- The proposed buffer zone between the R43 and the proposed development represents the most intact vegetation in the area, and this should be protected during the construction phase to ensure that negative impacts are minimized.

PLANNING IMPLICATIONS

The outcome of the BA in terms of the NEMA will be a key milestone and informant to the approval of the planning application. However, the findings of the botanical assessment indicate that the impact of the proposed development will be low due to the disturbed nature of the site, which in our opinion should be viewed positively in favour of the development in the assessment of the BA. Furthermore, the layout incorporates a buffer strip along the R43, which is consistent with the botanist's recommendations to protect the intact vegetation along the road.

2.7 SITE ASSESSMENT

2.7.1 Topography & Slope

A detailed topographical survey of the application was undertaken, which identified all onsite features and provided detailed contours of the application site. The slope of the application site was digitally analysed to determine whether any portions of the site has steep and challenging slopes in terms of construction cost and stormwater management.

The different slope categories used to analyse the site are as follows (refer Figure 2.6):

- Flatter than 1:6 - Most preferred
- Between 1:6 and 1:4 - Developable
- Steeper than 1:4 - Undevelopable i.t.o. subsidy housing

The slope analysis indicates that almost the entire the application site is flatter than 1:6, which is most beneficial for the proposed development and poses no series construction or stormwater challenges.

2.7.2 Biophysical Site Features

From the topographical survey and upon undertaking site visits, the following site features were identified on and nearby the application site:

- **An old dump site** (situated south-east of the application site)

  Following the identification of the dumpsite (refer **Figure 2.5**), it was assessed by a specialist to determine whether there would be any constraints for development on the application site. The layout plan was accordingly amended to exclude the dumpsite from the development area. Methane testing was undertaken by representatives of the Department of Environmental Affairs & Development Planning (DEA&DP), who found no sources of landfill gas emissions from the old dumpsite (refer **Annexure I**: Landfill Gas Detection Report, March 2013).

- **Natural stormwater detention area/ didge**

  A stormwater detention area (refer **Figure 2.5**) was observed on the south-western edge of the application site adjacent to the existing Hawston residential area. The layout plan incorporated this area as a stormwater management area.

- **Electrical powerline**

  There is an existing overhead electrical powerline (11kva) traversing the site (refer **Figure 2.5**). The layout was designed to accommodate the power line in a servitude area and along the alignment of street reserves. The electrical lines run towards a sub-station situated south-east of the site.

2.7.3 Access roads & linkages

The application site can obtain direct access from the R43 road at an existing access intersection, while also linking into the street network and services infrastructure of the abutting residential area of Hawston (refer Figure 2.5).

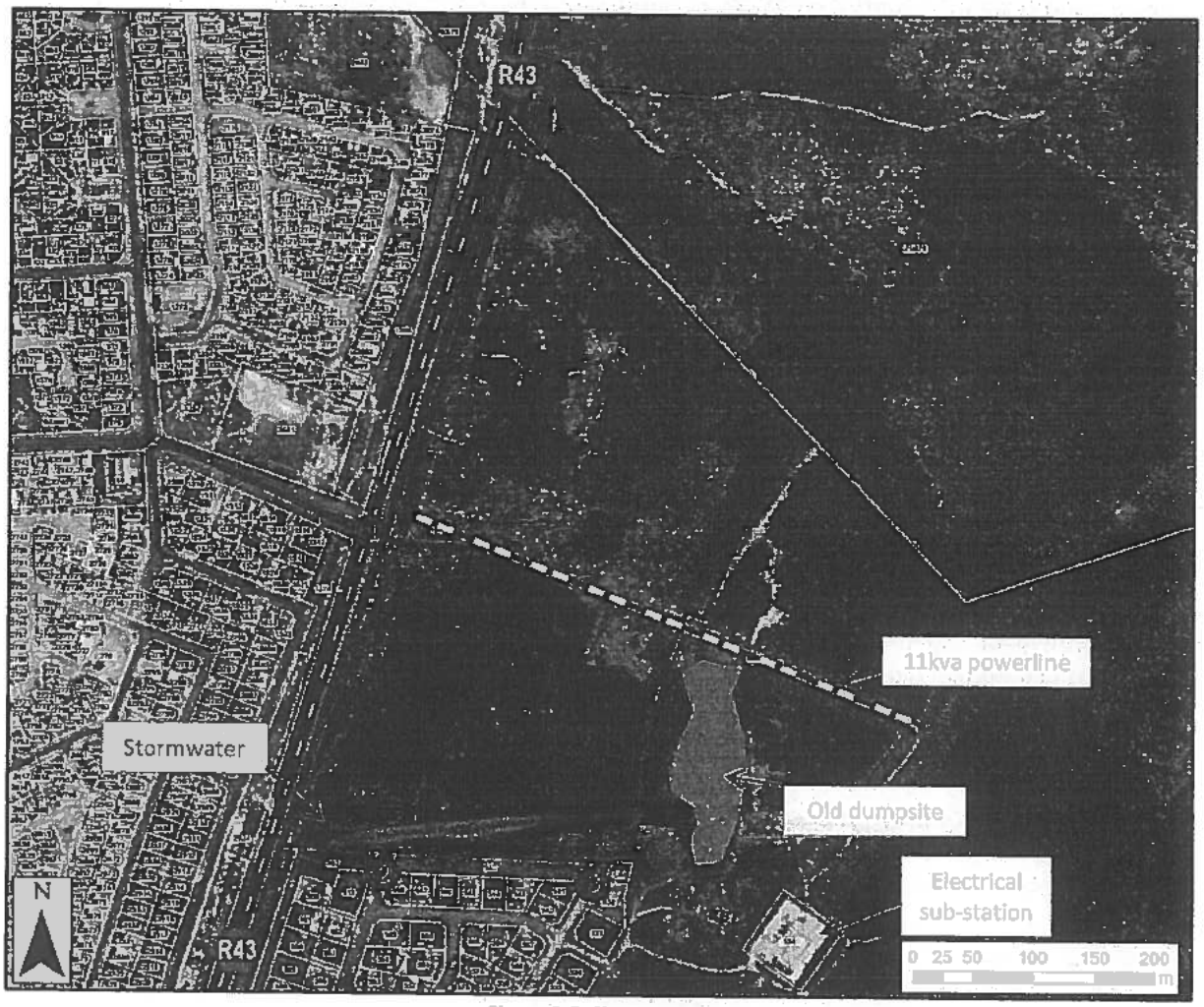

Figure 2.5: Site Features

PLANNING IMPLICATIONS

The slope analysis indicated that the application site is suitable for subsidy housing development and will not require any specific mitigation measures to enable development. Furthermore, the onsite electrical powerline and stormwater ridge can be successfully accommodated within the layout plan and development. The 3 existing access points can be integrated into the layout plan and contributes to good accessibility and integration.

