

ROYAL PORT ALFRED GOLF CLUB WEEKLY RESULTS

Date: Wednesday May 1
 Sponsor: BU/CO
 Competition: Monthly Mug
 Number of players: 90
 First: Reo Elliot — 68
 Second: Paul Dukas — 68
 Third: Peter Guest — 69
 Fourth: Brian Wright — 70
 Best gross: Brian Wright — 73
 Best net: Reo Elliot & Paul Dukas — 68
 Nearest the pins:
 Sixth: Sponsor: Fishaways/Debonairs; Rosie Rosenthal
 Eighth: Sponsor: Efficient Insure; Peter Longhurst
 11th: Sponsor: Bram's @ the 19; AJ Scheepers
 13th: Sponsor: The Firm; Michael Repaijs
The Firmest drive 18th: Sponsor: The Firm; Nicolas Ferreira
Remax Kowie nearest for two on the first: Zola Mgidwa
 Two clubs:
 Sixth: Allan Rosenthal, Leon Nell
 Eighth: Peter Longhurst
 11th: Tony Halse, Mark Janse van Rensburg, John Wood, AJ Scheepers
 13th: Peter Andrew
ROYAL PORT ALFRED GOLF CLUB WEEKLY RESULT
 Date: Saturday May 4
 Sponsor: Club Sponsor
 Competition: Individual stableford
 Number of players: 72
 First: Peter Thompson — 39
 Second: Andre van Zyl — 38
 Third: Lindy Wright — 37
 Fourth: Bryce Dakin — 37
 Fifth: Colin Mavuso — 36
 Best gross: Pete Thompson — 72
 Best net: Pete Thompson — 69
 Nearest the pins:
 Sixth: Sponsor: Mooifontein Quarry; Bryce Dakin
 Eighth: Sponsor: Juan Pretorius Architecture; Peter Andrew
 11th: Sponsor: Bram's @ The 19th; Hugh Womald
 13th: Sponsor: Fishaways/Debonairs; Arnie Schultz
The Firmest drive 14th: Sponsor: The Firm; Peter Thompson
Bram's @ The 19th nearest for two on the first: Darryl Hooper

GOLF WEEKLY

Two clubs:
 Sixth: Lindy Wright, Ian Kidson
 Eighth: Colin Mavuso, Paul Mills, Peter Andrew & Wollie Wolmarans
 11th: Frank Ferreira
 13th: Arnie Schultz
RPAGC 1820'S GOLF RESULTS
 Date: April 29
 Fourteen players in fine weather
 Winners: on 40 — Derrick van Harmelen, Matthew Chadwick & Patrick O'Kelly
 Moosehead: on 45 — Ted Baines, John Dell, Wollie Wolmarans & Peter Rinaldi
 Good scores: Matthew Chadwick, Eugene Erasmus — 49, Barry Brady — 48
 Two clubs: Patrick O'Kelly — sixth
 Spar chicken: Rick Hill
 May 2
 Fourteen players in perfect windless weather.
 Winners: on 39 — Barry Brady, Peter Rinaldi & Trevor Stotter
 Moosehead: on 46 — Barry Scatterfield, Andy Allison, Nick van der Merwe & Ram Piers
 Good scores: Trevor Stotter, Derrick van Harmelen — 49, Peter Rinaldi — 48
 Two clubs: Matthew Chadwick on the sixth
KGB GOLF RESULTS
 Tuesday April 30
 A glorious morning, warm with a mere hint of an easterly wind, greeted the 41 players.
 Bruce Carlyon, Russell Warren, Steve Kennedy and Andy Stemberidge took full advantage of conditions, with 92 points.
 In second on 88 (83-5) points was the three-ball of Nick Oosthuizen, Mike Boehmke and Brian Shirley. An unexpected result saw Tony Halse, John Mugeridge, Andy Manson and Tom Tagg securing the Hamer & Sukkel on 75 points.
 Bryan Robinson, Peter Longhurst and Lindy Krige all birdied the par three eighth, leaving it to Arnie Schultz, on his return from the Antipodes, with a birdie on the sixth to capture the carry-over

two-club pool for his coyev.
 Mike Boehmke and Mark Dixon shot fine individual 77 grosses.
 Mike Boehmke, Ian Kidson, Donald McGarvie and Andy Stemberidge shot individual 70 nets; Nick Oosthuizen and Mark Dixon improved with 69 nets; John Dell upped the ante with a 68 net; clearing the floor for player of the day Keith Buttemer who shot a 66 net.
Tuesday May 7
 Another morning perfect for golf dawned as 43 players were drawn in one 3-ball and ten 4-balls to contest an Alliance Stabieford 2-scores-to-count with the normal KGB bonus point for a "sandy", a par from a bunker.
 The only confusion experienced was whether there was wind or not as temperatures climbed to provide the only challenge to scoring but Jenny Ralph, Russell Warren, Steve Kennedy and Peter Longhurst simmered as they posted 90 points to finish in their first place. A collective of three covays comprising Keith Rugg, John Mugeridge and John Dell (82+5), as well as Tom Tagg, Don Thomson, Ian Storer and Paul Fryer along with Lawrence Schuitz, Len Bohnen, John Abbott and Andy Stemberidge all shared second place on 87 points.
 Nick Oosthuizen, Eugene Erasmus, Andy Barnes and Fanie Smit, possibly suffering under the heat, limped home with 75 points to have the Hamer & Sukkel nestle on their table at prize giving.
 Nick Oosthuizen and Mike Krige both birdied the par three 8th; Tony Halse and Russell Warren both birdied the par three 6th; as visitor Paul dos Santos was a birdie on the par three 13th took the 2-club pool for his coyev.
 John Dell, Russell Warren and Steve Kennedy all shot fine individual 70 nets as player of the day Tony Halse came home with an individual 69 net.

SCHOOL SPORT

Port Alfred Primary & High Schools sports report
Week five: May 5 2024
Senior U16 boys hockey v Graeme College: Monday April 29 (away) PAHS lost 2-1
Senior U16 boys hockey v St Andrews: Friday May 3 (away) PAHS U16 v St Andrews U16B lost 1-0
PAHS seconds v St Andrews thirds 1-1
PAHS firsts v St Andrews seconds lost 4-1
Junior Sport v Lilyfontein netball, Saturday: May 4 (home) U9 lost 4-0
U10 lost 9-0
U11 won 16-0
U12 lost 6-4
U13 won 27-4
Hockey: U9 Girls lost 6-0
U10 Girls lost 6-2
U11 Girls won 6-0
U13 Girls drew 1-1
U9 Boys won 8-2
U10 Boys lost 10-0
U13 Boys won 5-0
Rugby: U9 lost 24-0
U11 lost 17-5
U13 lost 24-15
Senior Sport v Lilyfontein, Saturday May 4 (away) Netball: U14 won 14-1
U15 won 22-2
Seconds U16 won 7-5
Firsts won 43-8
Player of the match: Siyaka Coto
Girls Hockey: U14 won 3-2
U16 won 1-0
Firsts lost 7-0
Boys: Firsts won 7-0
Rugby: U15 lost 22-0
Seconds won 22-8
First XV won 24-17.
Player of the match: Kyle Marais



NDLAMBE MUNICIPALITY PORT ALFRED APPLICATION FOR SUBDIVISION OF REMAINDER FARM NO. 371 ALEXANDRIA INTO 11 PORTIONS; REZONING OF THE SUBDIVIDED PORTIONS (PORTION 1-10) FROM OPEN SPACE ZONE 2 TO SPECIAL ZONE (TO ALLOW AIRCRAFT HANGARS); REZONING OF PORTION 11 FROM OPEN SPACE ZONE 2 TO SPECIAL ZONE (FOR ACCESS PURPOSES FOR THE HANGARS) AND CREATION OF 3 SERVITUDES OVER THE REMAINDER OF FARM NO. 371 ALEXANDRIA IN FAVOUR OF AIRCRAFT HANGAR SITES.

Applicant: M.E.H SULTER AND SON INC
Owner: THE TRUSTEES FOR THE TIME BEING OF THE BUSHMANS REST TRUST NO.TM 3056
Property Description: REMAINDER OF FARM NO.371 ALEXANDRIA
Physical Address: REMAINDER OF FARM NO.371 ALEXANDRIA

CROQUET CORNER

Social croquet returned to normal after the exciting few weeks of planning and playing in the Port Alfred Classic.
 Some members took the opportunity to go away, while others took the week off, so it was a quiet week on the croquet lawns.
 On Friday evening, the croquet players accepted a challenge from the bowlers to compete in a fun darts competition. It was enjoyed by all.
 Anyone interested in learning to play croquet is welcome to contact Roger on 082-373-8181.

KOWIE STRIDERS

- KOWIE STRIDERS TIME TRIAL APRIL 30 2024**
3KM RUN
 Kamvaletu Mona 11:32
 Imanuel Stamper 11:40
 Quinn Elliot 13:20
 Samuel Jardine 13:21
 Entle Komani 14:20
 Cary Ford 14:35
 Abenathi Gaunt 14:48
 Tristan Lange 15:03
 Milla Jardine 16:00
 Nathan Downey 16:20
 Skylla Bluff 18:40
 Daniella Venter 18:42
 Shannon Kethro 19:40
 Olive Schultz 21:20
 Katie Downey 21:21
 Marietjie Robb 21:22
 AJScheepers 22:41
 Cathy Momberg 25:11
 Stephen Gouws 27:21
3KM WALK
 Colleen Pansegrouw 30:55
 Floss Howden 31.00
5KM RUN
 Lubabalo Mbambisa 19:40
 Oyintando Kopanah 19:40
 Inaso Maneei 20:55
 Richard Daneel 21:39
 Tony Webster 22:03
 Zee Jaji 22:44
 Andrew Nell 24:20
 Alex Weed 26:40
 Mike Nunan 27:11
 Nina Sterrenberg 28:30
 Ian Knight 29:46
 John Arnold 29:46
 Sticks Stiglingh 29:46
 Patrick Knowles 32:10
 Lulu Mceka 38:40
 Christel Erasmus 48:35
5KM WALK
 Belinda Arnold 45:00
 Kobus Munro 49:10
8KM RUN
 Xabiso Mazantsi 33:13
 Mhlali Magagu 33:13
 Nelly Phiri 49:44
 Zamile Xhanti 49:44
 Sizakele Dayimani 49:44



BRUTE: Mark Coetzee – white musselcracker



NICE ONE: John Tarr – dusky cob

Anglers enjoy good conditions and catches

TOTT CONTRIBUTOR

The 10th round of the Pick n Pay Claude Pittaway Round Robin took place on April 27 at Fish River.
 The water temperatures and weather was great for a change. Even the predicted east wind stayed away for most of the day, providing anglers with some good catches of nine different species, totalling 70 fish, with a weight of 63.86kg.
 Attendance on the beach was better than average.
 All our competitions are catch and release, so this way we further the stock of fish for the future.
 The late afternoon's prize-giving was handled by chairperson Gary du Randt and Laurence Kemsley, with members staying to get their prizes while having a chat around the fire.
 Biggest species caught:
 Bronze bream – Devon Kemp 1.46kg;
 blacktail – Laurence Kemsley 1.19kg; white steenbras – Blake Tarr 3.93kg; black musselcracker – Brendan Marais 0.89kg; galjoen – Rod Yendall 1.1kg; zebra – Rod Yendall 0.85kg; cob – John Tarr 2.59kg; white musselcracker – Mark Coetzee 4.93kg; blue-eyed JB – Faan de Klerk 0.55kg.
 Top Team for the day was Paul Knight's team, Team McNabs; Top U16 was Blake Tarr with 3.93kg; Top Senior was Mark Coetzee with 7.96kg; Top Master was Deon Marais with 5.33kg; Top Grand Master was Rodney Yendall with 5.12kg; and Top Lady was Natasha Vivier with 0.76kg. The Catch of the Day went to Blake Tarr, who caught a white steenbras of 3.93kg.
 A big thank you to all our sponsors who make prize-giving possible. Pick n Pay, Little Brewery on

the River, Prestons, Bruce Amos, NW Car Wash, Sports n All, Astron R72, Buco, Leach Pharmacy, Rosehill SUPERSPAR, Kekkel en Kraai, Siyakhula Trading, Kowie Hardware, Motto Café, Jacks Paint & Hardware, Fish SA, Tash's Restaurant and 1826 Restaurant. To become a sponsor or member contact Gary du Randt on 082-324-9448 or email supercybizp@gmail.com. Our next fixture is on May 18 at Darian's, from 7am. For more details visit our Facebook Page: Port Alfred Rock & Surf.

IN THE ESTATE OF THE LATE DAPHNE COLDREY TAGGART, Identity No. 361103 0009 089, of 427 Chapman Road, Bathurst, who died on the 9th January 2024 and who was a widow

ESTATE NUMBER 1142/2024

Creditors and Debtors of the above deceased are hereby requested to lodge their claims with and pay their debts to the undersigned within 30 days of the 10th May 2024

DATED at PORT ALFRED on this the 25th Day of April 2024

GJ MARAIS
 Executor
 Neave Stötter Inc
 25 Van Der Riet Street
 PORT ALFRED
 Ref. pk/MAT11697

IN THE ESTATE OF THE LATE ANDREW ROGER SIMPSON, Identity No. 400109 5072 082, of Settlers Park Retirement Village, Port Alfred, who died on the 14th February 2024 and who was a widower

ESTATE NUMBER 1253/2024

Creditors and Debtors of the above deceased are hereby requested to lodge their claims with and pay their debts to the undersigned within 30 days of the 10th May 2024

DATED at PORT ALFRED on this the 25th Day of April 2024

N STÖTTER
 Executor
 Neave Stötter Inc
 25 Van Der Riet Street
 PORT ALFRED
 Ref. pk/MAT 11699

Detailed description of proposal:
 The matter for consideration is an Application for Subdivision of Remainder Farm No. 371 Alexandria into 11 Portions; Rezoning of the Subdivided Portions (Portion 1-10) from Open Space Zone 2 to Special Zone (To Allow Aircraft Hangars); Rezoning of Portion 11 from Open Space Zone 2 to Special Zone (for Access Purposes for the Hangars) and Creation of 3 Servitudes Over The Remainder of Farm No. 371 Alexandria in favour of Aircraft Hangar Sites as per the provisions of the Ndlambe Municipality Spatial Planning and Land Use Management By-laws (2016) and Ndlambe Municipality Integrated Land Use Scheme, 2019.

Notice is hereby given in terms of Section 93 of the Ndlambe Municipality Spatial Planning and Land Use Management By-law (2016) that the abovementioned application has been received and is available for inspection during weekdays between 09:00 to 15:00 at the Ndlambe Municipality, Civic Centre, Causeway, and Port Alfred Municipal Office. The application can also be viewed on the Ndlambe website (www.ndlambe.gov.za), under Town Planning Portal; Planning Applications-Public Participation. Any written comments may be addressed in terms of Section 98 of the said Bylaw to The MUNICIPAL MANAGER, Causeway, Port Alfred, 6170, or emailed to townplanning@ndlambe.gov.za or kradingoana@ndlambe.gov.za on or before **10 June 2024**. Telephonic enquiries can be made to the Town Planning Section at (046) 604 5520. The Municipality may refuse to accept comment received after the closing date. Any person who cannot write will be assisted by a Municipal Official by transcribing their comments.

NOTICE NUMBER: 85/2024
ADV. R DUMEZWENI
09 May 2024 MUNICIPAL MANAGER



18 MAR 2024

RECEIVED

**NDLAMBE MUNICIPALITY
SPLUMA LAND USE APPLICATION
(Spatial Planning and Land Use Management Act 16 of 2013)**

TYPE OF APPLICATION:

TICK	APPLICATION TYPE	FEE AS PER FEE LIST
✓	Rezoning (SPLUMA)	R 8 431.07
	Consolidation	R
✓	Requirements for amendment, suspension or removal of restrictive conditions or obsolete Condition, servitude or reservation registered against title of land	R 8 431.07
	Departure Permanent or Temporal Departure (for land use change)	R
	Departure Relaxation building line	R
	Consent use in terms of the Land Use Scheme	R
	Extension approval	R
✓	Subdivision	R 8 431.07
	Road closure or Closure of Public Open Space	R
		R
		R
		R
		R 25 293.21

COMPLETE THE FOLLOWING:

Local Authority:	NDLAMBE MUNICIPALITY
Description of Land:	REMAINDER FARM NO.371 ALEXANDRIA
Registered owner(s):	BUSHMANS REST TRUST
Street Address:	PLOT 6 NATURES LANDING
Postal Address:	P.O. BOX 177 KENTON-ON-SEA Code: 6191
Email Address of Owner:	bushbaby@imaginet.co.za
Applicant (With Power of Attorney):	M.E.H. SULTER & SON
Postal Address:	15A MILNER STREET GRAHAMSTOWN Code: 6170
Email Address of Applicant:	peter@surveyec.co.za

INSTRUCTIONS

(These instructions should be read before completing the form)

1. GENERAL REMARKS

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

2. PRIOR LIAISON WITH OTHER INTERESTED PARTIES

- 2.1. Prior Liaison with interested bodies including National and Provincial Departments is strongly recommended, as the processing of applications will be expedited in this way. Where an applicant submits proof that an interested party is satisfied with a proposal, it will not be necessary to again approach such interested party for comments.

- 2.2. A list of the different authorities and other interested parties affected by the development, together with the names, telephone numbers and addresses of contact people may be available from the Local Authority.

3. SUBMISSION OF APPLICATION

- 3.1. The application must be submitted in duplicate, together with all the required annexes, to the Local Authority in whose area of jurisdiction the land unit is situated. If the land is to be incorporated within the jurisdiction of a Local Authority, the application form must also be submitted to the Local Authority concerned.

- 3.2. Applications can be posted via registered mail or hand delivered to the following address:

The Municipal Manager
Ndlambe Municipality
P O Box 13
Port Alfred
6170

The Municipal Manager
Ndlambe Municipality
Campbell St
Port Alfred
6170

- 3.3. Lack of information leads to delays and adds to the workload of the Department. It is essential that all applications that are submitted for consideration contain all the information necessary for the relevant authority to take a rational decision. Ideally applications should indicate the following:

3.3.1. Details in respect of the application

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

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

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

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

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

3.3.4. Motivation

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

- Desirability of the proposed utilization of land and any guidelines issued by the Provincial Minister regarding desirability of proposed land uses;
- Investigations carried out in terms of other laws that are relevant to the consideration of the application;
- The impact of the proposed land development on municipal engineering services;
- Applicable policies of the Municipality that guide decision making;

- Applicable provisions of the zoning scheme;
- Consideration of the following forward planning documents;
- Integrated development plan, including the municipal spatial development framework; Provincial spatial development framework; and
- Policies, principles and planning and development norms and criteria set by the national and provincial government; and -
- Land development principles as referred to in Chapter 2 and Section 42 of the Spatial Planning Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA).

3.3.5 Supporting information and documentation

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

- Copy of Traffic Impact Statement (TIS - if between 50 – 150 peak hr. trips) or Traffic Impact Assessment (TIA - if > 150 peak hr. trips);
- Flood line determination (report / plan);
- Copy of the Environmental Impact Assessment (EIA) / Heritage Impact Assessment (HIA) report;
- Confirmation of submission of EIA / HIA; or Copy of the Environmental Authorization (EA) / Record of Decision (ROD);
- Services report or indication of all municipal services / registered servitudes;
- Landscaping / Tree plan;
- Typical unit types (plan & elevation);
- Abutting neighbor consent;
- Body Corporate / Homeowners Association (HOA) consent;
- Homeowners Constitution / architectural guidelines;
- Copy of original approval and conditions of approval;
- Minutes of pre-application consultation meeting;
- Confirmation from the Department of Rural Development and Land Reform regarding land claim(s) / restitution claim(s);
- Proof of lawful use right;
- Additional copies of selected documentation;
- Additional motivation; and –
- Any other specialist studies, etc.

