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NO PART OF THE DOCUMENTS PROVIDED BY THE MUNICIPALITY OR THE APPLICANT, MAY BE COPIED, REPRODUCED OR IN ANY FORM PUBLISHED OR USED IN A MANNER THAT WILL INFRINGE ON INTELLECTUAL PROPERTY RIGHTS OF THE APPLICANT.

04 MARCH 2026

YOUR REF.:
OUR REF.: TPH25671

Tel: (012) 809 2229
E-mail: bea@tph.co.za

PO Box 11437
Silver Lakes
0054

**CITY OF EKURHULENI METROPOLITAN MUNICIPALITY
THE MANAGER: TOWN PLANNING
KEMPTON PARK CARE CENTRE
CORNER OF C.R. SWART AND PRETORIA ROADS
KEMPTON PARK
1619**

Lombardy Corporate Park
Block B / Unit 13
Cole Rd
Shere
0084

**SIMULTANEOUS APPLICATION IN TERMS OF CLAUSE 25.3, READ WITH CLAUSE 30.1 OF THE CITY OF EKURHULENI LAND USE SCHEME, 2021, READ WITH SECTION 58 OF THE CITY OF EKURHULENI METROPOLITAN MUNICIPALITY SPATIAL PLANNING AND LAND USE MANAGEMENT BY-LAW, 2019 FOR WRITTEN CONSENT A TO RELAX THE PARKING REQUIREMENTS
AND
APPLICATION IN TERMS OF CLAUSE 30.3 OF THE CITY OF EKURHULENI LAND USE SCHEME, 2021, READ WITH SECTION 62 OF THE CITY OF EKURHULENI METROPOLITAN MUNICIPALITY SPATIAL PLANNING AND LAND USE MANAGEMENT BY-LAW, 2019 FOR BUILDING LINE RELAXATION**

ON ERF 3422 TEMBISA EXTENSION 7

The registered owner of the above-mentioned property instructed our office to submit an application with your Municipality for Written Consent A application to allow for the relaxation of parking requirements on the property. The submission is to reduce the parking requirement on the site to 1.54 bays per 100m² of GLA. As well as an application for building line relaxation to relax all the street building lines from 3m to 0m.

Attached for your attention is the following:

- ❖ Copy of this cover letter
- ❖ Copy of the application form
- ❖ Copy of the Special Power of Attorney and Company Resolution
- ❖ Copy of the motivational memorandum
- ❖ Copy of the Locality, Zoning and Land Use Plans
- ❖ Copy of the Site Plan
- ❖ Copy of the Site Plan including existing and new buildings
- ❖ Copy of the registered Title Deed
- ❖ Copy of the Parking Relaxation Study
- ❖ Copy of the comments received on the Parking Relaxation Study

We trust you find this in order.

Kind regards,



**B.E. FLETCHER (PR. PLN A/1202/2001)
THE TOWN PLANNING HUB CC**



SCHEDULE 5 – WRITTEN CONSENT A APPLICATION FORM

WCA-1



**APPLICATION FORM FOR
WRITTEN CONSENT 'A'
IN TERMS OF IN TERMS OF SECTION 58 OF THE COEMM SPATIAL PLANNING AND LAND
USE MANAGEMENT BY-LAW, 2019 READ WITH CLAUSE 30.1 OF THE
CITY OF EKURHULENI LAND USE SCHEME, 2021**

TO: Manager: Town Planning

...Kempton Park..... Sub Section

COE REFERENCE NO.

DATE:...04 March 2026....

1. DESCRIPTION OF LAND ACCORDING TO TITLE DEED

Erf/Holding/Portion	Erf 3422
Town/Agricultural Holdings/Farm	Tembisa Extension 7
Number and Name of Street or Road	3422 Nyarhi Street

2. PROPOSED USE(S) / PURPOSE OF THE APPLICATION

Proposed Use / Purpose of the application	"Written Consent A" application to allow for the parking relaxation on Erf 3422 Tembisa Extension 7
Size of enterprise (m ²) / number of rooms / number of parking bays / proposed coverage or height / etc.	Proposed parking = 12 bays (1.54 per 100m ²)

3. TYPE OF SUBMISSION

Is this application subject to the approval of Building Plans?	YES	N/A
Building Plan No.	N/A	

4. PROPERTY INFORMATION

Current zoning	Business 2	
Property size (m ²)	1 562m ²	
Bond	No	N/A

Bondholder's Name	N/A	
Special Power of Attorney	YES	N/A
Company Resolution	YES	N/A

5. APPLICANT'S DETAILS

Type of applicant	<i>INDIVIDUAL</i>	LEGAL ENTITY/OTHER
Name of Legal Entity/other	The Town Planning Hub CC	
Company / CC Registration number	1999/10392/23	
Representative name	Bea Fletcher	
Title	Ms	
Initial	B.E	
First Name(s)	Beatrix Elizabeth	
Surname	Fletcher	
Postal Address	PO Box 11437, Silver Lakes, 0054	
Physical Address	Lombardy Corporate Park, 1 Cole Road, Shere, 0084	
E-Mail Address	bea@tph.co.za	
Cell Phone	082 807 2030	
Telephone	012 809 2229	

6. OWNER'S DETAILS (if different from applicant)

Type of applicant	<i>INDIVIDUAL</i>	LEGAL ENTITY/OTHER
Name of Legal Entity/other	Geemg Properties (Pty) Ltd	
Company / CC Registration number	1992/005509/07	
Representative name	Robert Griesel	
Title	Mr	
Initial	R.P	
First Name(s)	Robert	
Surname	Griesel	