The dumpsite has no impact on the development, as it is located outside of the development site and has no gas emissions (refer **Annexure I**).

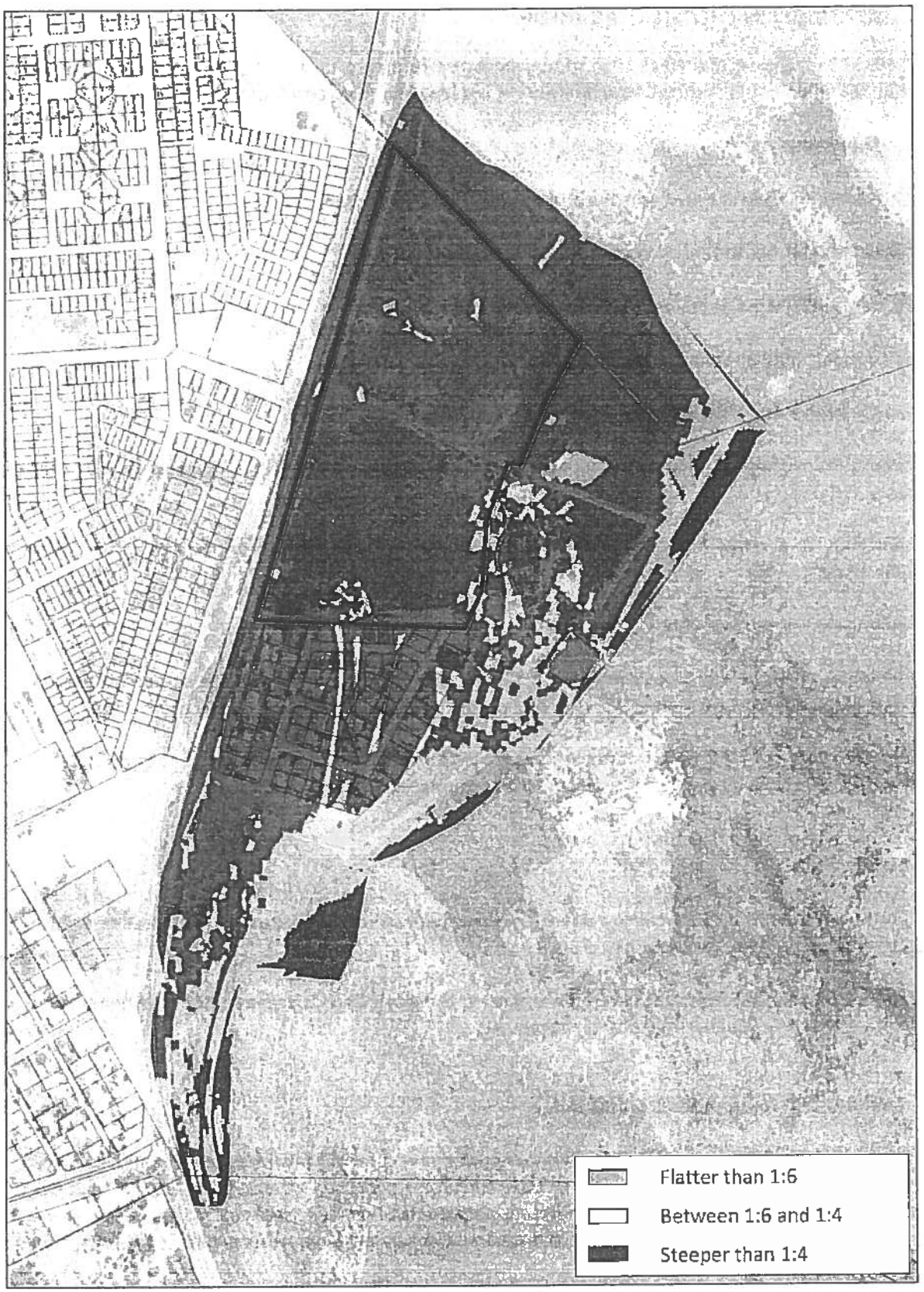

Figure 2.6: Slope Analysis

2.8 SYNTHESIS: KEY CONTEXTUAL INFORMANTS

Following the above-mentioned analysis of the contextual informants, the following key opportunities and constraints were identified, directing and informing the layout planning for the proposed development:

2.8.1 Opportunities

- Located within the existing urban edge of the Greater Hermanus (SDF, 2006);
- Designated for urban extension purposes (SDF, 2006);
- Directly abutting existing residential development of Hawston;
- Access opportunity directly onto the R43 road;
- Access linkage opportunities into the existing residential area of Hawston;
- Proximity to existing community and educational facilities in Hawston and in the Greater Hermanus area;
- Opportunity to connect directly into the existing services infrastructure network of the Overstrand Municipality;
- The site has a gentle slope that is suitable for subsidy housing development;
- The findings of a botanical assessment indicate that the development of the site is acceptable and will have no impact on conservation worthy vegetation, as the site is already irreversibly disturbed;
- The subdivision of Erf 1 Hawston is not subject to Act 70/1970 for approval, which is favourable, as an Act 70/1970 subdivision application is often time consuming.

2.8.2 Constraints

- The site is traversed by an existing overhead electrical powerline, which requires layout mitigation to accommodate the servitude width of 18m;
- There is an existing stormwater detention area on the site, which is accommodated within the layout plan to ensure adequate stormwater management;

2.8.3 Synthesis of Opportunities & Constraints

The above-mentioned analysis of the physical opportunities and constraints provide a detailed overview of the local and micro informants that have a direct bearing on the proposed housing development. It can be concluded that the positive attributes and opportunities are most beneficial to the proposed development, while the constraints can be adequately addressed and mitigated to ensure minimal impact on the development.

