

GEWYSIGDE TERREINPLAN

21

Amended layout by Mount Moriah

UMSIZA
PLANNING
Town and Regional Planner

SCALE 1:500

31 May 2019



ERF 1043 ROBERTSON: REZONING FROM SINGLE RES ZONE 1 TO BUSINESS ZONE 1

- NOTES:**
1. Proposed business premises with primary uses: supermarket
 2. Coverage: 1079m² on site of 2399m² = 45% (max 100%)
 3. Setback: 8m in Paul Kruger and 9,3m in Constitution (min 8m)
 4. Floor factor: 0,45 (max 3)
 5. Height: 7m (max 15m)
 6. Building lines: 0m & 0m & 1,5m (min 0m)
 7. Parking bays: 356,5m² GLA: 25 provided (min 14)
Loading bays: 2 parallel bays provided
- SW Catchpit
 Sealed Manhole
 Stay/Anchor power pole
 Proposed departure: Parking bays <10m from street boundary

ROBERTSON SPAR

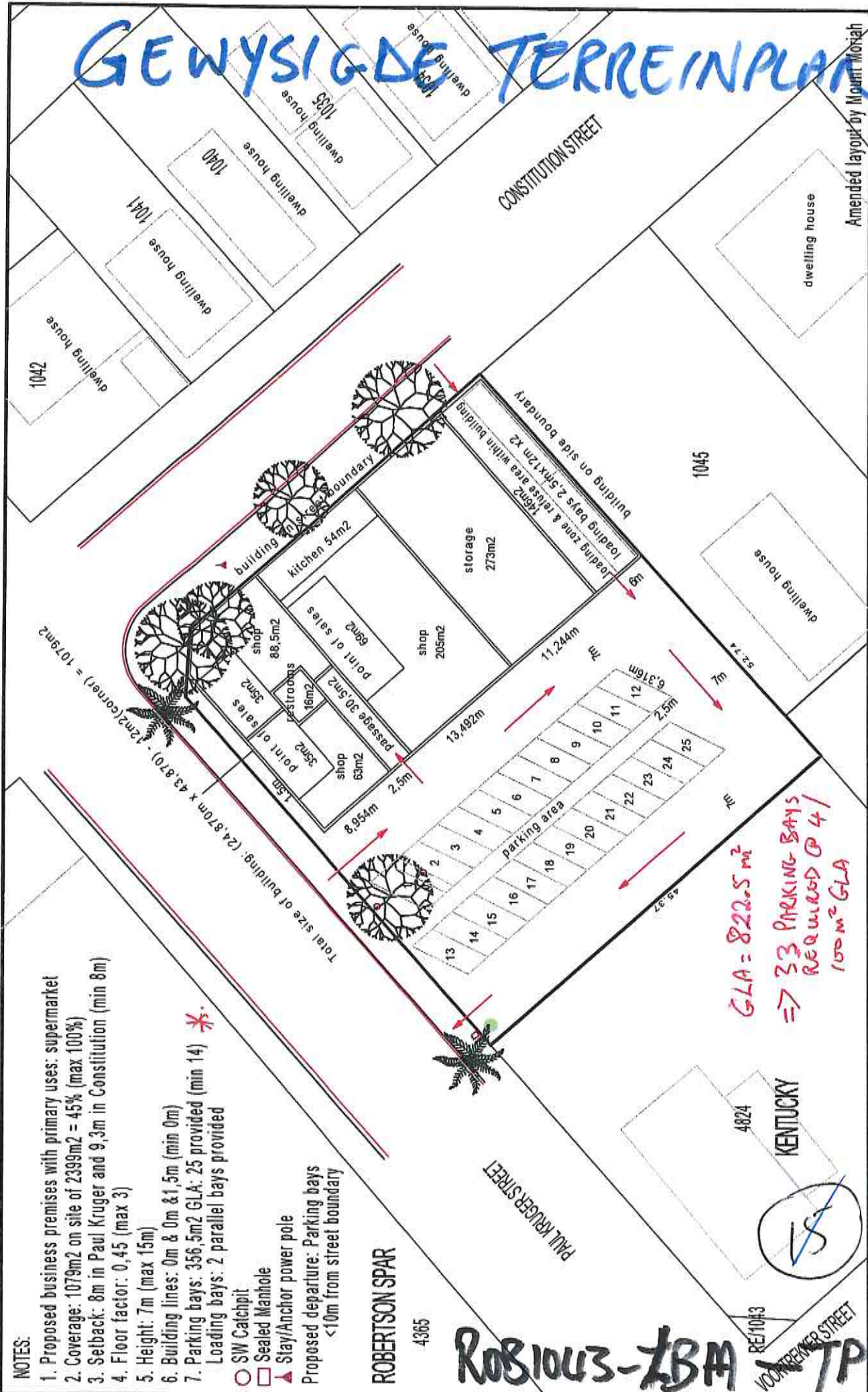
4365

ROB1043-LBM

RE/1043

KENTUCKY

GLA = 822,5 m²
=> 33 PARKING BAYS
REQUIRED @ 4 / 100 m² GLA



MOTIVATIONAL REPORT

APPLICATION FOR REZONING & DEPARTURE:

Erf 1043 ROBERTSON

1. INTRODUCTION / PURPOSE

According to Section 15(1) of the Langeberg Municipal Land Use Planning Bylaw of 2015, no person may commence land development without the approval of the Municipality. According to Section 15(2) the owner of land may apply to the Municipality for, *inter alia*, a rezoning and departures from the development parameters of a zone.

The purpose of this application is to get approval from the Municipality for the building of a new business building on Erf 1043 Robertson that will be integral in the surrounding environment.

2. THE PROPERTY & EXISTING LAND USE

Erf 1043 Robertson is located on the southern corner of Paul Kruger and Constitution Street, Robertson. It is located to the north-east of Kentucky and adjacent south-west of the SPAR Centre between Paul Kruger and Piet Retief Streets.