ID Number	5711125041084		
Postal Address	PO Box 95576, Waterkloof, 0145		
Physical Address	45 22 nd Street, Menlo Park, 0145		
E-Mail Address	rpgriesel@gmail.com		
Cell Phone	082 490 2577		
Telephone	N/A		
Details of Owner's/ Marital Status	Not Applicable	Married in Community of Property	Married out of Community of Property

7. REQUIRED DOCUMENTS TO BE ATTACHED TO APPLICATION FORMS:

SUBMISSION WITH BUILDING PLANS

Documents required	Number of copies	Submitted (X or N/A)
Documents to be attached to the application form:		
Application fee		
Site and/or Building Plan (A3/A4 size)	2	
Title Deed / Leasehold Title	1	
Documents to be submitted prior to finalisation of the application:		
Proof of notification of the adjoining property owners	1	

SUBMISSION WITHOUT BUILDING PLANS

Documents required	Number of copies	Submitted (X or N/A)
Documents to be attached to the application form:		
Application fee		X
Bondholder's Consent (if applicable)	2	N/A
Building Plan (if applicable)	7	N/A
Company Resolution (if applicable)	2	X
Motivated memorandum	7	X
Site/Development Plan (A3/A4 size)	7	X
Special Power of Attorney (if applicable)	2	X
Title Deed / Leasehold Title	2	X
Traffic / Parking Study	2	X
Documents to be submitted prior to finalisation of the application:		
Proof of Notification to Adjoining Property Owners	1	TBC

DECLARATION OF COMPLIANCE

I/WeB.E. Fletcher from The Town Planning Hub CC.

ID Number/s1999/10392/23.....

hereby declare that:

I/ We have provided the correct information to the Municipality to enable it to take an informed decision.

I/ We understand that the Municipality has the authority to ensure orderly built environment through land use management.

I/ We declare that all conditions attached to this application, if approved, will be fully complied with.

I/ We certify that the municipal officials shall be granted access to the property in order to conduct inspections and other related municipal functions.

Signed at ...Pretoria.....on day ...04... month ...March..... year ...2026.....

SIGNATURE OF APPLICANT/S: 

If the property is registered in more than one person's name all owners need to sign

SCHEDULE 68 – BUILDING LINE RELAXATION APPLICATION FORM

BLR-1



**APPLICATION FORM FOR
BUILDING LINE RELAXATION
IN TERMS OF SECTION 62 OF THE CITY OF EKURHULENI SPATIAL PLANNING AND LAND USE
MANAGEMENT BY-LAW, 2019 READ WITH CLAUSE 30.3 OF THE
CITY OF EKURHULENI LAND USE SCHEME, 2021**

TO: The Manager: Town Planning

.....Kempton Park..... Sub Section

COE REFERENCE NO.

DATE:.....04 March 2026....

1. DESCRIPTION OF LAND ACCORDING TO TITLE DEED

Erf/Holding/Portion	Erf 3422
Town/Agricultural Holdings/Farm	Tembisa Extension 7
Number and Name of Street or Road	3422 Nyarhi Street

2. EXTENT OF RELAXATION

<i>From</i>	<i>To</i>	<i>Boundary (street/side/back)</i>
3m	0m	Streets
m	m	
m	m	
m	m	

3. PROPERTY INFORMATION

Town Planning Scheme	City of Ekurhuleni Land Use Scheme. 2021	
Current zoning	Business 2	
Property size (m ²)	1 562m ²	
Bond	<i>No</i>	<i>N/A</i>
Bondholder's Name	N/A	

Special Power of Attorney	YES	N/A
Company Resolution	YES	N/A

4. APPLICANT'S DETAILS

Type of applicant	<i>INDIVIDUAL</i>	LEGAL ENTITY/OTHER
Name of Legal Entity/other	The Town Planning Hub CC	
Company / CC Registration number	1999/10392/23	
Representative name	Bea Fletcher	
Title	Ms	
Initial	B.E	
First Name(s)	Beatrix Elizabeth	
Surname	Fletcher	
Postal Address	PO Box 11437, Silver Lakes, 0054	
Physical Address	Lombardy Corporate Park, 1 Cole Road, Shere, 0084	
E-Mail Address	bea@tph.co.za	
Cell Phone	082 807 2030	
Telephone	012 809 2229	

5. OWNER'S DETAILS (if different from applicant)

Type of applicant	<i>INDIVIDUAL</i>	LEGAL ENTITY/OTHER
Name of Legal Entity/other	Geemg Properties (Pty) Ltd	
Company / CC Registration number	1992/005509/07	
Representative name	Robert Griesel	
Title	Mr	
Initial	R.P	
First Name(s)	Robert	
Surname	Griesel	
ID Number	5711125041084	

Postal Address	PO Box 95576, Waterkloof, 0145		
Physical Address	45 22 nd Street, Menlo Park, 0145		
E-Mail Address	rpgriesel@gmail.com		
Cell Phone	082 490 2577		
Telephone	N/A		
Details of Owner's/ Marital Status	Not Applicable	Married in Community of Property	Married out of Community of Property

6. REQUIRED DOCUMENTS TO BE ATTACHED TO APPLICATION FORMS:

SUBMISSION WITH BUILDING PLANS

Documents required	Number of copies	Submitted (X or N/A)
Documents to be attached to the application form:		
Application fee		
Site and/or Building Plan (A3/A4 size)	2	
Title Deed / Leasehold Title	1	
Documents to be submitted prior to finalisation of the application:		
Proof of notification of the adjoining property owners	1	

SUBMISSION WITHOUT BUILDING PLANS

Documents required	Number of copies	Submitted (X or N/A)
Documents to be attached to the application form:		
Application fee		X
Bondholder's Consent (if applicable)	2	N/A
Building Plan (if applicable)	7	N/A
Company Resolution (if applicable)	2	X
Motivated memorandum	7	X
Site/Development Plan (A3/A4 size)	7	X
Special Power of Attorney (if applicable)	2	X
Title Deed / Leasehold Title	2	X
Documents to be submitted prior to finalisation of the application:		
Proof of notification of the adjoining property owners	1	TBC

DECLARATION OF COMPLIANCE

I/We B.E. Fletcher from The Town Planning Hub CC.