SECTION A

TO BE COMPLETED BY THE APPLICANT

(* ANSWER YES, NO, OR NOT APPLICABLE)

1. PERSONAL PARTICULARS OF THE APPLICANT

Your reference number	ALEX-371
Name of person to whom correspondence should be addressed	P.B. SULTER C/o M.E.H. SULTER & SON
Address:	15A MILNER STREET GRAHAMSTOWN 6139
Telephone number:	046-6224441
Email:	peter@surveyec.co.za

1.1. Is the applicant the only registered owner of the property? **NO**

If not, attach the power of attorney from the registered owner(s) to the application. This is also applicable if the person who is applying is still in the process of obtaining the land unit, or if the land unit is owned by a company or more than one person.

1.2. Name the registered owner(s): **BUSHMANS REST TRUST**

1.3. Is the property encumbered with a bond? **NO**
If so, please attach the authorization of the mortgage holder to the application. **N/A**

2. DETAILS OF LAND UNIT

2.1. Registered description of the property, as is shown on title deed:
REMAINDER FARM NO.371 ALEXANDRIA
Title deed: **T 6859/1997**
Area of land: **169.6466 HA.**

2.2. What is the present zoning of land unit? **OPEN SPACE 2**

2.3. Are any departures applicable to the land unit? **NO**

- 2.4. Is there any building or other development on the land unit? **NO**
If so, what are the nature and condition of these improvements? **N/A**
- 2.5. Is the site being used in accordance with its present zoning? **YES**
If not, how is the land being utilised? **N/A**

3. DETAILS OF APPLICATION

- 3.1. Describe the proposed development in detail (A separate motivational report **MUST** be added): - **SEE MOTIVATION REPORT**
- 3.2. Does the proposed development involve the entire land unit? **NO**
If not, indicate the position and size of the portion of the land unit that is not included in the proposed development and for what purpose it is, or will be used:
ONLY PORTIONS 1 TO 11 (PORTION A), SERVITUDE TAXIWAY AND VEHICLE ACCESS ROADS ARE AFFECTED – SEE SUBDIVISION PLAN
- 3.3. Is a departure being applied for a temporary change of use on the land unit: **NO**
If so, explain why rezoning is not being considered and supply reasons for the proposed period of departure: **N/A**
- 3.4. Departure (for an alteration of the conditions in respect of a particular zone) in terms of Section 76(1) of the Ndlambe Municipality Spatial Planning and Land Use Management Bylaw (2015) for a relaxation of the:
- I. Northern lateral (side) building line from tom; and / or
 - II. Rear building line fromm tom; and / or
 - III. Street building line from m to.....m; and / or
 - IV. Coverage factor from % to.....%; and / or
 - V. Building height restriction from m to m; and / or
 - VI. Street boundary wall / fence height restriction from m tom;
 - VII. Other zoning scheme condition(s) (as specified).....

4. RESTRICTING FACTORS

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

- 4.1. Are there any title deed restrictions, which may have an effect on the application? **NO**
If so, furnish details: **N/A**
- 4.2. Is there any portion of the land unit subject to tidal flow or situated under the high-water mark? **NO**
If so, furnish details: **N/A**
- 4.3. Is any portion of the land unit situated in a flood-plain of a river under the 1 in 50 year's flood-line or subject to any floods? **NO**
If so, furnish details: **N/A**
- 4.3. Are there any physical restrictions (such as steep slopes, unstable soil formations,

swamps etc.) which could affect the development? **NO**

If so, furnish details and state how the problem can be solved: **N/A**

- 4.4. Are there any other restrictions of which you are aware, but which were not mentioned above? **N/A**

5. POSSIBLE REFERRAL TO OTHER BODIES

- 5.1. Does the application fall within the area of a Land Development Objective (LDO) and/or Policy Plan (Structure Plan, Framework Plan etc.)? **YES**

If so, please give details as far as they affect the application under consideration:

NDLAMBE SPATIAL DEVELOPMENT PLAN

- 5.2. Are the provision of the Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) applicable in the case of this application? **YES. EVEN THOUGH THE LAND IS ZONED OPEN SPACE 2 WE HAVE OBTAINED CONSENT FROM THAT DEPARTMENT AS THE DEEDS OFFICE OFTEN REQUIRES IT.**

- 5.3. Is the land unit situated within the boundaries of a nature area or a mountain catchment area reserved in terms of the Mountain Catchment Areas Act, 1970 (Act 63 of 1970), or a nature reserve reserved in terms of the former Nature and Environmental Conservation Ordinance, 1974 (Ordinance 19 of 1974), or a national park reserved in terms of the Nature Parks Act, 1976 (Act 57 of 1976). **NO**
If so, furnish details: **N/A**

- 5.4. Does the land unit abut on the area of jurisdiction of another local authority or does any other local authority have an interest in this application? **NO**
If so, state the name of the local authority and its interest in the application: **N/A**

- 5.5. Does the property abut on any national, trunk, main or divisional road or such proposed road? **NO**
If so, furnish full details (including status of the road and full statutory width): **NO**

- 5.6. Is the land situated in a metropolitan transport area in terms of the Urban Transport Act, 1977 (Act 78 of 1977)? **NO**
If so, has it been referred to the relevant transport authority? **N/A**

- 5.7. Is the land unit close to, or is it affected by, a power line, a power station, a railway line, a railway station, airport or harbor? **YES**
If so, furnish details: **THERE IS AN EXISTING POWER LINE RUNNING NORTHWARDS FROM THE SUB-STATION ON FARM NO.348/16. THE RUNWAY SERVITUDE ON REMAINDER FARM NO.371 ALEXANDRIA HAS ALREADY BEEN REGISTERED.**

5.8. Are there any conservation worthy buildings/grave/rock engravings/archeological finds on the property including those that have not been declared national monuments? **N/A**

5.9. Is the land unit situated within 100m from the high-water mark of the sea or tidal river? **NO**

If so, has Nature Conservation been consulted? **N/A**

5.10 Does the land unit abut on, or is it in any way influenced by any property belonging to the S.A. National Defence Force? **NO**

If so, please supply details: **N/A**

ANNEXURES

HAVE THE FOLLOWING ANNEXURES BEEN ATTACHED

(* ANSWER YES, NO OR NOT APPLICABLE)

ANNEXURE	YES	NO	NOT APPLICABLE
Power of attorney / Owner's consent if applicant is not owner	*		
Resolution or other proof that applicant is authorized to act on behalf of a juristic person			*
Flood-line certificate			*
Bondholder's consent			*
Locality map	*		
Extract from zoning map	*		
Land-use map	*		
Layout plan	*		
Motivation report	*		
Full Copy of Signed Title Deed	*		
Conveyancer's certificate		*	
Proof of payment	*		
Any other annexures, give details			

If any of the above questions, answers are no, give reasons: **N/A**


AUTHORISATION(S) IN TERMS OF OTHER LEGISLATION

YES	N/A	National Environmental Management Act, 1998 (Act 107 of 1998)
YES	N/A	Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970)
YES	N/A	Occupational Health and Safety Act, 1993 (Act 85 of 1993): Major Hazard Installations Regulations
YES	N/A	If required, has application for EIA / HIA / TIA / TIS / MHIA approval been made? If yes, attach documents / plans / proof of submission etc.

DECLARATION

I hereby wish to confirm the following:

1. That the information contained in this application form and accompanying documentation is complete and correct.
2. I am aware that it is an offense to supply particulars, information or answers knowing the particulars, information or answers to be false, incorrect or misleading or not believing them to be correct.
3. I am properly authorized to make this application on behalf of the owner and (where applicable) a copy of the relevant power of attorney or consent are attached hereto.
4. Where an agent is appointed to submit this application on the owner's behalf, it is accepted that correspondence from and notifications by the Municipality in terms of the by-law will be sent only to the agent and that the owner will regularly consult with the agent in this regard.
5. That this submission includes all necessary land use planning applications required to enable the development proposed herein.
6. I confirm that the relevant title deed(s) have been read and that there are no restrictive title deed restrictions, which impact on this application, or alternatively an application for removal/suspension or amendment forms part of this submission.
7. I am aware that development charges to the Municipality in respect of the provision and installation of external engineering services are payable by the applicant as a result of the proposed development.

Applicant's Signature:  Date: **24TH JANUARY 2024**

Full Name: **PETER BROCAS SULTER**

Professional capacity & Registration Nr: **PROFESSIONAL LAND SURVEYOR PLS 0786**

FOR OFFICE USE ONLY

DATE RECEIVED	14 / 03 / 2024
RECEIVED BY	Khaofelo Radingoang
FOR ERF NUMBER	FARM 371 Alexandria



BUSHMANS REST TRUST

Reg: TM 3056

VAT: 4430 147233

Justin Wilmot – CELL: 082 904 4474

OFFICE TEL: 046-648 1068
P.O. BOX 177, KENTON-ON-SEA, 6191
bushbaby@imaginet.co.za

RESOLUTION OF TRUSTEES

It was resolved that an application be made, to the relevant authorities, to apply for the following:

- The proposed sub division of the Remainder of Farm No.371 Alexandria into 11 portions
- The re-zoning of 10 portions from Open Space 2 to Special Zone (Aircraft Hangars) and 1 portion from Open Space 2 to Special Zone (hangar access)
- The creation of 3 servitudes over the remainder Farm No.371 Alexandria in favour of the hangar sites
 - One for aircraft access from the end of the existing runway to the hangar sites
 - Two vehicle access servitudes from existing roads to the hangar site.

That Justin Wilmot, Trustee of Busmans Rest Trust, be authorised to sign the applications on behalf of the Trust.

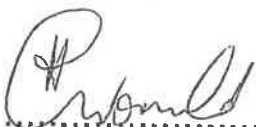
Signed at **KENTON-ON-SEA** this 24TH day of **January 2024**.



.....
Michael Wilmot
Trustee



.....
Justin Wilmot
Trustee



.....
Hugh Wormald
Trustee

SPECIAL POWER OF ATTORNEY

I the undersigned, duly authorised by Bushman's Rest Trust Resolution attached, do hereby appoint Peter Sülter of M.E.H. Sulter & Son Inc. Land Surveyors, to make and handle all and whatsoever applications and to sign all documentation necessary, on my behalf, relating to:-


- the proposed subdivision of Remainder Farm No.371 Alexandria into 11 portions
- the re-zoning of 10 portions from Open Space 2 to Special Zone (Aircraft hangars) and 1 portion from Open Space 2 to Special Zone (hangar access)
- The creation of 3 servitudes over remainder Farm No.371 Alexandria in favour of the hangar sites.
 - i) One for aircraft access from the end of the existing runway to the hangar sites and
 - ii) two vehicle access servitudes from existing roads to the hangar site.

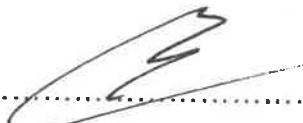
SIGNED AT BUSHMANSRIVERMOUTH this 24 day of **January 2024** in the presence of the undersigned witnesses.





JUSTIN WILMOT

AS WITNESSES:

1. 

2. 

 Nicole Gerber
 041 508 5844
 073 022 9765
 nicole.gerber@dedea.gov.za
Ref: EC05/C/LN1/M/25-2022



Bushmans Rest Trust
Bushmans Rest, Farm No. 371
P.O. Box 177, Kenton-on-Sea
6191

Attention: Mr Justin Grant Wilmot

E-mail: bushbaby@imagnet.co.za

APPLICATION FOR AUTHORISATION IN TERMS OF SECTION 24 OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, ACT 107 OF 1998 TO UNDERTAKE A LISTED ACTIVITY AS SCHEDULED IN THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014, AS AMENDED: THE PROPOSED CONSTRUCTION OF AIRCRAFT HANGARS AND ASSOCIATED INFRASTRUCTURE, REM OF FARM NO 371, BUSHMANS RIVER, WITHIN THE NDLAMBE MUNICIPAL AREA.

1. With reference to the above-mentioned application (Reference number EC05/C/LN1/M/25-2022), please be advised that **the Department has decided to grant authorisation. The Environmental Authorisation and reasons for the decision are attached herewith.**
2. In terms of Regulation 4(2) of the Environmental Impact Assessment Regulations, 2014, as amended, you are instructed to notify all registered interested and affected parties, in writing **and within fourteen (14) days of the date of the Department's decision** in respect of your application.
3. The written notification referred to above must –
 - 3.1. Specify the date on which the Environmental Authorisation was issued;
 - 3.2. Inform interested and affected parties of the appeal procedure provided for in terms of the National Appeal Regulations, 2014, as contained in GN R. 993 of 08 December 2014; and
 - 3.3. Advise interested and affected parties that a copy of the Environmental Authorisation and reasons for the decision will be furnished on request.
4. In the event that an appeal is lodged, copies of such appeal must be served on the applicant (if not the appellant), all registered interested and affected parties as well as juristic state departments (organ of state with interest in the matter) within 20 days of having been notified in accordance with the requirements stipulated in paragraphs 2 and 3.
Only appeals on environmental grounds can be considered. All appeals should be accompanied by relevant supporting documentation.
5. An appeal against the decision contained in this Authorisation must be submitted in writing to the MEC for Economic Development, Environmental Affairs and Tourism (hereinafter referred to as "the MEC") in terms of Regulation 4(1) of the Appeal Regulations, 2014 and within twenty (20) days after the appellant has been notified in terms of paragraphs 2 and 3 of the decision.

ECONOMIC DEVELOPMENT, ENVIRONMENTAL AFFAIRS AND TOURISM

CHIEF DIRECTORATE: ENVIRONMENTAL AFFAIRS

6. An Appeal Submission must be made on a form obtainable from the Department Appeal Administrator and/or the Departmental website on www.dedea.gov.za or relevant Regional Office.
7. The Appellant must also submit a copy of the appeal to the regional office that processed the application.
8. The address to which the originals of such appeal and any other documents pertaining to the appeal must be mailed is outlined below. Please note that originals may also be delivered per hand or courier.

Department	Economic Development, Environmental Affairs & Tourism
Attention	General Manager: Environmental Affairs
Postal Address	Private Bag X0054, BHISHO , 5605
Hand delivery	Old Safety and Liaison Building (Global Life Complex) opposite Engen Garage, Bhisho
In order to facilitate efficient administration of appeals copies of any appeal and supporting documentation must also be submitted as follows:	
Appeal Administrator: Mr S. Gqalangile	Siyabonga.Gqalangile@dedea.gov.za
Administrative assistant: Ms P. Gxala	Phumeza.Gxala@dedea.gov.za

9. In the event that an appeal is lodged with regard to this Authorisation, the listed activities described in this Authorisation may not commence prior to the resolution of the appeal and prior to the Department's written confirmation of compliance with all conditions that must be met before construction can commence, whichever event is the latter.



DAYALAN GOVENDER
DEPUTY DIRECTOR: ENVIRONMENTAL AFFAIRS
SARAH BAARTMAN/NMB REGION
DATE: 09 January 2023

CC: Mr Warren Lange, Hort-Couture
P.O. Box 2206, Port Alfred
6170
E-mail: warren@hortcouture.co.za

 Nicole Gerber
 041 508 5844
 073 022 9765
 nicole.gerber@dede.gov.za
Ref: EC05/C/LN1/M/25-2022



Environmental Authorisation

AUTHORISATION NOTICE REGISTER NUMBER	Provincial Reference Number: EC05/C/LN1/M/25-2022 NEAS Reference: ECP/EIA/0001262/2022
LAST AMENDED	Not applicable
HOLDER OF AUTHORISATION	Bushmans Rest Trust
LOCATION OF ACTIVITY	Remainder of Farm No. 371, Bushmans River, within the Ndlambe Municipality.
CO-ORDINATES OF ACTIVITY	33° 40' 14.68" S, 26° 37' 53.20" E.

DEFINITIONS:

The following definitions are applicable to this Environmental Authorisation:

"Audit" – as used in the context of this Environmental Authorisation refers to an audit of compliance with conditions contained in this Environmental Authorisation and the requirements/stipulations of a Construction and/or Operational Environmental Management Programme and not to an Environmental Audit undertaken in terms of an accredited environmental management system by a certified environmental management systems auditor.

"CEMPr" – Construction Environmental Management Programme.

"Commencement" – Any physical activity on site that can be viewed as associated with the development of the aircraft hangar plots and grass taxiway, as described under Section 2 of this Environmental Authorisation, inclusive of initial site preparation.

"EIA Regulations" – These are the 2014 Environmental Impact Assessment Regulations as amended and published in Government Notice R326 of 07 April 2017 in terms of Chapter 5 of the National Environmental Management Act, Act 107 of 1998 as amended.

"EMPr" – Environmental Management Programme, titled "Final Environmental Management Programme: Construction of Aircraft Hangars and Associated Infrastructure on the Remainder of Farm No. 371, Bushmans, within the local Ndlambe Municipality, in the Eastern Cape Province", included in the consultants FBAR as Appendix F.

"FBAR" - Final Basic Assessment Report titled "Construction of Aircraft Hangars and Associated Infrastructure on the Remainder of Farm No. 371, Bushmans, within the local Ndlambe Municipality, in the Eastern Cape Province ", dated September 2022 and received on 09 September 2022, compiled by Hort-Couture.

"NEMBA" - National Environmental Management: Biodiversity Act, Act 10 of 2004.


"NLM" – Ndlambe Local Municipality.