Erf 1043 Robertson is registered in the names of Petrus Jacobus Kotze and Elmarie Kotze according to Title Deed No T77406/2016 and is 2399m² in extent.

The application site consist of a dwelling house of 326m², a garage of 54m², and a car/shadeport with added building of 120m² all together and a swimming pool.

Vehicle entrance (near north-western corner of erf) and pedestrian entrance (near north-eastern corner of erf) are obtained separately from Paul Kruger Street.

3. LANGEBERG MUNICIPALITY INTEGRATED ZONING SCHEME (IZS) BY-LAW, P.N. 71/2018

According to the Zoning Certificate for Erf 1043 Robertson, the application site is zoned for Single Residential Zone, that is the equivalent to Single Residential Zone 1 (dwelling house) according to the new Langeberg IZS.

The new scheme makes provision for "Business Zone 1" with business premises as the primary use.

"Business premises" means a property from which business is conducted and includes a shop, big box retail, supermarket, restaurant, liquor store, plant nursery, office, funeral parlour, financial institution and building for similar uses, place of assembly, place of leisure, institution, hotel, hospital, conference facility, rooftop base telecommunication station, and multiple parking garage.

Although business zoning makes provision for all the land uses mentioned above, this application includes only what is requested for in this application and as indicated on the Site Development Plan and will be evaluated and restricted to that use accordingly.

Development parameters that apply to this zone include:

- Maximum coverage of 100%;
- Street centre line setback = 8m;
- Maximum floor factor = 3;
- Highest point of building may not exceed 15 metres to the top of the roof;
- Street/side and rear building lines = 0m;
- Shops/supermarket: 4 parking bays per 100m² gross leasable area (GLA);
- 2 X loading bays;
- Except with the approval of the Municipality, no parking bays at ground floor level on a land unit, either outside or within a building, may be located closer than 10 metres to a street boundary in order to enhance amenity at street level, unless otherwise approved by the Municipality; and
- A refuse room must be provided on the land unit.

4. EXISTING SERVICES

Municipal services (water, sewerage and electricity) are available on site.

5. THE PROPOSAL

Application is made for the following:

5.1 Rezoning

Application is made for the rezoning of Erf 1043 Robertson from "Single Residential Zone 1" to "Business Zone 1" (business premises).

The owner wants to demolish the existing dwelling house on Erf 1043 Robertson (younger than 60 years) to build a shop/supermarket with on-site parking and client entrance from Paul Kruger Street. A service entrance will be provided for in Constitution Street.

The total floor space will be approximate 1187m² that includes the following:

- Entrance with glass windows;
- Communal space such as the tills, toilets, kitchen, bakery and butchery;
- Refuse room near the entrance from/to Constitution Street where deliveries and loading will take place;
- Store with concrete slab (roof); and
- Retail area of 650m².

A GLA of 650m² requires 26 parking bays, which are provided in front of the proposed building. Entrance and exit to the parking area will be obtained from Paul Kruger Street, with adequate space for the turning of vehicles within the site.

The application adheres to all of the above, except for the departure described below.

- Coverage of 49,6%;
- Street centre line setback in Paul Kruger Street is 23,5 and 9,3m in Constitution Street;
- Floor factor = 0,5;
- Highest point of building = 9m;
- Street/side and rear building lines = 0m, 1m and 1,5m;
- 26 parking bays provided for 650m² GLA;
- 2 X loading bays provided; and
- A refuse room is provided.

5.2 Departure

Application is made for a departure from providing parking on ground level 10m away from street boundary to 1,44m from the street boundary.

This is done to provide for maximum floor space and a sustainable business building. An additional 3m sidewalk will mitigate the impact of the parking near the erf boundary.

Other mitigation measures such as the growth of trees/scrubs within the 1,44m wide area can also enhance the amenity of the parking area.

6. MOTIVATION

6.1 ADHERENCE TO DEVELOPMENT PRINCIPLES

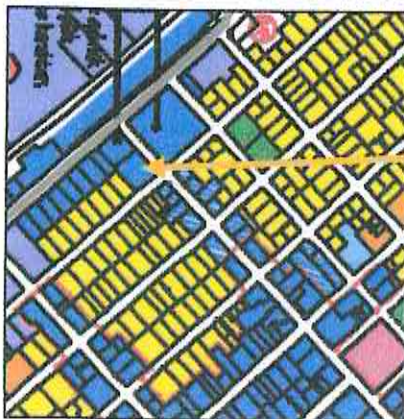
Development principles such as spatial justice, sustainability and efficiency as referred to in Section 42 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SLUMA) and Chapter VI of the Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA) are met by the proposed application:

The developing of Erf 1043 Robertson into a business building will optimize the potential of this erf that is located along one of the main traffic distributors in Robertson and opposite and adjacent large business attractions.

The proposed facility will strengthen the existing business node and attract more feet to the area to ensure sustainability en efficiency. This will add value to the Robertson CBD and the retail industry of Robertson in general. It will also create many additional working opportunities.

6.2 DESIRABILITY

Overall character of the surrounding area



Application site
earmarked for high order
business use according
to SDF, 2003.

Although the application site is not located within the Robertson CBD (high order business uses), it is located along Paul Kruger Street and is also earmarked for high order business use according to the Spatial Development Framework of 2003. [The latest SDF of 2014 does not provide detailed land use proposals.]

It is neighboured on two sides by other high order business uses, i.e. Kentucky Fried Chicken on Erf 4824 and Robertson Mall with SPAR, Spur, Clicks, Wimpy and many other shops. The erven along Paul Kruger Street between the application site and the Robertson CBD (marked with red line) are earmarked for low order business uses.

Business uses in Paul Kruger Street include the Breede Dentistry on Erf 2202, Sophie's Choice homeware/décor/gifts and the Lienkie Lombard Art Gallery on Erf 957, Alidas on Erf 89 and Aïda on Erf 1420 and many more such as Helpmekaar Motors, Sonskyn Kafee, Gold Rush, Pinto's Vleisprodukte and the ABSA centre.