ID Number/s1999/10392/23.....

hereby declare that:

I/ We have provided the correct information to the Municipality to enable it to take an informed decision.

I/ We understand that the Municipality has the authority to ensure orderly built environment through land use management.

I/ We declare that all conditions attached to this application, if approved, will be fully complied with.

I/ We certify that the municipal officials shall be granted access to the property in order to conduct inspections and other related municipal functions.

Signed at ...Pretoria.....on day ...04... month ...March..... year ...2026.....

SIGNATURE OF APPLICANT/S: 

If the property is registered in more than one person's name all owners need to sign.

RESOLUTION OF THE BOARD OF DIRECTORS OF GEEMG PROPERTIES (PTY) LTD (REGISTRATION NR. 1992/005509/07) HELD AT Pretoria ON THE 6th DAY OF August 2025

Decide:

That the lawful agent of the Company applies to the competent authority for written consent and/or title amendment and/or appeal in respect of the under-mentioned property:

ERF 3422, TEMBISA EXTENSION 7

AND THAT:

Robert Griessel (ID NR: 6101315100081)

being duly authorised thereto under and by virtue of a resolution of the Board of Directors of the Company to draft and sign all such documents, and in general to do all to execute this resolution.

GESERTIFISEERDE WAARE AFSCRIF
CERTIFIED TRUE COPY
CERTIFIED A TRUE COPY OF THE ORIGINAL

06/08/2025
NICO CRAILL, POSTNET, BROOKLYN MALL
COMMISSIONER OF OATHS
OATHS NUMBER: 9/1/8/2, PRETORIA

SPECIAL POWER OF ATTORNEY

I, the undersigned,

Robert Gniessel, with ID nr: 6101315108081


duly authorised by a resolution of the Board of Directors of **GEEMG PROPERTIES (PTY) LTD (Registration Nr. 1992/005509/07)** do hereby nominate, constitute and appoint **BE FLETCHER (ID nr: 7505090058083)** of the firm **THE TOWN PLANNING HUB CC (Registration nr: 1999/010392/23)** and/or any employee of the Close Corporation with power of substitution, to be my lawful Agent in my name, place and stead, for written consent and/or title amendment and/or appeal in respect of the under-mentioned property:

ERF 3422, TEMBISA EXTENSION 7

and to take all such steps, do all such acts, sign all such documents and appoint or involve all such persons as may be requisite or necessary in order to give effect to the powers hereby granted and, for effecting the aforesaid purposes, to do or cause to be done whatsoever shall be requisite, as fully and effectually, as I might or could do if personally present and acting herein - hereby ratifying, allowing and confirming all and whatsoever the said Agent shall lawfully do, or cause to be done.

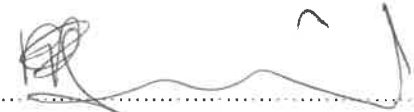
Signed at Pretoria on this 6th day of August 2025, in the presence of the undersigned witnesses.

AS WITNESSES:


.....

.....

SIGNATORY:


.....



Disclosure Certificate: Companies and Close Corporations

Registration Number: 1992 / 005509 / 07
Enterprise Name: GEEMG PROPERTIES

ENTERPRISE INFORMATION

Registration Number: 1992 / 005509 / 07
Enterprise Name: GEEMG PROPERTIES (PTY) LTD
Registration Date: 23/09/1992
Business Start Date: 23/09/1992
Enterprise Type: Private Company
Enterprise Status: In Business
Compliance Notice Status: NONE
Financial Year End: February
TAX Number: 9330504649

Addresses	<u>POSTAL ADDRESS</u>	<u>ADDRESS OF REGISTERED OFFICE</u>
	PO BOX 95576 WATERKLOOF PRETORIA GAUTENG 0145	45 22ND STREET MENLO PARK PRETORIA GAUTENG 0081

ACTIVE MEMBERS / DIRECTORS

Surname and First Names	Type	ID Number / Date of Birth	Contrib. (R)	Interest (%)	Appoint. Date	Address
GRIESEL, PAUL PRIMICH	Director	5711125041084	0.00	0.00	23/09/1992	Postal: PO BOX 95576, WATERKLOOF, PRETORIA, GAUTENG, 0145 Residential: 45 22ND STREET, MENLOPARK, PRETORIA, GAUTENG, 0081
GRIESEL, ROBERT PHILIP	Director	6101315100081	0.00	0.00	23/09/1992	Postal: PO BOX 95576, WATERKLOOF, PRETORIA, GAUTENG, 0145 Residential: UNIT 02 PRETORIA COUNTRY CLUB, 241 SIDNEY AVENUE, WATERKLOOF,

AUDITOR DETAILS

Auditor Name	Type	Status	Appointment Date	Resignation Date	Email Address
OSMAN MOOSA AND ASSOCIATES	Auditor	Resign		2015-02-28	ADMIN@OMA.CO.ZA
Profession Number: 900414					
ANTON M BOUWER INC	Auditor	Resign	2016-03-01	2021-05-27	hendrik@antonbouwer.co.za
Profession Number: 980157					
STEENKAMP HENDRIK STEPHANUS	Designated Auditor	Resign	2016-03-01	2021-05-27	hendrik@antonbouwer.co.za
Profession Number: 880809					



Certificate issued by the Commissioner of Companies & Intellectual Property Commission on Wednesday, September 18, 2024 at 21:56



Companies and Intellectual
Property Commission

a member of the dti group

Registration Number: 1992 / 005509 / 07
Enterprise Name: GEEMG PROPERTIES

CHANGE SUMMARY

23/09/1992 Registration of CC/CO on 23/09/1992.