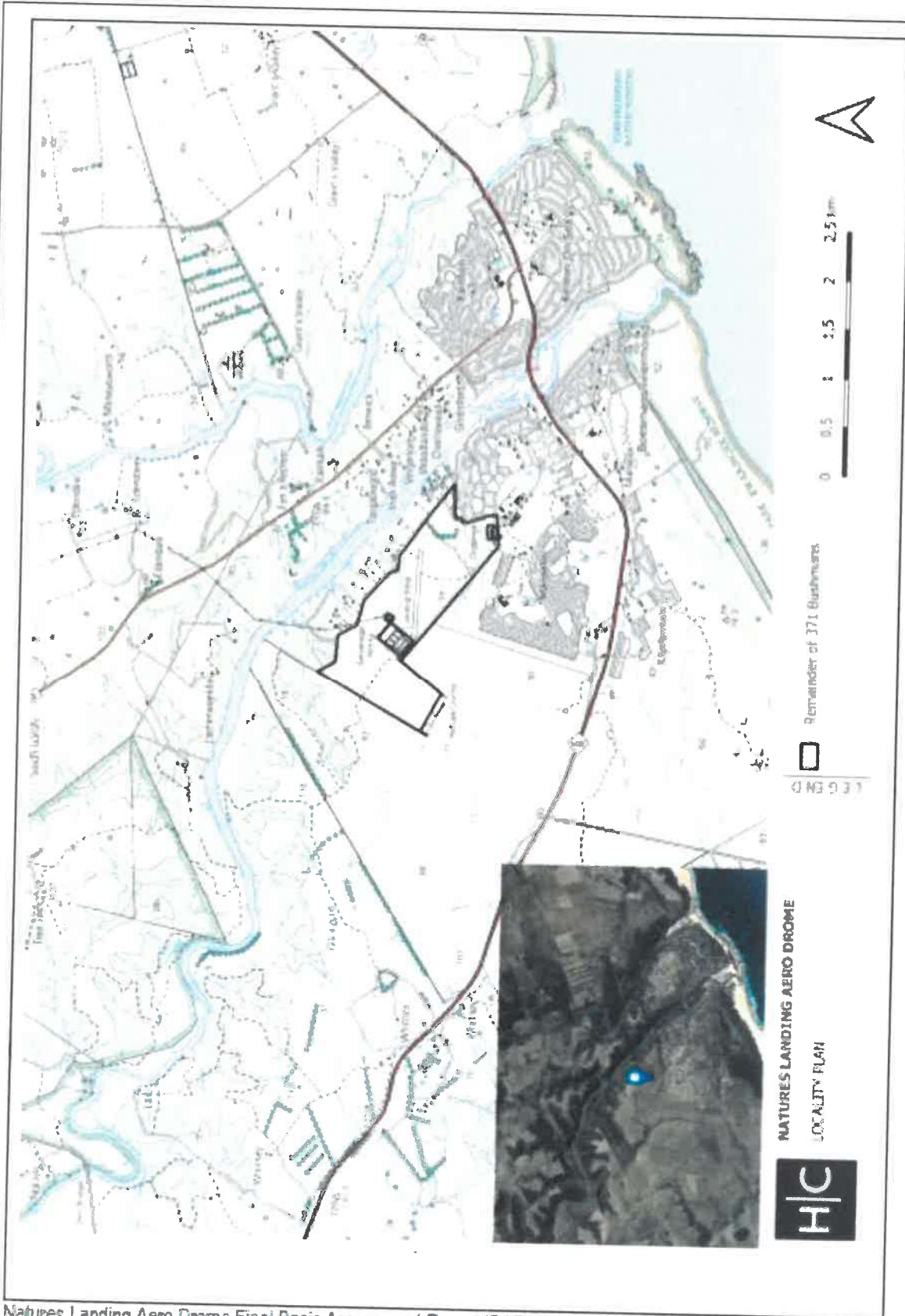
2. Activities and regulations for which authorisation has been granted

By virtue of the powers conferred on it by the National Environmental Management Act, Act 107 of 1998 and the NEMA Environmental Impact Assessment Regulations, 2014, the Department hereby authorises Bushmans Rest Trust, being the legal or natural person who has applied for this authorisation, with the following contact details:

Name	Bushmans Rest Trust		
Address	P.O. Box 177, Kenton-on-Sea 6191		
Telephone	046 648 1068	Fax	N/A
Cell	082 904 4474		
Contact	Mr Justin Gavin Wilmot	E-mail	bushbaby@imagnet.co.za

To undertake the following activity (hereafter referred to as "the activity"), in terms of the scheduled activities or activities listed in the table below:

Detailed description of activity (as extracted from the FBAR)
<p>The proposed activity entails the development of 10 (30m x 30m) plots, each accommodating a maximum 20m x 20m aircraft hangar with 5 hangars on either side of a new grass taxiway. The proposed hangars will provide storage for aviation related activities with a maximum footprint of 4 000 m². Hangars will be constructed of steel structures with concrete floors and will be positioned adjacent to a grass taxi-way. All structures will be designed and constructed according to engineering specifications and adhere to all National Building Regulations and Local Ndlambe Town Planning Scheme and By-Laws. Access to the site will be via existing gravel roadway situated along the Southern portion of the property. Water and power supply will be off grid and by means of rainwater harvesting off hanger roofs, while electrical supply will be by means of small-scale solar PV. Where ablutions are included in the individual developments, effluent will be collected in a conservancy tank for removal and treatment by Municipal services. No bulk fuel storage is included in the application.</p> <p>The proposed activity site is located on the remainder of the Farm No 371, Nature's Landing, Bushmans River, within the local Ndlambe Municipality in the Eastern Cape.</p> 



Natures Landing Aero Drome Final Basic Assessment Report (BAR)

Figure 1a: Locality plan

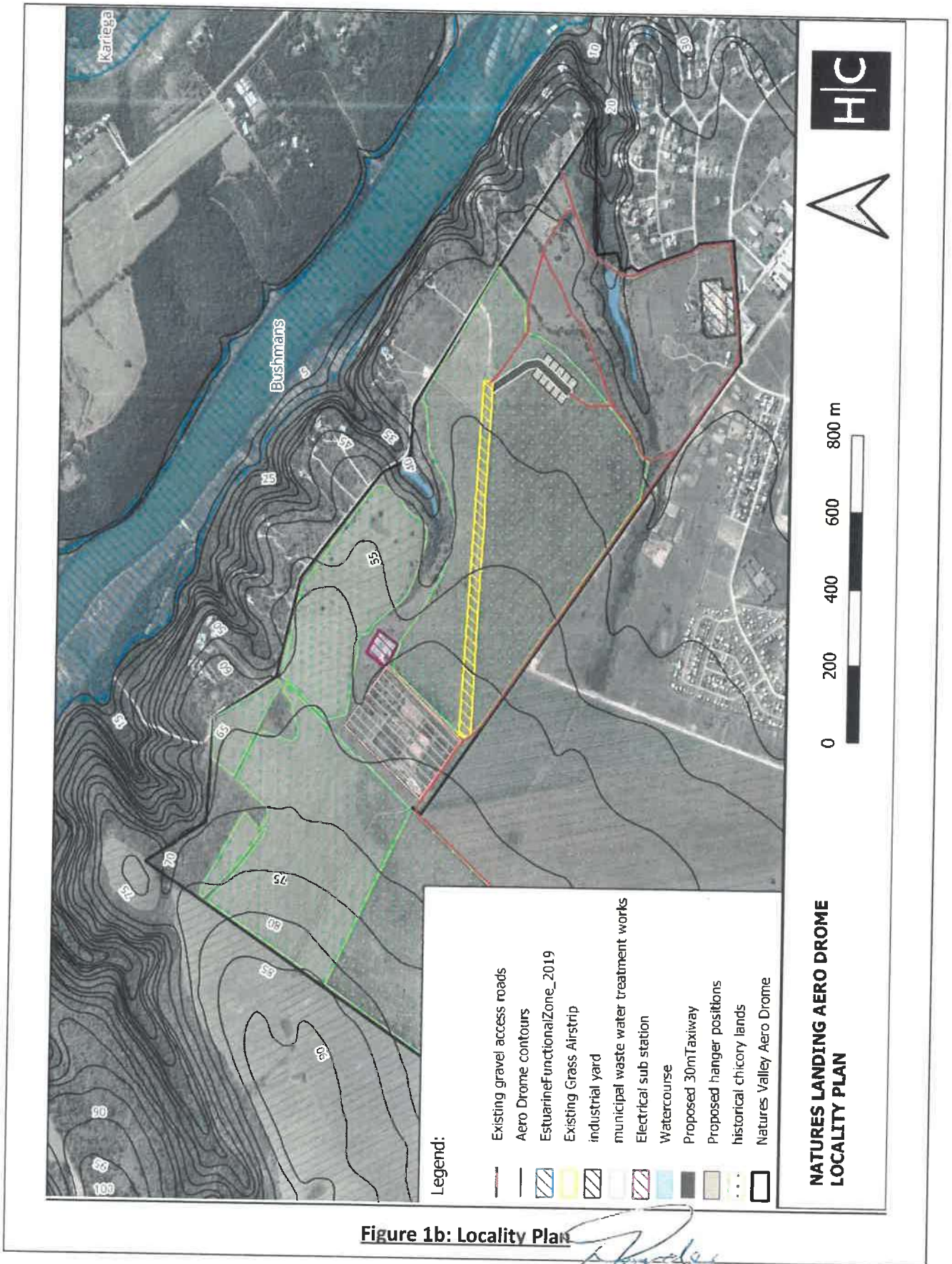
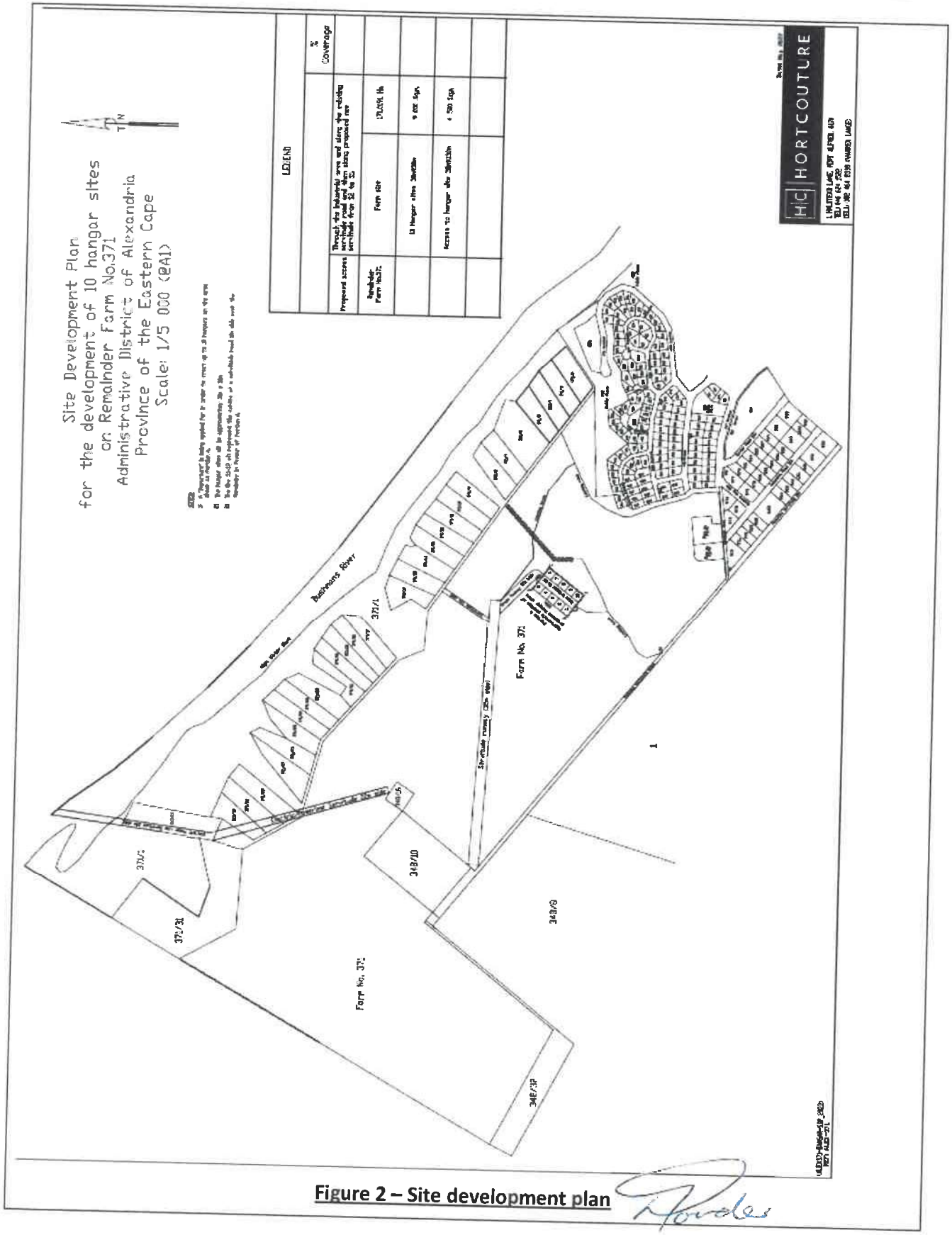


Figure 1b: Locality Plan



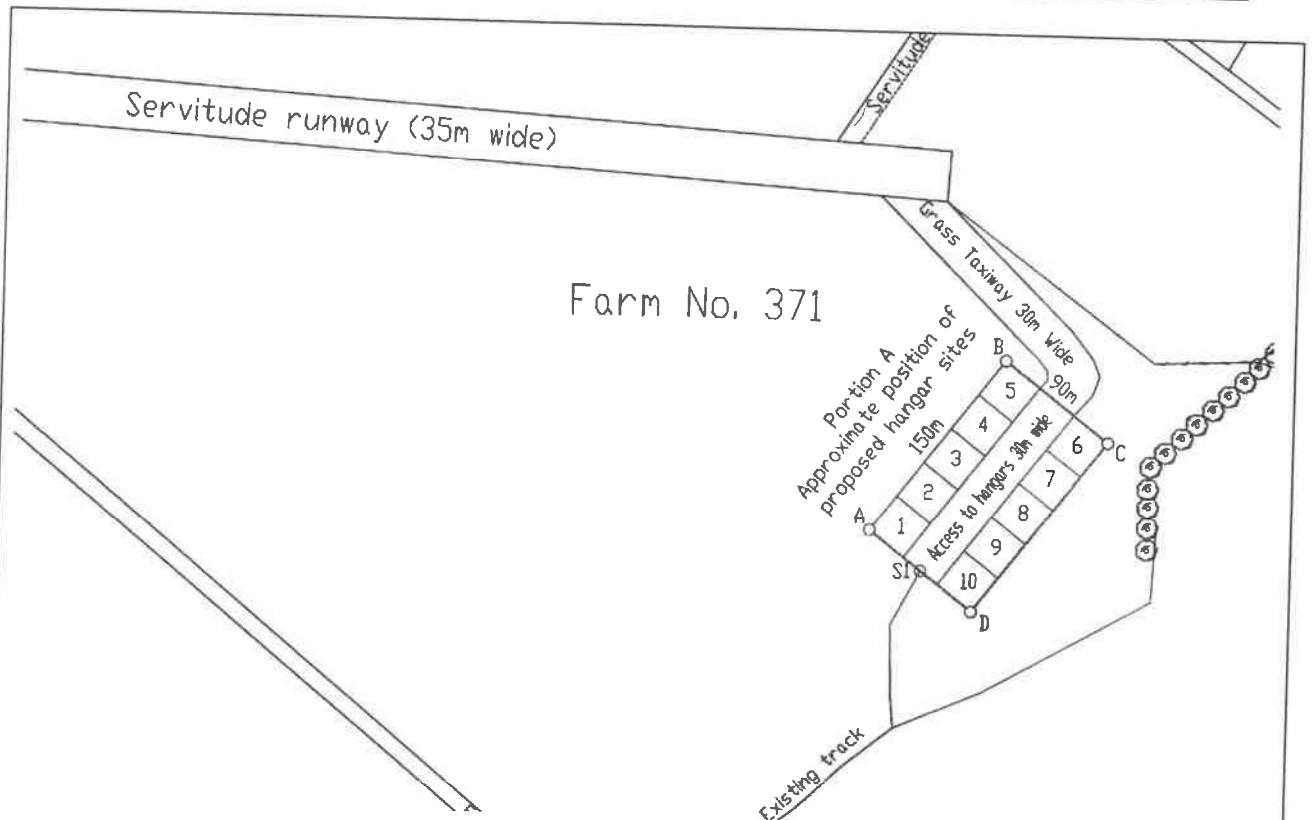


Figure 3 – Close-up of hangar area and taxiway

Site access

The proposed hangar positions and grass airstrip can be access via existing internal gravel access roads that in turn connect to the existing servitude road that adjoins 1st Avenue in Bushmans river.

Bulk Water Supply

Bulk water supply will be from rainwater harvesting off hangar roofs.

Bulk Electricity Supply

Bulk electricity supply is from Solar PV. The activity will adhere to all, SANS 10400XA fenestration and energy efficiency regulations will be applied to the design in order to comply with national and local building regulations.

Sewage Disposal

All effluent will be collected on the property in a conservancy tank. From here, all waste will be removed from site by means of municipal effluent trucks which will dispose of and treat the waste at the local municipal waste treatment works in Port Alfred.

Sewer Reticulation Pipework

All sewer pipes are to be 110mm and 160mm diameter u-PVC Class 34 placed in Class C bedding. All fittings specified are u-PVC Class 34.

Solid waste	
All solid waste generated by the activity will be collected on site, and then removed to the licensed local Municipal landfill site in Port Alfred.	
Listed Activities triggered in terms of Listing Notice 1 of the NEMA EIA Regulations 2014 as amended (GN R. 327 of 07 April 2017) as contained in the application form:	
R. 327 – 27	The clearance of an area of 1 hectare or more, but less than 20 hectares of indigenous vegetation, except where such clearance of indigenous vegetation is required for— (i) the undertaking of a linear activity; or (ii) maintenance purposes undertaken in accordance with a maintenance management plan.
R. 327 – 28	Residential, mixed, retail, commercial, industrial or institutional developments where such land was used for agriculture, game farming, equestrian purposes or afforestation on or after 01 April 1998 and where such development: (ii) will occur outside an urban area, where the total land to be developed is bigger than 1 hectare; excluding where such land has already been developed for residential, mixed, retail, commercial, industrial or institutional purposes.

At the locality defined in the Table below, and hereafter referred to as “the property”:

District	Sarah Baartman
Municipal Area	Ndlambe Local Municipality
Farm Name	Bushmans Rest
Farm Number and Portion	Remainder of Farm No. 371
Erf Number and Township Extension or Suburb	N/A
Co-ordinates	33° 40' 14.68" S, 26° 37' 53.20" E
Physical address	Bushmans Rest Farm No. 371, Nature's Landing, Bushmans River, within the Ndlambe Local Municipality.

This Environmental Authorisation is granted subject to the conditions set out below.

3. Conditions

The Department of Economic Development, Environmental Affairs and Tourism may from time to time review this Environmental Authorisation and on good grounds and after written notice to the holder thereof, suspend or amend such Environmental Authorisation.

3.1. Duration of authorisation

- 3.1.1. Clearing of vegetation for the construction of the aircraft hangars, the grass taxiway and associated infrastructure, as described in Section 2 of this Environmental Authorisation, must commence within a period of 24 (twenty-four) months from the date of issue of this Environmental Authorisation. Should commencement of the activity not occur within this time period, this Environmental Authorisation will be deemed to have lapsed and a new application for Environmental Authorisation must be submitted to the Department should the applicant wish to proceed with the development.
- 3.1.2. The proposed construction of individual hangars, as described in Section 2 of this Environmental Authorisation, must be completed within a period of 60 (sixty) months from the date of commencement.
- 3.1.3. An application for the amendment of the Environmental Authorisation to extend the validity thereof may be submitted to the Department on condition that the Environmental Authorisation is valid on the date of receipt of such amendment application. If no such request for amendment is received prior to the expiry of this Environmental Authorisation, the Environmental Authorisation will be deemed to have lapsed.
- 3.1.4. On receipt of any such application for amendment, the Department reserves the right to request such information as it may deem necessary to consider the application for amendment which may include but not limited to:
 - 3.1.4.1. An updated EMP; and
 - 3.1.4.2. Such public participation process as may be deemed necessary at the time of the application for extension.
- 3.1.5. Conditions relating to the operation of the project are valid in perpetuity.