SECTION 3 PROPOSED HUMAN SETTLEMENT DEVELOPMENT

3.1 STRUCTURING ELEMENTS – SITE INFORMANTS

Before preparing a detailed layout plan for the application area, it is essential to identify the key site informants that would influence and determine the form and pattern of development. Taking these site informants into account, a development framework can then be developed for the application site, responding to and incorporating the appropriate mitigation where required.

The informants identified, are as follows:

- Services infrastructure and access roads;
- Sensitive edges due to surrounding context;
- Potential local node (area of optimal accessibility on the site)

The above-mentioned informants were identified for the application site, and are indicated in Figures 3.1-3.3 respectively. Figure 3.4 combines these informants to start seeing a development pattern for the site.

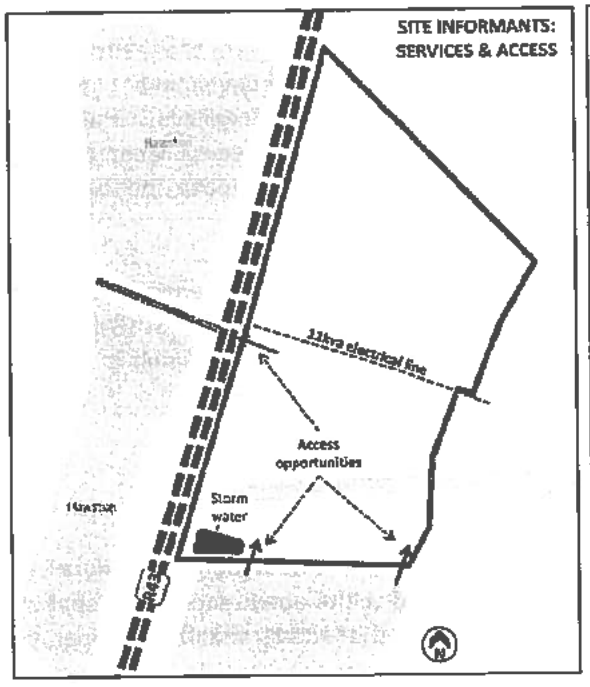

Figure 3.1: Services & Access Roads

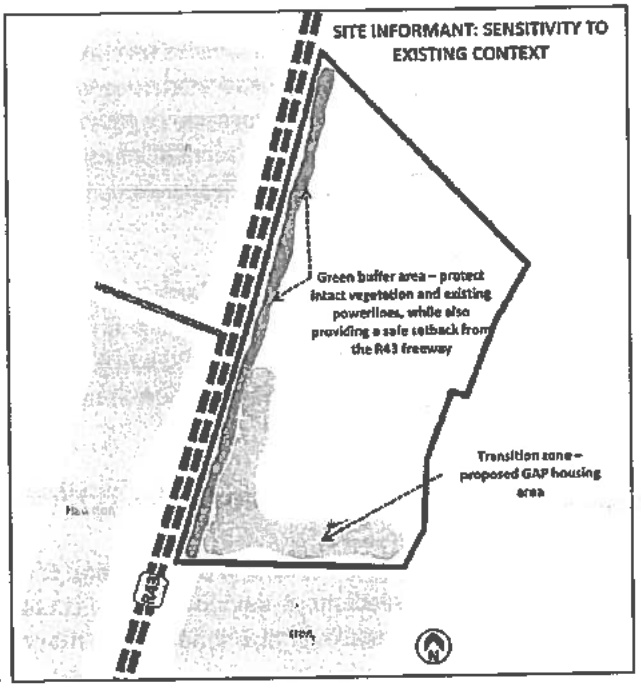

Figure 3.2: Sensitive edges

In terms of services infrastructure, there is a 11kva electrical line traversing the site, which requires a 18m servitude width. Furthermore, there is an existing natural stormwater detention area on a portion of the site, which can be accommodated in the site layout for stormwater management purposes. In terms of access, the application site can obtain direct access from the R43 road, while also having 2 potential road linkages into/from the existing residential area of Hawston the the south-west.