24/02/2004 Accounting Officer Change on 09/02/2004.
Change Record
Name : = SABOOR GANI AND CO
Status : = Resign

17/08/2005 Member Change on 23/09/1992.
Surname=GRIESEL
Full ForeNames=PAUL PRIMICH
Id No=5711125041001
Status :ACTIVENature of Change=ACTIVE

17/08/2005 Member Change on 23/09/1992.
Surname=GRIESEL
Full ForeNames=ROBERT PHILIP
Id No=6101315100081
Status :ACTIVENature of Change=ACTIVE

17/05/2006 Postal Address Change on 05/06/2006.
P O BOX 13246
LAUDIUM
0037

16/07/2010 Status changed to Unknown.
FINAL DEREGISTRATION FOR ANNUAL RETURN NON COMPLIANCE

21/12/2011 Name Change on 21/12/2011.
Changed Record
Name Change = GEEMG PROPERTIES
Old Name = G M G PROPERTIES

12/11/2015 Registered Address Change on 12/11/2015.
324 NARE STREET ERF 10734 EXT7 TEMBISA TEMBISA GAUTENG1632

17/11/2015 Registered Address Change on 17/11/2015.
324 NARE STREET ERF 10734 EXT7 TEMBISA TEMBISA GAUTENG1632

02/09/2016 Email Notification that Annual Return is due was sent on 02/09/2016.
E-Mail sent to ROBERT PHILIP GRIESEL for 2016

02/09/2017 Email Notification that Annual Return is due was sent on 02/09/2017.
E-Mail sent to ROBERT PHILIP GRIESEL for 2017

28/09/2018 Annual Return completed on 28/09/2018.
Company / Close Corporation AR Filing - Web Services : Ref No. : 5139928211

06/09/2019 Email Notification that Annual Return is due was sent on 06/09/2019.
E-Mail sent to PAUL PRIMICH GRIESEL for 2019

07/09/2020 Email Notification that Annual Return is due was sent on 07/09/2020.
E-Mail sent to PAUL PRIMICH GRIESEL for 2020

24/11/2020 Annual Return completed on 24/11/2020.
Company / Close Corporation AR Filing - Web Services : Ref No. : 5325234770

03/09/2021 Email Notification that Annual Return is due was sent on 03/09/2021.
E-Mail sent to ROBERT PHILIP GRIESEL for 2021

07/10/2021 Member Change on 07/10/2021.



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Disclosure Certificate: Companies and Close Corporations

Registration Number: 1992 / 005509 / 07
Enterprise Name: GEEMG PROPERTIES

Director PAUL PRIMICH GRIESSEL - Change was made.
- Residential address changed from 340 MARAIS ST to 45 22ND STREET.
- Residential address changed from BROOKLYN to MENLOPARK.
- Residential address changed from to PRETORIA.
- Residential address changed from to GAUTENG.
- Business address changed from 340 MARAIS ST to 45 22ND STREET.
- Business address changed from BROOKLYN to MENLOPARK.
- Business address changed from to PRETORIA.
- Business address changed from to GAUTENG.
- Postal address changed from ROSSLYN to WATERKLOOF.
- Postal address changed from to PRETORIA.
- Postal address changed from to GAUTENG.
- Email Changed from JOYGR@TELKOMSA.NET to PGRIESSELPAUL@GMAIL.COM.

07/10/2021 Member Change on 07/10/2021.
Director ROBERT PHILIP GRIESSEL - Change was made.
- Residential address changed from 340 MARAIS ST to UNIT 02 PRETORIA COUNTRY CLUB.
- Residential address changed from BROOKLYN to 241 SIDNEY AVENUE.
- Residential address changed from to WATERKLOOF.
- Residential address changed from to GAUTENG.
- Business address changed from 22340 MARAIS ST to UNIT 02 PRETORIA COUNTRY CLUB.
- Business address changed from BROOKLYN to 241 SIDNEY AVENUE.
- Business address changed from to WATERKLOOF.
- Business address changed from to GAUTENG.
- Postal address changed from ROSSLYN to WATERKLOOF.
- Postal address changed from to PRETORIA.
- Postal address changed from to GAUTENG.
- Email Changed from JOYGR@TELKOMSA.NET to RPGRIESSEL@GMAIL.COM.

03/09/2022 Email Notification that Annual Return is due was sent on 03/09/2022.
E-Mail sent to ROBERT PHILIP GRIESSEL for 2022

03/09/2023 Email Notification that Annual Return is due was sent on 03/09/2023.
E-Mail sent to PAUL PRIMICH GRIESSEL for 2023

03/09/2023 Email Notification that Annual Return is due was sent on 03/09/2023.
E-Mail sent to ROBERT PHILIP GRIESSEL for 2023

29/08/2024 Member Change on 29/08/2024.
DIRECTOR PAUL PRIMICH GRIESSEL CHANGES,
- TITLE N/A TO MR
- GENDER FROM N/A TO MALE
- DISABILITY FROM N/A TO NOT DISABLED
- DEMOGRAPHIC FROM N/A TO WHITE
- POST COUNTRY N/A TO 0

11/09/2024 Member Change on 11/09/2024.
DIRECTOR PAUL PRIMICH GRIESSEL CHANGES,
- POST STREET P O BOX 95576 TO PO BOX 95576

24/02/2004 Accounting Officer Change on 09/02/2004.
Add Record
Name : = OSMAN MOOSA AND ASSOCIATES
Status : = Current

17/08/2005 Member Change on 20/04/2004.
Surname=MAKOBE
Full ForeNames=MOHLABANE DANIEL
Id No=3805115295080
Status :RESIGNEDNature of Change=RESIGNATION

17/08/2005 Member Change on 23/09/1992.
Surname=GRIESSEL
Full ForeNames=PAUL PRIMICH
Id No=5711125041001
Status :ACTIVENature of Change=ACTIVE

17/05/2006 Registered Address Change on 05/06/2006.