3.2. Standard conditions and declarations

- 3.2.1. Authorisation is subject to the conditions contained in this Environmental Authorisation which conditions form part of the Environmental Authorisation and are binding on the holder thereof.
- 3.2.2. This Environmental Authorisation applies only to the activities and property described therein.
- 3.2.3. This Environmental Authorisation does not negate the holder thereof of his/her responsibility to **comply with any other statutory requirements** that may be applicable to the undertaking of the activity, including but not limited to:

- 3.2.3.1. The Conservation of Agricultural Resources Act, Act No. 43 of 1983;
- 3.2.3.2. The National Water Act, Act 36 of 1998;
- 3.2.3.3. The National Environmental Management: Biodiversity Act, Act 10 of 2004;
- 3.2.3.4. The Provincial Nature Conservation Ordinance, Ordinance 19 of 1974;
- 3.2.3.5. The National Heritage Resources Act, Act No. 25 of 1999;
- 3.2.3.6. The National Environmental Management Waste Act, Act No. 59 of 2008;
- 3.2.3.7. The Occupational Health and Safety Act, Act 85 of 1993; and
- 3.2.3.8. Municipal Building Regulations and By-Laws.
- 3.2.4. The holder of this Environmental Authorisation being the Bushmans Rest Trust, shall be responsible for ensuring compliance with the conditions by any person acting on his or her behalf, including but not limited to, an agent, sub-contractor, employee or person rendering a service to the holder of this Environmental Authorisation.
- 3.2.5. Should any environmental damage be detected, that in the opinion of this Department, is the result of the development, then the applicant shall be required to make good that damage to the satisfaction of the said authority at his/her own expense, this without limiting the generality of the provisions of Section 28 of the National Environmental Management Act, Act 107 of 1998.
- 3.2.6. Bushmans Rest Trust will be held liable in the event of non-compliance by any contractor and/or subcontractor involved in this activity.
- 3.2.7. In the event of any dispute as to what constitutes environmental damage, this Department's opinion will prevail.
- 3.2.8. **This authorisation applies strictly to the project description as outlined in Section 2 of this Environmental Authorisation. Should the applicant wish to amend any component or aspect of the project hereby authorised, then approval will be required from this Department. The Department will advise what information is required as well as the process that must be followed in order to apply for an amendment to this Environmental Authorisation or, if needed, for authorisation in terms of the applicable EIA Regulations promulgated in terms of the National Environmental Management Act, Act 107 of 1998.**
- 3.2.9. This Environmental Authorisation is issued to the applicant described above. Should the applicant wish to transfer this Environmental Authorisation to another person (whether legal or natural), such transfer is to be affected by means of an amendment to the Environmental Authorisation. Such amendment to be applied for in terms of the relevant provisions contained in the EIA Regulations that may be applicable at the time.
- 3.2.10. This Environmental Authorisation must be made available to any interested and affected party who has registered their interest in the proposed development. The applicant is responsible for ensuring that a copy of this Environmental Authorisation is given to any such interested and affected party including the neighbouring landowners within 14 (fourteen) days of receiving this Environmental Authorisation.
- 3.2.11. **This Environmental Authorisation or a certified copy thereof, must be kept on site at all times during construction.** Such must be produced to any authorised official of the Department who requests to see it and must be made available for inspection by any

employee or agent of the holder of the authorisation who works or undertakes work at the site.

3.2.12. **Where any of the applicant's contact details change, including the name of the responsible person, the physical or postal address and/or telephonic details, the applicant must notify the Department as soon as the new details become known to the applicant.**

3.2.13. In all cases, the holder of the Environmental Authorisation must notify the Department, in writing, within 30 days if a condition of this authorisation is not adhered to. Any notification in terms of this condition must be accompanied by reasons for the non-compliance.

3.2.14. Non-compliance with a condition of this Environmental Authorisation may result in criminal prosecution or other actions provided for in the National Environmental Management Act, Act 107 of 1998 and the regulations.

3.3. Project - specific conditions in relation to the design and construction phase

3.3.1. Fourteen days' written notice must be given to the Department that the activity will commence. Commencement for the purposes of this condition includes site preparation. The notice must include a date on which it is anticipated that the activity will commence as well as a report indicating to what extent pre-commencement conditions have been complied with.

3.3.2. The holder of this Environmental Authorisation, being Bushmans Rest Trust, to compile a detailed record of all conditions contained in this Environmental Authorisation, inclusive of recommendations / mitigatory measures contained in the Final BAR and any specialist studies in tabular format for inclusion in the CEMPr.

3.3.3. The construction of the aircraft hangars, the grass taxiway and associated infrastructure, as described in Section 2 of this Environmental Authorisation, must adhere to the plans and facility illustrations as included in Appendix A and C of the FBAR.

3.3.4. Prior to commencement of construction, the site boundary of the grass taxiway and the aircraft hangars must be clearly demarcated. Any disturbance and all construction activities must be confined to this area only. All construction material and machinery, stockpile areas, and the site camp and laydown area are to be located within the demarcated activity zone. No activities, stockpiling, vehicle movement, or dumping may take place outside of the demarcated activity zone.

3.3.5. A plant "search and rescue", to be conducted by a qualified botanist prior to commencement of any vegetation clearing for any protected species and species of special concern that may be affected by the development, as well as all other indigenous plant specimens which can be relocated. Such specimens are to be relocated and appropriately transplanted during rehabilitation of the site.

3.3.6. Any protected flora found within the development footprint which need to be removed, relocated to other suitable areas, or trimmed, require the necessary permits to be obtained. Such permits must be obtained from DEDEAT for those species protected under the Provincial Nature Conservation Ordinance (Ordinance 19 of 1974), or those protected in terms of the National Environmental Management, Biodiversity Act (NEMBA), Act 10 of

2004. For those species protected under the National Forests Act (Act 84 of 1998), the relevant permits are to be obtained from DEFF. All permits to be obtained prior to removal or relocation and submitted to the EIM Section of DEDEAT prior to the commencement of construction.

- 3.3.7. A suitably qualified individual is to carry out a faunal "search and rescue", which fauna are to be relocated to a suitably protected natural area prior to the commencement of vegetation clearing. Should any injured fauna be found, they are to be taken to be examined by a veterinarian and if deemed suitable for rehabilitation, such fauna must be taken to a suitable faunal rehabilitation centre, in consultation with the Department's Biodiversity Unit. Any species protected in terms of the Provincial Nature Conservation Ordinance (Ordinance 19 of 1974) or NEMBA, Act 10 of 2004 which need to be removed or relocated require the necessary permits to be obtained from DEDEAT.
- 3.3.8. The Environmental Management Programme (EMPr) contained in Appendix F of the Final BAR compiled by Hort-Couture to be amended to include a separate Construction Environmental Management Programme (CEMPr) and an Operational Environmental Management Plan (OEMPr), all mitigation measures as proposed in the FBAR, as well as the conditions of this authorisation and must be submitted to the Department for approval prior to the commencement of construction. The CEMPr is to include, amongst others:
- 3.3.8.1. Applicable conditions contained in this Environmental Authorisation;
 - 3.3.8.2. General principles of environmental management as applicable to construction activities including environmental best practice, erosion prevention and control, minimization of dust, etc.;
 - 3.3.8.3. All mitigation measures as contained in the FBAR and the specialist reports;
 - 3.3.8.4. A detailed stormwater management and erosion control plan for the construction phase;
 - 3.3.8.5. A rehabilitation plan for the development, which incorporates the relocation of plant species and rehabilitation of disturbed areas with any search and rescue vegetation, as stipulated in Condition 3.3.5. Such plan to include method statements for vegetation clearing and rehabilitation;
 - 3.3.8.6. An alien invasive vegetation management plan, which includes operational management and monitoring;
 - 3.3.8.7. Any fauna or avi-fauna on site is to remain undisturbed as far as possible, except in search and rescue relocations, and shall not be trapped/killed or otherwise caught by any persons;
 - 3.3.8.8. Construction work must be limited to between 07:30 and 17:30 during weekdays and Saturdays from 07:30 and 13:00. No construction must take place on Sundays or public holidays;
 - 3.3.8.9. Construction areas are to be clearly demarcated and all construction activities are to be restricted to within this demarcated area;
 - 3.3.8.10. Clear stipulations as to who is responsible and accountable for what actions;

- 3.3.8.11. Penalties for any contractor that transgresses the provisions of the CEMPr and conditions of this Environmental Authorisation;
 - 3.3.8.12. A framework for all contracts associated with the construction phase of the development and the Environmental Method Statements that will be associated with such contracts; and
 - 3.3.8.13. Contingency plans for any emergencies that may affect the environment during construction, such as fuel spills from the construction equipment.
- 3.3.9. The detailed storm water management and erosion control plan, as contained in Condition 3.3.8.4, must be compiled and submitted to the department prior to construction taking place. The storm water management plan must amongst other issues address the following:
- 3.3.9.1. Measures to be taken to minimise any impacts on surrounding agricultural activities and dwellings;
 - 3.3.9.2. The capturing of stormwater into rain water harvesting tanks;
 - 3.3.9.3. Measures to be taken to prevent contamination of stormwater and pollution thereof; and
 - 3.3.9.4. The control of stormwater over exposed ground to prevent soil erosion during rainfall events.
- 3.3.10. In addition to the requirements contained in the CEMPr referred to in Condition 3.3.8, the following general principles of environmental management to be implemented during the construction phase of the project if not specifically contained within the CEMPr:
- 3.3.10.1. No cement/concrete mixing to take place on the soil surface. Cement mixers to be placed on large trays to prevent accidental spills from coming into contact with the soil surface;
 - 3.3.10.2. Dust that may be generated during construction from stockpiled, excavated material must be dampened to minimize dust until such time that this material has been utilized during the rehabilitation process or that it can be removed and disposed of;
 - 3.3.10.3. No waste from construction or otherwise, may be disposed of on site. All waste generated on site, must be removed from site and disposed of at a registered waste disposal site. In this regard, adequate litter drums or other suitable containers must be located on site to ensure that waste generated on site is disposed of in a suitable and timeous manner;
 - 3.3.10.4. Generators and fuel supply needed during construction must be placed on trays, which rest on clean sand. Once construction has been completed, this sand must be removed from site and disposed of at a registered waste disposal site;
 - 3.3.10.5. Any substrate contaminated by the spillage of hydrocarbons or other pollutants to be removed from the site and disposed of at a registered waste disposal site;
 - 3.3.10.6. All excess construction material and any waste generated during construction must be removed from site on an ongoing basis and disposed of at a suitably registered waste disposal site;

- 3.3.10.7. The contractor must provide adequate waste disposal and sanitation facilities and must ensure that these facilities are properly used and maintained; and
- 3.3.10.8. Measures to be taken to minimize soil erosion associated with construction activities.
- 3.3.11. The relevant conditions of this Environmental Authorisation as well as the relevant requirements of the CEMPr shall form part of any contracts entered into between the holder of the authorisation and any contractor/sub-contractor(s).
- 3.3.12. Further to Condition 3.3.11, a performance-based requirement with regards to environmental impact management must be included in all contracts related to any activity relating to this Environmental Authorisation inclusive of incentives and penalties.
- 3.3.13. Bushmans Rest Trust must appoint a suitably qualified Environmental Control Officer (ECO) prior to the commencement of construction and the name, qualifications and contact details of the ECO together with the 14-day notice to commence must be submitted to the Department once appointed.
- 3.3.14. The ECO will be responsible, amongst others, for the following:
- 3.3.14.1. A Pre-Commencement Audit of the conditions of this Environmental Authorisation, **which must be submitted prior to the notice of commencement**, as referred to in Condition 3.3.1;
 - 3.3.14.2. Ensuring that the CEMPr is implemented and strictly adhered to inclusive of the relevant conditions contained within this Environmental Authorisation;
 - 3.3.14.3. To keep record of all activities on site, problems identified, transgressions noted as well as a schedule of tasks undertaken by the ECO;
 - 3.3.14.4. To keep and maintain a detailed incident and complaints register (inclusive of any spillages of hazardous substances and other materials) indicating how these issues were addressed (including any rehabilitation measures implemented) and preventative measures implemented to avoid re-occurrence of such incidents;
 - 3.3.14.5. To keep copies of all reports submitted to the Department on site;
 - 3.3.14.6. To obtain and keep record of all documentation, permits, licences and authorisations relevant to the project on site; and
 - 3.3.14.7. To report any non-compliance with the provisions of the CEMPr and conditions of this Environmental Authorisation.
- 3.3.15. The construction phase is to be audited on an ongoing basis by the ECO. The findings of such audits are to be consolidated and submitted to this Department on a quarterly basis. A final post construction audit is to be conducted and submitted to this Department within three months of the completion of the construction. All audit reports must include photographic records for the construction site.
- 3.3.16. The construction camp site and any lay down areas if required, must be restricted to within the boundaries of the site.
- 3.3.17. The ECO is to monitor the adherence of the contractors to their method statements and the conditions of the CEMPr and this Environmental Authorisation.

- 3.3.18. Any non-compliance must be reported to DEDEAT within 48 hours. Provision for penalties and fines is to be made by the ECO for any non-compliance or transgressions, and all contractors and subcontractors are to be held liable, in conjunction with the authorisation holder, Bushmans Rest Trust, and will be required to rectify any damages to the environment on site.
- 3.3.19. Non-compliance with any stipulation in the CEMPr or conditions of this Environmental Authorisation will be regarded as non-compliance in terms of this Environmental Authorisation.
- 3.3.20. The South African Heritage Resources Agency (SAHRA) as well as the Eastern Cape Provincial Heritage Resources Authority (ECPHRA) must be contacted immediately should any archaeological or palaeontological findings be discovered during the course of the development. Should such material be exposed then work must cease in the immediate area until examined by these authorities.
- 3.4. **Conditions specific to the ongoing operation and management of the development**
- 3.4.1. An Operational Environmental Management Programme (OEMPr) is to be drafted and submitted to the Department for approval prior to the commencement of construction.
- 3.4.2. The OEMPr must include the following:
- 3.4.2.1. The storm water management and erosion control plan as contained in Condition 3.3.8.4; and
- 3.4.2.2. A rehabilitation and alien vegetation management plan as contained in Conditions 3.3.8.5 and 3.3.8.6.
- 3.4.3. Bushmans Rest Trust will be held liable in the event of non-compliance with any condition of this Authorisation Notice or any stipulation of the CEMPr and OEMPr by any contractor/worker associated with this activity.
- 3.4.4. Notwithstanding the provisions of any of these conditions, all recommendations, guidelines and standard conditions contained in the consultant's FBAR that are applicable to operations must be adhered to.

4. Reasons for Decision

4.1. Information considered in making the decision

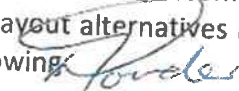
In reaching its decision, the Department took, *inter alia*, the following into consideration:

- 4.1.1. The information contained in the following documentation:
- 4.1.1.1. The Application Form received on 09 June 2022;
- 4.1.1.2. The Draft Basic Assessment Report (DBAR) and associated Appendices received electronically on 20 June 2022;
- 4.1.1.3. The Department's comment letter on the DBAR dated 21 July 2022;
- 4.1.1.4. The Amended Draft BAR (ADBAR) received on 05 August 2022;
- 4.1.1.5. The Department's comment letter on the ADBAR dated 30 August 2022; and

- 4.1.1.6. The FBAR received on 09 September 2022.
- 4.1.2. Observations made by Nicole Gerber of the Department in the company of Mr Warren Lange and Mr Mark Everton of Hort-Couture, during a site visit conducted on 31 October 2022.
- 4.1.3. The EIA Regulations of 2014 as amended and the objectives and requirements of relevant legislation, policies and guidelines, including Section 2 of the National Environmental Management Act, Act 107 of 1998.
- 4.2. **Key factors considered in making the decision**
- 4.2.1. The proposed activities entail the establishment of a grass taxiway and the construction of 10 aircraft hangars, as described in Section 2 of this Environmental Authorisation. The general topography of the development area on the site is relatively flat with a gradient of approximately 2,47% in an East-West direction with the minimum height being approximately 30 metres above mean sea level (Eastern boundary) to 82 metres above mean sea level at the Western boundary. The northern boundary of the site is located within 230m from the Bushman's estuary. The site falls within a CBA 2 area in terms of Aquatic biodiversity, however, there are no aquatic features within 100m of the proposed hanger positions, whilst the surrounding area consists of grazing pastures (historical chicory lands). Therefore, the potential impact on aquatic ecosystems is negligible.
- 4.2.2. The Aquatic Biodiversity Compliance Statement Report, included in Appendix D of the FBAR, indicates the following:
- 4.2.2.1. There are two freshwater features within the proposed development footprint, neither of which are listed as NFEPA sites. The site is therefore considered to have a low sensitivity for aquatic biodiversity;
- 4.2.2.2. The Bushmans Estuary Estuarine Functional Zone (EFZ) lies 218.7 m from the eastern boundary of the site opposite the south-east end of the runway, which is well outside any area of influence with regards the proposed activity;
- 4.2.2.3. Furthermore, "although the proposed activity will generate waste-water (both grey water and sewerage) it will be contained in dedicated conservancy tanks located at each hangar structure over 400 m from the EFZ and serviced by the municipality for treatment at an off-site waste-water treatment works. The elevation of the hangar sites is between 45 and 50 m above mean sea level. The risk of contamination of the estuary is therefore EXTREMELY LOW and there will be NO IMPACT. This can be reduced even further by ensuring frequent servicing and weekly inspection of the tank and surrounding area for leaks and odours. Detection of leaks must be dealt with immediately."; and
- 4.2.2.4. The conclusion is that the proposed activity will have NO IMPACT on the aquatic biodiversity and EFZ associated with the Bushmans Estuary.
- 4.2.3. The Terrestrial Biodiversity report contained in Appendix D of the FBAR, indicates the following:

- 4.2.3.1. The historical vegetation type present on the development site was Kowie Thicket which has been transformed due to agricultural development on the site;
- 4.2.3.2. The majority of the site falls within an ESA 2 area according to the ECBCP (2019);
- 4.2.3.3. This entire area consists of transformed grasslands and thus little or none of the original vegetation remains. The walk through identified only a few protected species, most notably *Gladiolus mortonius*, a protected species according to the Provincial Nature Conservation Ordinance (Ordinance 19 of 1974).
- 4.2.4. Furthermore, the consultant's FBAR indicates that the National Vegetation Map (2018) indicates that "the general area of the proposed development site supports South Eastern Coastal Thornveld, which forms part of the broader Savanna (NVM, 2018). The South Eastern Coastal Thornveld (SVs8) is considered as Least Concerned. The proposed development site has been historically transformed, with the primary coverage comprising of historical chicory lands, which are currently being utilised from grazing. The proposed site also accommodates an existing private grass airstrip and farmstead. Vegetation on site is typical of disturbed agricultural land and consists of open grassland and scattered trees such as *Vacheillia karoo* and *Eucalyptus Globulus*. No TOPS species or species protected under the NFA were identified within the proposed development site. The site further does not accommodate any mature trees or shrubs and is dominated by *Bouteloua Dactyloides* (Buffalo grass)." the broader property transverses three areas being CBA 1, CBA 2 and ESA 2. The position of the proposed hangers falls within a ESA 2 and borders a CBA 1 to the east. However as indicated both areas marked as ESA 2 and CBA 1 have been historically transformed (chicory lands) and currently accommodate grazing pasture, with little to no natural vegetation remaining. Therefore, the proposed development is not expected to have any significant impact on any CBA areas.

Conditions 3.3.5, 3.3.6 and 3.3.8.5 of this Environmental Authorisation require permits to be obtained for any protected species and to ensure that rehabilitation is undertaken.

- 4.2.5. The Agricultural Compliance Statement has indicated that the site has a medium agricultural sensitivity due to the site being on historic lands which are now grazed, and a moderate land capability. However, due to the relatively small size of the development, it will not significantly impact agricultural activities and recommends that the development can proceed.
- 4.2.6. The Palaeontology Assessment Report found that the possibility of encountering fossils is low but that during excavations the construction manager should look out for fossils in the central area. Condition 3.3.20 of this EA provides for ensuring that any archaeological or palaeontological finds are correctly dealt with.
- 4.2.7. The site was considered as the only alternative as it already accommodates the grass airstrip and the proximity to this was ideal for the hangars. Moreover, the property is the only property owned by the applicant that can accommodate the proposed quantity and size of the hangar structures. The layout alternatives identified the preferred position of the development based on the following 

- 4.2.7.1. The proposed position falls outside of any terrestrial CBA areas. The proposed location falls within an ESA 2, where the vegetation had historically been transformed to accommodate chicory lands. At present proposed development area and immediate surrounds are being utilised as grazing pasture, with the primary coverage comprising of *Bouteloua Dactyloide* (Buffalo grass);
- 4.2.7.2. The proposed positions were placed in close proximity to the existing grass airstrip in order to minimise the length of the newly proposed taxiway;
- 4.2.7.3. The proposed hangars were positioned to tie in within existing infrastructure, where the development will make use of existing internal access tracks, with no new roadways being proposed; and
- 4.2.7.4. The hangars were further position away from any potentially environmentally sensitive areas, such as the existing wetlands.
- 4.2.8. As included in the need and desirability contained in the consultant's FBAR, the proposal does not conflict with any municipal Integrated Development Plan (IDP) or Spatial Development Plan (SDP). The activity will also generate income for the local community through employment in the construction and operational phase of the project. The proposed activity will primarily benefit the local building industry through skilled and unskilled job creation, as well as product and material supply.
- 4.2.9. The project has been advertised and has been subjected to Public Participation as per the EIA Regulations and no objections were lodged against the proposed activity. All relevant organs of state have been informed of the Environmental Impact Assessment and that the FBAR was available for comment.
- 4.2.10. The Environmental Assessment process undertaken satisfies the procedural requirements of the EIA Regulations and provides adequate information on which to base an informed decision on the environmental implications of the proposed project.
- 4.2.11. The Department is of the opinion that after implementation of the mitigation measures described in the FBAR, the residual impacts and risks to the environment are acceptable.
- 4.2.12. The conditions set in this Authorisation have been designed to ensure that the negative impacts and risks associated with the project are identified, addressed or managed effectively.
- 4.2.13. In general, the environmental process followed is deemed to be satisfactory. It is the opinion of the Department that the information at hand is sufficient and adequate to make an informed decision. In this regard the Department is satisfied that, subject to compliance with the conditions contained in the Environmental Authorisation, the proposed activity will not conflict with the general objectives of integrated environmental management laid down in Chapter 5 of the National Environmental Management Act, Act 107 of 1998, and that any potentially detrimental environmental impacts resulting from the proposed activities can be mitigated to acceptable levels.