Overall potential of the property

The central location, rectangular shape, large size and flat gradient of the application site are all ideal for the development of a business premises. Client access and service access can easily be separated due to the two street fronts.

The size of the erf allows for a sustainable size building and parking on site.

Provision of services

Municipal services are available and will be provided as required. This will be addressed in detail during the building plan phase.

A service entrance for deliveries will be provided from/to Constitution Street with two loading bays of each 2,5m by 12m.

A refuse room will be accessible from this entrance.

Adequate parking bays are provided in front of the building with access from/to Paul Kruger Street.

Construction

Construction will commence as soon as approval has been granted and building plans are approved.

7. CONCLUSION

The proposed business building on Erf 1043 Robertson will add value to an existing business node with limited impact on the surrounding environment due to the specific characteristics of the application site. The application is both needed and desirable from a land use point of view.

BYLAE 3

Besware

~~Page 8 of 12~~

22

BESWAAR 1 ①

27

6 Augustus 2019

Die Bestuurder : Stadsbeplanning
Langeberg Munisipaliteit
Privaatsak X2
ASHTON
6715

Meneer

Hierby aangeheg alle besware teen voorgestelde hersonering van Erf 1043 vanaf Enkelresedensiële sone 1 na Sakesone 1 en afwyking van parkeerplekke nader as 10m vanaf straatgrens.

Die uwe



C E Kriel



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BESWAAR TEEN

Beswaar 1

A

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VOORGESTELDE WYSIGING VAN HERSONERING EN AFWYKING VAN ERF 1043, H/V PAUL KRUGER- EN KONSTITUSIESTRAAT, ROBERTSON.

Daar word verwys na die kennisgewing gedateer 16 Julie 2019 ontvang van die Langeberg Munisipaliteit en onderteken deur J.V. Brand, Bestuurder: Stadsbeplanning. Daarby aangeheg was die skrywe van Umsiza Planning gedateer 3 Junie 2019 met antwoorde op die besware wat voorheen ontvang was, asook die gewysigde terreinplan. Die brief is onderteken deur Anna-Christa Redelinghuys Pr.Pin (A/1076/1998).

Hierby aangeheg is die gewysigde terreinplan gedateer 31 Mei 2019. Nota 7 op hierdie plan dui aan " Parking bays : 356,5m2 GLA: 25 provided (min 14)" en volgens die skrywe word daarop geroem dat daar vir meer as genoeg parkering voorsiening gemaak is. Hierdie kwessie van parkering word ook meer as een keer in die brief genoem.

Volgens die betrokke By-law van die Langeberg Munisipaliteit wat die term "GLA" verduidelik, beteken hierdie term " gross leasable area being the total floor space designed for, or capable of, occupancy or control by tenants ".

Volgens die plan hierbo genoem en volgens ons berekening hierby aangeheg is die " GLA" 1015,5m2 en nie 365,5m2 soos by nota 7 aangetoon nie. Dit blyk dus dat Umsiza Planning die syfer van 365,5m2 GLA gebruik het om die aantal parkeerplekke wat volgens die By-law vereis word, te bereken. Die By-law vereis 4 parkeerplekke per 100m2 GLA en vandaar hul bewering dat slegs 14 parkeerplekke nodig word, maar dat hulle 25 parkeerplekke voorsien.

Die werklike aantal parkeerplekke wat volgens die By-law wat tans in werking is op die terrein voorsien moet word, is dus $1015,5m2GLA / 100 = 10,155 \times 4$ parkeerplekke. Totaal 41 parkeerplekke en nie 25 parkeerplekke soos op die plan nie.

Is dit moontlik dat die professionele stadsbeplanners van Umsiza Planners so n flater kan begaan ?

Bogenoemde kennisgewing met die besonderhede daarin vervat is deur die Langeberg Munisipaliteit aan ons belanghebbendes deurgegee . Daar sou verwag word dat, indien die aantal parkeerplekke deur Umsza Planning verkeerd bereken was, gesoute stadsbeplanners soos dié van die Langeberg Munisipaliteit die saak sou regstel voordat dit na die publiek deurgegee word.

Ons as leke op hierdie gebied het die berekening gedoen volgens die By-law van die Langeberg Munisipaliteit wat op 18 Mei 2018 in werking gestel is. Ons is nie bewus van enige ander By-law waarvolgens die betrokke stadsbeplanners van Umsiza Planning en die Langeberg Munisipaliteit kan werk nie.

Tekort aan parkeerplekke op die perseel sal onbeheerde parkering tydens spitsstye in die omliggende strate tot gevolg hê. Dit sal negatief inwerk op die verkeer, die karakter van die residensiële area en die privaatheid en gerief van die inwoners van veral Konstitusiestraat.



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Besonder 1

(3)

"B"

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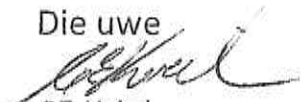
NOTA A

CE Kriel
Posbus 6
ROBERTSON
6705

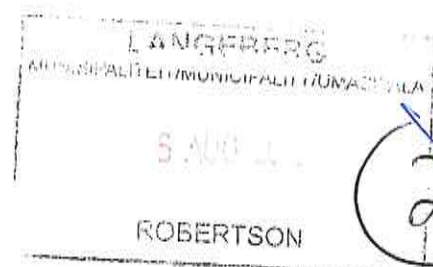
HERSONERING VAN ERF 1043

Ons wil dit herhaal dat daar 'n impakstudie gedoen word oor die verkeer en voetgangers. En ons sal dit waardeer om by alle ondersoeke betrokke te wees want dit raak ons as inwoners negatief.