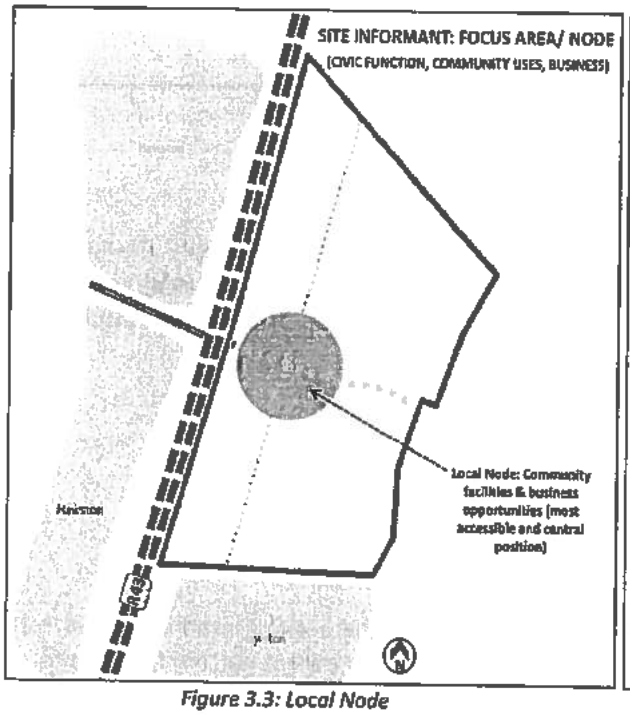

Figure 3.3: Local Node

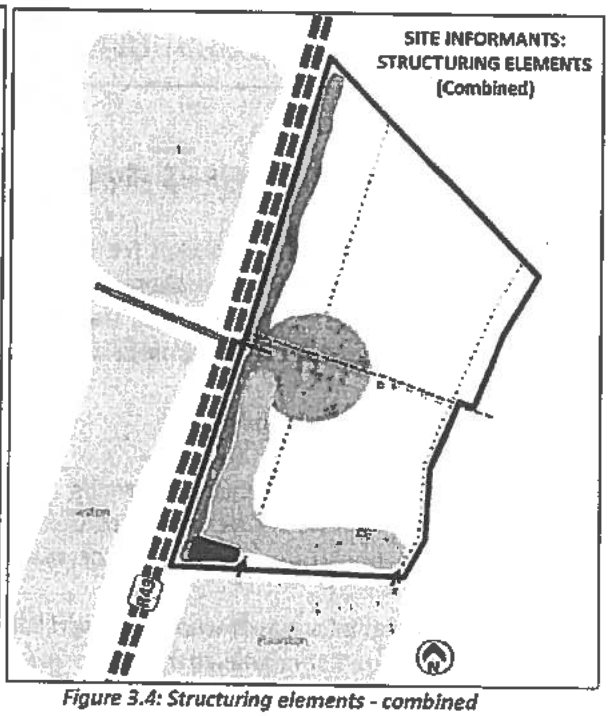

Figure 3.4: Structuring elements - combined

The configuration and access opportunities on the application site, as well as the exposure of the site to the R43 road, contributes to a logical and attractive position for a local node within the development. Figure 3.3 shows conceptually where the local node can be positioned at a place of optimal accessibility. The node can include community facilities and local business opportunities, which will serve the receiving community and will contribute positively to the integrated human settlement in terms of employment opportunities and civic amenities.

When the above-mentioned services, physical site configuration, access opportunities, sensitive edge conditions and local node are combined and illustrated spatially, a well-defined and structured development pattern is observed (refer **Figure 3.4**), forming the basis for the layout planning of the proposed human settlement development on the application site.

3.2 DEVELOPMENT FRAMEWORK

Following the identification and spatial presentation of the site informants, the development framework for the proposed human settlement development was compiled, incorporating the above-mentioned spatial informants, while also addressing the land use mix and requirements of the Overstrand Municipality, namely:

- Subsidy housing development;
- GAP housing development;
- Community facilities; and
- Local business opportunities.

The conceptual development framework is illustrated in Figure 3.5.

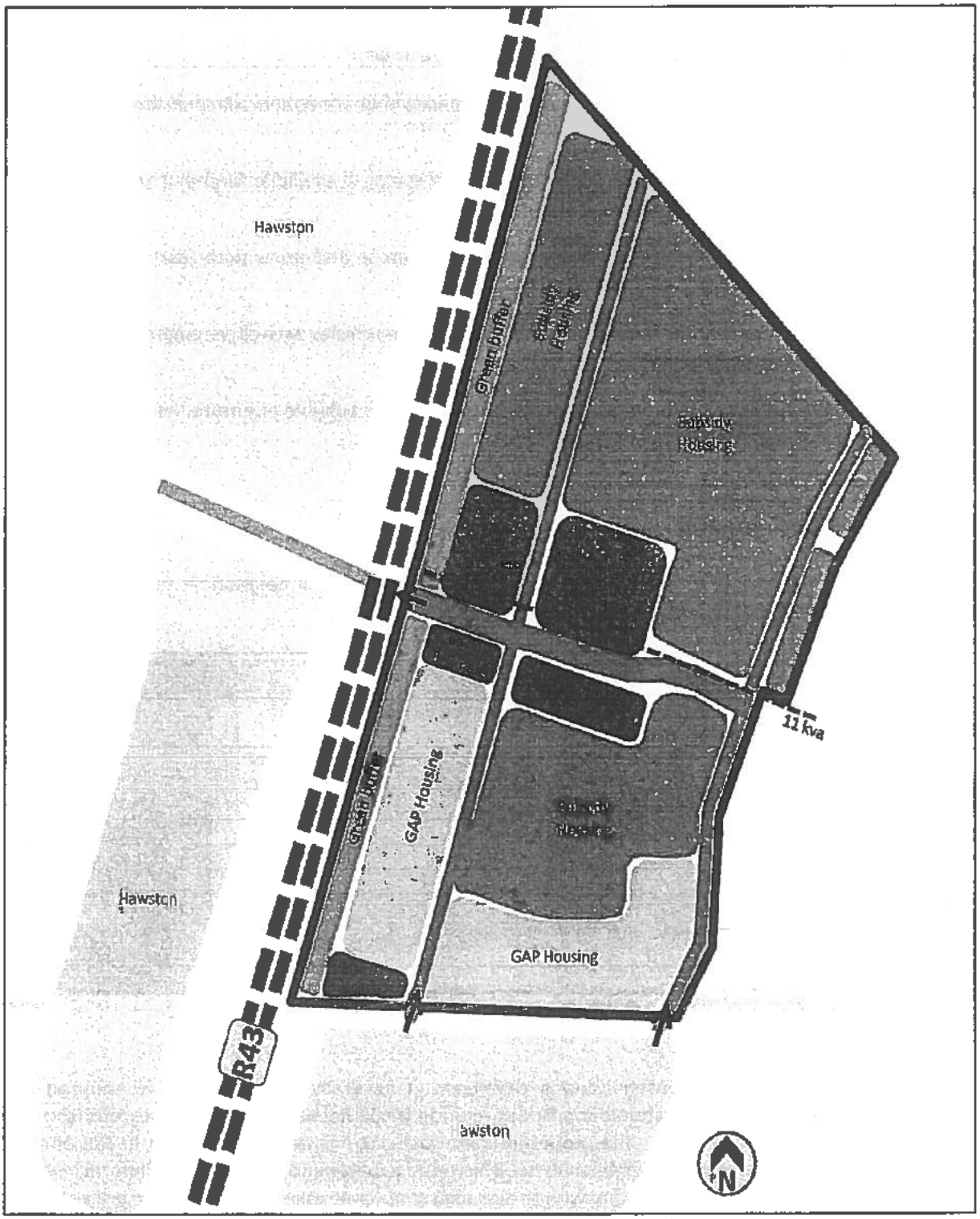

Figure 3.5: Conceptual Development Framework

The development framework illustrates a development that will respond positively to its surrounding context, connect to existing infrastructure and access roads and provide an integrated human settlement development that will accommodate a mix of housing/residential uses, as well as community facilities, business opportunities and open spaces.

Further to the above-mentioned, the following design and planning principles are also incorporated within the development framework and in the detail layout plan, namely:

- Integration of new development with existing developed areas;
- Ensure that community facilities are accessible and within convenient walking distance to the community;
- Provide a cost effective design, which optimizes the use of available land and resources and avoids development of steep slopes;
- Locate development in low to moderate sensitivity areas and areas with least development constraints;
- Create safe environments with good access for private vehicles as well as emergency vehicles (police, ambulances and fire trucks);
- Connect with existing roads and engineering services where possible to ensure the most effective and logical implementation of development.

