	2.6	0.297	54.2	LOS D	1.7	12.1	0.94	0.74	0.94	33.1
Approach			213	3.5	213	3.5	0.444	44.5	LOS D	5.2	37.4	0.89	0.74	0.89	29.8
East: Knysna Rd															
4	L2	All MCs	38	6.7	38	6.7	0.788	17.9	LOS B	24.4	175.8	0.81	0.74	0.81	46.6
5	T1	All MCs	865	3.5	865	3.5	0.788	12.3	LOS B	24.4	175.8	0.81	0.74	0.81	51.3
6	R2	All MCs	116	1.7	116	1.7	*0.808	38.8	LOS D	4.4	30.9	0.98	0.82	0.98	38.4
Approach			1019	3.4	1019	3.4	0.808	15.6	LOS B	24.4	175.8	0.83	0.75	0.83	49.3
North: 5th St															
7	L2	All MCs	188	2.0	188	2.0	0.868	37.3	LOS D	11.8	84.2	1.00	0.86	1.03	39.2
8	T1	All MCs	92	2.7	92	2.7	0.868	31.7	LOS C	11.8	84.2	1.00	0.86	1.03	32.1
9	R2	All MCs	44	2.9	44	2.9	*0.868	44.3	LOS D	11.8	84.2	1.00	0.86	1.03	36.4
Approach			324	2.3	324	2.3	0.868	36.7	LOS D	11.8	84.2	1.00	0.86	1.03	37.3
West: Knysna Rd															
10	L2	All MCs	31	8.3	31	8.3	0.805	18.2	LOS B	25.6	182.6	0.82	0.76	0.82	47.6
11	T1	All MCs	1277	1.9	1277	1.9	0.805	13.7	LOS B	25.6	182.6	0.86	0.78	0.86	49.2
12	R2	All MCs	76	0.0	76	0.0	0.805	65.0	LOS E	14.8	105.0	0.94	0.83	0.94	36.4
Approach			1383	1.9	1383	1.9	0.805	16.6	LOS B	25.6	182.6	0.86	0.78	0.86	48.6
All Vehicles			2939	2.6	2939	2.6	0.868	20.5	LOS C	25.6	182.6	0.87	0.78	0.87	46.0

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

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

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

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: 5th St												
P1	Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
East: Knysna Rd												

P2 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
North: 5th St											
P3 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
West: Knysna Rd											
P4 Full	50	53	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08
All Pedestrians	200	211	30.8	LOS D	0.1	0.1	0.92	0.92	184.7	200.0	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARIES

7. PARK ROAD/TRIUMPH CLOSE

Existing 2023 AM & PM

Estimated (background) 2029 AM & PM

Expected (incl development) 2029 AM & PM

MOVEMENT SUMMARY

 Site: 101 [P7_Park Rd_Triumph CI_AM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Triumph CI															
1	L2	All MCs	6	16.7	6	16.7	0.339	16.0	LOS C	1.3	9.9	0.83	1.28	2.32	49.0
3	R2	All MCs	196	8.6	196	8.6	0.339	14.9	LOS B	1.3	9.9	0.83	1.28	2.32	42.2
Approach			202	8.9	202	8.9	0.339	14.9	LOS B	1.3	9.9	0.83	1.28	2.32	42.6
East: Park Rd															
4	L2	All MCs	176	4.8	176	4.8	0.819	47.7	LOS E	7.5	54.8	1.00	1.97	5.41	27.3
5	T1	All MCs	152	6.3	152	6.3	0.819	47.6	LOS E	7.5	54.8	1.00	1.97	5.41	31.5
Approach			327	5.5	327	5.5	0.819	47.7	LOS E	7.5	54.8	1.00	1.97	5.41	29.4
West: Park Rd															
11	T1	All MCs	103	5.1	103	5.1	0.264	16.8	LOS C	1.0	7.1	0.88	1.24	2.22	45.1
12	R2	All MCs	16	0.0	16	0.0	0.264	16.1	LOS C	1.0	7.1	0.88	1.24	2.22	48.5
Approach			119	4.4	119	4.4	0.264	16.7	LOS C	1.0	7.1	0.88	1.24	2.22	45.7
All Vehicles			648	6.3	648	6.3	0.819	31.8	LOS D	7.5	54.8	0.93	1.62	3.86	35.2

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

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MOVEMENT SUMMARY

 Site: 101 [P7_Park Rd_Triumph CI_PM (Site Folder: Existing (2023))]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Triumph CI															
1	L2	All MCs	15	0.0	15	0.0	0.388	15.6	LOS C	1.6	17.2	0.88	1.37	2.48	48.4
3	R2	All MCs	187	66.2	187	66.2	0.388	19.5	LOS C	1.6	17.2	0.88	1.37	2.48	37.4
Approach			202	61.4	202	61.4	0.388	19.2	LOS C	1.6	17.2	0.88	1.37	2.48	38.5
East: Park Rd															
4	L2	All MCs	178	13.0	178	13.0	0.800	48.4	LOS E	6.8	52.2	1.00	1.91	5.06	27.1
5	T1	All MCs	115	7.3	115	7.3	0.800	47.6	LOS E	6.8	52.2	1.00	1.91	5.06	31.4
Approach			293	10.8	293	10.8	0.800	48.1	LOS E	6.8	52.2	1.00	1.91	5.06	28.9
West: Park Rd															
11	T1	All MCs	139	5.3	139	5.3	0.329	17.7	LOS C	1.3	9.5	0.90	1.27	2.36	44.6
12	R2	All MCs	11	0.0	11	0.0	0.329	17.0	LOS C	1.3	9.5	0.90	1.27	2.36	48.1
Approach			149	4.9	149	4.9	0.329	17.6	LOS C	1.3	9.5	0.90	1.27	2.36	44.9
All Vehicles			644	25.3	644	25.3	0.800	32.0	LOS D	6.8	52.2	0.94	1.59	3.62	34.8

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

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MOVEMENT SUMMARY

 Site: 101 [P7_Park Rd_Triumph CI_AM_upgrade (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Triumph CI															
1	L2	All MCs	7	16.7	7	16.7	0.404	17.0	LOS C	1.7	12.7	0.85	1.31	2.50	48.4
3	R2	All MCs	234	8.6	234	8.6	0.404	16.2	LOS C	1.7	12.7	0.85	1.31	2.50	41.6
Approach			241	8.8	241	8.8	0.404	16.2	LOS C	1.7	12.7	0.85	1.31	2.50	41.9
East: Park Rd															
4	L2	All MCs	209	4.8	209	4.8	0.679	40.0	LOS E	4.3	31.6	1.00	1.58	3.79	29.9
5	T1	All MCs	181	6.3	181	6.3	0.634	38.5	LOS E	3.7	27.5	1.00	1.51	3.49	34.7
Approach			391	5.5	391	5.5	0.679	39.3	LOS E	4.3	31.6	1.00	1.55	3.65	32.3
West: Park Rd															
11	T1	All MCs	123	5.1	123	5.1	0.404	22.9	LOS C	1.7	12.7	0.96	1.29	2.59	41.6
12	R2	All MCs	19	0.0	19	0.0	0.404	22.2	LOS C	1.7	12.7	0.96	1.29	2.59	45.6
Approach			142	4.4	142	4.4	0.404	22.8	LOS C	1.7	12.7	0.96	1.29	2.59	42.3
All Vehicles			774	6.3	774	6.3	0.679	29.1	LOS D	4.3	31.6	0.95	1.43	3.10	36.5

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

MOVEMENT SUMMARY

 Site: 101 [P7_Park Rd_Triumph CI_PM_upgrade (Site Folder: Estimated 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Triumph CI															
1	L2	All MCs	18	0.0	18	0.0	0.465	17.1	LOS C	2.1	22.6	0.90	1.42	2.72	47.5
3	R2	All MCs	224	66.2	224	66.2	0.465	21.4	LOS C	2.1	22.6	0.90	1.42	2.72	36.7
Approach			242	61.3	242	61.3	0.465	21.1	LOS C	2.1	22.6	0.90	1.42	2.72	37.8
East: Park Rd															
4	L2	All MCs	213	13.0	213	13.0	0.732	47.9	LOS E	5.2	40.4	1.00	1.71	4.19	27.2
5	T1	All MCs	137	7.3	137	7.3	0.516	33.2	LOS D	2.6	19.0	1.00	1.38	2.94	36.8
Approach			349	10.8	349	10.8	0.732	42.2	LOS E	5.2	40.4	1.00	1.58	3.70	30.9
West: Park Rd															
11	T1	All MCs	166	5.3	166	5.3	0.502	25.8	LOS D	2.4	17.8	0.98	1.36	2.90	40.1
12	R2	All MCs	13	0.0	13	0.0	0.502	25.1	LOS D	2.4	17.8	0.98	1.36	2.90	44.3
Approach			179	4.9	179	4.9	0.502	25.7	LOS D	2.4	17.8	0.98	1.36	2.90	40.5
All Vehicles			771	25.3	771	25.3	0.732	31.7	LOS D	5.2	40.4	0.96	1.48	3.21	35.0