Die uwe



CE Kriel

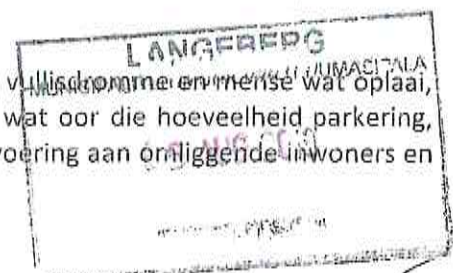


CE Kriel
Posbus 6
ROBERTSON
6705

Eienaar Erf 1033

HERSONERING ERF 1043

1. Die uitgang en ingang van besigheid maak nie saak nie dis parkering en steurnisse. As ons geweet het van 'n besigheid wat hier sou verrys sou ons nie hier gekoop het nie. Het hier gekoop vir rustigheid.
2. Publieke toegang vannaf Paul Krugerstraat is onmoontlik. Vakansies en naweke is probleemmaties om by KFC uit te kom. Parkering is 'n groot probleem in Konstitusie- en Paul Krugerstraat en voetganger verkeer is baie. In Konstitusiestraat is al klaar 'n groot probleem met parkering met groot vragmotors wat dag en nag aflewer en voor huiseiendom parkeer.
3. Hiermee herhaal ons weer parkering is groot probleem in daardie area van Spar en KFC.
4. Waar is parkering beskikbaar? Veral vir toeriste wat gaan vakansie hou en daar stop vir inkopies. Paul Krugerstraat is die hoofingang en uitgang in Robertson. In Piet Retiefstraat mag geen voertuie regs in Voortrekkerstraat uitdraai nie slegs links draai. Nog meer verkeer wat in Paul Krugerstraat uitgaan.
5. 'n Muur tussen die eienaars in omgewing en die Woolworths Kompleks is 'n onooglik, dit gaan geen geraas keer nie, toeters van karre, stemme. Omliggende eienaars gaan geen privaatheid hê nie al is daar 'n muur.
6. As twee(2) voertuie weerskante van straat in Konstitusiestraat staan kan geen swaarvoertuig daar ingaan om af te laai nie. Dit is bejaarde mense wat in die omtrek bly. Hulle het gekoop om rustig af te tree nou het dit so besig geword niemand het privaatheid daar nie! Dit is 'n groot deurloop van voetgangers en ongewenste mense.
7. Die twee rollerdeure is onoooglik en is nie aanvaarbaar vir die inwoners nie, dit sal die huise se waardasies laat daal. Dit sal soos 'n fabriek lyk met die rollerdeure.
8. Dieselgasse van vragmotors wat aflewer sal ongesond wees, en die inwoners wat meeste bejaardes is, kan dit nie verwerk nie.
9. 50% van 200% of 150%. Daar moet gespesifiseer word hoeveel voertuie, en waar gaan die werknemers parkeer in Konstitusiestraat of Paul Krugerstraat.
10. Al is die gebou op die bouverseel wat beveilig is, sal daar nog altyd 'n aanloop wees van ongewenste persone dag en nag.
11. Met verwydering van vuilgoed sal daar geraas wees van vuilskroeme en mense wat oplaai, en daar bly altyd vlieë agter. Oor parameters en GLA wat oor die hoeveelheid parkering, moet daar eers 'n impakstudie gedoen word met terugvoering aan omliggende inwoners en moet geimpliseer word aan Langeberg Munisipaliteit.



26

Beswaar! (5)

12. Hoe kan u vir mnr Stevens sê om op 'n ander plek vir kom 'n woning te kry. Hy will daar bly anders sou hy nie daar gekoop het nie. U sê self die nuwe Woolworths gaan baie voete na Robertson trek, maar wie moet die ongerief verdra? Die omliggende inwoners!!
13. Ons vra weer vir 'n impakstudie vir omliggende eienaars en watter probleme hulle gaan hê met parkering voor hulle wonings en wat die waarde van ons eiendomme gaan wees in Konstitusiestraat en Paul Krugerstraat. Ons sal dit waardeer as dit skriftelik aan ons voorsien sal word.
14. Die eienaar van erf 1045 direk langs die aflaaione van die voorgestelde ontwikkeling kan daarna verwys dat Johan Drotschie van erf 1527 hoopstraat suksesvol was met sy besware teen 'n ontwikkeling wat ook direk langs sy erf beplan word, en veral teen die aflaaione wat langs sy woonhuis beplan was. Dieselfde situasie bestaan nou direk langs erf 1045 Konstitusiestraat met die aflaaione wat daar beplan word. Die beswaar hier behoort dus ook suksesvol te wees.

Die uwe



C E KRIEL



27

3 June 2019

" C "

Municipal Manager
Langeberg Municipality
Private Bag X2
ASHTON
6715

For attention: Mr Jack van Zyl

Erf 1043 ROBERTSON:**REZONING FROM SINGLE RESIDENTIAL ZONE 1 TO BUSINESS ZONE 1 &
DEPARTURE FROM DEVELOPMENT PARAMETER**

The objections received on the above application, as well as your e-mail dated 9 April 2019 to the owner of the erf (admin@ikb.co.za) refer.

According to Section 52(1) of the Langeberg Municipal Land Use Planning Bylaw, 2015, an applicant may amend his application at any time before the approval of the application at the applicant's own initiative and/or as a result of an objection and or at the request of the Municipality.

The Site Development Plan (SDP) has been amended due to:

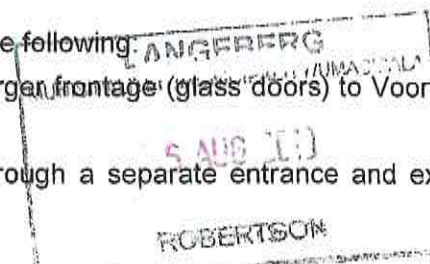
- Liaison/comments between applicant and municipality;
- Objections received; and
- Own initiative after negotiations with Woolworths to confirm their interest and needs.

Woolworths Foods has confirmed their interest and the SDP has been amended according to their needs (attached). Although all elements will be provided that are illustrated on the plan, small changes may still be considered and are subject to final approval.

Room is also provided for two separate, additional shops as part of the building.

Motivation for the desirability of the new proposal includes the following:

- The orientation of the building has change to have a larger frontage (glass doors) to Voortrekker Street with increased visibility.
- Public access is obtained from Paul Kruger Street through a separate entrance and exit with functional one-way movement of vehicles.