- 5. Appeal of authorisation**
- 5.1. In terms of Regulation 4(2) of the Environmental Impact Assessment Regulations, 2014, as amended, you are instructed to notify all registered interested and affected parties, in writing and within fourteen (14) days of the date of the Department's decision in respect of your application.
- 5.2. The written notification referred to above must –
- 5.2.1. Specify the date on which the Environmental Authorisation was issued;
- 5.2.2. Inform interested and affected parties of the appeal procedure provided for in terms of the National Appeal Regulations, 2014, as contained in GN R. 993 of 08 December 2014; and
- 5.2.3. Advise interested and affected parties that a copy of the Environmental Authorisation and reasons for the decision will be furnished on request.
- 5.3. Any appeal against the decision contained in this Authorisation must be addressed in writing, to the MEC for Economic Development, Environmental Affairs & Tourism (hereinafter referred to as "the MEC") in terms of Regulation 4(1) of the NEMA Appeal Regulations 2014 and within 20 (twenty) days after the appellant has been notified in terms of paragraphs 5.1 and 5.2 of the decision.
- 5.4. An Appeal Submission must be made on a form obtainable from the Department Appeal Administrator and/or the Departmental website on www.dedea.gov.za or relevant Regional Office; and
- 5.5. The Appellant must also serve a copy of the appeal to the regional office that processed the application.
- 5.6. In the event that an appeal is lodged, copies of such appeal must be served on the applicant (if not the appellant), all registered interested and affected parties as well as juristic state departments (organ of state with interest in the matter) within 20 days of having been notified in accordance with the requirements stipulated in paragraphs 5.1 and 5.2 of the decision.
- Only appeals on environmental grounds can be considered. All appeals should be accompanied by relevant supporting documentation.*
- 5.7. The address to which the **originals** of any such an appeal and any other documents pertaining to the appeal must be mailed is outlined below. Please note that originals may also be delivered per hand or courier.

Department	Economic Development, Environmental Affairs and Tourism
Attention	General Manager: Environmental Affairs
Postal Address	Private Bag X0054, BHISHO, 5605




ECONOMIC DEVELOPMENT, ENVIRONMENTAL AFFAIRS AND TOURISM

CHIEF DIRECTORATE: ENVIRONMENTAL AFFAIRS

By Hand	Old Safety and Liaison Building (Global Life Complex) Opposite Engen Garage, Bhisho, 5605
In order to facilitate efficient administration of appeals copies of the notice of intention to appeal and any subsequent appeal documentation must also be submitted via email as follows:	
Appeal Administrator: Mr S. Gqalangile	Siyabonga.Gqalangile@dedea.gov.za
CC: Ms Phumeza Gxala – Admin support for Mr Gqalangile	Phumeza.Gxala@dedea.gov.za

- 5.8. In the event that an appeal is lodged with regard to this Environmental Authorisation, no listed activities as described in this Environmental Authorisation may commence prior to the resolution of the appeal and prior to the Department's written confirmation of compliance with all conditions that must be met before construction can commence, whichever event is the latter.


NICOLE GERBER
ENVIRONMENTAL OFFICER: EIM
SARAH BAARTMAN/NMB REGION
DATE: 09 January 2023


DAYALAN GOVENDER
DEPUTY DIRECTOR: ENVIRONMENTAL AFFAIRS
SARAH BAARTMAN/NMB REGION
DATE: 09 January 2023

SECTION A: INTRODUCTION

The subject property, Farm No.371 Alexandria, is located in the vicinity of Natures Landing north of the town of Bushman's River Mouth. The property is currently zoned Open Space 2. The surrounding properties are zoned residential, industrial, open space, authority and agricultural.

The owners of the property, the Bushman's Rest Trust, have appointed MEH Sulter & Son to lodge an application on their behalf to the Ndlambe Municipality as they would like to obtain approval to create 10 hangar sites and a hangar access site portion of Farm No.371. The hangar sites will be sold to the property owners in the Natures Landing Development and the surrounding areas.

There is an existing runway on the property and the proposed hangars will complement the runway as aircraft can be safely stored in the hangars.

The hangars will offer protection to the aircraft and encourage better utilization of the runway strip servitude and surrounding utilities.

The development does not change the character of the area. The hangars are compatible with the existing use of the property since there is an existing registered runway on the land.

The application to the Ndlambe Municipality is for the following.

- Subdivision and re-zoning
 - To subdivide Remainder Farm No.371 Alexandria into 11 portions
 - To re-zone 10 of the subdivided portions from Open Space 2 to Special Zone (Aircraft hangars) and 1 of the subdivided portions, between the hangar sites, from Agriculture Zone 1 to Special Zone (Hangar access)
 - To create a servitude for aircraft from the end of the runway to the hangar sites
 - To create two vehicle access servitudes over the Remainder of Farm No.371 Alexandria in favour of hangar sites.

Refer to the attached Special power of Attorney - **Annexure 2**.

The contents of this report therefore serve as a motivation for subdivision of Farm No.371 Alexandria and the re-zoning of 10 of the subdivided portions from Open Space 2 to Special Zone (Aircraft hangars) and 1 of the portions to Special Zone (Hangar access).

An Environmental Impact Assessment (E.I.A.) has been carried out and the Authorisation from the Eastern Cape Department of Economic Development, Environmental Affairs and Tourism can be found under Annexure 5.

Consent from the National Department of Agriculture is attached under Annexure 6.

A letter and registration from the South African Civil Aviation Authority is attached under Annexure 7.

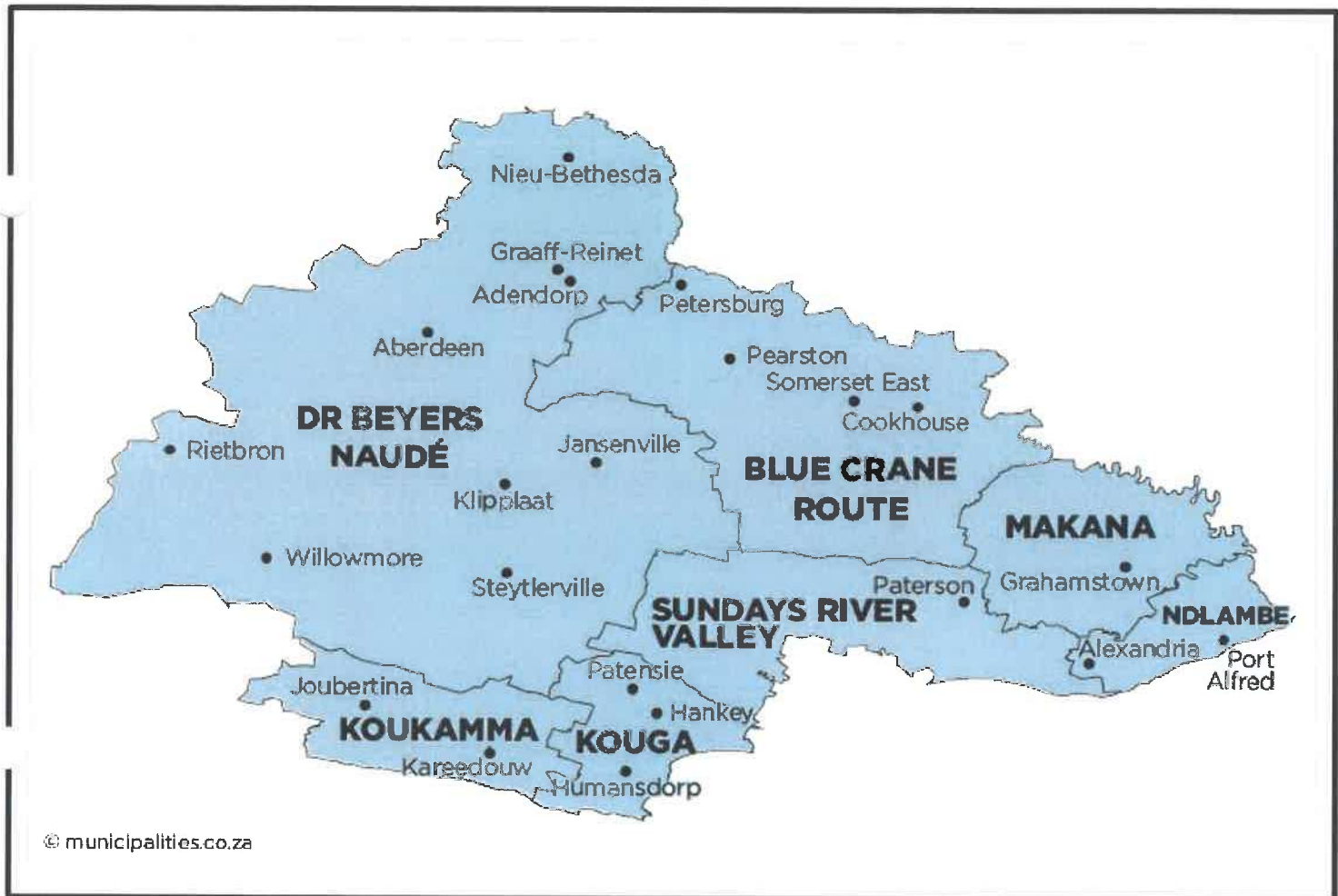
This application is made in terms of Sections 59(1), 68(1) and 69(2) of the Ndlambe Municipal By-laws promulgated in terms of the Spatial Planning and Land Use Management Act No.16 of 2013.

SECTION B: LOCALITY OF THE PROPERTY

The locality of the property can be broken down into municipal and local levels. The municipal level refers to which municipal borders the properties fall and the local level refers to the erven inside the town in which the properties fall. In this instance the property falls within the Ndlambe Municipality and inside the Administrative District of Alexandria.

The Ndlambe Municipality consists of towns such as Alexandria, Bathurst, Boknesstrand, Bushman's River Mouth, Cannon Rocks, Kenton-on-Sea, Port Alfred and Seafield.

The borders of the Ndlambe Municipality can be seen on the map below.

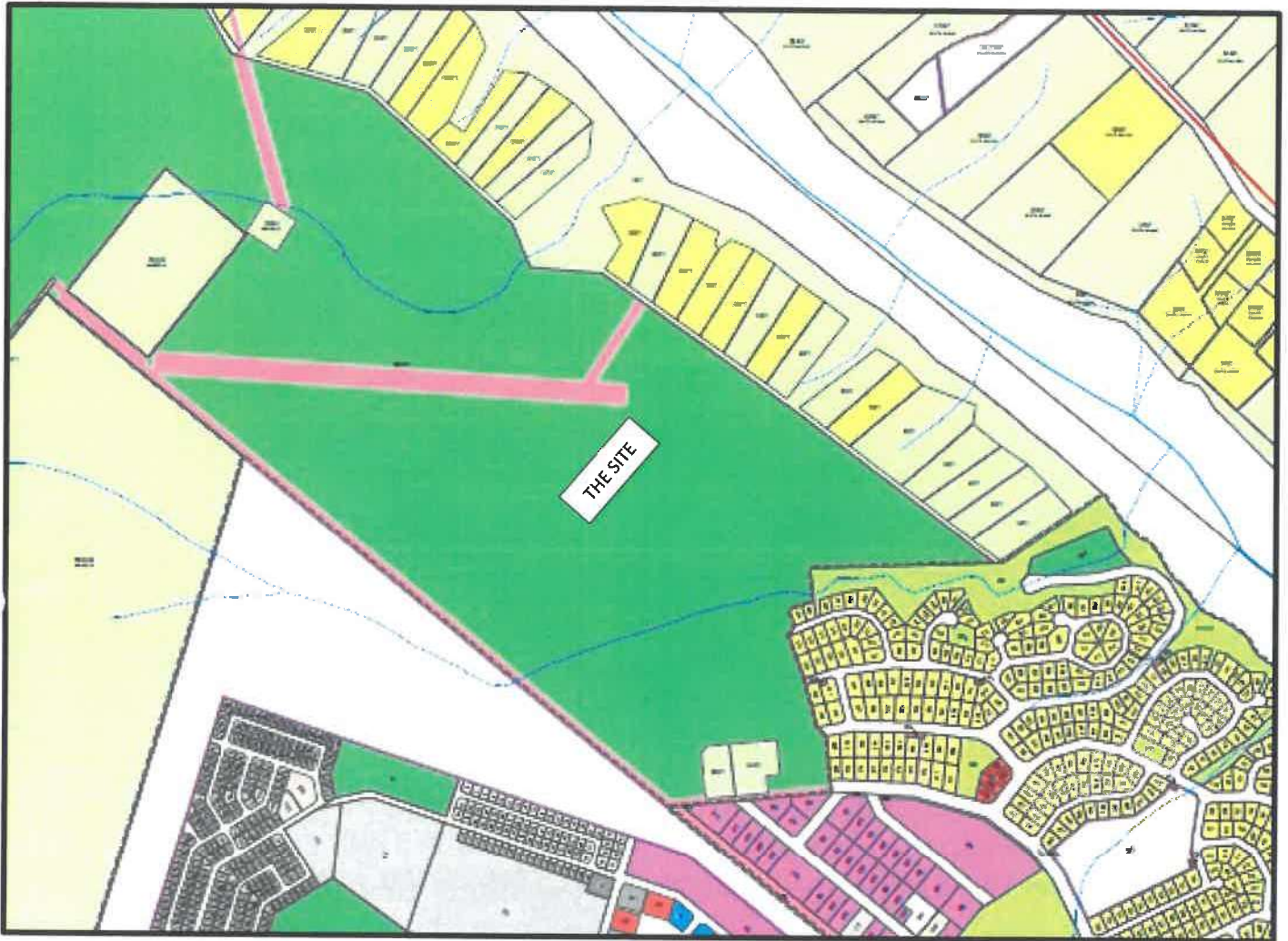


Map 1: Ndlambe Local Municipality and surrounding municipalities

Just north of the town of Bushman's River Mouth, the locality of the subject property can be seen on page 4.

The Reminder Farm No.371 Alexandria is situated south-west of the Natures Landing Development and north-west of the Riversbend Township and Bushman's River Mouth Industrial area.

The property is situated within the Bushman's River Mouth "urban edge".



Map 2: Locality of Remainder Farm No.371 Alexandria

SECTION C: OWNERSHIP, ZONING AND EXTENT OF THE PROPERTY

All legal information which is relevant, and which relates to this application is detailed as follows.

a) OWNERS PARTICULARS

Property Details	Registered Owner	Title Deed	Extent
REMAINDER FARM NO.371 ALEXANDRIA	BUSHMANS REST TRUST	T 6859/1997	169.6466 HA.

A copy of the title deed has been attached to this application marked **Annexure 3**.

b) ZONING

In terms of the Ndlambe Integrated Land Use Management Scheme, the property is currently zoned **Open Space 2**. This application serves to subdivide a portion off Remainder Farm No.371 Alexandria and to re-zone the subdivided portions from Open Space 2 to Special Zone.

SECTION D: TITLE DEED RESTRICTIONS

There are no title deed restrictions over the property that prohibits subdivision and/or re-zoning.

See of the title deed under **Annexure 3**.

SECTION E: BOND HOLDERS CONSENT

The farm is not bonded – see **Annexure 3**.

SECTION F: EXISTING AND ADJACENT LAND USE

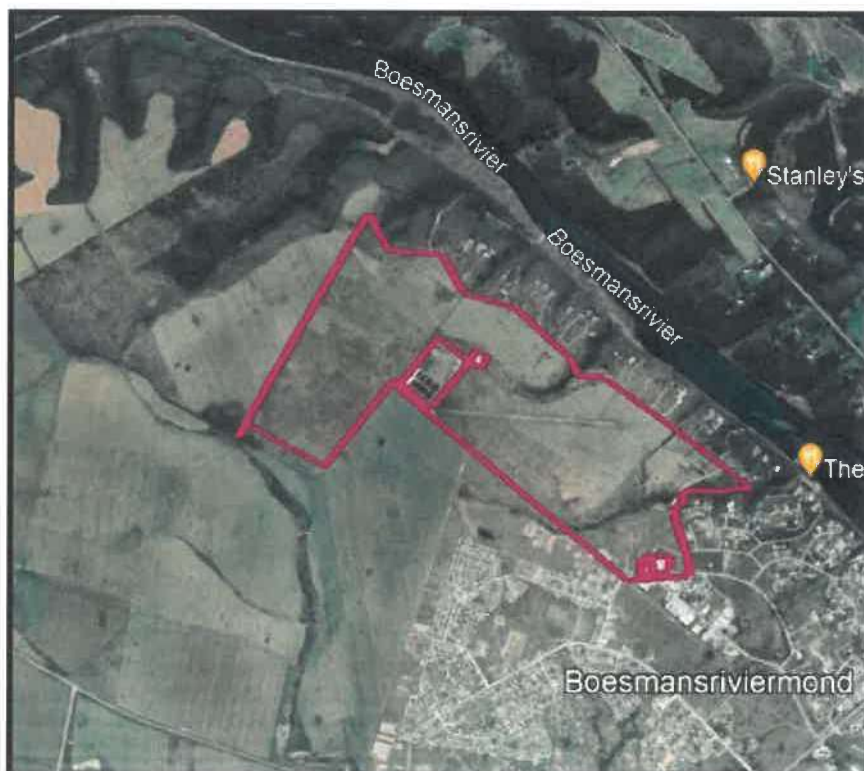
The subject property is shown bordered magenta below. The property is vacant and has an existing runway constructed on it. An electrical sub-station (Farm No.348/16) and Ndlambe Municipal sewer ponds (Farm No.348/10) are within the farm precinct but are both held under separate title.

The farm is bounded:-

- to the north-east by the Natures Landing Development. This development consists of 30 single residential small holdings. This area was developed in 1994.
- to the north-west by agricultural land.
- to the south-west by agricultural land and the Marselle Housing Development.
- to the south-east by the Bushman's River Mouth Industrial Area and Riverbend Development.

The surrounding land uses are, therefore, a mix of agricultural land, industrial erven and medium to high density developments.

Please see Land Use Plan below.