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

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MOVEMENT SUMMARY

 Site: 101 [P7_Park Rd_Triumph CI_AM_upgrade (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% 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
South: Triumph CI															
1	L2	All MCs	7	16.7	7	16.7	0.408	17.2	LOS C	1.7	12.9	0.85	1.31	2.51	48.3
3	R2	All MCs	234	8.6	234	8.6	0.408	16.3	LOS C	1.7	12.9	0.85	1.31	2.51	41.5
Approach			241	8.8	241	8.8	0.408	16.4	LOS C	1.7	12.9	0.85	1.31	2.51	41.8
East: Park Rd															
4	L2	All MCs	209	4.8	209	4.8	0.675	39.4	LOS E	4.3	31.2	1.00	1.57	3.76	30.1
5	T1	All MCs	188	6.0	188	6.0	0.655	39.9	LOS E	4.0	29.4	1.00	1.55	3.62	34.1
Approach			398	5.4	398	5.4	0.675	39.7	LOS E	4.3	31.2	1.00	1.56	3.69	32.2
West: Park Rd															
11	T1	All MCs	125	5.0	125	5.0	0.409	23.0	LOS C	1.8	12.9	0.96	1.29	2.60	41.6
12	R2	All MCs	19	0.0	19	0.0	0.409	22.3	LOS C	1.8	12.9	0.96	1.29	2.60	45.5
Approach			144	4.4	144	4.4	0.409	22.9	LOS C	1.8	12.9	0.96	1.29	2.60	42.2
All Vehicles			783	6.3	783	6.3	0.675	29.4	LOS D	4.3	31.2	0.95	1.44	3.13	36.4

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

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MOVEMENT SUMMARY

 Site: 101 [P7_Park Rd_Triumph CI_PM_upgrade (Site Folder: Expected 2029)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
 Site Category: (None)
 Stop (All-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Triumph CI															
1	L2	All MCs	18	0.0	18	0.0	0.469	17.3	LOS C	2.1	22.9	0.91	1.43	2.74	47.4
3	R2	All MCs	224	66.2	224	66.2	0.469	21.6	LOS C	2.1	22.9	0.91	1.43	2.74	36.6
Approach			242	61.3	242	61.3	0.469	21.3	LOS C	2.1	22.9	0.91	1.43	2.74	37.7
East: Park Rd															
4	L2	All MCs	213	13.0	213	13.0	0.728	47.2	LOS E	5.1	39.8	1.00	1.70	4.15	27.4
5	T1	All MCs	140	7.2	140	7.2	0.525	33.5	LOS D	2.6	19.5	1.00	1.38	2.98	36.7
Approach			353	10.7	353	10.7	0.728	41.8	LOS E	5.1	39.8	1.00	1.57	3.69	31.1
West: Park Rd															
11	T1	All MCs	173	5.1	173	5.1	0.515	26.1	LOS D	2.5	18.5	0.98	1.37	2.95	40.0
12	R2	All MCs	13	0.0	13	0.0	0.515	25.4	LOS D	2.5	18.5	0.98	1.37	2.95	44.2
Approach			185	4.8	185	4.8	0.515	26.0	LOS D	2.5	18.5	0.98	1.37	2.95	40.3
All Vehicles			780	25.0	780	25.0	0.728	31.7	LOS D	5.1	39.8	0.97	1.48	3.22	35.0

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

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[Signature]

CROWN GRANT

COPY ISSUED 29-11-1964

14 SEP 1964
Deeds Registry
Cape Town, Kaapstad.



CROWN GRANT

Grant under Section 10, Act No. 15, 1887.

IN THE NAME AND ON BEHALF OF HIS MAJESTY GEORGE THE FIFTH, BY THE GRACE OF GOD OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND, AND OF THE BRITISH DOMINIONS BEYOND THE SEAS KING, DEFENDER OF THE FAITH, EMPEROR OF INDIA:

WHEREAS under and by virtue of the provisions contained in Section 10 of the Act No. 15 of 1887 of the Cape of Good Hope, entitled an "Act for regulating the manner in which the Crown Lands of the Colony shall be disposed of", grants or reserves of Crown Lands within the limits of a Municipality may be made by the Governor-General for the benefit of the inhabitants of the Municipality:

AND WHEREAS the grant in favour of the COUNCIL OF THE MUNICIPALITY OF GEORGE of a certain piece of land situate in the DIVISION OF GEORGE, Province of the Cape of Good Hope, has been duly authorised:

NOW, THEREFORE, THESE PRESENTS WITNESS that there is here-

12-9-14
Certified a true copy of the duplicate original Case number 14 was issued to the Registrar of Deeds in this Province, issued to the Registrar of Deeds in this Province to be used in the office of the Registrar of Deeds in this Province.

For deductions see Gen. Plan 937
Right of redemption waived in respect of Lot HAF (516205) (approx) as per form print A and area referred A & C on same print B (approx 1.000 sq m) in terms of Ex. Co. min 41 dtd. 28 Feb 1930 which sum, prints A & B are filed D8/1930.
Right of redemption waived in respect of Lot HAF (516205) (approx) as per form print A and area referred A & C on same print B (approx 1.000 sq m) in terms of Ex. Co. min 281 dtd. 11 Mar 1930 filed D8/1930.
Ex. Co. min 3136 of 20.9.1928 amended as to item 2 by the addition thereto of the connect extent of 11 Morgen 9583 sq ft in place of approximately 6 Morgen. Note Ex. Co. min 687 dtd. 24.3.1928 and copy of diagram attached filed D8/1920.
For further deductions see D8/1920.

TY OF GEORGE the said piece of land named THE GEORGE TOWN COMMONAGE, measuring Three thousand Seven hundred and eighty-nine morgen two hundred and thirteen square rods, one hundred and thirteen square feet (3789 Mor: 213 Sq. Rds: 113 Sq.Ft) situated as aforesaid and represented and described in the diagram hereunto annexed, framed by Surveyor R.E. Dumbleton, dated August, 1919, with full power and authority henceforth to possess the same in perpetuity, subject to the following conditions:-

- (1) That the Governor-General shall have the right at all times of taking such portions of the land so granted as may be needed for public purposes only (which shall not include land required for Forestry purposes) without paying compensation, provided, however, that in the event of any land being required for such public purposes on which improvements shall have been effected, then, in that case payment of compensation shall be made for such land in such sum of money as may be mutually agreed upon by the parties concerned, or failing such agreement, as may be awarded by three appraisers, one to be appointed by each side, and a third to be chosen by the two others before proceeding to act, or any two of them shall award:
- (2) That all existing roads and thoroughfares shall remain free and uninterrupted, and that the Government or other competent authority shall have the right when necessary at any time to make further roads over the land in question:
- (3) That all rights to minerals, mineral products, mineral oils, and precious stones, precious or base metals on or under the land hereby granted are expressly reserved to the Crown, together with the right of access to any mines or works undertaken for mining or prospecting purposes by any person duly authorised in that behalf. The land is subject to such further rights as the public or the Government now may or may hereafter have or be entitled to obtain under or by virtue of any law relating to the prospecting, digging, mining, or exploitation of minerals, mineral products, mineral oils, precious stones, precious or base metals on or under the land hereby granted, which rights shall not be impaired or in any way affected by the title deed.

*been awarded
w/ Minors
1923 (S 8778)
AGG-SIMONS
REV. GEN. L.*

connection with the establishment and maintenance of a rifle range, including the right of building and maintaining the necessary butts, fire points, excavations, shelters, sheds, huts, and other structures, of effecting and maintaining the necessary clearings upon the said range, and of fencing such parts of range as may be necessary, provided that the whole area to be fenced shall not exceed 100 by 150 yards:

(5) In the event of the Municipality undertaking planting operations on the Commonage, a clear space of ground, in no part less than 50 yards in width must always be left between the boundary of any Government Forests or Plantations and the external rows of trees of the Municipal Plantations in order that such clearing and burning of vegetation may be carried out as may be considered necessary for the protection of the Government Forests or Plantations and the Government shall have the right, free of compensation, to carry out such clearing and burning operations as may be considered necessary:

✓ The Government shall further have the right, free of compensation, to make such roads on the commonage as may be reasonably necessary for the working of any Crown Forests or Railway Plantations as adjoin the commonage, provided that the location of such roads shall be determined by full agreement between both parties and failing such agreement by arbitration in manner as provided for in Clause 1 of the conditions annexed to this Deed of Grant. All such roads to be maintained by the Government, and the public of George to have the right to the reasonable use of such roads:

THUS DONE and signed by the Secretary for Lands at CAPE TOWN on the 15th day of June 1922, duly authorised thereto in that behalf by the Governor-General, in terms of the Crown Land Disposal (Execution of Deeds) Act, 1911.

scribed herein
not in the books of the Registrar
and not in the books of the Registrar
of Deeds
George
John Somerville
Registrar
of Deeds

J. Somerville
SECRETARY FOR LANDS.

IN TERMS of the Executive Council Minute No. 77 of the 11th January 1939, and filed as No. 3/1939 the Condition lettered (1) appearing herein, has been cancelled and the following

" That the Governor-General shall have the right at all times of resuming for public purposes (which shall not include land required for Forestry purposes), such portion or portions of the land hereby granted as may not have been alienated by the Town Council.