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Disclosure Certificate: Companies and Close Corporations

Registration Number: 1992 / 005509 / 07
Enterprise Name: GEEMG PROPERTIES

ANDRIES DU PLESSIS/NINETTESTS
ERASMIA

0183

12/11/2009 Status changed to Annual Return In De-registration on 12/11/2009.
Annual Return Non Compliance - Deregistration
Registration Date: 23/09/1992
AR Due Date: 01/09/2006
AR Late Date: 01/11/2006
Deregistration commence date: 01/05/2007
Deregistration action date: 12/11/2009

15/10/2013 Annual Return completed on 15/10/2013.
Company / Close Corporation AR Filing - Web Services : Ref No. : 53216120

11/11/2015 Registered Address Change on 11/11/2015.
324 NARE STREET ERF 10734 EXT7 TEMBISA TEMBISA GAUTENG1632

12/11/2015 Registered Address Change on 12/11/2015.
324 NARE STREET ERF 10734 EXT7 TEMBISA TEMBISA GAUTENG1632

18/05/2016 Accounting Officer Change on 18/05/2016.
Notice of change of auditors ANTON M BOUWER INC appointed.

08/06/2016 Registered Address Change on 08/06/2016.
344 JULIUS JEPPE STREET WATERKLOOF PRETORIA GAUTENG0181

24/09/2016 Annual Return completed on 24/09/2016.
Company / Close Corporation AR Filing - Web Services : Ref No. : 551698498

26/09/2017 Annual Return completed on 26/09/2017.
Company / Close Corporation AR Filing - Web Services : Ref No. : 585204397

25/09/2018 Email Notification that Annual Return is due was sent on 25/09/2018.
E-Mail sent to PAUL PRIMICH GRIESSEL for 2018

06/09/2019 Email Notification that Annual Return is due was sent on 06/09/2019.
E-Mail sent to ROBERT PHILIP GRIESSEL for 2019

07/09/2020 Email Notification that Annual Return is due was sent on 07/09/2020.
E-Mail sent to ROBERT PHILIP GRIESSEL for 2020

27/05/2021 Accounting Officer Change on 27/05/2021.
Notice of change of auditor: STEENKAMP HENDRIK STEPHANUS resigned

27/09/2021 Annual Return completed on 27/09/2021.
Company / Close Corporation AR Filing - Web Services : Ref No. : 5353874989

07/09/2024 Registered Address Change on 07/09/2024.
45 22ND STREET MENLO PARK PRETORIA GAUTENG0081

10/09/2024 Member Change on 10/09/2024.
DIRECTOR ROBERT PHILIP GRIESSEL CHANGES,
- PHYS CODE 0181 TO 0001
- POST REGION LIMPOPO TO GAUTENG
- POST COUNTRY 0 TO ZA

11/09/2024 Member Change on 11/09/2024.
DIRECTOR ROBERT PHILIP GRIESSEL CHANGES,
- PHYS CODE 0001 TO 0181
- POST STREET P O BOX 95576 TO PO BOX 95576
- POST CODE 0555 TO 0145

17/02/2004 Accounting Officer Change on 12/02/2004.
Change Record
Name : = SABOOR GANI AND CO
Status : = Resign

17/08/2005 Member Change on 23/09/1992.



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Companies and Intellectual Property Commission
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Disclosure Certificate: Companies and Close Corporations

Registration Number: **1992 / 005509 / 07**
Enterprise Name: **GEEMG PROPERTIES**

17/08/2005 Surname=MOLEFYANE
Full ForeNames=JOSEPH JANKI
Id No=2908085269084
Status :ACTIVENature of Change=ACTIVE
Member Change on 23/09/1992.

27/07/2011 Surname=GRIESSEL
Full ForeNames=ROBERT PHILIP
Id No=6101315100081
Status :ACTIVENature of Change=ACTIVE
Status changed to Unknown.
Annual Return Non-Compliance Restoration

22/10/2014 Annual Return completed on 22/10/2014.
Company / Close Corporation AR Filing - Web Services : Ref No. : 51662860

05/10/2015 Annual Return completed on 05/10/2015.
Company / Close Corporation AR Filing - Web Services : Ref No. : 529785610

10/11/2015 Registered Address Change on 10/11/2015.
324 NARE STREET ERF 10734 EXT7 TEMBISA TEMBISA GAUTENG1632

24/02/2016 Accounting Officer Change on 24/02/2016.
Notice of change of Auditor and OSMAN MOOSA AND ASSOCIATES - Resigned

18/05/2016 Accounting Officer Change on 18/05/2016.
Notice of change of auditors STEENKAMP HENDRIK STEPHANUS appointed.

02/09/2016 Email Notification that Annual Return is due was sent on 02/09/2016.
E-Mail sent to PAUL PRIMICH GRIESSEL for 2016

02/09/2017 Email Notification that Annual Return is due was sent on 02/09/2017.
E-Mail sent to PAUL PRIMICH GRIESSEL for 2017

25/09/2018 Email Notification that Annual Return is due was sent on 25/09/2018.
E-Mail sent to ROBERT PHILIP GRIESSEL for 2018

04/12/2019 Annual Return completed on 04/12/2019.
Company / Close Corporation AR Filing - Web Services : Ref No. : 5216373031

03/09/2021 Email Notification that Annual Return is due was sent on 03/09/2021.
E-Mail sent to PAUL PRIMICH GRIESSEL for 2021

07/10/2021 Member Change on 07/10/2021.
Director JOSEPH JANKI MOLEFYANE - Change was made.
- Director / member status changed from Active to Deceased.
- Residential address changed from to TEMBISA.
- Residential address changed from to GAUTENG.
- Business address changed from to TEMBISA.
- Business address changed from to GAUTENG.
- Postal address changed from to TEMBISA.
- Postal address changed from to GAUTENG.
- Cell Number changed from to 0825528196.
- Email Changed from to TANYA@EXOA.CO.ZA.