Map 4: Land Use Map

SECTION G: SERVITUDES

- a) There is a registered road servitude running along the south-western boundary of the farm which is used by the Ndlambe Municipality to access the registered waste fill site situated on Portion 32 of Farm No.348 (Dgm. No.1664/1985).
- b) There is a registered ESKOM servitude which runs from the sub-station of Farm No.348/16 in a northerly direction away from the runway (Dgm. No.6897/1994).
- c) There is a registered pipeline servitude that allows water to be piped from a source on Farm No.348/4 to Farm No.371/1 (Natures Landing) (Dgm. No.2162/1995).
- d) There is a registered road servitude which allows access from the municipal road, in Riversbend, to the Natures Landing Development on Farm No.371/1 (Dgm. No.2162/1995).
- e) There are two registered runway servitudes over Remainder Farm No.371 as shown on the site development plan and survey diagram (S.G Dgm. No.5022/2003). The smaller of the two servitudes was originally intended for pilots to traverse from the runway to the private homes in Natures Landing.

It is proposed to create three additional servitudes.

- i) The proposed hangar sites and grass airstrip will be accessed from existing internal roads over which servitudes will be created and registered.
- ii) Access from the hangar sites to the existing runway will be via a 30m wide “taxiway” – See Map 3

SECTION H: EXISTING SERVICES

The purpose of this section is to highlight the existing infrastructural services available to Portion A. The farm is situated adjacent to Natures Landing just north of the town of Bushman’s River Mouth and north of the Bushman’s River Mouth Industrial Area.

Details of the services are as follows:-

- **Water**
Bulk water supply will be from rainwater harvesting off the roofs of the hangars.
- **Sanitation**
All effluent will be collected on the property using a conservancy tank. All waste will then be moved using the municipal “honey suckers” which will dispose and treat the waste at the municipal waste treatment plant in Bushman’s River Mouth.
- **Refuse Removal**
Refuse will be collected on site and then moved to the municipal land fill site.
- **Roads**
The site can be accessed via the existing gravel road from Riversbend Township and then over various servitudes (existing internal gravel roads) which will be registered in favour of the subdivided portions.
- **Electricity**
This will be supplied by solar panels and all designs will comply with local and national building regulations.
- **Storm water**
Is via natural run off and drains.

SECTION I: EXISTING AND PROPOSED ZONING

Remainder farm No.371 Alexandria is presently zoned Open Space 2. The subdivisions thereof, will be zoned to Special Zone (Aircraft hangars) and Special Zone (Hanga access) to accommodate the 10 hangar sites and access between the two sets of 5 hangar sites.

The Remainder of Farm No.371 Alexandria will remain Open Space 2.

Existing and proposed developmental Parameters

	Existing Land Use Rights	Proposed Land Use Rights
Farm Number	Remainder Farm No.371	Portions 1 to 11
Farm/Portion Size	169,6466 Ha.	Portion 1 = 900 Sq.m. Portion 2 = 900 Sq.m. Portion 3 = 900 Sq.m. Portion 4 = 900 Sq.m. Portion 5 = 900 Sq.m. Portion 6 = 900 Sq.m. Portion 7 = 900 Sq.m. Portion 8 = 900 Sq.m. Portion 9 = 900 Sq.m. Portion 10 = 900 Sq.m. Portion 11 = 4 500 Sq.m.
Use Zone	Open Space 2	Portions 1 to 10 Special Zone (Aircraft hangars). Portion 11 Special Zone (Hangar access)
Primary Use	Private Open Space	Special use
Consent Use	Cemetery, Place of Entertainment, Restaurant, Sport Facility, Tourist Facility	None
Side & Rear Building Lines	Site and development specific as proposed by the municipality	Rear building lines of Portions 1 to 10 will be 3,0m N-E (B-C) & S-W (A-D) lateral building lines 3,00m Lateral building lines adjoining other portions & access (road) building line 0m.
Street Building Line	“	0m
Coverage	“	45%
Height	“	11,0m
Parking	“	0-2500 Sq.m. = 1 bay

The environmental authorization allows a footprint of 400 square meters on each newly created land unit and this translates to a coverage of 45%.

SECTION J: PROPOSED DEVELOPMENT & DESIRABILITY

Proposed Development:

The proposed development involves subdividing a cadastral area of 1,35 hectares from Farm No.371 Alexandria. The subdivided area will then be subdivided into 11 portions. Ten of the 11 portions will be re-zoned from Open Space 2 to Special Zone (Aircraft hangars) and the 11th portion will be zoned from Open Space 2 to Special Zone (Hangar access).

The sites will be sold to aircraft owners who can build their own hangars to protect their aircraft.

Many of the property owners in Bushman River Mouth and Kenton-on-Sea are people from other provinces. Several of them have their own aircraft and fly down for holidays. This not only saves them time, but they are also able to avoid the danger on the roads particularly over holiday periods. The hangars will be rented or sold to various property owners who have aircraft and particularly to the owners of the adjoining Natures Landing Development.

Desirability:

The main criterion of establishing a need and desirability is to ensure that the land use development proposals are necessary and desirable in the public interest. This will result in sustainable land utilization which is publicly acceptable and relevant in all aspects such as economic growth, convenience, and benefit to all at all levels.

The concept of "desirability" in the Land Use Planning context may be defined as the degree of acceptability of the land uses on the land units concerned and in relation to the surrounding land uses.

The airstrip already exists and has been used by aviation enthusiasts for many years. Building hangars will offer protection to the aircraft and should encourage a better utilization of the airstrip and surrounding facilities.

The subdivision and re-zoning of the farm is desirable from a Town Planning point of view for the following reasons.

- The area is surrounded by different zonings and uses including industrial erven.
- The proposed subdivision aligns itself with the Ndlambe Municipality SDF which encourages infrastructure investment and sustainable development.
- The development will be guided by the Spatial Planning and Land Use Management Act 16 of 2013.
- The approval of the subdivisions and re-zonings will promote investor confidence and economic growth within Ndlambe.
- The development encourages densification.
- The proposed development will bring additional rates and taxes to the local fiscus.
- The proposed development will create temporary and permanent employment with the construction of the hangars and other employment opportunities.

SECTION K: POLICY ALIGNMENT

National Development Plan:

The National Development plan identifies several short comings in the development path of South Africa, which includes inequality, high levels of unemployment and extreme poverty.

The NDP realises that South Africa needs to increase employment capacity and to reduce poverty and inequality.

To achieve the above the following requirements must be met:

- Active efforts and participation of all South Africans in their own development
- Redress injustices of the past
- Create faster economic growth and higher investment and employment opportunities
- Increase the standard of education, health and housing
- An effective and capable government
- Co-operation between the private sector and public sector
- Leadership in all spheres of society

As a long-term strategic plan, the NDP serves four broad objectives:

1. Providing overarching goals for what we want to achieve by 2030.
2. Building consensus on the key obstacles to us achieving these goals and what needs to be done to overcome those obstacles.
3. Providing a shared long-term strategic framework within which more detailed planning can take place to advance the long-term goals set out in the NDP.
4. Creating a basis for making choices about how best to use limited resources.

The NDP highlights the need to strengthen the ability of local government to fulfil its developmental role. Integrated Development Plans need to be used strategically to focus attention on priorities in the NDP, such as spatial planning, infrastructure and basic services. The IDP should strive to focus on areas of the NDP that are in line with the municipality's priorities

The development will be an investment to the town and has the potential to increase tourism and hence create more permanent employment, attract travellers and tourists who will spend money that will benefit the local economy.

There is no doubt that the development will benefit the local economy and have a favourable impact on the municipality's finances due to the additional rates, taxes and service charges that will be collected from the new properties. In addition to this the employment opportunities should have an impact on the poorer communities, who with additional income will stimulate the local economy with their additional spending power

Ndlambe Municipality Integrated Development Plan (2022/2023)

The Ndlambe Municipality 2030 vision:

The Ndlambe Municipality Vision that emerged during the Strategic Planning workshop is as follows:

Ndlambe municipality strives to be a premier place to work, play, and stay, on the eastern coast of South Africa. It strives to be the destination of choice for people who love natural and cultural heritage, adventure water sports, and living for families.

Our promise is to build a state-of-the-art physical infrastructure which will be laid out aesthetically in our beautiful natural environment. Our prosperous community supports a safe and healthy lifestyle which is supported by affordable natural living and a vibrant tourism and agriculturally based economy.

We promote good governance by providing sustainable, efficient, cost effective, adequate and affordable services to all our citizens.

Mission:

To achieve our vision by enabling optimal performance within each of the five Key Performance Areas of Local Government within the context of available resources

Values:

- Commitment;
- Transparency;
- Honesty;
- Trustworthiness; and
- Care

Strategic Goals and Objectives:

Below are the Strategic goals and objectives that emanate from the long-term strategy of the municipality:

Goal 1:	A premier place to work and do business
Strategic Objectives	<ol style="list-style-type: none">1.1. Improve the efficient running of and the governance of the Municipality1.2. Develop state-of-the-art physical infrastructure1.3. Develop a vibrant, rapidly growing, employment generating agri-based economy1.4. Develop a vibrant, rapidly growing, employment generating tourism economy, including the heritage economy1.5. Develop a vibrant, rapidly growing, employment generating oceans economy
Goal 2:	2. Destination of choice for living Strategic Objectives
Strategic Objectives	<ol style="list-style-type: none">2.1. Improve financial viability of the municipality2.2. Provide sustainable, efficient, cost effective, adequate and affordable services to all our citizens2.3. Create a safe and secure living environment2.4. Position the municipality as a learning hub of excellence
Goal 3:	3. Tourist destination of choice for people, who love natural and cultural heritage and adventure water sports

Strategic Objectives	3.1. Preserve the natural beautiful environment 3.2. Develop and support adventure and extreme water sports 3.4. Develop cultural heritage economy
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The proposed development supports the principles of the Integrated Development Plan and aims to create a vibrant community, investment opportunities, service delivery and economic development.

Municipal Spatial Development Framework (2023):

The Ndlambe Spatial Development Framework sets out the long-term spatial development for the municipality. The SDF is a framework that seeks to guide overall spatial distribution of current and desirable land uses within a municipality, to give effect to the vision, goals and objectives of the municipal Integrated Development Plan.

The Ndlambe SDF is a high-level strategic policy plan which is a component of the IDP. It is a living document.

Spatial Planning Principles - Section 9:

The SDF for the Ndlambe Municipality is guided by the following planning principles:

- Development of sustainable human settlements
- Ensuring a sustainable and functioning environment
- Managing and maintaining safe and accessible infrastructure provision
- Access and affordable public transport and accessible linkage between settlements
- Thriving economy which is well positioned within the province and within the country
- “Smart City” and information technology
- Effective Governance

Further the following spatial structuring elements should apply.

The key elements of the structuring elements are as follows:-

- Contain urban sprawl – N/A
- Promote urban and social integration – **the runway and safety of the aircraft could increase tourism**
- Promote higher densities – N/A
- Create quality urban environments – **for those fortunate enough to own aircraft**
- Promote pedestrian friendly environments and movement patterns – N/A
- Create a sense of space – N/A
- Enhancement of investment opportunities – **the proposal will make Kenton more accessible as aircraft will not have to be parked at Port Alfred Airfield for safekeeping. This should also promote investment opportunities.**
- Simplifying decision making regarding development applications – **a very important point to note. The application will be put before the Ndlambe Municipal Tribunal when the Town Planners have scrutinised the contents thereof.**

It should be emphasized that this proposal will not negatively impact on the character of the area.

A safe and secure runway and parking will have a positive impact on tourism which is an industry that creates massive employment opportunities and is especially important in a Province such as the Eastern Cape where unemployment is so high and so many citizens live in abject poverty.

This application aligns with the growth and development of Ndlambe in that it conforms to the Spatial Development Framework for the Ndlambe Municipality.

Spatial Planning and Land Use Management Act (SPLUMA), Act No.16 of 2013:

SPLUM at a Municipal level (often referred to as Municipal Planning) includes mainly two broad categories:



The SPLUMA has been introduced as framework legislation to outline how SPLUM must be done by municipalities with the support of provinces and national government. The aim of the SPLUMA is to:

- Provide a single, uniform framework for spatial planning and land use management on a national level;
- Provide for inclusive, developmental, equitable and efficient spatial planning at the different spheres of government;
- Provide a framework for policies, principles, norms and standards for spatial planning and land use management;
- Address past spatial and regulatory imbalances;
- Promote greater consistency and uniformity in procedures and decision-making by authorities;
- To provide for the establishment, functions and operations of Municipal structures (Planning Tribunals) to consider development applications; and
- Provide for the facilitation and control of land use and development.

The application is made in terms of Sections 59(1), 69(2) and 76(3) of the Ndlambe Municipal By-laws promulgated in terms of the Spatial Planning and Land Use Management Act No.16 of 2013.

Decisions need to be based on Sections 7, 22(1) and 42(1) of the aforementioned Act and Sections 53(1) and 53(4) of the Ndlambe Spatial Planning and Land Use Management By-laws.

The application needs to be assessed in terms of Development Principles contained in Section 7 Chapter 2 of the Spatial Planning and Land Use Management Act No.16 of 2013.

Section 42(1) of the Spatial Planning and Land Use Management Act No.16 of 2013 stipulates that a Municipal Planning Tribunal, before considering and deciding on an application must:

- 42(1)(a) Be guided by the development principles set out in Chapter 2 - The relevant development principles in Chapter 2 of the Act have been addressed in the memorandum.

42(1)(b) Make a decision which is consistent with norms and standards, measures designed to protect and promote sustainable use of agricultural land (not applicable on this application), national and provincial government policies and the municipal spatial development framework.

This development is in accordance with the following Spatial Planning Principles.

Such principals include but are not limited too.

- The principal of Spatial Justice
- The principal of Spatial Sustainability
- The principal of Efficiency
- The principal of Spatial Resilience
- The principal of Good Administration

The proposed re-zoning is in line with the SPLUMA (Section 42(1)(a)) development principles in the following manner:

SPLUMA REFERENCE		Development Compliance
7 (a)	Spatial Justice	<ul style="list-style-type: none"> ● The principle of spatial justice requires that past spatial and other development imbalances must be addressed through improved access to and use of land. ● The location of this property in the town and the type of land use support spatial justice and enhance the desirability and usage of the local runway. ● The application is being submitted so that the aircraft owners can safely have a secure area in which to keep their aircraft.
7 (b)	Spatial Sustainability	<ul style="list-style-type: none"> ● This principle deals with the promotion of land development in strategic location, protecting the environment, stimulation of land markets and viable communities. ● The existing development is within the urban edge of Ndlambe and in an area which already has an approved runway. ● Several property owners in Natures Landing have private aircraft and the airstrip is also used by businesspeople and tourists visiting the Sunshine Coast. ● This proposal will not conflict with the present character of the area. ● A complete Environmental Impact Assessment (E.I.A.) has been completed and a Record of Decision (R.O.D.) issued.
7 (c)	Efficiency	<ul style="list-style-type: none"> ● This principle advocates for optimization of resource, minimization of impact and sufficiency of land development. ● The proposal will promote the optimal utilization of the subject property and existing infrastructure. ● The proposal could also promote tourism to the area with the all the associated economic benefits.

7 (d)	Spatial Resilience	<ul style="list-style-type: none"> ● This principle calls for flexibility of spatial plans, policies, and land use management systems to ensure sustainable livelihoods in communities that are most likely to suffer from environmental and economic shocks. ● The hangar sites will allow for the secure storage of aircraft and make it safer for aircraft owners to fly into the area.
7 (e)	Good Administration	<ul style="list-style-type: none"> ● This principle refers to the promotion of administrative actions, procedure, and consultative planning practices for all the relevant role players. ● The Ndlambe Municipality is obliged to consider the application fairly and within the timeframes provided. ● It is important that decision making is aligned with sound policies based on national, provincial and local development policies. This application complies with all relevant policies, legislation and procedures as well as transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them. ● The application will be processed in accordance with the prescribed application procedures and stipulated in the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013).

Building Controls

All new structures will have plans drawn and submitted to the Ndlambe Municipality for approval to ensure that they comply with the National Building Regulations.

SECTION L: APPLICATION FORM

This application form, in terms of the Spatial Planning and Land use Management Act, Act No.16 of 2013, for the subdivision and re-zoning of the farm can be found under **Annexure 1**.

SECTION M: SUMMARY & CONCLUSION

The application which has been submitted is, therefore,

- to subdivide 11 portions from Remainder Farm No.371 Alexandria
- to re-zone 10 of the subdivided portions from Open Space 2 to Special Zone (Aircraft hangars) and 1 on the subdivided portions, between the hangar sites, from Open Space 2 to Special Zone (hangar access)
- to create an aircraft (taxiway) servitude from the end of the runway to portions 1 to 11
- to create two vehicle access servitudes over the Remainder of farm No.371 Alexandria in favour of the subdivided portions.

It is recommended that the Council supports and approves the above-mentioned application based on the following.

- The hangars will complement the existing runway
- The proposed hangars will make it safer for aircraft owners to store their aircraft and make Bushman's River Mouth an alternative and attractive landing area and closer than the airstrip at 43 Air School in Port Alfred.
- Temporary and permanent employment will be created
- Safe and secure parking will increase the air traffic and tourism to the area
- The development is aligned with the Development Parameters as set out by Ndlambe Municipality and ties in with the spatial policies
- Through the sale and transfer of the erven the municipality will also benefit from additional revenue
- The runway has already been registered and a supporting letter from the South African Civil Aviation Authority is attached

An Environmental Impact Assessment (E.I.A.) has been carried out and the Authorisation from the Eastern Cape Department of Economic Development, Environmental Affairs and Tourism has been granted. There were no objections to the report.

Accordingly, it is recommended that Ndlambe Municipality favourably considers the application for approval.

P.B. Sulter
Professional Land Surveyor
January 2024

Nature's Landing Home Owners Association

Nature's Landing, Bushmans River, 6190.
Chairman chairmannatureslanding@gmail.com

Town Planning Department
Ndlambe Municipality
Port Alfred

24 January 2023

Dear Sir

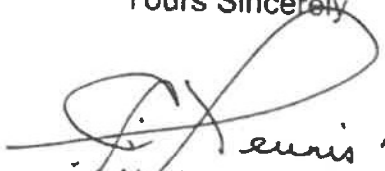
APPLICATION FOR HANGARS – NATURES LANDING

Bushmans Rest Trust advertised for any objections for the establishment of 10 hangar sites on their property adjacent to Nature's Landing. There were no objections from any property owner in the Estate.

On behalf of the Nature's Landing Home Owners Association we fully support this development.

Should you have any queries, please don't hesitate to contact the writer.

Yours Sincerely



Neels Heunis
On behalf of the NLHOA

For those who love nature...

SOUTH AFRICAN



**CIVIL AVIATION
AUTHORITY**

Physical Address:

Ikhaya Lokundiza
Treur Close
Waterfall Park
Bekker Street
Midrand

Postal Address:

Private Bag X 73
Halfway House
1685

**Telephone
Number:**

+27 0860 267 435

Fax Number:

+27 11 545 1465

E-mail Address:

mail@caa.co.za

Website Address:

www.caa.co.za

**Southern Region
Office:**

PO Box 174
Cape Town
International Airpo
Tel. Number:
+27 21 934 4744
Fax Number:
+27 21 934 1326

Enquiries: Sandile Ngcongco
Telephone: 083 461 6438

Date: 23 November 2023

Bushmans Rest Trust
6 Natures Landing
Bushmans River Mouth
6190

Dear Justin Wilmot

Re: Kenton on Sea:

This letter serves to confirm that our office have no objection with the construction of the hangars subject to the Aerodrome Operator ensuring that the hangars will be located on a safe distance and will not pose any danger to the runway operations.