(28)

BESWARTZ

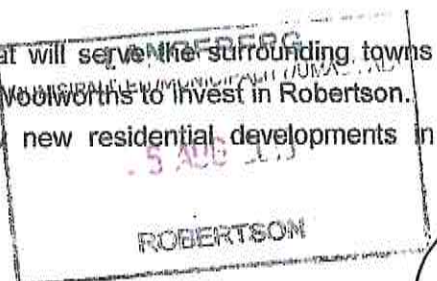
(7)

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- The parking area is next to the parking area of Kentucky and the adjacent shops that has the potential for a functional combined parking area across boundaries.
- More than adequate parking is provided.
- A built wall of maximum height will be constructed between the application site and Erf 1045 to ensure privacy and to mitigate any noise and visual impacts.
- Since the off-loading of goods cannot be combined with public parking, trucks will enter the building in Constitution Street and goods will be off-loaded within the closed building (only applicable of the Woolworths shop).
- Two rolling doors will be provided at the two ends of the closed loading zone.
The closed loading zone will secure the goods and will mitigate any visual or noise impacts.
- The trucks will move out and leave the premises in a one way direction through the public parking.
- The number of traffic trips in Constitution Street will therefore be reduced by 50%.
- The building on the site boundaries will assist in security to the residential area with no through traffic of vehicles or people.
- The refuse area will be accommodated in the closed loading zone.
- All parameters are met, except the distance of the parking bays from the street, as in the original application.
- The GLA is much less, but the number of parking bays are similar to ensure adequate and comfortable parking.

The above meets the concerns of the objectors. Reply on the objections are:

- S Erasmus (owner of Erf 1042):
 - Only incoming trucks will access the loading zone in Constitution Streets that will reduce the number of trips by half.
 - The facility will be closed for security reasons as well as to mitigate any impacts on the adjacent residential area.
 - The separate public entrance and exit roads in Paul Kruger Street will improve safety.
 - Parking is provided next to the parking area of Kentucky and the other business buildings in Voortrekker Street, and will therefore form an effective parking hub between business buildings.
 - Woolworths is known for an upmarket shop and will only add value to this area.
 - Erf 1042 and the application site are both located adjacent to the Paul Kruger Street corridor that were earmarked for business uses according to the previous SDF.
- Gordon Stephen (owner Erf 1040):
 - There is a huge need for a Woolworths in Robertson that will serve the surrounding towns also. The applicant has gone to great trouble to convince Woolworths to invest in Robertson.
 - Although there is a need for housing, there are a few new residential developments in Robertson that address this need.



(29)

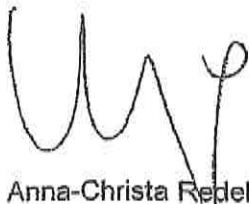
BESWAAR 1 (8)

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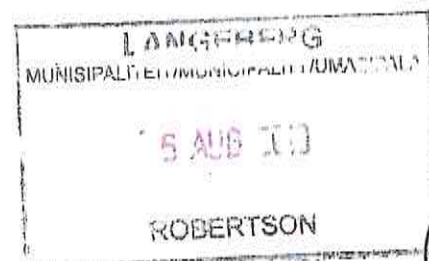
- Trucks will enter to loading zone in Constitution Street, but will exit in Paul Kruger Street, therefore there will be no reverse traffic in Constitution Street.
- The refuse room will be enclosed in a building.
- Paul Kruger Street is one the main through routes in Robertson with the function of traffic collecting and distribution.
- The layout of the parking has been adjusted to be more functional.
- A new Woolworths will definitely attract more feet to this area due to its unique branding and cannot be substituted by other shops.
- Mr and Ms Oosthuizen (owner of Erf 1039) 1045
 - Woolworths Foods will be a huge attraction to Robertson residents in spite of Spar and Checkers.
 - The proposed development will enhance the value of this area / corner with an attractive building, adequate parking and effective one-direction in and out traffic movements.
- Petition list:
 - No reasons for objection have been provided, therefore no response can be given.

For your consideration please.