In the event of resumption as aforesaid no compensation shall be payable by the Government except in respect of substantial improvements of a permanent nature erected or made on the land resumed whether by the Town Council or by any other person or body acting under the express authority of the said Council" substituted therefor.

Deeds Registry
CAPE TOWN
9 MAR 1939

W.R. Bezuidenhout
for REGISTRAR OF DEEDS.

Right of Redemption waived in regard to East Extension and N.W. Extension on Divisional lot 27 known as annex to Town Council No 2893 dtd. 30.10.1918 (1918), filed with Lands office 136787 dtd. 5-11-1923. & refers inter alia to General Plan 570. ? 8/11/1928

20 sq. rods. Transferred 17/5/1923 (No 3656) to Union Government. (Railways & Harbours)

*5 Mar. 225 sq. rods 59 ft. Transferred 23.4.1924
3 " 5 " 109 " }
11 Educational Trustees for
e. Dist. of George.*

*8 Aug. 26.2 sq. rods 85.59 ft.
No. 5. 3. 1925. No 1999
General's Farm Properties.*

*2390 sq. rods. 20 59 ft.
No 18. 6. 1925. No 5747
54 a. water.
233 sq. rods 20 59 ft.
formed 18. 6. 1918. No 5747
Stander.*

further endorsements see *Pages*

to Mr H. Hetherington
125 59 ad. 5 59 ft. Transf. r. 17.6.1925 No 5713
to C. J. E. van Riebeeck

pt of Resumption awarded in respect of
5 portions of Town Concomage viz.
pieces at Rosewood - approximately Morgan
of land called the George Street Grounds
of land south west of - adjoining the
Dept. Saw Mill Site, South-east of
Town. Approximately 1/4 10.17.90.
Ex. Co. minute No C 5957/2 dd. 27.9.28. (D.S.)
1921. 2.10.95

min. 3136 of 20.9.28 amplified by a certificate
in alia. - two of such portions being described
D.R.C. plan of part E of the George Town
made in extent 1 margin and the Roman
Blanch Mission School site plan of the
George Town Concomage in extent 1 mar. 1.3.1911
Ex. Co. min. 2918 dd. 28.9.19. (D.S.)

C of Resumption awarded in respect of
in D.S. situate North and South of the
line and adjoining Neepothuna etc.
of the Concomage. Side copy to C.O.
No. 1061 dd. 7.4.1925 forwarded by lands Dept.
No C. 5957/2 dated 2 May 1925. (D.S.)
(Per) B.L.
R.P. 25

For further endorsements see page 6

of land measured to Morgan approx. pt of the George
Town Concomage. Side copy to C.O. No. 1061
lands. min. C 5957/2 dd. 10.1.1927 (D.S.)

Lot 88 = 5 Morgans 362 sq. 285 59 ft.
TRANSFERRED 5.3.1925. (No 1999)
to the Governor General's Land Department

Lot 90 = 276 59 ft. 15 59 ft.
TRANSFERRED 24.10.1927 No 10594
to J.A. Macdonald

Lot 91 = 420 59 ft. 40 59 ft.
TRANSFERRED 24.10.1927 No 10595
to A. & C. Davis.

Lot 92 = 315 59 ft. 129 59 ft.
TRANSFERRED 24.10.1927 No 10596
to J.W.C. Davison

Lot 93 = 214 59 ft. 120 59 ft.
TRANSFERRED 24.10.1927 No 10597
to C. Coote, resident

Lot 99 = 4 Morgans 521 59 ft. 105 59 ft.
TRANSFERRED 5.12.1927 No 12208
to F.J. Stander

Lot 107 Railway. 214 59 ft. 133 59 ft.
Lot 107 Railway. Station Extension = 1 Morgan 277 59 ft.
TRANSFERRED 13.8.1929 No 5026 to
the Gov. of the Union of South Africa in
its Railways & Harbours Administration.

conceded 2/2/1949 A.F. and M.E. with
1417 to Joint Est. A.F. and M.E. with
(b.w. division)

Eda of Pars.E

57 feet
26.9.1924 to R.A. St. Legger
No 8459

TRANSFERRED

Section 19, Act of 19...
of this Deed in respect of...
LEASER

G7 FR Folio 111

Spd. ?
value in charge

is of Pars.E
Prepared for title of Central
for 15 years by notarial
led 9 May 1923.
Apr. 4400/1923
This 21st day of July 1923
Signed App. Registrar.

1955

Not Reda = 14745.79/4

TRANSFERRED 29/12/1923 (No 13615) RA ST. LEGER To

LEASED TO George Jones, uncle of
Europeans and Africans.
for 15 years as by deed of lease
dated 6-3-1926, filed as
lease No 67926 Registered
this 26th day of July 1926
Deeds Registry (1923) RA LLMAN
Cape Town, ASST. REGISTRAR

Partion 62 of Lande 45/18 S.F.T.
LEASED TO The Reverend of the
Dutch Reformed Mission Church
FOR
LEASE DATED 5th June 1923
FILED AS LEASE of 1928
REGISTERED THIS 26th DAY OF
September 1928. SPARK LOUBSER
Deeds Registry
Cape Town, ASST. REGISTRAR

Administrated

LOT. D.M.B. = 1.6650 woman

TRANSFERRED 28.7.1937 (No 7839)

Jewish Cemetery site = 43617 sq. ft.

TRANSFERRED 28/10/1925 to Trustees of George Hebrew Congregation
(No 11096)

Presbyterian Cemetery site = 42950 sq. ft.

TRANSFERRED 20.1.1939 (No 7112) to Presbytery of Fort Elizabeth of
the Presbyterian Church of S. A.

Lot 7 = 1.0073 woman

TRANSFERRED

21/2/1940 to SEM. SLEGER
(No 2612)

Lot 8 EXTENSION. Part of Part F = 1.2748 woman
TRANSFERRED 19.4.1927 to HLG
(No 3776) (Cape Town)

Roman Catholic Church
Mission School Site No 2 = 1.0251 woman

TRANSFERRED 4.5.1927
(No 4221)

To Perfect Apostolic Central District of
the Cape of Good Hope.

to Mrs. Steacie, married

1 = 17.2902 ~~man~~
 10-10-1964 ... Onale's Trust
 7000

= 1.1200 ~~man~~
 10-10-1964 ... Kamil (by Gerber)
 7000 (mosp)

= 69626 sq feet
 14.3.1965 ... Est. Lats. H. J. Aarbenheimer
 (Gib)

= 7.9604 ~~man~~
 30-11-1968 ... Refund B.K. va
 Restant ... Registrar

(Proprietary) Limited

Certificate of Registered Title No. 302057 issued in terms of
 Gertifikaat van Geregistreerde Titel No. 302057 uitgereik kragtens
 Sect. 43 Act No. 47/1937 in respect of the
 Art. 43 Wet No. 47/1937 ten opsigte van
 ERF 3748 GROOF 24.12.37 M.S.
 Remainder
 Restant
 DEEDS OFFICE
 KAPSTAD
 30-11-1968
 ASST. REGISTRAR
 ASST. REGISTRAR

ERF 3448 = 65.2006 M.S.

VERHUUR aan GEORGE GOLF CLUB
 LEASED to GEORGE GOLF CLUB
 for 25 YEARS FROM 1.7.1957
 deur Huurkontrak gedateer
 by Deed of Lease dated 12.1.1964
 weggels
 filed as 12.1.1964
 Geregistreer hierdie 30-11-1968 van
 in the Land Lease Register
 30-11-1968
 DEEDS OFFICE
 KAPSTAD
 ASST. REGISTRAR
 ASST. REGISTRAR

ERF 4160 - 1.286 M.S.