03/09/2022 Email Notification that Annual Return is due was sent on 03/09/2022.
E-Mail sent to PAUL PRIMICH GRIESSEL for 2022

01/11/2022 Annual Return completed on 01/11/2022.
Company / Close Corporation AR Filing - Web Services : Ref No. : 5375722262

25/10/2023 Annual Return completed on 25/10/2023.
Company / Close Corporation AR Filing - Web Services : Ref No. : 5396981048

29/08/2024 Member Change on 29/08/2024.





Disclosure Certificate: Companies and Close Corporations

Registration Number: **1992 / 005509 / 07**
Enterprise Name: **GEEMG PROPERTIES**

DIRECTOR ROBERT PHILIP GRIESSEL CHANGES,
- TITLE N/A TO MR
- GENDER FROM N/A TO MALE
- DISABILITY FROM N/A TO NOT DISABLED
- DEMOGRAPHIC FROM N/A TO WHITE
- POST CODE 0145 TO 0555
- POST COUNTRY N/A TO 0

10/09/2024 Member Change on 10/09/2024.

DIRECTOR PAUL PRIMICH GRIESSEL CHANGES,
- POST COUNTRY 0 TO ZA



Physical Address

the dti Campus - Block F
77 Meintjies Street
Sunnyside 0001

Postal Address: Companies

P O Box 429
Pretoria
0001

Docex: 256

Web: www.cipc.co.za

Contact Centre: 086 100 2472 (CIPC)

Contact Centre (International): +27 12 394 9573



SIMULTANEOUS APPLICATION:

MOTIVATION IN SUPPORT OF THE “WRITTEN CONSENT A” APPLICATION IN TERMS OF CLAUSE 25.3, READ WITH CLAUSE 30.1 OF THE CITY OF EKURHULENI LAND USE SCHEME, 2021, READ WITH SECTION 58 OF THE CITY OF EKURHULENI METROPOLITAN SPATIAL PLANNING AND LAND USE MANAGEMENT BY-LAW, 2019 FOR PARKING RELAXATION ON –

MOTIVATION IN SUPPORT OF THE BUILDING LINE RELAXATION APPLICATION IN TERMS OF CLAUSE 30.3 OF THE CITY OF EKURHULENI LAND USE SCHEME, 2021, READ WITH SECTION 62 OF THE CITY OF EKURHULENI METROPOLITAN SPATIAL PLANNING AND LAND USE MANAGEMENT BY-LAW, 2019 FOR BUILDING LINE RELAXATION ON –

ERF 3422 TEMBISA EXTENSION 7

PREPARED FOR: GEEMG PROPERTIES (PTY) LTD

BY: THE TOWN PLANNING HUB CC

Tel: (012) 809 2229
E-mail: bea@tph.co.za

PO Box 11437
Silver Lakes
0054

Lombardy Corporate Park
Block B / Unit 13
Cole Road
Shere
0084



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 - 3.2.1 Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA)
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SIMULTANEOUS APPLICATION:

MOTIVATION IN SUPPORT OF THE PROPOSED “WRITTEN CONSENT A” APPLICATION TO ALLOW FOR A PARKING RELAXATION IN TERMS OF CLAUSE 25.3, READ WITH CLAUSE 30.1 OF THE CITY OF EKURHULENI LAND USE SCHEME, 2021, READ WITH SECTION 58 OF THE CITY OF EKURHULENI METROPOLITAN MUNICIPALITY SPATIAL PLANNING AND LAND USE MANAGEMENT BY-LAW, 2019; AND

MOTIVATION IN SUPPORT OF THE PROPOSED BUILDING LINE RELAXATION APPLICATION IN TERMS OF CLAUSE 30.3 OF THE CITY OF EKURHULENI LAND USE SCHEME, 2021, READ WITH SECTION 62 OF THE CITY OF EKURHULENI METROPOLITAN MUNICIPALITY SPATIAL PLANNING AND LAND USE MANAGEMENT BY-LAW, 2019

ON ERF 3422 TEMBISA EXTENSION 7.**1. THE APPLICATION**

Simultaneous application is made in terms of Clause 25.3, read with Clause 30.1 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 58 of the City of Ekurhuleni Metropolitan Municipality Spatial Planning and Land Use Management By-Law, 2019 for a “Written Consent A” application to allow for the parking relaxation and in terms of Clause 30.3 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 62 of the City of Ekurhuleni Metropolitan Municipality Spatial Planning and Land Use Management By-Law, 2019 for a Building Line Relaxation application to relax all street building lines from 3m to 0m on Erf 3422 Tembisa Extension 7.

A traffic engineer was appointed to conduct a survey to determine the parking requirements for the development on site. The engineering report confirms that a lower parking ratio can be supported on the property. Based on the study conducted it is the owners’ intention to apply for a reduction in parking requirements to 1.54 bays per 100m² GLA. The proposed parking ratio is based on the attached traffic assessment.

The proposed building line relaxation is to accommodate the new structure to be developed on site.

2. GENERAL INFORMATION**2.1 Local Authority**

City of Ekurhuleni Metropolitan Municipality.