Yours faithfully,

Sandile Ngcongco
Inspector: CAT Z Aerodromes & Heliports
Aviation Safety Infrastructure

Aerodrome Name: Kenton on Sea (FAKX)

Registration Number: R 309

Runway Heading: 12/30

Alternative Runway: Nil

Coordinates (WGS 84): S33° 40' 13" E026° 37' 48"

Elevation: 229 feet

Length / Width: 12/30 900 m x 20 m

Surface type: 12/30 Grass

Frequency: 124.8

Obstacles to clear: Nil

Windsock: Yes

Landing suggestion: Runway 12/30 depending on the favourable wind

Take off suggestion: Runway 12/30 depending on the favourable wind

Buildings/Hangars: Nil, future hangars planned

Night flying: Nil

**IMPORTANT / DANGER:
Prior permission to land required.**

Contact Details: Cell: 082 904 4474 E-mail: bushbaby@imagnet.co.za



agriculture, land reform
& rural development

Department:
Agriculture, Land Reform and Rural Development
REPUBLIC OF SOUTH AFRICA



Private Bag X120, Pretoria, 0001
Delpen Building, C/o Annie Botha & Union Street, Riviera, 0084

From: Directorate Land and Soil Management
Tel: 012-319-7451 Fax: 012-329-5938 Email: MotseiM@Dalrrd.gov.za or WonderH@Dalrrd.gov.za;
Website: www.dalrrd.gov.za
Enquiries: Helpdesk Ref: 2023_05_0025

M.E.H. Sulter & Son Inc.
15A Milner Street
GRAHAMSTOWN
6139

E-mail: peter@surveyec.co.za

For attention: Peter Sulter

APPLICATION IN TERMS OF THE SUBDIVISION OF AGRICULTURAL LAND ACT, ACT 70 OF 1970: THE FARM NO. 371, DIVISION OF ALEXANDRIA; EASTERN CAPE PROVINCE

Your letter bearing reference Alex-371 dated 03 February 2023 refers.

With reference to the above-mentioned subject, the Department wishes to inform you that the application has been granted.

Consent No. ~~...~~ **57439** issued in terms of section 4 of the Act is enclosed.

To facilitate registration, the conveyancer must lodge the signed copy of the consent with the Registrar of Deeds together with the documents for registration.

Yours faithfully


MR D SERAGE
DEPUTY DEPUTY DIRECTOR GENERAL: AGRICULTURAL PRODUCTION,
BIOSECURITY AND NATURAL RESOURCES MANAGEMENT
DELEGATE OF THE MINISTER

DATE: **20230807**
CC: The Surveyor-General Private Bag X 9086 EAST LONDON 5200





**agriculture, land reform
& rural development**

Department:
Agriculture, Land Reform and Rural Development
REPUBLIC OF SOUTH AFRICA

VERW/REF.

2023_05_0025

CONSENT

*IN TERMS OF THE SUBDIVISION OF
AGRICULTURAL LAND ACT, 1970*

57489

By virtue of the powers delegated to me by the Minister of Agriculture, Land Reform and Rural Development, consent is hereby granted in terms of section 4(2) of the Subdivision of Agricultural Land Act, 1970, for the subdivision of the agricultural land described in paragraph 1, into units indicated in paragraph 2, subject to the conditions set out in paragraph 3.

PARAGRAPH 1: THE AGRICULTURAL LAND TO WHICH THIS CONSENT APPLIES

THE FARM NO. 371, IN EXTENT 169,6466 HECTARES, DIVISION OF ALEXANDRIA;
EASTERN CAPE PROVINCE


PARAGRAPH 2: CONSENT GRANTED

The subdivision of the above-mentioned agricultural land into two portions measuring approximately 1,35 hectares and 168 hectares respectively represented by the figures marked Portion A and Remainder as shown on the sketch plan attached.

PARAGRAPH 3: CONDITIONS PERTAINING TO THIS CONSENT

- 3.1 The portion measuring approximately 1,35 hectares (Portion A) may be used for Light Industrial activities.
- 3.2 This consent does not imply that the above-mentioned subdivisions are assured of a permanent water supply.
- 3.3 This consent does not exempt the property from the provisions of any other law, and does not purport to interfere with the rights of any person who may have an interest in the agricultural land.
- 3.3 This consent is valid for 5 years from date of grant. Should it not be registered within the time frame, a new complete application must be lodged which will be considered on its own merits.

20230807
DATE


MR D SERAGE
DEPUTY DIRECTOR GENERAL: AGRICULTURAL
PRODUCTION, BIOSECURITY AND NATURAL
RESOURCES MANAGEMENT
DELEGATE OF THE MINISTER



**agriculture, land reform
& rural development**

Department:
Agriculture, Land Reform and Rural Development
REPUBLIC OF SOUTH AFRICA

VERW/REF.

2023_05_0025

CONSENT
*IN TERMS OF THE SUBDIVISION OF
AGRICULTURAL LAND ACT, 1970*

57189

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EASTERN CAPE PROVINCE

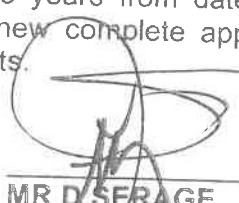
PARAGRAPH 2: CONSENT GRANTED

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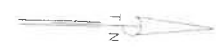
PARAGRAPH 3: CONDITIONS PERTAINING TO THIS CONSENT

- 3.1 The portion measuring approximately 1,35 hectares (Portion A) may be used for Light Industrial activities.
- 3.2 This consent does not imply that the above-mentioned subdivisions are assured of a permanent water supply.
- 3.3 This consent does not exempt the property from the provisions of any other law, and does not purport to interfere with the rights of any person who may have an interest in the agricultural land.
- 3.3 This consent is valid for 5 years from date of grant. Should it not be registered within the time frame, a new complete application must be lodged which will be considered on its own merits.

2023/05/01
DATE


MR D SERAGE
DEPUTY DIRECTOR GENERAL: AGRICULTURAL
PRODUCTION, BIOSECURITY AND NATURAL
RESOURCES MANAGEMENT
DELEGATE OF THE MINISTER

Site Development Plan
 for the development of 10 hangar sites
 on Remainder Farm No.371
 Administrative District of Alexandria
 Province of the Eastern Cape
 Scale: 1/5 000 (2A1)

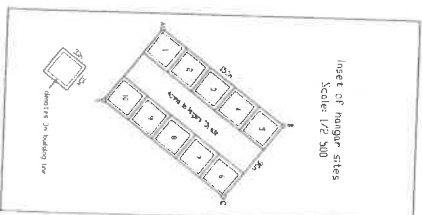
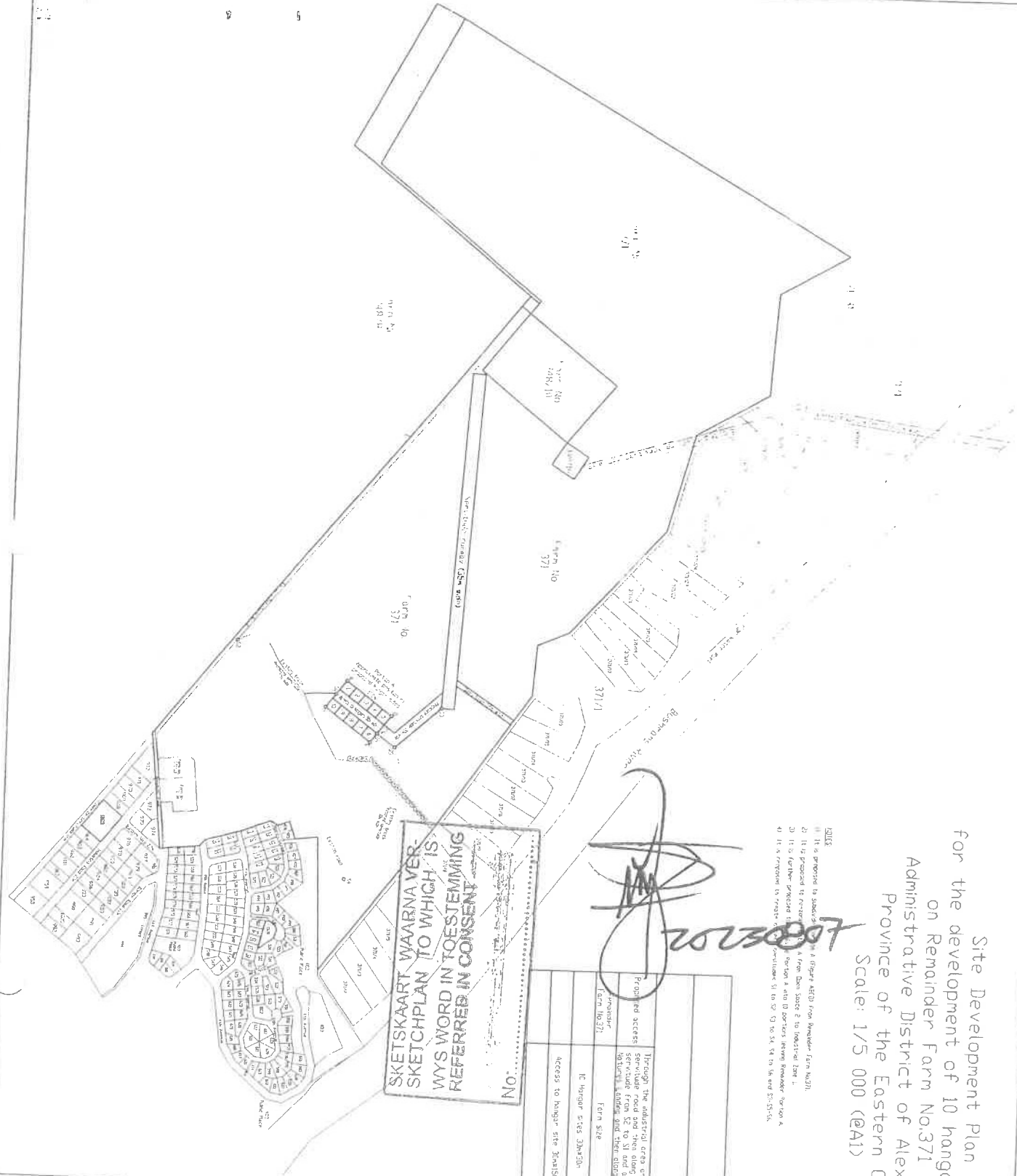


- NOTES
- 1) It is proposed to subdivide the site into 10 hangar sites.
 - 2) It is proposed to reserve a 10m wide access road from the existing road to the site.
 - 3) It is further proposed to reserve a 10m wide access road from the existing road to the site.
 - 4) It is proposed to reserve a 10m wide access road from the existing road to the site.

LOP 2012

LHE:VD		
Proposed access	Proposed access	Proposed access
Through the industrial area and along the existing servitude road and then along permission servitude from S2 to S1 and along existing road to site. Building and then along S4 to S5	Open Space 2	Open Space 2
Access to hangar site 10/371	Open Space 2	Industrial 1
10 Hangar sites 20m x 30m	Open Space 2	
4 500 Sqm	Open Space 2	
158,2866 Ha	Open Space 2	
9 000 Sqm	Industrial 1	
158,5466 Ha		

SKETSKAART WAARNAVER SKETCHPLAN TO WHICH IS WYS WORD IN TOESTEMMING REFERRED IN CONSENT

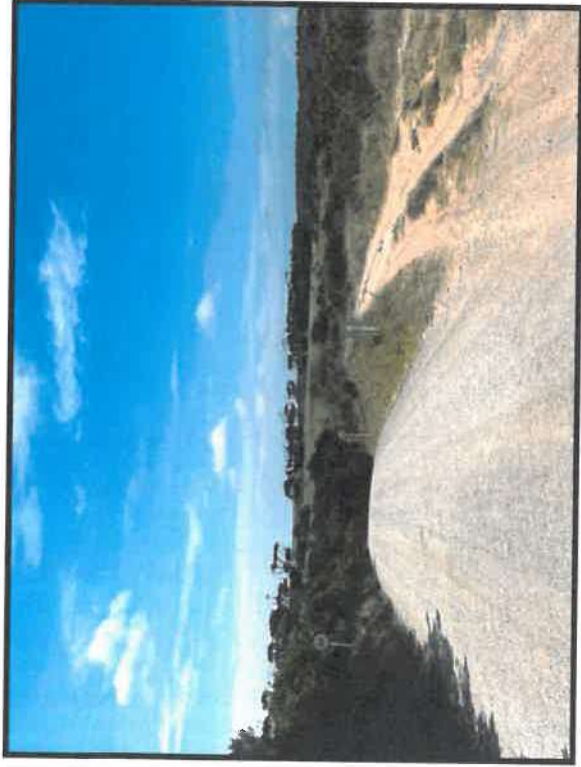


SMEH SULTER & SON INC.
 11 A Park Road, Eastwood Park, Durban
 Tel: 031-261-4444
 Fax: 031-261-4444
 Email: info@smehsalter.com

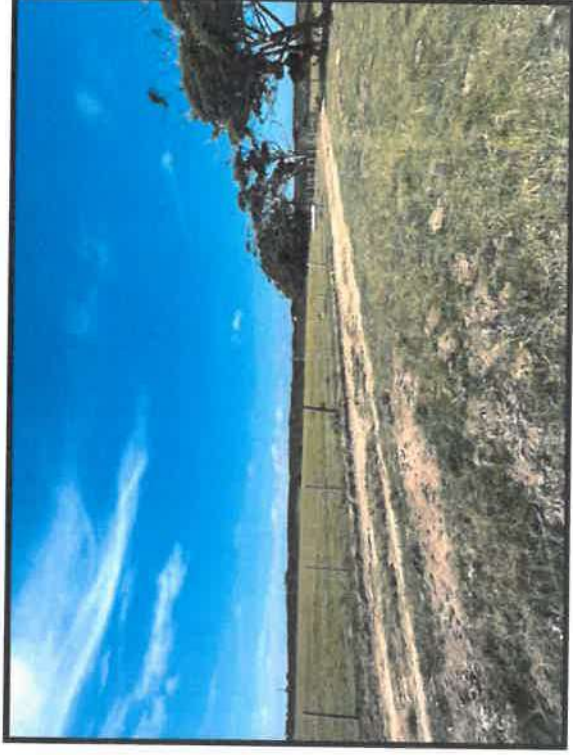
Date: January 2012

REMAINDER FAK NO.371 ALEXANDRIA – VARIOUS PHC)GRAPHS

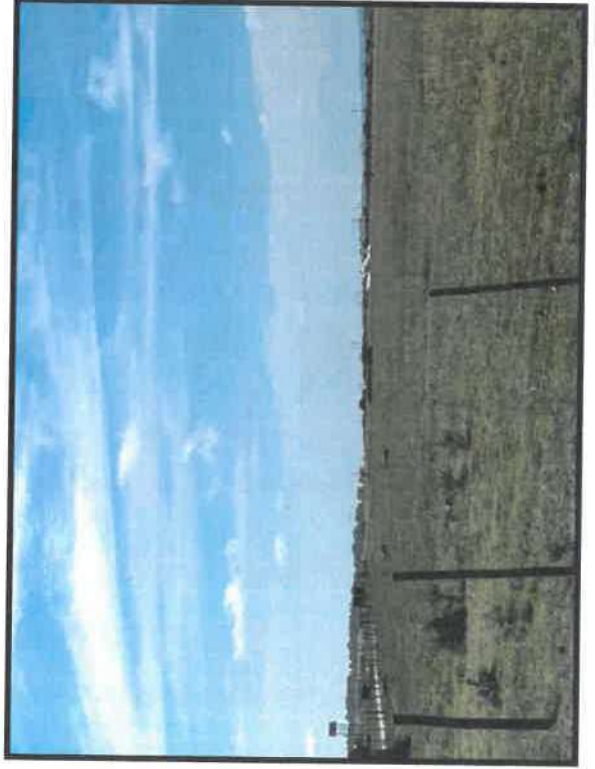
ENTRANCE ROAD – SITE IN THE BACK GROUND



THE SITE



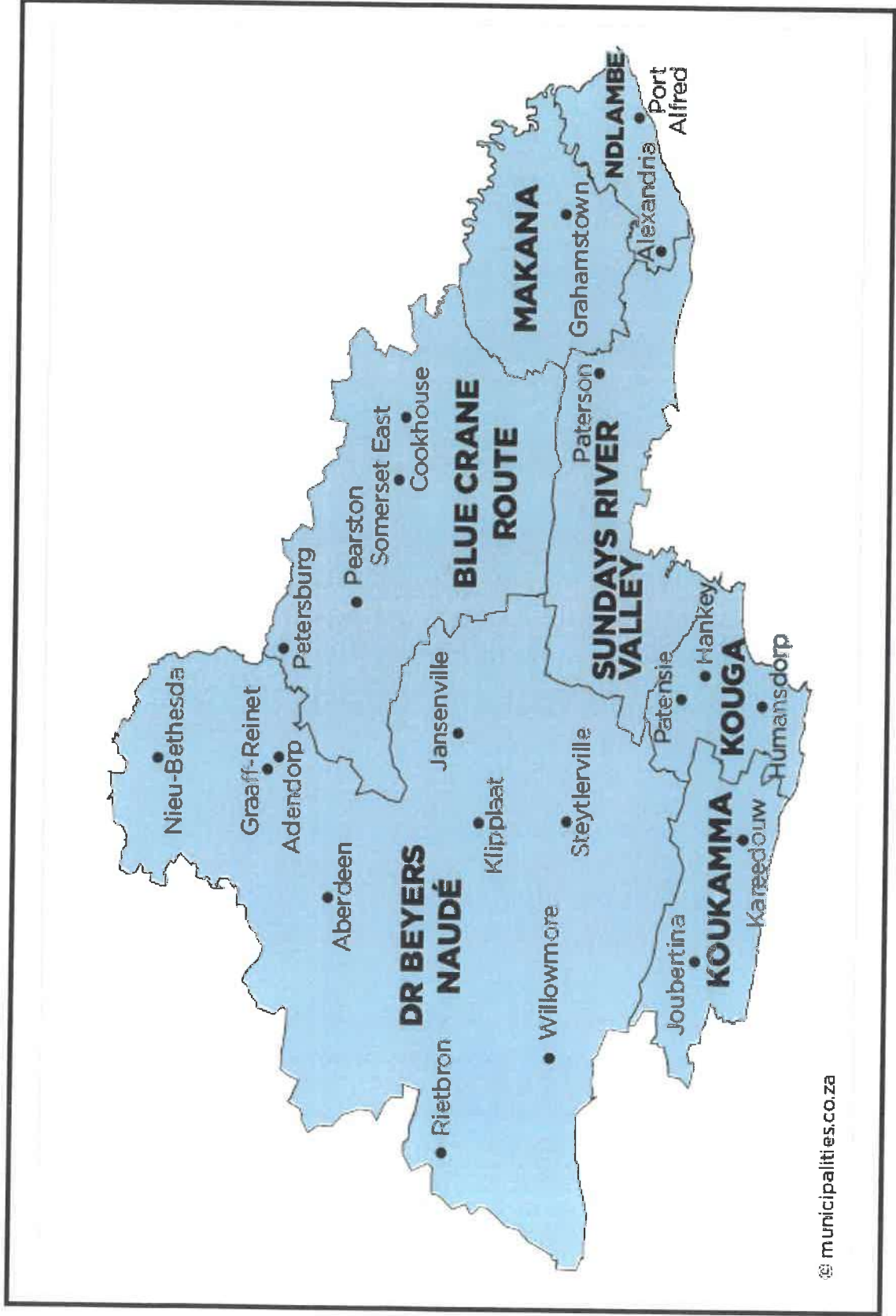
LOOKING NORTH TO THE EXISTING RUNWAY



ALTERNATIVE SERVITUE ROAD TO ACCESS OFF
"DUMP ROAD"