3.3 DEVELOPMENT PARAMETERS

The development parameters of the residential erven applicable to this application, in terms of the Overstrand Zoning Scheme (2013), are summarised as follows:

Residential Zone I	Parameters	Proposed
Primary Use	Day care centre, dwelling house, guest rooms, home occupation, second dwelling unit	Comply
Consent Uses	Crèche, green house, guest house, house shop, institution, place of instruction, place of worship, residential building, tourist accommodation.	None
Coverage	65% (erven less than 400 m²)	Comply
Height	8.0 m	Comply
Street building line	2m	Comply
Side building line	1m side building lines (erven less than 400 m²)	Departure – 0m to establish semi-detached units
Parking	1 bay per unit	Comply

Table 3.1: Zoning Scheme Parameters

Table 3.1 indicates that the proposed housing development generally complies with all the zoning parameters determined in the Overstrand Zoning Scheme for Single Residential Zone SRI, except for the lateral/side building line departures. The proposed lateral building line departures of 0m in lieu of 1m would facilitate the provision of semi-detached units, which is an acceptable and effective built form. Every second common boundary would still comply with the zoning scheme parameters, as units will only be linked two-two, rather than establishing multi-unit row houses. In this regard, a detailed Site Development Plan will be submitted to indicate exactly where houses will be positioned and subsequently identify which lateral building lines will be relaxed.

3.4 LAYOUT PLAN

The proposed layout (Refer Figure 3.6) is a direct response to the site and contextual informants, while also addressing the land use requirements specified by the Overstrand Municipality, in order to address the demand of the local and surrounding communities.

This layout optimises the number of residential opportunities on the application area, while ensuring good access and safe environments. The layout provides 498 residential erven, which includes 392 subsidy erven and 106 GAP housing opportunities.

The land uses accommodated within the layout plan are summarised in Table 3.2, as follows:

Land Use Table

Land Use	Notation	Units	Extent	% of Total
Housing				
GAP		106	±1.80ha	13.07
Subsidy		392	±5.14ha	37.33
Local Business Use		2	±0.57ha	4.14
Other				
Open Space		16	±1.53ha	11.11
Retention Pond		1	±0.17ha	1.23
Community Use		2	±0.92ha	6.68
Roads		1	±3.64ha	26.44
TOTAL		**520**	**±13.77ha**	**100**

Table 3.2: Proposed Land Use Mix

From the above-mentioned table it is important to note that the layout plan incorporates adequate open spaces (more than 10%), includes 2 community facility erven and provides a mix of residential opportunities, including subsidy housing erven and GAP housing erven. The development is therefore considered an integrated human settlement development.

The layout plan is included as Figure 3.6 below.

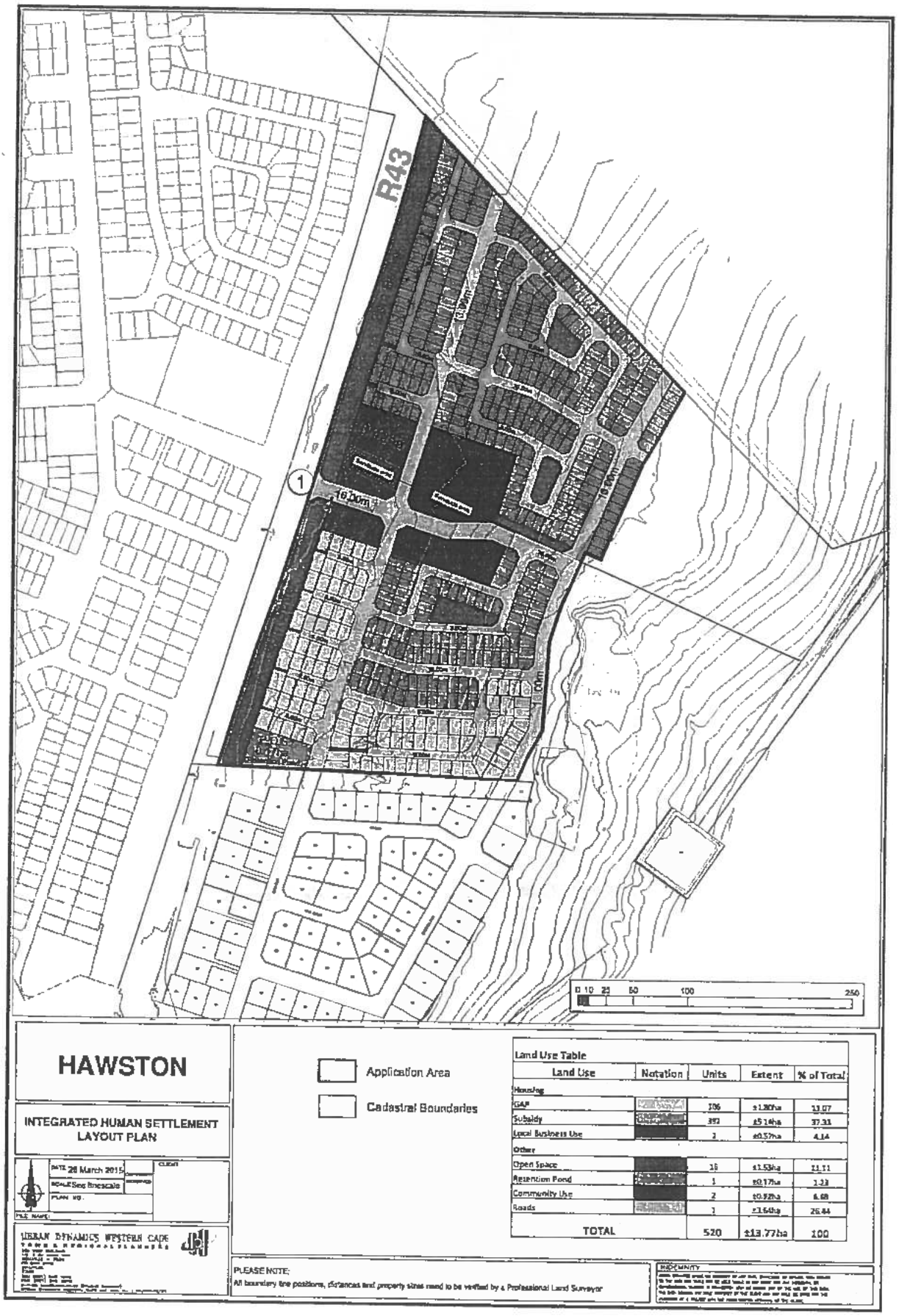

Figure 3.6: Layout Plan

SECTION 4 ENGINEERING SERVICES AND TRANSPORT INFRASTRUCTURE

A bulk services investigation was undertaken by GIBB to determine the availability of services capacity in terms of water, sewer and storm water for the proposed residential development of the application site (*Refer Annexure J*). The services report also outlines the manner in which the proposed development can be provided with the aforementioned services.