2.2 Property Description

Erf 3422 Tembisa Extension 7

2.3 Registered Owner

The property is registered in the name of Geemg Properties (Pty) Ltd.

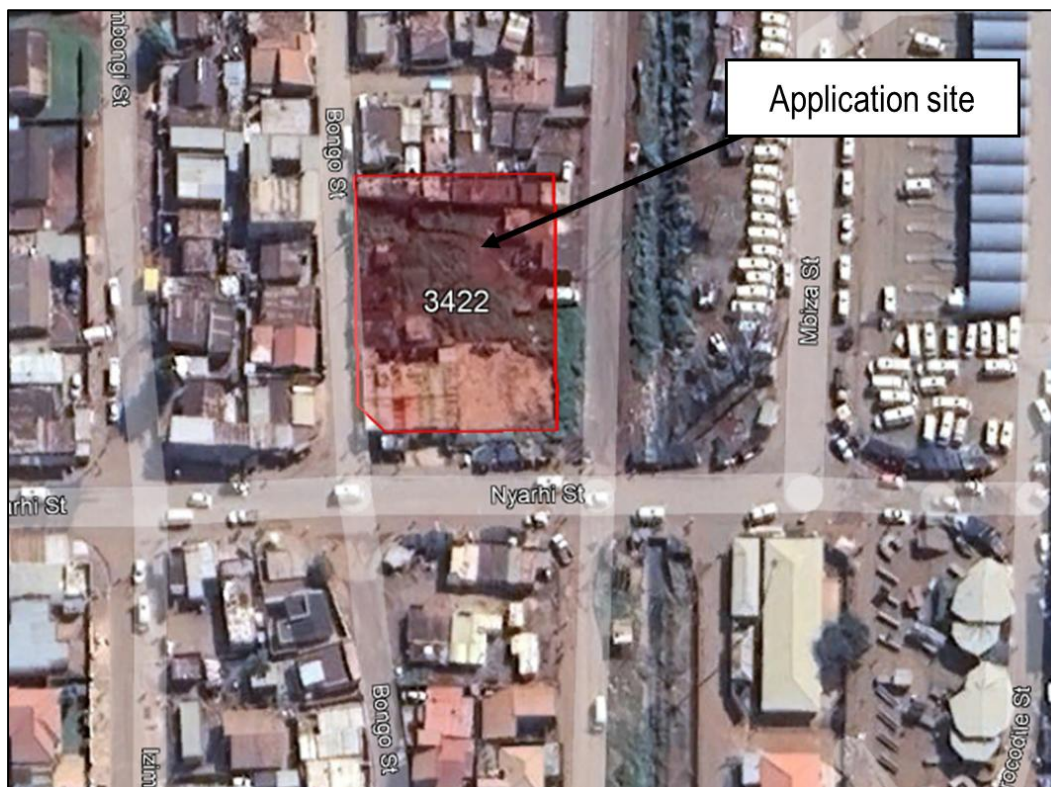
2.4 Property Size

The property measures 1 562 m² in extent.

2.5 Locality

Erf 3422 is situated north and adjacent to Nyarhi Street and east and adjacent to Bongo Street.

Please refer to the below aerial indicating the property, as well as the attached locality plan.



2.6 Existing Zoning

The property is zoned "Business 2".

Refer to the attached Zoning Certificate.

2.7 Existing Land Use

There are informal buildings on the site.

2.8 Deed of Transfer

The property is included in the Registered Grant of Leasehold No. TL37279/1994. The Leasehold confirms that Erf 3422 is leased by Geemg Properties (Pty) Ltd.

Please refer to the attached leasehold and company documents.

2.9 Bond

The property is not bonded by a financial institution.

3. MOTIVATION

3.1 Background

The property owner leased the site to accommodate shops on site in accordance with the approved zoning and leasehold. Following the preparation of the Site Development Plan the owner noted that the Scheme parking requirements of 6 bays per 100m² are not achievable on site. In addition the property owner wishes to relax the building lines to allow for the optimal development of shops on site.

The owner appointed a traffic engineer to calculate the possibility of a relaxed parking ratio without compromising the functionality of the site.

The parking survey results clearly indicate that the parking requirements for the sites are less than the minimum parking ratio specified in the land use scheme. The highest observed parking ratio was at 1.54 bays per 100m². Therefore, the proposed ratio can be considered more than sufficient to accommodate anticipated demand.

Based on the findings in the report the application seeks the relaxation of the parking requirements from 6 bays per 100m² GLA to 1.54 bays per 100m² GLA.

The reduced parking ratio will further be motivated under Section 3.2 and Section 4.

Clause 25.3 of the City of Ekurhuleni Land Use Scheme, 2021 reads as follows:

“The Municipality may consider the provision of a lesser number of Parking Spaces required in terms of Table H, by means of Written Consent A application, (which is accompanied by parking study compiled by a qualified and registered engineer), and shall in addition to any other relevant factors, have regard to the following, which shall be included in a report compiled by a suitably qualified professional.”

Further to the above, a simultaneous application is made for the relaxation of all the street building line to 0m to allow for optimal development on site.

Clause 30.3 of the City of Ekurhuleni Land Use Scheme, 2021 reads as follows:

*“The **Municipality** may on application relax the **Building Line** stipulated in Table C for properties in any Use Zone, if such relaxation would, in its opinion, constitute an improvement in the development of the **Property**.”*

This application is in support of the application for the relaxation of the parking requirements to 1.54 per 100m² and the relaxation of all street building lines from 3m to 0m.

From there this application.

3.2 Need and Desirability

The application site is situated in close proximity to the Oakmoor Station and the R21 Highway. Furthermore, the property is north of Nyarhi Streets which is the central point of a new emerging business node as confirmed in the Regional Spatial development Framework: Region B.