RETRANSFERRED
 TRANSFERRED
 No. 2416
 Restant
 Remainder
 AN M. A. D. MEUNY
 TO B. N. POLLEP
 (Signature)

VERHUUR aan
 LEASED to
 vir
 deur Huurkontrak gedateer
 by Deed of Lease dated 19
 weggels
 filed as
 Geregistreer hierdie 15-11-1968 van
 Registered in the Land Lease Register
 15-11-1968
 DEEDS OFFICE
 KAPSTAD
 ASST. REGISTRAR
 ASST. REGISTRAR

... ENDOORSEMENT IN TERMS OF SECTION 11 (1) (b) OF ACT NO. 37 OF 1955.

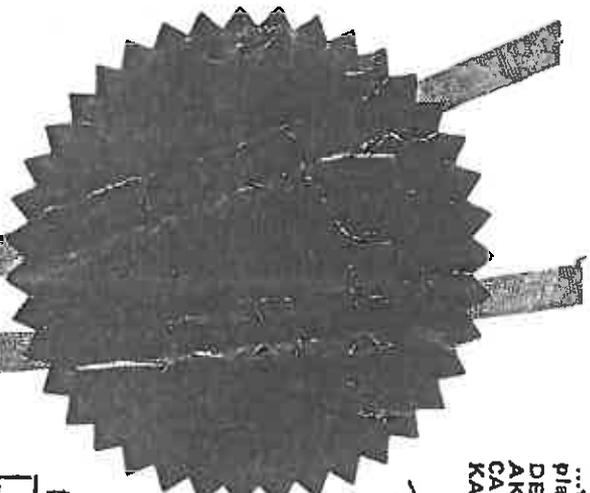
Handwritten signature

ENDOSSEMENT KRAAGTENS ARTIKEL 11 (1) (b) VAN WET NR. 37

OP 169990 VAN 1955.

The herein-mentioned property... has been expropriated by the Railway Administration in terms of section 3 (1) of Act No. 37 of 1955.

Wide Notice of Expropriation... Application d.d. 17.5.1968... REGISTRAR OF DEEDS, CAPE TOWN.



THE ABOVE ENDORSEMENT IS DEUR DU REGISTRAR VAN DEEDS KAPE TOWN.

Deeds Registrar
12-2-1968

Handwritten signature

ERT 4168

Form with fields: GETRANSPORTEER, TRANSFERRED, No. 169990, Restant, Remalinder, Ass. Registrar/Asst. Registrar.

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12-2-1968

Handwritten signature

ERT 4168

Form with fields: GETRANSPORTEER, TRANSFERRED, No. 169990, Restant, Remalinder, Ass. Registrar/Asst. Registrar.

26229/69

By reason of the transfer this day No. 199 of 1969
As gevolg van transport hede gedateer Nr. 199 van 1969

of Est. H.350
van 7322 s.g. + t.
in extent of Van A. O. P. J. van
groot Asst. Reg. van Aktes,
aan 1715166
the endorsement dated 17-5-1969
is endorsement gedateer 17-5-1969

has been superseded,
uitgewis.
Deeds Office,
Aktekantoor,
Cape Town,
Kaapstad.

5-9-1969

Erff. Hill = 83532 Gift.

GETRANSPORTEER 14 -1-1970 Aan J. W. Stander
TRANSFERRERD
No. 558 Restant AS
Remainder AS
Asst. Registrar/Asst. Registrar.

Erff. H.250 = 70000 17-11-1970
GETRANSPORTEER 70000 17-11-1970 AS
TRANSFERRERD 70000 17-11-1970 AS
No. 34422 Restant AS
Remainder AS
Asst. Registrar/Asst. Registrar.

VIR VERDERE ENDOSSEMENTE SIE
FOR FURTHER ENDORSEMENTS SEE
Overleaf

Erff. Hill = 83532
No. 18 Restant AS
Remainder AS
Asst. Registrar/Asst. Registrar.

Erff. Hill = 83532
No. 18 Restant AS
Remainder AS
Asst. Registrar/Asst. Registrar.

Erff. Hill = 83532
No. 18 Restant AS
Remainder AS
Asst. Registrar/Asst. Registrar.

Erff. Hill = 83532
No. 18 Restant AS
Remainder AS
Asst. Registrar/Asst. Registrar.

ANNEXURE "D" TO GEORGE QUITRENTS

VOL 15 No. 15

(2)

1. ERF 4936 means 4 32 59. Moten
2. ERF 4937 " 4104 " 1. "

GET TRANSPORTER TRANSFERRED
 No. 32286
 REGISTERED TO: C.A. ROBERTSON
 REGISTERED AT: ALBANY

ERF 4935 means 4122 59. Moten

GET TRANSPORTER TRANSFERRED
 No. 312787
 REGISTERED TO: GILBOURGE (PROPRIETARY) LIMITED
 REGISTERED AT: ALBANY

1. ERF 4942 means 4104 59. Moten

2. ERF 4943 " 4122 " "

GET TRANSPORTER TRANSFERRED
 No. 115386
 REGISTERED TO: THE REPUBLIC OF SOUTH AFRICA
 REGISTERED AT: ALBANY

ERF 4938 means 4104 59. Moten

GET TRANSPORTER TRANSFERRED
 No. 11137288
 REGISTERED TO: NEW YORK MOTORS (PROPRIETARY) LIMITED
 REGISTERED AT: ALBANY

1. 5139 means 4400 59. Moten

TRANSPORTER TRANSFERRED
 No. 32284
 REGISTERED TO: A.H. MORRIS (P.) (PROPRIETARY) LIMITED
 REGISTERED AT: ALBANY

ERF 4975 means 4275 59. Moten

TRANSPORTER TRANSFERRED
 No. 32279
 REGISTERED TO: E.M. BUKMANN
 REGISTERED AT: ALBANY

RF 4928 means 4122 59. Moten

TRANSPORTER TRANSFERRED
 No. 32286
 REGISTERED TO: P.S. LINDERS
 REGISTERED AT: ALBANY

ERF 4922 means 4292 59. Moten

ERF 4923 " 4275 " "

TRANSPORTER TRANSFERRED
 No. 11385
 REGISTERED TO: KORLINK (PROPRIETARY) LIMITED
 REGISTERED AT: ALBANY

RF 4946 meas 4104' sq. meters

TRANSPORTER TRANSFERRED
 III 5387
 RESTANT REMAINDER
 10-3-1972
 UNITED DAIRIES CO-OPERATIVE LIMITED
 [Signature]
 Asst. Registrar/Asst. Registrar

RF 5314 meas 8217 sq. meters

TRANSPORTER TRANSFERRED
 X 32787
 RESTANT REMAINDER
 11-12-1971
 EVERITE LIMITED
 [Signature]
 Asst. Registrar/Asst. Registrar

RF 4947 meas 4122 sq. meters

TRANSPORTER TRANSFERRED
 XI 32790
 RESTANT REMAINDER
 12-12-1971
 C.V.G. BEUKES
 [Signature]
 Asst. Registrar/Asst. Registrar

RF 5310 meas 8024 sq. meters
 " 5311 " 8010 sq. meters
 " 5312 " 7885 " "

TRANSPORTER TRANSFERRED
 X 1132791
 RESTANT REMAINDER
 11-12-1971
 PLATE GLASS PROPERTIES (GEORGE) (PR. (METRAY) LIMITED
 [Signature]
 Asst. Registrar

RF 5318 meas 8388 sq. meters

TRANSPORTER TRANSFERRED
 XII 32792
 RESTANT REMAINDER
 11-12-1971
 WILL DAY AND TAKE (GEORGE) (PR. (METRAY) LIMITED
 [Signature]
 Asst. Registrar/Asst. Registrar

Leased area = 8251 sq. meters

40-50% of area
 20 years from 12.10.1968
 Private Lease
 4-6-77
 12-5-1972
 3 1/2 / 72

RF 5316 meas 3,2777 Hectars
 [Signature]
 THE STERILIZING WORKS, WIMBORNE, LIM. CO.

TRANSPORTER TRANSFERRED
 XIII 32793
 RESTANT REMAINDER
 10-3-1972
 [Signature]
 Asst. Registrar

RF 5317 meas 8217 sq. meters
 [Signature]
 Asst. Registrar

(3) (2)

8 MAR 7003 Sq METERS
 Asst. Registrar/Asst. Registrar.
 Restant
 Remainder

14 MAR 1457 Sq METERS
 R 31-07-1973 R. F. J. VAN S. A.
 To...
 Restant
 Remainder
 Asst. - Registrar/Asst. Registrar.

9 MARS 4123 Sq METERS.
 31-10-1973
 To... WILLOWPORT PROPERTIES (PTY) LTD.
 Restant
 Remainder
 Asst. - Registrar/Asst. Registrar.