Yours sincerely,

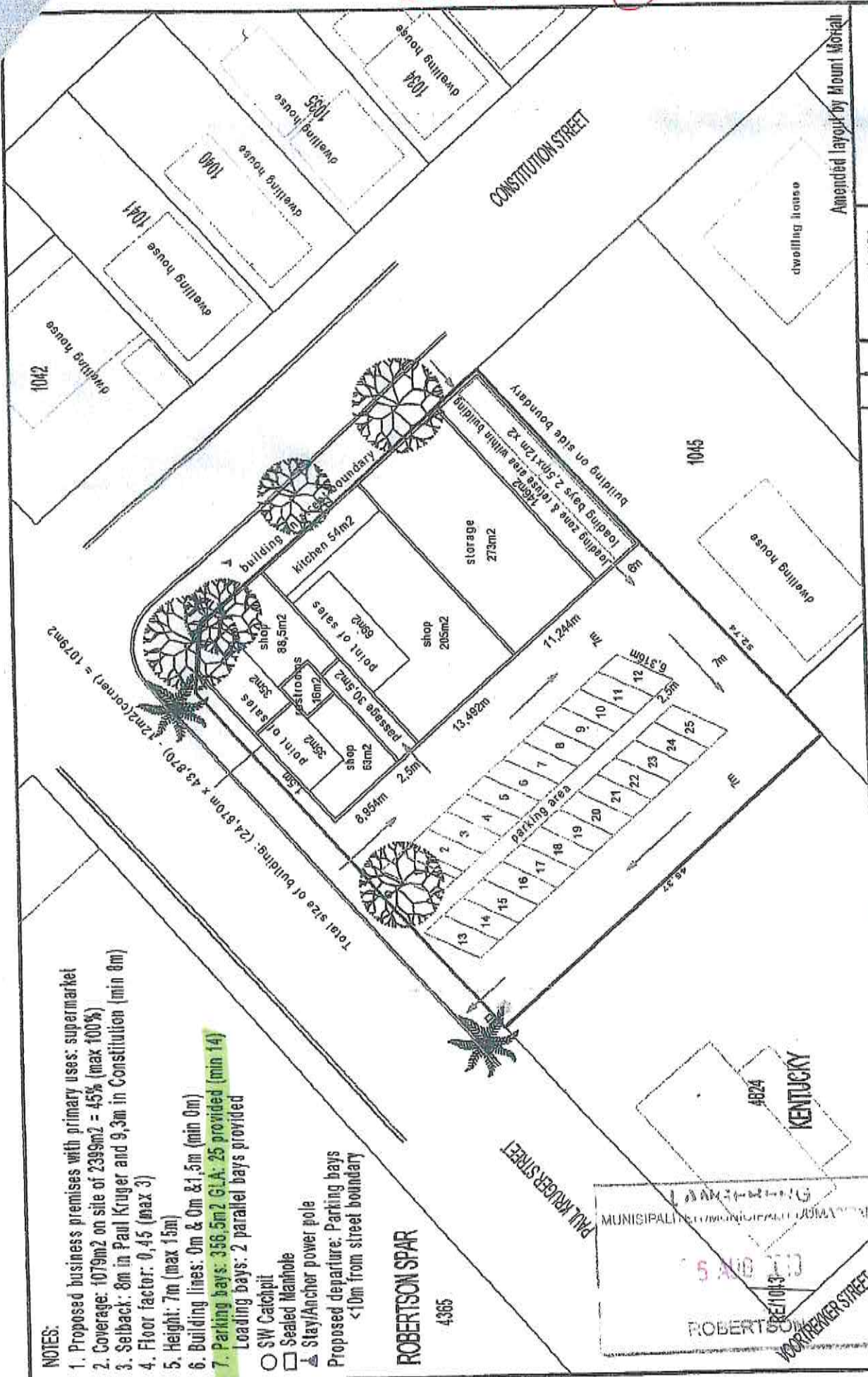


Anna-Christa Redelinghuys
Pr.Pln (A/1076/1998)



30

ROBERTSON 1 (9) "D"



- NOTES:
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<10m from street boundary

Amended layout by Mount Moriah

UJMSIZA
PLANNING
Town and Regional Planner

SCALE 1:500

31 May 2019

ERF 1043 ROBERTSON: REZONING FROM SINGLE RES ZONE 1 TO BUSINESS ZONE 1

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ERF 1043 ROBERTSON: REZONING FROM SINGLE RES ZONE 1 TO BUSINESS ZONE 1

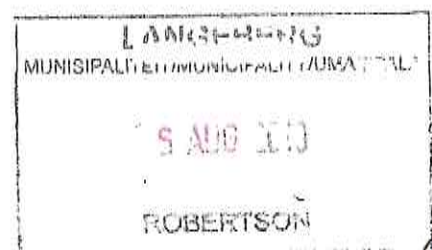
GROSS LEASABLE AREA (GLA)

Loading zone + refuse within building	146m2
Storage	273m2
Shop	205m2
Kitchen	54m2
Point of sales	69m2
Passage	30,5m2
Shop	88,5m2
Restrooms	16,5m2
Shop	63m2
Point of sales	35m2
Point of sales	<u>35m2</u>

TOTAAL 1015,5m2 GLA

SUPERMARKET PARKING REQUIREMENTS AS PER BY-LAW : 4 PARKING BAYS/ 100m2 GLA

PARKING BAYS NEEDED : $10,155 \times 4 = 40,62$ PARKING BAYS AND NOT 25 PARKING BAYS AS PER PLAN DATED 31 MAY 2019.



(32)

BESWAAR 1

(11)

- (i) floor space is measured from the outer face of the exterior walls or similar supports of the multi-level building; and
- (ii) the total floor space is the sum of the floor space of all the levels of the multi-level building, including that of any basement;

"garage" means a building for the storage of one or more motor vehicles, but does not include a motor repair garage or service station;

"GLA" means gross leasable area being the total floor space designed for, or capable of, occupancy or control by tenants, measured from the centre line of the joint partitions to the inside finished surface of the outside walls, but excludes public toilets, internal walkways, lift shafts, service ducts, interior parking, loading bays, areas reasonably used in connection with the cleaning, maintenance and care of the building, excluding dwelling units for caretakers, supervisors, cleaners of maintenance staff;

"greenhouse" means a structure with the sides primarily made of a transparent material such as glass, perspex, fabric or plastic for the purpose of growing of plants or hastening growth of plants under controlled environmental conditions;

"gross density" means a measure of the number of dwelling units in a specified area, and is calculated as follows:

$$\text{Gross dwelling density (units per hectare)} = \frac{\text{Total number of dwelling units in a specified area}}{\text{Extent of specified area in hectares;}}$$

"group housing site" means one or more land units on which a group housing scheme or retirement resort may be erected;

"hazardous substance" has the same meaning as "grouped hazardous substance" as defined in section 1 of the Hazardous Substances Act, 1973 (Act 15 of 1973);

"height" of a structure means a vertical dimension of the structure from the natural ground level to the wall plate or, in the case of a pitched roof, the ridge of the roof or the highest point of a building, measured in metres, provided that—

- (a) the height of a structure does not include chimneys, flues, masts or antennae;
- (b) elevator motor rooms, satellite dishes, ventilation shafts, water tanks, air conditioning plant and equipment on top of a building are included when determining the height of a structure; and
- (c) the general provisions regarding these aspects in this By-law also apply;

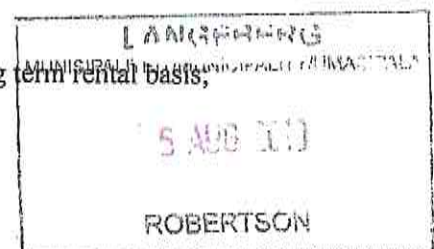
"kitchen" means a room or part of a room equipped for preparing and cooking meals and excludes a braai room, food and drink preparation area or bar facilities in an entertainment area;