A Traffic Impact Assessment (TIA) was also undertaken by GIBB to determine the current situation regarding the existing transport network and associated traffic, related to the application sites. The impact that the proposed developments will have on the aforementioned was furthermore determined and a number of proposals presented. The TIA Report is attached ***as Annexure K*** to this document.

The findings of the above-mentioned services report and transport impact assessment area summarised as follows:

4.1 CIVIL SERVICES

4.1.1 FOUL SEWER

i. Existing sewer infrastructure

The existing sewer infrastructure in the vicinity of the development will be confirmed with the Overstrand Municipality. From preliminary discussions, it was confirmed that the Hawston Waste Water Treatment Works may require an upgrade to accommodate the additional demand, but it will be within the thresholds of the NEMA regulations and will require no environmental assessments.

ii. Proposed internal sewer infrastructure

The internal sewer reticulation will consist of 100mm diameter house connection pipes discharging into 160mm diameter sewer mains. All pipes will be uPVC Class 34.

4.1.2 WATER SUPPLY

i. Existing bulk water supply

The existing bulk water infrastructure capacity will be confirmed by the Overstrand Municipality. Upgrades will be implemented, if required.

ii. Proposed internal water reticulation

The proposed development will be serviced by 100mm diameter uPVC class 12 supply mains. Gate valves will be installed in accordance with Overstrand Municipality criteria to allow for the isolation of pipe sections in case of ruptures. Fire hydrants will be strategically positioned to meet firefighting requirements.

4.1.3 STORMWATER

i. Existing stormwater infrastructure

The existing application area has a slope of +/-4.0% across the site, which is appropriate for efficient stormwater management. The stormwater runoff is expected to increase over the proposed development due to the increase in hardened surface areas. Stormwater detention facilities will be implemented at

strategic positions to ensure that stormwater is adequately retained before releasing it into the downstream stormwater network.

ii. **Proposed stormwater infrastructure**

The pre-developed major (1:50 year return period) stormwater runoff is calculated to be 0.691 m3/s. The post development minor (1:2 year return period) stormwater runoff equates to 0.832 m3/s and the major stormwater runoff equals 2.136 m3/s.

The attenuation of the post development flows will be implemented according to the approved stormwater master plan for Hawston.

4.1.4 CONCLUSION

Following the services investigation by GIBB, it appears that services can be adequately addressed and incorporated into the existing services network of the Overstrand Municipality. Solid waste will also be collected by the Overstrand Municipality and will be discarded/dumped at an approved and licensed waste facility. If and where infrastructure upgrades are required, such upgrades will be implemented according to the relevant acceptable engineering services standards.

4.2 TRAFFIC AND TRANSPORT CONSIDERATIONS

The key findings, conclusions and recommendations of the Transport Impact Assessment (TIA) are as follows (refer **Annexure K**) :

- The R43 / George Viljoen intersection will operate 95th percentile queues during both the AM and PM peak hours. No upgrading is required at the intersection;
- Public transport services, in the form of minibus taxis, are provided between Hawston and Hermanus;
- Pedestrian crossings are currently provided at the George Viljoen Street and Disa Street intersections on the R43. The crossings are marked with pedestrian crossing lines (RTM 3) on the major approaches (R43), bu the TIA recommends that the road markings of the existing crossings should be converted from pedestrian crossing lines (RTM 3) to pedestrian guide lines (GM 2);
- Onsite parking should be provided within the development as per the parking requirements of the Overstrand Municpality's Zoning Scheme (2013).

In terms of access, the development will obtain access from two existing streets in the Hawston area, while also proposing one new access point directly onto the R43 road at the intersection with George Viljoen Street. Due to the R43 being a provincial road, this access point will require approval from the PGWC: Roads Department and District Roads Engineer.

4.3 CONCLUSION

Following the services investigation and transport impact assessment by GIBB, it can be concluded that the proposed development will be provided with adequate and sufficient services infrastructure and will connect with the existing services networks of the Overstrand Municipality. If any service infrastructure upgrades are required to accommodate this development, such upgrades will be implemented accordingly. Access arrangements area considered acceptable and will comply with the requirements of the relevant legislation.

SECTION 5 MOTIVATION & DESIRABILITY

The proposed human settlement development, as assessed and presented in this report, can be motivated as follows:

5.1 HOUSING DEMAND

There are currently approximately 900-1000 households on the housing waiting list within the community of Hawston. It is the intention and vision of the National and Provincial Governments to prioritise the provision of housing opportunities to all people, especially the poor and disadvantaged communities. On this basis, it is now critical to proceed with the proposed human settlement development in order to address the growing number of people on the housing waiting list.

The Overstrand Municipality identified this project as a housing development site where an Integrated human settlement development can be established. The proposed development includes approximately 500 residential opportunities, which will contribute most positively towards addressing the housing demand in the area, empowering the local community and alleviating poverty in the area.

5.2 APPLICATION

The proposed application can be motivated as follows:

5.2.1 Rezoning & Subdivision

The application site is currently zoned Agriculture Zone I and forms part of Erf 1 Hawston (commonage).

It is proposed that an area of approximately 14 hectares will be subdivided from Erf 1 Hawston to establish the application site for the proposed development. The site will then be rezoned to establish a combination of uses, namely: single residential, community uses, open spaces, public roads and local business opportunities. The proposed zoning categories are consistent with the Zoning Scheme of the Overstrand Municipality and with the existing zonings of surrounding properties with the town of Hawston.