REF 5796 = 4,559 Sq METERS
 Asst. Registrar/Asst. Registrar.
 Restant
 Remainder

REF 5566 Freehold. 2638 sq metres
 Asst. Registrar/Asst. Registrar.
 Restant
 Remainder

REF 4948 = 4237 m²
 Asst. Registrar/Asst. Registrar.
 Restant
 Remainder

(15)

ERI-5005 mees 1,279 HECTARES
GETRANSPORTEER 10-3-1972 SHELL SOUTH AFRICA
TRANSPORTEER (PACIFIC) LIMITED
V5389
Blum

ERF 4934 mees 410 1/2 sy metes
GETRANSPORTEER 10-3-1972 V.F. KONSTRUKSIE
TRANSPORTEER (EENDOM) BEPERK
V5390
Blum

ERF 4945 mees 4254 sy metes
GETRANSPORTEER 1972 B. SAUERMAN
TRANSPORTEER AND ANOTHER
5391
Blum

ERF 5306 mees
GETRANSPORTEER 10-3-1
TRANSPORTEER
Blum

ERF 5137 mees
GETRANSPORTEER 12-5-
TRANSPORTEER 70625
Blum

ERF 5140 mees
GETRANSPORTEER 12-5-
TRANSPORTEER 10626
Blum

ERF 5138 mens. 4400 Sq. Metres

12-5-1972 THE FROST (GERMANY) LIMITED

No. 106274

[Signature]

ERF 4924 mens. 4292 Sq. Metres

12-5-1972 J.C. SKRYMWERKERS (ELEND) SMIT BEVERK

No. 10628

[Signature]

ERF 4428 mens. 1592 Sq. Metres

6-6-1972 THE TRUSTEES OF THE CALVARY CULTURED ASSEMBLY OF THE PENITENT CHURCH

No. 12774

[Signature]

ERF 5340 =

GETRANSPORTTEER... 28-0-1
TRANSPORTED
No. 14935

ERF 4929 =

GETRANSPORTTEER... 85
TRANSPORTED
No. 22917

ERF 5546

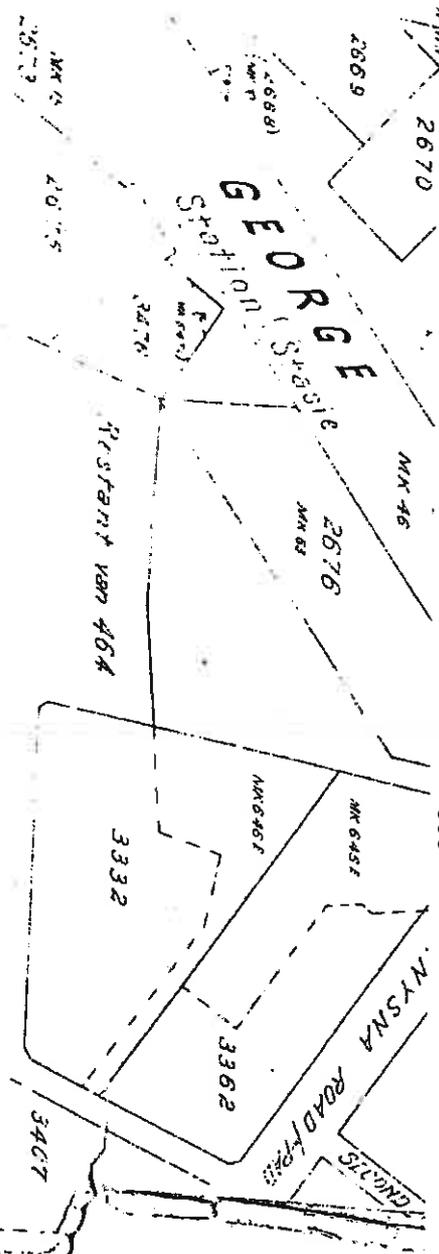
GETRANSPORTTEER...
TRANSPORTED
No. 22918

ERF 5319 = 85
GETRANSPORTTEER... 15
TRANSPORTED

No. 880515

[Signature]

302



Plan showing land canted red to be expropriated by the Railway Administration, hence
 Plan met grond (voor geleur) oortoon met deur die Spoorwegadministrasie aafteen moet word synde
 nation of Remainder of Erf 464 George.

Situate in the Municipality and Administrative District of GEORGE
 Gule in die Munisipaliteit en Administratiewe Distrik
 Province of Cape of Good Hope
 Provinsie Kaap die Goede Hoop

Owner
 Eenaar
 Municipality of George
 Munisipaliteit van George

Title: George Gule, 15:15
 Titel No George Gule, 15:15
 Diagram B. 1293/1920
 Kaart No

Area (Approximately) 2.44 hectares
 Grootte (ongeveer) 2,44 hektaar
 Compiled from ODN 133.C.1069 and Diagram data
 Saamgestel uit ODN 133.C.1069 en Kaartgegevens

Drawn by Geteken deur	<i>[Signature]</i>
Checked by Nageken deur	HLS
Approved by Goedgekeur deur	
Amended/Gewysig	

Date Datum 17-6-1971
 Noted in Deeds Office
 In akteboekoor aangeleken:

[Signature]
 Land Surveyor
 Landmeter

7A

Ref 6586 = 128484 hulteen

11-08-1974

Die HO SPITAL TRUSTEES.

DECEASED

1974

6127

78(1)

ENDORSEMENT IN TERMS OF SEC 47(1) OF ACT 47/1937

By reason of expiration of time, Lease No. 4/1448 DATED 5 JUNE 1948 and REGISTERED ON 3 SEPTEMBER 1948 HEREIN, HAS ~~been~~ terminated Application Files with Misc. 196/74

DEEDS Registry
Cape Town

Asst. Registrar of DEEDS
[Signature]

ER 5309 = 7673 wr. met

GETRANSKRYTEER
THANSFERREER

No. 9191

Re: 3-04-1974 Aan J. J. Watson

[Signature]

FUR NIE ENDOSEMENTE SIE
VIN VERDERE ENDOSEMENTE SIE.

REGISTERAR, ASSISTANT, TOWN

REGISTERAR, ASSISTANT, TOWN

REGISTERAR OF DEEDS

[Handwritten signature]

Certificate of Registered Title **783967** issued in terms of
 Sertifikaat van Gegeel 'reord' Title No. **4351** in terms of
 Art. **43** of the Deeds Act, 1937, in respect of the
 Vol. No. **47/37** ten opsigte van
4351 no. do 61, 0684 HR

Reynander
 Reitant

DEEDS OFFICE
 BATHURSTON,
 EAST TOWN/KAAPSTAD.
8-10-74

REGISTERAR,
 ASSISTANT REGISTRAR.

Applies to 8/4351 no. 61, 0684 HR

In terms of the Deeds Act, 1937, of Act
 No. **46/61** of 1937, the Registrar of Deeds
 have caused to be registered in the name of
 nie meer van toepassing is op die geseerde
 Minister's order of the 11th day of August 1974
 Minister se toewysing van die 11de Augustus 1974
MISC **824/74**

DEEDS MISTRY,
 AKTESKRIFTOUR,
8-10-74

REGISTERAR OF DEEDS,
 BATHURSTON, EAST TOWN/KAAPSTAD.

DELETE WHAT IS NOT NECESSARY.
 HAAL DIT WAT NIE NOEG IS NIE.

U.S.

No. 7 124
 Assistant Registrar

CP 5317 Boat 17657 AM.

GETRANSPORTEER 5-06-1974 Aan *Quiltemper*
 TRANSFERRED TO *Attero*
 (Secretary) *Reminder*
 No. 15963 124 Registrar
 Asst. Registrar/Asst. Registrar
W. H. B. B. B.

CP 5541 Boats 7448 s.m.

GETRANSPORTEER 0-08-1974 Aan *8034-7051 (1974) Ht.*
 TRANSFERRED TO
 No. 29181
 Registrar
 Assistant Registrar/Asst. Registrar
W. H. B. B. B.

CP 5313 Boats 8432 W2

GETRANSPORTEER 8-11-1974 Aan *Blue-Tony Inkytonce*
 TRANSFERRED TO
 No. 140174 166 Registrar/Asst. Registrar
 Assistant Registrar/Asst. Registrar
W. H. B. B. B.

Vide onderhavige kennisgeving 1969/24
 filed as exprom. caveat
 registered at ontekening cover
 Innesseur: *Van der Merwe*
 DEEDS OFFICE,
 AKTEKANTOOR,
 CAPE TOWN.
 KAAPSTAD.

Plans in duplicate filed
 name in Swerwoud 52-
 1971

REGISTRAR OF DEEDS,
 REGISTRAR VAN AKTES.