"Land Use Planning Act" means the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014);

"landscaping" means the placement of plants, contoured features, water features, paving, street furniture and other soft and hard elements for the purposes of enhancing the aesthetic appeal, environmental management, amenity and value of a property;

"loading bay" means an area which is clearly demarcated for the loading and off-loading of goods from commercial vehicles, and which has vehicular access to a public street to the satisfaction of the Municipality;

"lodger" means a person who utilises lodging services on a long term rental basis;



"G"

T886WAAR 1

(12)

Land Use	Normal Areas
Orphanage	0.5 bays per bedroom
Flats	1.75 bays per dwelling 0.25 bays/unit for visitors
Second dwelling	1 additional bay
Boarding house/ Guest House/ Guest Lodge/ Bed and Breakfast Establishment	1 bay per bedroom 2 bays per owner's home / manager's flat 1 bay for visitors/ employees
Home care facility	1 bay / 2 beds or part thereof (e.g. 2 bays per 3 beds)
Backpackers Lodge	1 bay / 3 beds 2 bays / owner's home / manager's flat 1 bay / visitors/ employees
Hotel (excluding other facilities, specific ratios apply to each use)	1.25 bays/bedroom
Hospital (general and private)	1 bay per bed 4 bays per consulting room
Frail care facility	1 bay per bed
Clinic/Medical consulting rooms	4 bays per consulting room
Funeral parlour	1 bay per 4 seats 4 bays per 100 m ² office GLA
Shops / Liquor store / Restaurant / Supermarket	4 bays per 100 m ² GLA
Big box retail / Shopping centres	6/100m ² as determined by Council
Offices	4 bays per 100 m ² GLA
Home occupation	2 bays per 60 m ² GLA
House shop / tavern/ bar / pub	1 bay per 25 m ² GLA
Industry / Light industry / Warehouse / Scrap yard/ Builder's yard / Noxious trade / Risk activity	2 bays per 100 m ² GLA
Industrial hive / Service trade	4 bays per 100 m ² GLA
Storage facility	1 bay per 100m ² GLA
Service station/ Motor repair garage/ Motor vehicle sales or Vehicle hire premises	4 per repair bay Minimum of 8 bays Plus 4 bays per 100 m ² GLA
Open air motor vehicle sales	4 bays per 100 m ² GLA
Place of assembly/Place of worship/ Place of Entertainment/ Place of leisure/Gambling place	1 bay per 8 seats
Motor fitment centre	2 bays per service bay
Sport stadium	1 bay per 4 seats or persons
Gymnasium, health club (not part of a shopping centre)	10 bays per 100m ² GLA
Schools	1.5 bay per classroom/office plus stop & drop facility
Crèche	1 bay per 10 children plus 1 stop & drop facility
Library, Museum	2 bays per 100m ² GLA
Place of instruction (other than schools/day care centre/ crèche)	1.5 bay per classroom/office plus 1 per 6 students

LANGFERRG
MUNICIPALITY

5 AUG 2010

ROBERTSON

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BESWAAR 2 ①

5th.August 2019

(ERF 1040)

The Manager : Town Planning
3, Piet Retief Street
Montague 6720

Gordon Stephen
46, Constitution Street
Robertson 6705
Erf 1040
Cell: 084 465 3411

ERF 1043 Robertson. Amendment of rezoning and departure application from Residential zone 1 to Business zone 1 .

Dear Sirs,

Further to my original objections of 6th. December 2018 , the amended application does not address my objections in any meaningful way. In reply to Umsiza Planning's revised application I find no factual evidence to support their application.

Umsiza Planning have replied to only three(3) objectors from the original application and nothing in their replies gives any factual answers, only hypothetical theories as to what they think the end result would be. This theoretical situation comes without any actual proof (road and foot traffic assessment). No road and foot traffic analysis has been commissioned therefor no supposition can be given any credit.

Likewise with regard to *Woolworths Food* . As Umsiza Planning state , "Woolworths are known as an upmarket shop, therefor they are unlikely to want to be next to a fast-food takeaway. Also people that frequent Woolworths Food very rarely shop on foot, so there would be no increase in foot traffic, but a high increase in motor traffic. I enclose a letter from Mr. Stephan Cilliers, Woolworths Real Estate Manager, which shows clearly in paragraphs 2 & 3 that only an initial informal discussion has been held, and no viability study or presentation to their board for approval has been commissioned. Also paragraph 3 clearly states their position in Mr.Kotze's application is at best tenuous .

Also in Umsiza Planning's replies to objections from original objections received, there is absolutely no proof of the traffic being reduced by 50% as no independent study has been carried out. This is merely a *thumb suck* assessment. As a resident of Constitution Street I can assure anyone that the traffic situation can be very busy and as it is a narrow street, vehicles often have to allow other traffic right of way when passing parked cars as the road is too narrow for both vehicles to pass one another. To add refrigerated trucks into Constitution Street to deliver to "*Woolworths Food* can only exasperate an already busy traffic street.

On addressing the problem of lack of good residential property available in Robertson, Umsiza Planning mentions that there are new residential developments available to address these needs, unfortunately it is common

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BEISWAAR 2 (2)

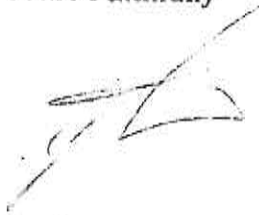
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knowledge that there are two(2) developments that are having financial difficulties at present and there's no definitive date when they will be completed, hence there is still a need for good residential property *now*.

In conclusion, there is nothing in the amendment that has fundamentally changed, other than they imply that Woolworths Food is opening a shop in their development, which just isn't true and that the traffic will decrease by 50% , is also untrue.

Trusting you take cognizance of our concerns and give careful consideration to our objections.

Yours Faithfully



Gordon Stephen

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BESWAAR 2 (3)

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RE: New shop development in Robertson, WC.