5.2.2 Building Line Departure

The Overstrand Zoning Scheme (2013) specify the following building lines for single residential erven smaller than 400 m^2 in extent:

- Street building line - 2m
- Side & Lateral building line - 1m

It is proposed that the lateral building line of 1m be relaxed in order to accommodate semi-detached houses. On this basis, every second lateral building line will comply with the zoning scheme requirement, as now row-houses are proposed. The proposed semi-detached housing typology is an acceptable and efficient built form, which facilities a higher density and contributes towards savings on construction costs.

In our opinion, the proposed building line relaxation to accommodate semi-detached houses will have no negative impact and will in fact contribute to a finer scale residential development, contributing to sense of place and sense of community.

5.3 DESIRABILITY

Section 36 of the Land Use Planning Ordinance stipulates that applications may only be refused if it lacks desirability or if it impacts negatively on existing rights. Furthermore, the ordinance prescribes that, when a decision is made, regard must be had to the health, welfare and safety of the community, and the built and natural environment.

The development as proposed in this document meet the following desirability criteria:

5.3.1 CHARACTER OF THE SURROUNDING AREA & IMPACT ON EXISTING RIGHTS

The existing properties located in the vicinity of the application area are characterised by residential neighbourhoods as well as other mixed uses like community facilities, local businesses, authority uses and public roads. The proposed development is considered consistent with the surrounding residential and mix-use character, are considered as a logical urban extension, and will be most compatible with the character of its surroundings. No negative impacts are envisioned on the existing rights of surrounding land owners.

5.3.2 CONSISTENT WITH SPATIAL PLANNING POLICIES

The proposed development is consistent with existing spatial planning policies applicable to the study area, as follows:

- The application site is located within the demarcated urban edge (SDF, 2006);
- The application site is designated for urban extension (SDF, 2006);
- Will contribute to poverty alleviation, employment creation and integrated human settlement development, which are consistent with overarching policies and objectives of the Provincial Spatial Development Framework (PSDF, 2014) and with the National Development Plan (2011);
- The application site is a disturbed site with low rehabilitation potential (refer botanical report: Annexure F).

Furthermore, the Breaking New Ground and Western Cape Human Settlement Strategy both advocate the delivery of sustainable housing to communities in need. The development of the application area will ensure access to affordable well-located housing.

5.3.3 SAFETY AND WELFARE OF THE COMMUNITY

The safety and the welfare of the community will at all times be prioritised during the implementation and operational phases of this proposed housing project. Furthermore, the proposed provision of acceptable level of services will contribute to a safe environment and will enhance the welfare and livelihoods of the community, which will positively contribute to social and economic upliftment of the local communities.

Development of this vacant site also ensure the establishment of a formalised built environment, less conducive to crime, illegal dumping and vagrant activities than the likelihood of such activities on vacant land portions. In this regard, the safety of the community, especially children, is most positively improved.

5.4 CONCLUSION

When considering the aforementioned desirability criteria, it can be concluded that the proposed housing development at Hawston is fully consistent with these criteria and can therefore be motivated and recommended as a desirable. No negative implications are envisioned in terms of the character of the surrounding area, existing development rights, existing spatial policies, safety and welfare of the community as well as the conservation of the natural and built environment.

SECTION 6 CONCLUSION AND RECOMMENDATION

6.1 CONCLUSION

The application as motivated in this report provides an excellent opportunity for an affordable/subsidised housing development. The site is regarded as a logical urban extension, which integrates well with the existing surrounding residential and mix-use areas.

The desirability of this proposal can further be motivated through the following considerations:

- The proposal will contribute towards alleviating the growing need for affordable housing in the area;
- The integration of the proposed land uses with the surrounding development;
- Consistency of the proposal with all the draft and approved policy plans for the area;
- The improvement in quality of life of the local communities.

When taking the aforementioned motivational report into account it is our considered opinion that the proposed development will not have a negative impact in its surrounding spatial context, will provide 498 residential erven in an area where it is sorely needed, and incorporates sufficient provision for local business opportunities and for community facilities.

6.2 RECOMMENDATION

Given the aforementioned, it is our considered opinion that the proposed application will have no negative impact in its surrounding environment and can be ***recommended for approval*** in terms of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985), as follows:

- The **subdivision** of Erf 1 Hawston to create 1 new portion (Portion A of ± 14 ha) and the Remainder (± 270 ha) in terms of Section 24 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985);

- The **rezoning** of Portion A from Agricultural Zone I to subdivisional area in terms of Section 17 and 22, and the simultaneous subdivision in terms of Section 24, of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985) to create the following:

    - 498 Single Residential Erven (SR1);
    - 1 Transport Zone 2 (TR2) erf (public roads/streets);
    - 2 Community Use Zone 1 (CO1) erven to establish community facilities that could include a clinic, crèche, day care centre, multi-purpose centre, place of assembly, place of instruction and place of worship;
    - 2 Business Zone 3: Local Business (LB3) erven,
    - 1 Utility Zone (UT) erf to accommodate a stormwater retention pond;
    - 16 Open Space Zone 2: Public Open Space (OS2) erven.

- **Departure** from Section 6.1.2 (B) (Building Lines) of the Overstrand Zoning Scheme (2013) in terms of Section 15 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985) to allow the following:

    - **Lateral building lines:** 0.0m in lieu of 1.0m on one lateral boundary of all 498 of the proposed residential erven, to accommodate semi-detached dwellings.

- **Approval by the District Roads Engineer** for an access point directly from the R43 road, and for the subdivision of land adjacent to a road under the jurisdiction of the District Roads Engineer, in terms of Act 21 of 1940.

ANNEXURE D 1/5

COMMENTS FROM THE ENGINEERING SERVICES DEPARTMENT FOR: APPLICATION FOR SUBDIVSION, REZONING & DEPARTURE: ERF 1, HAWSTON (2875)

Water	:	According to GLS Report
Sewer	:	According to GLS Report
Roads and traffic	:	According to the TIS report
Stormwater (SW)	:	According to the master plan
Electricity	:	According to master plan

Conditions:

1. That Bulk Services Contribution Levy (BICL) on be payabe for the gap component of the application by the developer, to supplement municipal services and amenities in accordance with the relevant legislation and as determined by the Council. The BICL tariff is adjusted by Council annually. The total BICL payable will be the amount as determined by the BICL Policy and tariff at the date of **actual payment**. BICL amounts quoted in any document will normally be applicable to the particular year in which the document was compiled and Council will not be bound by the quoted amounts.