43765 =

Certificate of Registered Title No. 1
 Bertyfikaat van Geregistreerde Titel No. 1

Section 43 Act No. 47/37 In terms of the
 Wet No. 47/37, ten opsigte van, in respect of the

Remalinder *Van der Merwe*

Restant *Van der Merwe*

DEEDS OFFICE,
 AKTEKANTOOR,
 CAPE TOWN/KAAPSTAD.

ASSY-REGISTRAR,
 ASSY-REGISTRATEUR.

Opgehef in 17, 2970 HA.

In terms of the provisions of Section 2 (a) (2) of Act
 Kragsiens die bepalinge van Artikel 2 (a) (2) van Wet
 No. 48/4 restrictions contained in condition(s) 175
 is die restriksies vervat in voorwaarde(s) 175
 have ceased to apply to the property herein described.
 nie inoor van toepassing op die eiendoms hierin genoem nle.

Minister's consent filed with
 Minister se toestemming gelysamer by *M. J. S.*

DEEDS REGISTRAR -12-1974
 AKTEKANTOR -12-1974

REGISTRAR OF DEEDS
 REGISTRAR VAN AKTES

DELETE WHAT IS NOT NECESSARY.
 HAAL DIE WAT NIS NODIG IS NIE.

5/6928 man. 10228 B.M.

GETTANSONOR K. K. 27-5-1975
 TRANSPORT
 No. 14020
 R. S. No. 14020
 Remains
 Di Lakshmanarao
 Asst. Registrar/Asst. Registrar

of 3089 man. 17131 M.

GETTANSONOR K. K. 27-5-1975
 TRANSPORT
 No. 14020
 R. S. No. 14020
 Remains
 Di Lakshmanarao
 Asst. Registrar/Asst. Registrar

Registration of boat

By order of transport No 714020/75 dated this
 day the motor (temp) is entitled to ~~motor~~
 contact use and transfer an electric power
 transmission line over of 3089 man, 17131 M. that
 required as indicated by the memo No 14020 on 21
 13/5/75 there to demand
 Deeds Registry 21/5/75
 Date of

Remainder

[Signature]

Asst.-Registrateur,
Asst. Registrar.

38771

Certificate of Registered Title No. 155
 Issued in terms of
 Sertifikaat van Geregistreerde Titel No. uilgoreik kragtens

Bact. 43 Act No. 47/37 in respect of the
 Art. Wet No. ten opsigte van

ERF 5845 MEAK 48, 4961 H.A.

Remainder

Restant

DEEDS OFFICE
 AKTESKANTOOR
 CAPE TOWN/KAAPSTAD.

[Signature]

ASST. REGISTRAR
 ASST.-REGISTRATEUR.

9-12-1975

RF 6474 groot 5987 rda w2

GEWANSPOORTEER 19-11-75 Aan *Die Oudekerkekerk*
 TRANSFERRED 15-1-75 *Evangelische Kerk - Kweekeryng.*

No. 735905/75 Restant
 Remainder

[Signature]

Asst.-Registrateur/Asst. Registrar.

E16290

2154 rda w.

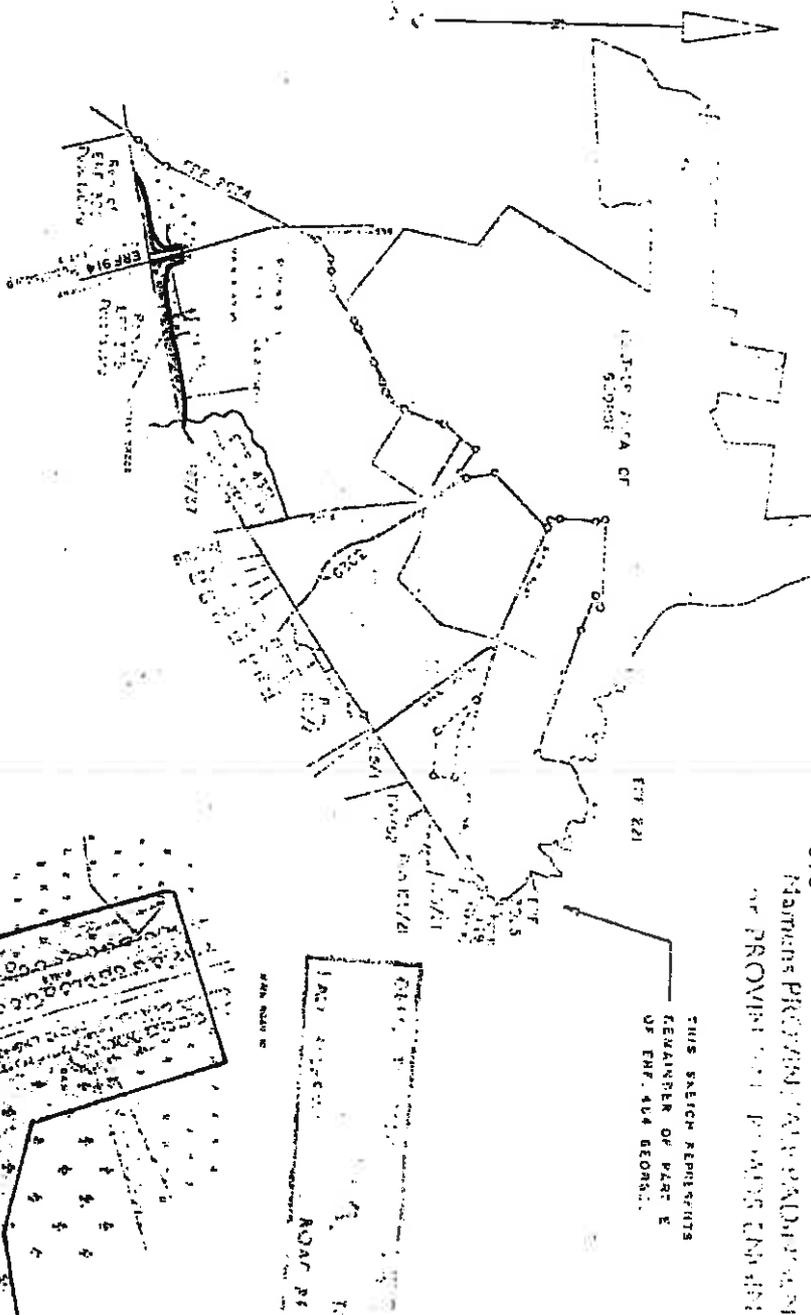
GETRANSPOORTEER 19-3-1976 Aan H.C. Brand.
 TRANSFERRED To

No. 1609576 Restant
 Remainder

[Signature]

Asst.-Registrateur/Asst. Registrar

MAINTENANCE PROGRAM FOR ROAD NETWORK
OF PROVINCE OF FREETOWN DISTRICT

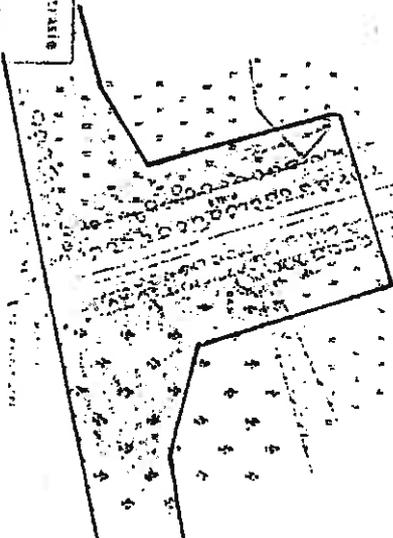


SKAAL / SCALE 1:70 000

T.T.T.
4/12/73.

SERTIFIKAT byrens Register 57 van die Registrasie
 Hierby sertifiseer ek dat die voorgesêde ROAD NETWORK
 van hierdie kaart hoort by die kadastrale plan van die
 die Kaapre Provinsie. Afdelings van die plan is
 zamen in:
 13 JUL 1974
 T. T. T.
 T. T. T.
 T. T. T.

SKAAL / SCALE 1:7 000
INSET



DEER REGISTER, ANTEKAMIDJEN
 No. 518-08-1977
 DELETÉ WHAT IS NOT NECESSARY. HAAL OEU' I WAT NIE MOOIG IS NIE.
 REGISTRAR OF DEER REGISTER, ANTEKAMIDJEN
 R 16834
 Minister's consent filed with Minister for toestemming getuiseer by...

GETRANSPORTEER TRANSFERRED No. 20862
 Registrat./Registrar
 Aas George J. Kingma (De Jure) Herald
 Aas. Registrateur Aas. Registrateur

RF 6231 GROT : 9112 nr.