MAP SHOWING LOCAL MUNICIPALITIES

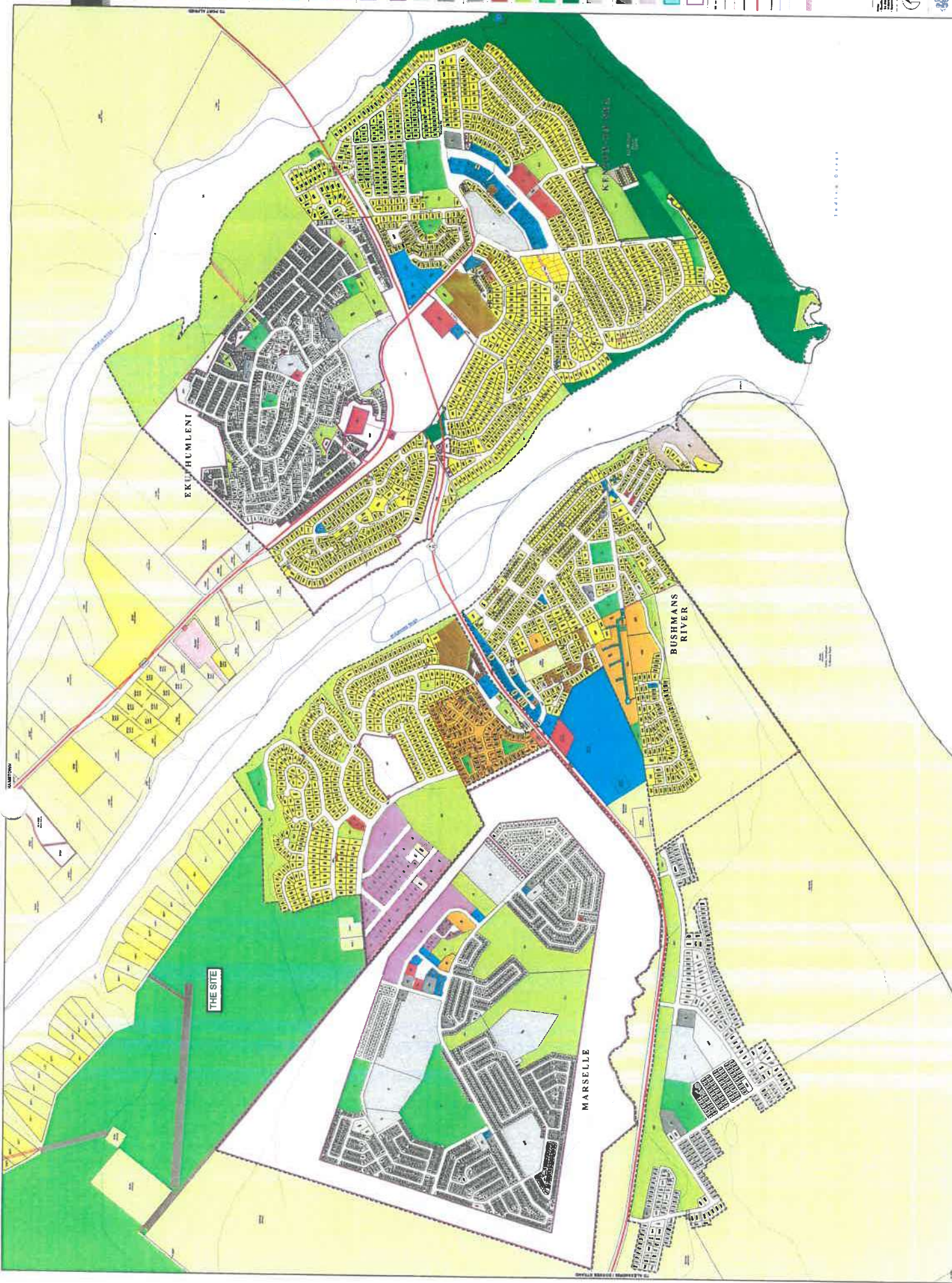


REMAINDER FARM NO.371 ALEXANDRIA - AERIAL VIEW SHOWING SURROUNDING LAND USES



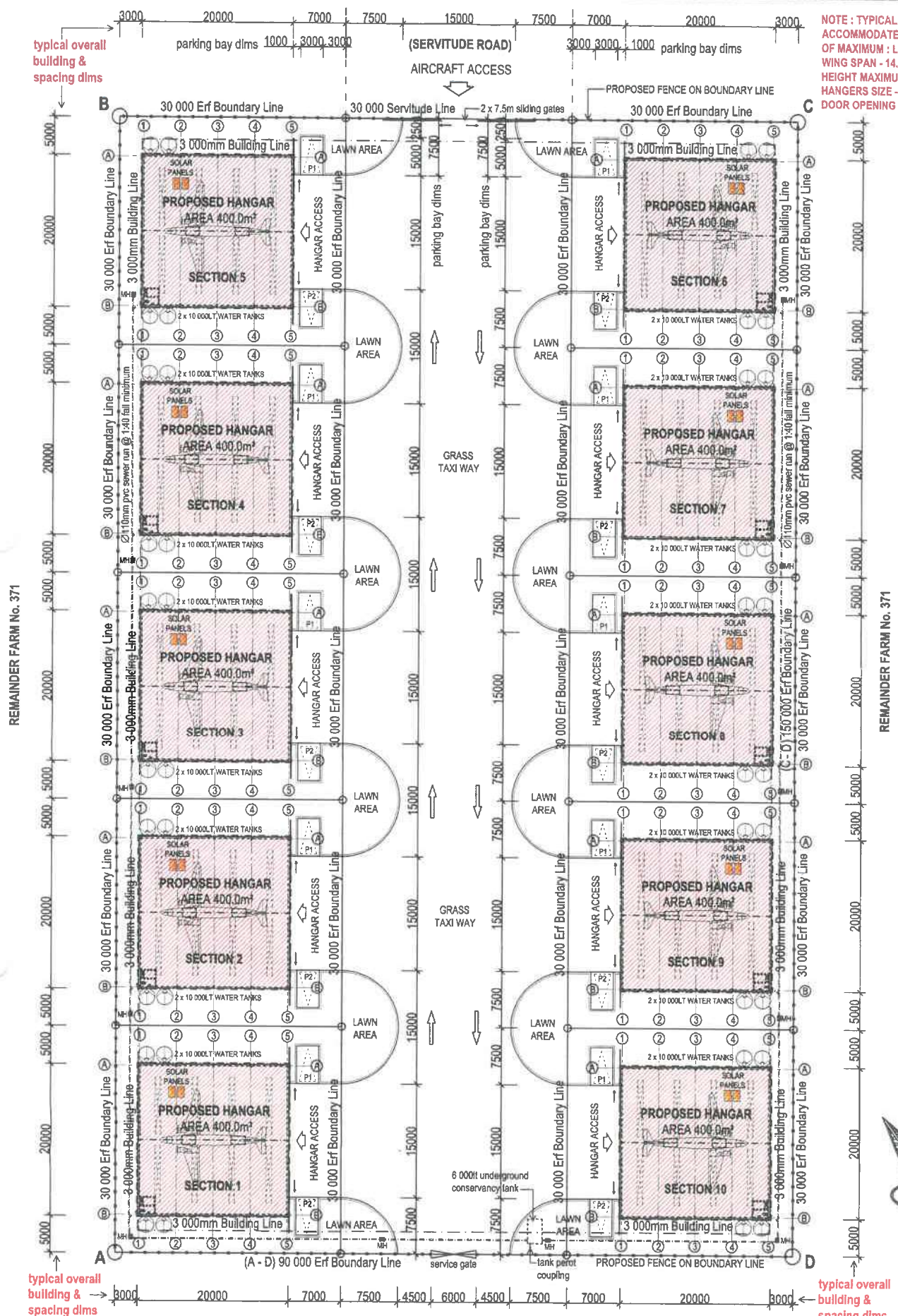
- Agriculture Zone
- Residential Zone 1
- Residential Zone 2
- Residential Zone 3
- Residential Zone 4
- Group Housing
- General Residential Building
- Residential Zone 1
- Residential Zone 2
- Residential Zone 3
- Residential Zone 4
- Incremental Housing
- Business Zone 1
- General Business
- General Residential Building
- Business Zone 2
- Office
- Business Zone 3
- Office
- Industry
- Industrial Zone 1
- Industrial Zone 2
- Industrial Use
- Industrial Zone 3
- Industry
- Community Zone 1
- Place of Instruction
- Community Zone 2
- Place of Assembly
- Place of Worship
- Community Zone 3
- Amusement
- Authority Zone
- Authority Use
- Open Space Zone 1
- Public Open Space
- Open Space Zone 2
- Private Open Space
- Open Space Zone 3
- Nature Reserve
- Transport Zone 1
- Public Transport
- Transport Zone 2
- Transport Use
- Private Roads and Parking
- Reborn Zone
- Railway/Accommodation
- Special Zone
- Special Use
- Undetermined Zone
- Existing Buildings and Use

- Alignment Boundary
- Cultural Line
- Unapproved Cultural Line
- District Boundaries
- District Boundaries (Transport Zone 1)
- Railway Line
- River Line
- River Line (Non-Perennial)
- Sewerage Line
- Servitude Area



typical overall building & spacing dims

NOTE: TYPICAL HANGARS CAN ACCOMMODATE AIRCRAFT SIZES OF MAXIMUM : LENGTH - 15.0m
WING SPAN - 14.0m
HEIGHT MAXIMUM - 5.0m
HANGERS SIZE - 20.0 x 20.0m
DOOR OPENING - 15.0 x 5.0m



REMAINDER FARM No. 371

typical overall building & spacing dims

typical overall building & spacing dims

SITE DEVELOPMENT PLAN

SCALE 1 : 500 (IF PRINTED ON A3)
NOTE : (TYPICAL LAYOUT IF 20 x 20m BUILDINGS ARE PLANNED)
(FLEXIBILITY IS DEPENDENT ON HANGAR DESIGN)

REMAINDER FARM No. 371

SECTIONS	ERVEN SIZE	EXISTING ZONE		PROPOSED ZONE	
1 - 10	900.0m² / ERF	OPEN SPACE ZONE I		SPECIAL ZONE	
DESCRIPTION	AREA	GLA	PARKING REQUIREMENTS	PARKING REQUIRED	
1 x PROPOSED HANGAR	400.0m²	381.81m²	1 BAY / 200m² FLOOR SPACE	2 PARKING BAYS	
TOTAL PROP DEVELOPMENT	400.0m²	381.81m²	TOTAL BAYS REQUIRED	2 P/BAYS PER ERF	
PROPOSED COVERAGE	44.44%				

project :
REZONING FROM OPEN SPACE ZONE II TO SPECIAL ZONE
title : SITE DEVELOPMENT PLAN FOR REMAINDER FARM No. 371
PORTION A, BUSHMANS RIVER MOUTH

drawn : DSC scale : 1:500
checked by : MHB
date : 31 January 2024

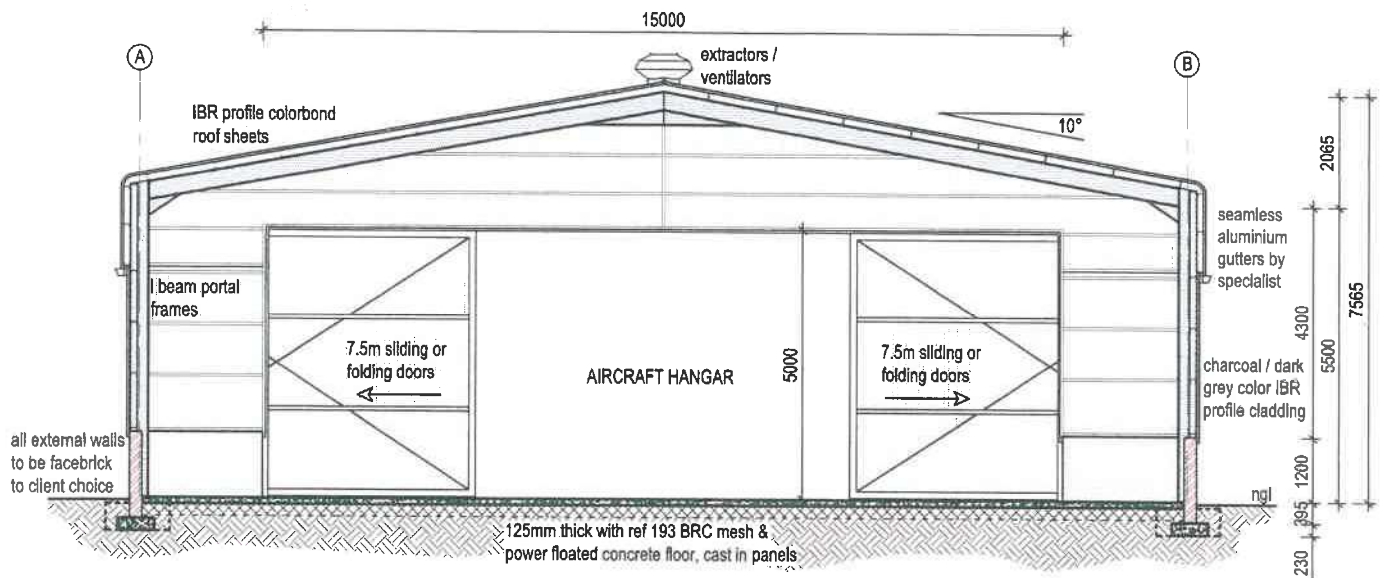
proj.ref :
FARM.371
BUSHMANS

drawing no :
F.30.23
page no :
1 of 1

TOWN PLANNING APPLICATION

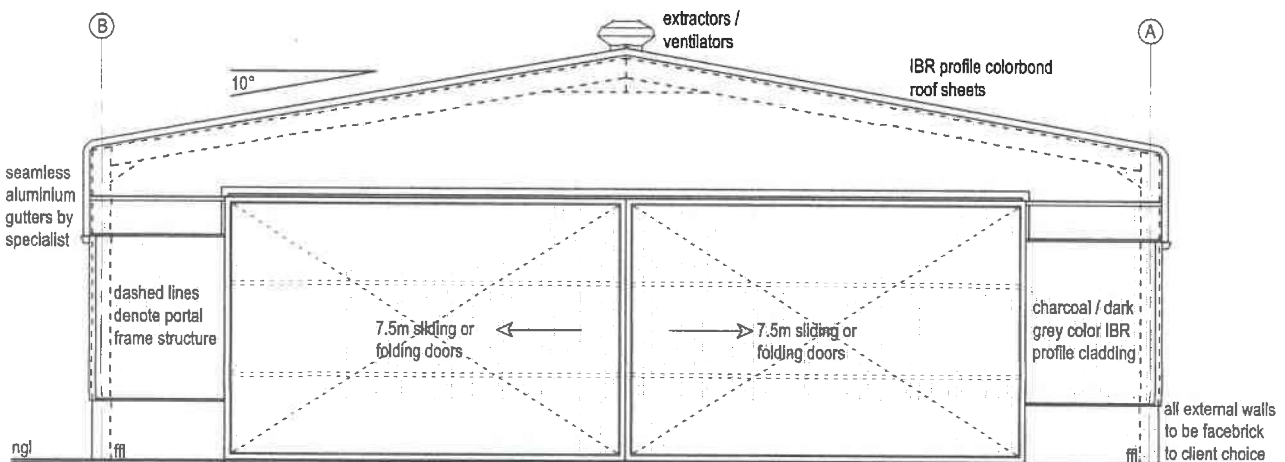
FREELANCE
Drafting Consultancy
M H Baidara PRAKASH (911912)
1 Benard Street, Grahamstown
Cellphone & Whatsapp : 082 432 2960
email : haidara02@gmail.com





TYPICAL SECTION

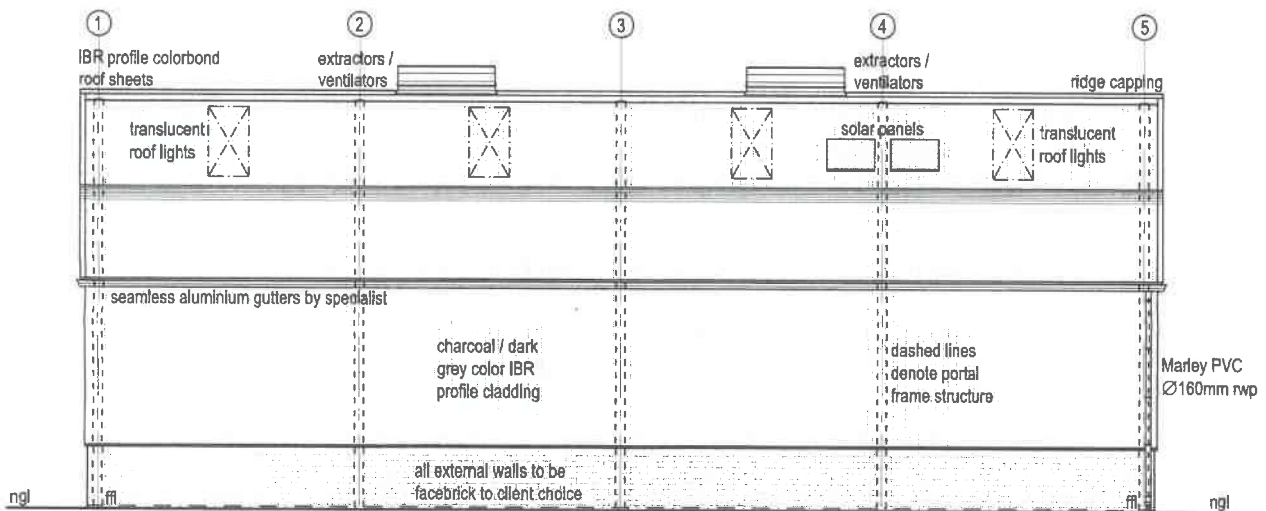
SCALE 1:100 (IF PRINTED ON A3 PAGE)



TYPICAL EAST ELEVATION

SCALE 1:100 (IF PRINTED ON A3 PAGE)

NOTE : TYPICAL HANGARS CAN ACCOMMODATE AIRCRAFT SIZES OF MAXIMUM :
 LENGTH - 15.0m
 WING SPAN - 14.0m
 HEIGHT MAXIMUM - 5.0m
 HANGERS SIZE - 20.0 x 20.0m
 DOOR OPENING - 15.0 x 5.0m



TYPICAL NORTH / SOUTH ELEVATION

SCALE 1:100 (IF PRINTED ON A3 PAGE)

NOTE : (TYPICAL LAYOUT IF 20 x 20m BUILDINGS ARE PLANNED)
 (FLEXIBILITY IS DEPENDENT ON HANGAR DESIGN)

SECTIONS	ERVEN SIZE	EXISTING ZONE		PROPOSED ZONE	
		OPEN SPACE ZONE I		SPECIAL ZONE	
DESCRIPTION	AREA	GLA	PARKING REQUIREMENTS	PARKING REQUIRED	
1 x PROPOSED HANGAR	400.0m ²	381.81m ²	1 BAY / 200m ² FLOOR SPACE	2 PARKING BAYS	
TOTAL PROP DEVELOPMENT	400.0m ²	381.81m ²	TOTAL BAYS REQUIRED	2 P/BAYS PER ERF	
PROPOSED COVERAGE	44.44%				

project :
 REZONING FROM OPEN SPACE ZONE II TO SPECIAL ZONE
 title : TYPICAL SECTION & ELEVATIONS FOR REMAINDER
 FARM No. 371 PORTION A, BUSHMANS RIVER MOUTH

drawn : DSC scale : 1:100
 checked by : MHB
 date : 30 January 2024

proj/ref :
 FARM.371
 BUSHMANS

drawing no :
 F.30.23
 page no :
 1 of 1

TOWN PLANNING APPLICATION

FREELANCE
 Drafting Consultancy
 M H Bahmans PrSA/NT (S11812)
 1 Bennett Street, Grahamstown
 Cellphone & Whatsapp : 082 432 2993
 email : freelance02@gmail.com