1.1 **Developments containing Sectional Title Units/ Commercial Buildings** (non-free standing properties – property is not to be subdivided)

The BICLs are to be paid in full **prior** to submission of the building plans. Building Plans will not be accepted unless the BICL is paid in full.

1.2 **Developments with free standing properties** (property that is subdivided and plots to be sold individually).

The BICLs are payable **prior** to clearance being issued by the Income Department of the Municipality.

2. that the developer at his cost constructs the internal municipal civil and electrical services for the development as well as any link or bulk municipal services that need to be provided;

2.1 the Director: Infrastructure and Planning may require the developer to construct internal, link, and/or bulk municipal services to a higher capacity than warranted by the development for purposes of allowing other existing or future developments to also utilise such services, provided:

2.2 the rates and prices of such work be established in terms of a system which is fair, equitable, transparent and cost effective;

2.3 if link municipal services have already been provided, the developer to contribute towards the cost thereof, the Director: Infrastructure and Planning to determine the amount of such contribution in terms of a system which is fair and equitable;

3. that servitudes for municipal services be registered in favour of the Council at the developer's cost in respect of all main services to be taken over by the Council and all existing municipal services concerned crossing private property;

4. that the developer indemnifies and keep the Council indemnified against all actions, proceedings, claims and demands, costs, damages and expenses arising out of the establishment of the township, the provision of services to the township or the use of servitude areas or municipal property:

4.1 for a period which shall commence on the date that the installation of the services to the township are commenced with and shall expire after completion of the maintenance period;

4.2 the developer to submit an acceptable public liability insurance policy to the Council and to pay the premium in advance for the period as set out above before any work concerned may commence;

4.3 the insurance to be to an amount which shall not be less than that required by the SAACE;

4.4 such indemnification against loss, claims or damages, to include claims pertaining to consequential damages by third parties and whether as a result of the damage to or interruption of or interference with the Council's services or apparatus or otherwise;

5. that a plan of all existing services be submitted to the Director: Infrastructure and Planning, by the developer and that any of the services that need to be relocated, be done by the developer at his cost to the satisfaction of the Director: Infrastructure and Planning:

5.1 way-leaves must be obtained from the Operational Manager;

5.2 such way-leaves to be obtained prior to any excavation on public property or property where existing services are located;

6. that the developer may enter into an agreement with the Council to install or upgrade bulk and/or link municipal services and amenities at an agreed cost, subject to the following:

   6.1 such costs to be established in accordance with a system which is fair, equitable, transparent, competitive and cost effective;

   6.2 such costs shall be set-off against (part or full) development contributions payable in respect of engineering services;

   6.3 to the extent that such costs exceed the development contributions payable, the Council will refund the developer the difference with interest calculated at the prime rate, when funds are available;

7. that plans of all the internal municipal civil and electrical (high and low voltage supply) services and such link services as required by the Director: Infrastructure and Planning, prepared by an ECSA registered professional engineer/technologist, be submitted to the Director: Infrastructure and Planning for his prior approval;

8. the "Guidelines for the Provision of Engineering Services in Residential Townships" (Blue Book), SABS 1200 specifications and the Design and Construction Standards for civil and electrical services of the Council to be used as the standard design and construction criteria with which such plans must comply;

9. the Director: Infrastructure and Planning to be notified in writing of all deviations from the Standard Design and Construction Criteria when plans are submitted for his approval and such deviations to be separately approved in writing by the Director: Infrastructure and Planning;

10. the successful completion of such works to be supervised and certified by an independent professional civil engineer/technologist i.e. a professional civil engineer/technologist who has no direct financial interest in the development, other than payment as standard professional fees for the work concerned; and

11. such independent professional civil engineer/technologist to furnish the Director: Infrastructure and Planning with satisfactory proof of his professional indemnity insurance to an amount which shall not be less than that required by the SAACE and which insurance shall be valid for the relevant contract and maintenance period;

12. that a stormwater management plan, which may include attenuation facilities to ensure that the pre-development run-off is not exceeded and that erosion and pollution is minimised, be submitted to the Director: Infrastructure and Planning for approval and that the approved management plan be implemented by the developer at his cost to the satisfaction of the Director: Infrastructure and Planning;

13. that the above stormwater management plan include the following:

    13.1 pre-development run-off from the catchment area;
    13.2 post-development run-off from catchment area;
    13.3 existing stormwater reticulation system and the capacity thereof;
    13.4 connection of internal stormwater reticulation system;
    13.5 overland escape routes

14. that the connection to the stormwater reticulation system be provided according to the stormwater management plan, by the developer at his cost and approved by Overstrand Municipality;

15. that all municipal civil and electrical services installed or constructed by the developer, be maintained after completion thereof for a maintenance period, as described in the General Condition of Contract for works of Civil Engineering Construction – 2004, of 12 months, and

16. that a Certificate of Completion together with as-built services plans be provided by the independent professional engineer/technologist to the Overstrand Municipality. As-built plans to be on quality paper, together with a DXF file thereof;

17. that the developer furnish the Council with a bank guarantee equal to 2.5% of the value of the provided municipal civil and electrical services as certified by the independent professional engineer/technologist. The guarantee shall be to the satisfaction of the Director: Infrastructure and Planning and valid for the 12 months maintenance period which commences from date of the Certificate of Completion;

18. that the developer provide for individual water and electricity meters at each consumption point;

19. that an investigation be done by the developer to determine the availability and capacity for water and sewer at his cost, by the municipalities Consulting Engineers GLS;

20. that a traffic impact study be done for the proposed development at the developers cost;

21. that the electricity reticulation and supply be provided according to the master plan by the developer;

22. that the developer appoint a consulting electrical engineer to determine the electricity demand for the development and pay a fee to Overstrand Municipality to determine the capacity in the existing electricity network;

23. that the developer apply for a temporary water connection at Overstrand Municipality's Finance Department, before commencement of construction;

24. that the connection to the main water line only be done by the Operational Department, after payment of the connection fee, by the developer;

25. that damage to the existing roads, used as routes for access to the development, for the provision of services, be repaired by the developer.

DENNIS HENDRIKS
SENIOR MANAGER:
ENGINEERING SERVICES

21 July 2015

DATE