GETRANSPORTEER TRANSFERRED No. 77. Restant
 Aas Die HOSPITAAL KUSTREES
 Aas. Registrateur/Asst. Registrar.

FOR FURTHER ENDORSEMENTS SEE VAN VERDERE END O'Z ZAKTE SIEN. Page 21

ALL ENDORSEMENTS SEE
ALL ENDORSEMENTS SEE

Page 30

Agreement L.O. Dec 29 (15) Act 48 of 1911.

Key points of the comment by the
 Ministers of Agricultural and L. of 1919/20
 in terms of the said provision
 of the state law-shipments Act the
 condition imposed 5 in 100 for and
 they affect by 7679 (a part of 1914)
 applicability of George have been
 cancelled.

Agreement L.O. Dec 29 (15) Act 48 of 1911

Deeds Register Post-Register of Lands.
 Copy herein.

Meneer

818 201/1/1/0411

OPHEFFING VAN DIE STAAT SE HERNEMINGSREG TEN OPSIGTE VAN DIE
RESTANT VAN DIE MEENTGROND (ERF 464) GEORGE : U 10/6/4

Die ontvangs van u skrywe van 20 April 1988 tesame met u tjek vir die bedrag van Rj6 245,00 word hiermee erken. Ingevolge sertifikaat van restant 14/1988 wat sedertdien vanaf die Landmeter-generaal is, is die grootte van die restant van die meentgrond (Erf 464) 1803,1227 hektaar soos op 11 Maart 1988 waarby Erf 13387, gedeelte van Erf 464, 1227 herneem is maar nog in naam van die doeileiendes van die Outeniqua proefplaas ingesluit is. Die restant van die Staat geregistreer staan te word, Staat se hernemingsreg gevolglik rojeer moet word beloop dus 1792,9227 hektaar en bereken teen R5,00 per hektaar of gedeelte daarvan is die vergoedingsbedrag slegs R8965,00. 'n Skatkisorder vir R7280,00 te veel betaal gaan derhalwe hiermee saam.

Die nodige toestemming vir die opheffing van die Staat se hernemingsreg oor die restant van die meentgrond is ook aangeheg.

Die uwe

[Handwritten Signature]
DIREKTEUR-GENERAAL
OPENBARE WERKE EN GRONDSAKE

MUNISIPALITEIT GEORGE
ONTVANG
25 MAY 1988
ONT ERKEN
ANTWOORD

Stem hiermee toe kragtens artikel 2A(1) van die Wet op die Beskikking oor Staatsgrond, 1961 (Wet 48 van 1961), tot die rojering van voorwaardes 1 en 5 soos vervat in grondbrief gedateer 15 Junie 1922 (George Erfpagte volume 15 no 15) ten opsigte van:

Die restant van Erf 464 George, geleë in die munisipaliteit en administratiewe distrik George, groot as sodanig 1803,1227 hektaar met die uitsluiting van Erf 13387 gedeelte van Erf 464 George geleë in die munisipaliteit en administratiewe distrik van George, groot 10,2000 hektaar soos voorgestel en omskryf op kaart L G 516/87 wat nog geregistreer staan te word.

2. Magtig hierby die Registrateur van Aktes, Kaapstad kragtens artikel 2A(2) van voornoemde Wet om die rojering op die titelbewys aan te teken.

ALDUS GEDOEN en GETEKEN te PRETORIA op hierdie 10^{de} dag van Mei 1988.



P.P. MINISTER VAN MANNEKRAG EN VAN
OPENBARE WERKE EN GRONDSAAK

(Volmag : Item C.4(i) van Bylae 2)

REGISTRATEUR VAN AKTES
KAAPSTAD



Geagte Meneer

MUNISIPALE TITELAKTES

Jare gelede is reëlings met die Akteskantoor getref om 'n toonbank lêer Nr.662 oop te maak ten opsigte van sekere van die Munisipaliteit se titelaktes.

Die doel van 'n toonbank lêer is dat dit nie nodig is om die Munisipaliteit se titelakte met elke transport van 'n stuk grond daaruit met daardie transport in te dien nie maar daar word net verwys na die toonbank lêer. Op dié manier word transporte van die Munisipale titelakte bespoedig.

Die Akteskantoor het egter nou besluit om alle toonbank lêers te sluit en ons stuur u hiermee die betrokke toonbank lê Nr 662 wat die volgende inhoud het:-

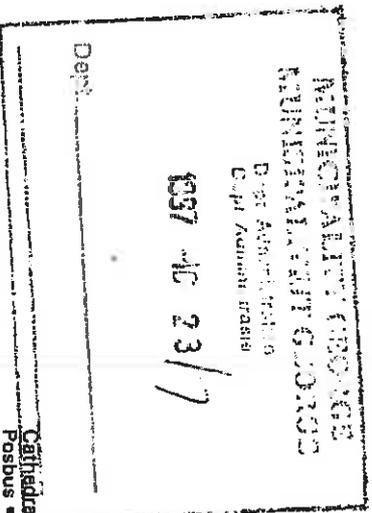
1. Gesertifiseerde afskrif van George Erfpagte Nr 15: — (1)
2. Transportakte Nr 6712/1941;
3. Transportakte Nr T1005/1938.

Geliewe veilige ontvangs te erken op die aangehegte afskrif van hierdie skrywe.

Die uwe
RAUBENHEIMERS ING

Per:

Wm
TIM BYRNE



Gestig • Established 1907
Raubenheimers Ing / Inc • Reg No 93/017422/21

Direkteure / Directors T S Byrne • T J Nel BA B Iur • W M Luttig B Comm LLB •
C G Plenaer B Iur LLB LLM • R Engelbrecht BA LLB
Konsultant / Consultant J N Raubenheimer BA LLB

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FAX (044) 874 4516
Na ure • After hours 082 490 2968/7
Internet <http://www.george.co.za/rh>
e-Mail raubenheimers@pixie.co.za

Annexure H - Council Resolution

EXTRACT FROM/UITTREKSEL VAN	
VERGADERING /MEETING	GEHOU OP/HELD ON
EXECUTIVE MAYOR-IN-COMMITTEE	15 JUNE 2004

Gedeelte B moet behoue bly en die gedeelte straat sal gekonstrueer moet word.

Die Stadsbeplanningsafdeling het verder geen probleem indien die twee gedeeltes (A en C) vir kerkdoeleindes beskikbaar gemaak word.

Beide gedeeltes sal vanaf Enkelwoon na Enkelwoon (kerk) gehersoneer moet word.

Meer as een ontwikkelaar het die Stadsbeplanningsafdeling rakende die moontlike aankoop van die Gedeeltes "A" en "C" besoek. Die Stadsbeplanningsafdeling is van mening dat tenders vir ontwikkelingsvoorstelle vir die betrokke gedeeltes gevra behoort te word. Die grondgebruike wat oorweeg kan word is die volgende:

Enkelwoonerwe;

Algemene Woon (groepbehuising);

Enkelwoon (kerk wat gemeenskapsale en konferensiefasiliteite ook insluit);

Sake (hoekwinkel);

Enkelwoon (crèche).

"RECOMMENDATION (TO THE HOUSING AND LAND AFFAIRS COMMITTEE ON 19 FEBRUARY 2004)

- (a) that the land indicated as "A" and "C" on Annexure "A" to the agenda not be developed in economic erven and that the Council resolution in this regard dated 26 March 2003 be reviewed and rescinded;
- (b) that tenders by way of development proposals be invited in respect of portions "A" and "C" indicated on Annexure "A" to the agenda at an upset price erf R62 000,00 per hectare plus cost of services as detailed by the Directors: Civil and Technical Services and Electrotechnical Services, survey cost and any other cost that may have to be incurred to sell it."

RESOLVED (BY THE HOUSING AND LAND AFFAIRS COMMITTEE ON 19 FEBRUARY 2004)

"that this item be referred for a cost analysis without the consideration of Sweet Pea Street, since it is an access road."

EXTRACT FROM/UITTREKSEL VAN	
VERGADERING /MEETING	GEHOU OP/HELD ON
EXECUTIVE MAYOR-IN-COMMITTEE	15 JUNE 2004

FURTHER COMMENTS DIRECTOR: PLANNING AND DEVELOPMENT

The following cost estimates have since been obtained from the Director: Civil and Technical Services:

Cost estimate excluding Sweet Pea Street and Park Road (marked annexure "B" to the agenda).

Separate cost estimates in respect of Sweet Pea Street and Park Road (marked annexure "C" to the agenda).

A cost estimate of R72 000,00 for surveying of the area for economic erven has also been obtained from a land surveyor.

Legal cost is estimated at R5 700,00.