From: Stephan Cilliers (StephanCilliers@woolworths.co.za)

To: gordonstephen21@gmail.com

Date: Thursday, 25 July 2019, 13:58 GMT+2



Good day

Our main objection to the commercial building being built in Robertson was the location but as you pointed out there are also various commercial challenges in opening a store here, be that as it may we did express interest in Mr Kotze site as we do believe there is an opportunity for us in this area.

We Should however caution anyone as taking this as we are definitely taking the site and opening a store here, we merely expressed interest and have not had any formal discussion re: rentals nor have we done a viability study or presented this to our board for approval. As such even if the SDP approval is successful it is not a given that we will be opening a store here, as mentioned above there are many commercial issues to overcome.

I trust this provides some clarity on our position and I would also wish to add that we are not involved with the SDP application nor did we request for the developer to secure the site and build a store for us.

Kind Regards



WOOLWORTHS

STEPHAN CILLIERS

Real Estate Manager

Woolworths Woolworths Real Estate Developments

stephancilliers@woolworths.co.za

tel 0214076081 cell 0648383568



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Should you be unable to access the link please e-mail disclaimer@woolworths.co.za and a copy of the disclaimer will be e-mailed to you

From: gordon stephen [mailto:gordonstephen21@gmail.com]

Sent: Wednesday, 24 July 2019 10:33

To: Stephan Cilliers <StephanCilliers@woolworths.co.za>

Subject: New shop development in Robertson, WC.

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BESWAAR 3

(Erf 1034)

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Geagte Meneer Jack van Zyl

05 August 2019

I.s: Hersonering van Erf 1034

Na aanleiding van Hersonering van Erf 1034 op die hoek van Konstitusie Straat en Paul Kruger Straat, maak ek beswaar daarteen.

'n Toegansafleweringsone vanaf Konstitusie Straat vermeerder die swaar verkeer in die straat, wat n probleem is. Daar is snags reeds 'n algemene probleem van prostitusie by vragmotors wat parkeer staan om af te laai, hierdie probleem sal definitief vererger. Met die in en uit gaan van verkeer in Paul Kruger en Konstitusie straat maak dat die kruis on oorkombaar is. So ook met Konstitusie en Piet Retief straat agv vragmotors wat staan om gehelp te word en ander verkeer wat in parkeer areas wil in.

As in ag geneem word dat Robertson 8 hoofingange na woonbuurte naamlik Barry Str, Piet Retief Str, Paul Kruger Str, Reitz Str, Konstitusie Str, Adderley Str, Kerk en De Jong Rylaan het vanaf Voortrekker straat, sal daar 5 blokeer wees weens besighede namens Barry Straat, Piet Retief Straat, Konstitusie Straat en Paul Kruger Straat.

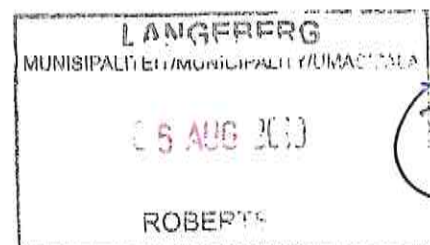
Hierdie is n rustige woonbuurt en ons wil dit graag so behou. Ons sal dit waardeer indien 'n baie goeie impak studie gedoen word.

Groete

W.C Stemmet



082 851 7681



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ontvang 2/8/2019

BESWAAR 4 ①

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ERF 1038

Wie dit mag aangaan

BESWAAR RONDOM ONTWIKKELING OP HOEK VAN KONSTITUSIE- EN PAUL KRUGERSTRAAT

Hiermee wil ek graag as eienaar van ERF 1038 te Paul Krugerstraat, my beswaar lig rondom bogenoemde ontwikkeling.

Daar is reeds 'n probleem met die oorgang by Konstitusiestraat agv trokke wat parkeer in Paul Krugerstraat wat die sig belemmer sodat aankomende verkeer nie gesien kan word nie. Daar is wel borde opgerig wat aandui dat trokke nie daar mag parkeer nie, maar dit word daaglik vermy. Soos dit al reeds is beweeg trokke op 'n daaglikse basis in Konstitusie- en Paul Krugerstraat om sodoende toegang te verkry tot Spar te laai sone. Nog trokke sal die probleem net vererger.



Soos ek verstaan gaan die trokke se uitgang in Paul Krugerstraat wees. Soos per bogenoemde foto is daar reeds 'n bord opgerig wat aandui dat trokke juis nie daar kan parkeer nie, maar nou wil u daar 'n uitgang vir trokke maak, en dit 'n paar meter vanaf 'n baie besige stop straat, wat al klaar sukkei om die verkeer te kan hanteer en waar al reeds verskeie ongelukke in die verlede al gebeur het. Hoe is dit moontlik dat so iets oorweeg kan word inaggenome bogenoemde?

Die beplande ingang is vanaf Konstitusiestraat, weer eens 'n paar meter vanaf 'n bestaande stop straat. Sien onderstaande foto waar ook 'n bord opgerig is om aan te dui dat trokke nie daar mag parkeer nie. Soos u ook op die foto kan sien is Spar se laai sone net op die volgende hoek. Maw daar is gereeld gevalle wees waar trokke moet aflaai en iewers sal

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moet parkeer en waar anders as in die woongebied waar daar mense en ander voertuie moet kan beweeg.



Graag verwys ek u na onderstaande foto. Hierdie is geneem waar die beplande ingang sal wees. Soos u kan sien parkeer inwoners van die straat ook hul voertuie langs die straat voor hul huise. Neem in ag dat hierdie 'n baie besige straat is omdat voertuie baie daar beweeg om na die Spar sentrum te gaan. So in aggenome voertuie wat al reeds daar parkeer, voertuie wat heen en weer beweeg, hoe kan 'n groot trok ook nog daar ry, wat nog te sê van draai na 'n aflaai sone toe? My vraag is was daar werklik gekyk na die uitleg van Konstitusie- en Paul Krugerstraat? Ek betwyfel dit sterk.