The following is a summary of the cost estimates for development of the land in economic erven:

Sewerage	R135 260,00
Water	R147 100,00
Stormwater	R243 835,00
Road	R366 650,00
Unforeseen expenses	R89 284,50
Electricity	R572 000,00
Surveying	R72 000,00
Legal cost	R5 700,00
TOTAL	<u>R1 496 569,50</u>

The estimated development cost to develop the area in 52 single residential erven therefore amounts to R28 780,18 plus VAT ie. R32 809,41 per erf.

EXTRACT FROM/UITTREKSEL VAN	
VERGADERING /MEETING	GEHOU OP/HELD ON
EXECUTIVE MAYOR-IN-COMMITTEE	15 JUNE 2004

It excludes costs relating to Sweat Pea Street and Park Road. No provision has been made for a *pro-rata* contribution in respect of the salary package of the Administrative Officer who will deal with the sale of such erven either as the estimated price is already in excess of the going selling price of R20 000,00 to R30 000,00 per erf in Le Vallia as pointed out by the Director: Financial Services.

A print-out received from the senior valuer in his Directorate, attached to the agenda marked annexure "D" indicate that 105 erven had been sold in Le Vallia since 1983 at an average price of R18 080,11.

The Koinonia Congregation previously also expressed interest in acquiring a portion of the land situated between Knysna Road and Glenwood Avenue currently being leased to the George Riding Club for the erection of a Community Centre. The agreement of lease terminates on 31 December 2006. The agreement of lease provides that should the lessor require the leased property or a portion thereof for purposes of its own it may repossess the leased property or a portion thereof by giving three months written notice to the lessee.

The matter was referred to and discussed with the Chairman of the George Riding Club during 2003.

As will appear from their letter dated 10 November 2003 attached marked annexure "E" to the agenda, the club does not want to release a portion of the leased property.

RESOLVED BY HOUSING AND LAND AFFAIRS COMMITTEE ON 29 APRIL 2004

that the Planning Section proceed with the development and subdivision of erven 19429 and 19430.

COMMENTS DIRECTOR: PLANNING AND DEVELOPMENT

The abovementioned resolution does not mention the request by the Koinonia Congregation, which was the main purpose of the item.

The erf numbers quoted in the above resolution are incorrect as the portions of land referred to form part of the Remainder of Erf 464 George.

EXTRACT FROM/UITTREKSEL VAN	
VERGADERING /MEETING	GEHOUD OP/HELD ON
EXECUTIVE MAYOR-IN-COMMITTEE	15 JUNE 2004

It is not clear whether it was the Committee's intention to subdivide the Remainder of Erf 464 George into the two portions indicated and to invite development proposals for such portions or whether it was the Committee's intention not to approve the church's application but to subdivide the land into Single Residential erven and to develop such erven ex the Consolidated Capital Development and Loans Fund (Land Sales Account).

It is therefore recommended that the resolution taken by the Housing and Land Affairs Committee on 29 April 2004 be reviewed and rescinded and replaced by a new resolution reflecting the correct property description (portion of the Remainder of Erf 464 George) and intention of the Housing and Land Affairs Committee.

RESOLVED TO RECOMMEND TO THE EXECUTIVE MAYOR

- (a) that the resolution (item 4.31) taken by the Housing and Land Affairs Committee on 29 April 2004 be reviewed and rescinded and replaced by the following resolution: **[BO]**
- (i) that the land not be made available to the Koinonia Congregation in view of the acute shortage of affordable housing land in town; **[BO]**
- (ii) that the planning section proceed with the subdivision of a portion of the Remainder of Erf 464 George as per plan (Annexure "A") to the agenda; **[BO]**
- (iii) that the erven be sold by public tender at an upset price to be determined by the Director: Financial Services. **[FD]**

RESOLVED

- (a) that the resolution (item 4.31) taken by the Housing and Land Affairs Committee on 29 April 2004 be reviewed and rescinded and replaced by the following resolution: **[BO]**
- (i) that the land not be made available to the Koinonia Congregation in view of the acute shortage of affordable housing land in town; **[BO]**
- (ii) that the planning section proceed with the subdivision of a portion of the Remainder of Erf 464 George as per plan (Annexure "A") to the agenda; **[BO]**

EXTRACT FROM/UITTREKSEL VAN	
VERGADERING /MEETING	GEHOUD OP/HELD ON
EXECUTIVE MAYOR-IN-COMMITTEE	15 JUNE 2004

- (iii) that the erven be sold by public tender at an upset price to be determined by the Director: Financial Services; **[FD]**
- (b) that an investigation regarding the possible sale of these erven to first property purchasers as well as possible restrictive conditions pertaining to the resale of such properties be conducted and that a report in this regard be submitted to the Housing and Land Affairs Committee. **[BO]**

EXTRACT FROM/UITTREKSEL VAN	
VERGADERING /MEETING	GEHOU OP/HELD ON
EXECUTIVE MAYOR-IN-COMMITTEE	15 JUNE 2004

“that the Town Planning Section proceed with the planning of the land for economic housing purposes and that churches that are interested can then purchase one of these erven and apply for the rezoning thereof.”

REASONING

The following is a summary of the cost estimates received from the Director: Civil and Technical Services and from the Director: Electro-technical Services:

1. Sale of land as is to the applicant

Water	R34 500,00
Road	R193 200,00
Stormwater	R197 400,00
Total	<u>R425 100,00</u>
Electricity	Normal connection fee

2. Development of land in economic erven

Sewerage	R 135 260,00
Water	R 147 100,00
Stormwater	R 243 835,00
Road	R 805 075,00
Unforeseen expenses	R 133 127,00
Total	R1 464 397,00
Electricity	R 572 000,00
Grand Total	<u>R2 036 397,00</u>

The Director: Financial Services is of the opinion that the development cost is too high to warrant development of the land in economic erven (±R44 644,00 VAT included) per erf and recommends that it be offered for sale at R62 000,00 per hectare. According to him prices of vacant erven in Le Vallia range between R20 000,00 and R30 000,00 per erf.

Handwritten note:
 Inlissel vanaf R80000 tot
 R150000 per erf

EXTRACT FROM/UITTREKSEL VAN	
VERGADERING /MEETING	GEHOU OP/HELD ON
EXECUTIVE MAYOR-IN-COMMITTEE	15 JUNE 2004

It must be pointed out that cost of surveying the area in either two erven (to be divided by Sweet Pea Street) or in 52 single residential erven have not been taken into consideration but will definitely further increase the development cost of single residential erven substantially.

The comments of the Director: Civil and Technical Services, the Director: Electrotechnical Services and the Director: Financial Services referred to above formed part of a report submitted to the Housing and Land Affairs Committee on 19 February 2004 and are not attached to this report.

There is no objection to the application from a town planning point of view as will appear from the comments of the Chief Town Planner quoted later in this report, provided a portion of Sweet Pea Street not be sold but be retained and constructed should the land be sold.

It must be pointed out that other parties also expressed interest in the same land and/or in alternative land for the same purpose.

Another church approached the Municipality regarding the availability of the same land on 26 January 2004 with a request that they also be considered should the land come up for sale. It is Council policy that land be sold by way of public tender.

There is sympathy with the church's application and with the envisaged development. It however is Council policy that land be offered for sale by way of public tender.

Given the fact that other parties also expressed interest in the same land and the substantial size of the land involved it may however be in Council's best interest to invite tenders should it be offered for sale.

COMMENTS DIRECTOR: PLANNING AND DEVELOPMENT (TOWN PLANNING SECTION)

Die gedeelte grond kan in drie gedeeltes verdeel word soos aangedui op die plan.

Gedeelte A: Enkelwoon ($\pm 28\ 168\text{m}^2$ groot)

Gedeelte B: Openbare Straat ($\pm 2\ 586\text{m}^2$ groot)

Gedeelte C: Enkelwoon ($\pm 6\ 437\text{m}^2$ groot).

Die Stadsbeplanningsafdeling het geen beswaar teen die vervreemding van Gedeeltes A en C nie.



1 - 51 = Enkelwoon
 52 = P.O.R.
 Straatrestant = openbare straat
 Gemiddelde erf grootte = 600 m²

8259
 Privaat Oop Ruimte

MUNISIPALITEIT GEORGE MUNICIPALITY
 Hierdie onderverdeling is goedgekeur kragtens Artikel 25(1) of die Kommunisiteitswet van 1985 onderworpe aan die voorwaardes wat in die dekkingsbrief.
 This subdivision is approved in terms of Section 25(1) of the Land Use Planning Ordinance of 1985 subject to the conditions contained in the covering letter.

2006-08-29
 Datum/Date

[Signature]
 Direkteur Beplanning & Ontwikkeling
 Director Planning & Development

PROTEA VALLEY AVENUE 17362 POR