The application will be motivated against the following policy documentation:

- Spatial Planning and Land Use Management Act, Act 16 of 2013
- Gauteng Spatial Development Framework, 2030
- City of Ekurhuleni Metropolitan Spatial Development Framework, 2015
- EMM Regional Spatial development Framework: Region B, 2015

3.2.1 Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA)

The recent introduction of the SPLUMA requires for all land development applications to comply and be motivated in accordance with same.

This application complies with the principles of SPLUMA, as well as other sections which will be elaborated on further below.

Section 7

7. The following principles apply to spatial planning, land development and land use management:

(a) The Principle of spatial justice, whereby –

(i) Past spatial and other development imbalances must be redressed through improved access to and use of land;

- (ii) Spatial development frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation;**
- (iii) Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantages communities and persons;**
- (iv) Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas;**
- (v) Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and**
- (vi) A Municipal Planning Tribunal considering an application before it may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land of property is affected by the outcome of the application;**

This application is to obtain Council Consent to relax the parking requirements as well as relax the street building lines on a zoned property. It will not be required to address the aforementioned principle; however, all other sections are adhered to. The approval of this application will indicate the support of the Ekurhuleni Metropolitan Municipality towards planning practices that support the need to be more flexible and integrated.

- (b) The principle of spatial sustainability, whereby spatial planning and land use management systems must –**
 - (i) Promote land development that is within the fiscal, institutional and administrative means of the Republic;**
 - (ii) Ensure that special consideration is given to the protection of prime and unique agricultural land;**
 - (iii) Uphold consistency of land use measures in accordance with environmental management instruments;**
 - (iv) Promote and stimulate the effective and equitable functioning of land markets;**
 - (v) Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments;**
 - (vi) Promote land development in locations that are sustainable and limit urban sprawl; and**
 - (vii) Result in communities that are viable;**

This application complies with the above principle. The site is not viable agricultural land in any form and will support the functioning of land markets in the area. The application does not result in urban sprawl and will result in a viable community.

(c) The principle of efficiency, whereby –

- (i) Land development optimises the use of existing resources and infrastructure;**
- (ii) Decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and**
- (iii) Development application procedures are efficient and streamlined and timeframes are adhered to by all parties;**

This application complies with the above principle, specifically the optimal use of existing services infrastructure. The owner is in the process of obtaining approved building plans, however, the approval of the reduced parking requirements and relaxation of street building lines will allow the optimal use and function of the site within the development parameters.

(d) The principle of spatial resilience, whereby flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks; and

Clauses 25.3 and 30.3 of the City of Ekurhuleni Land Use Scheme, 2021 allows for the relaxation of parking requirements as well as building lines with approval from Council. The Spatial Development Frameworks available to applicants allow for the change in land use, densities and other development controls within the Ekurhuleni Metropolitan Municipality, allowing for applications such as these. Although the site does not fall within an environmentally sensitive area, its support will allow for sound economic affairs in the city.

(e) The principle of good administration, whereby –

- (i) All spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems embodied in this Act;**
- (ii) All government departments must provide their sector inputs and comply with any prescribed requirements during the preparation or amendment of spatial development frameworks;**
- (iii) The requirements of any law relating to land development frameworks;**
- (iv) The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and**
- (v) Policies, legislation and procedures must be clearly set in order to inform and empower members of the public.”**

This application site complies with the above principle; the development conforms to the applicable land uses provided for in the Regional Spatial Development Framework. All the required internal departments will have the opportunity to provide comments on the application. In general, the rights of the surrounding property owners will be taken into account. The required advertising will take place timeously together with the site notices to be placed on the

property. The required registered letters will be sent out to the surrounding property owners whereafter our office will remain open for any discussions and input from the affected parties in terms of the parking provision.

3.2.2 Gauteng Spatial Development Framework, 2030 (GSDF)

The Gauteng Spatial Development Framework, 2030 has been adopted and is a development tool that proposed to align development across the province.

“The Spatial Development Vision

The Gauteng of 2030 is an integrated, connected space that provides for the needs of all who are born in or drawn to the province. Economic growth is spread widely, beyond the core areas, to nodes and multi-modal activity corridors. These nodes and corridors provide safe, high-intensity and high-density mixed land-use settlements, where the young and old are able to walk, cycle and relax in public spaces. A range of public transport modes ensures affordable, province-wide interconnectedness and access to the full spectrum of economic, cultural and educational opportunities, placing the province on a far more sustainable growth trajectory. ...” Page ix, GSDF 2030

In order to make the above spatial vision a reality, various spatial development principles were identified of which one is that of ‘liveability’ and the subsequent need to increase economic development / potential in the city.

“To realise the spatial development vision, all developments in the province need to adhere to six spatial development principles: (i) liveability, (ii) concentration, (iii) connectivity, (iv) conservation, (v) diversity, and (vi) viability.” Page ix, GSDF 2030

The limitation of urban sprawl is not only a provincial problem, but also applies specifically to local municipalities. Their actions and decisions directly affect the form and shape of cities in terms of its sustainability and liveability. The property already has the land use rights in support of a Shop. This application relates to the reduction of parking requirements to ensure the feasibility and functionality of the property.

In short it can be concluded that the Gauteng Spatial Development Framework of 2030 has very strong views on the densification of the cities located in the province, where these developments’ intention should be to create a more **sustainable and integrated Gauteng City Region**.

3.2.3 City of Ekurhuleni Metropolitan Spatial Development Framework, 2015

The vision of the Ekurhuleni Metropolitan Municipality is to be:

“The Smart, Creative and Developmental City.

The mission statement:

Ekurhuleni provides sustainable and people centred development services that are affordable, appropriate and of a high quality. We are focussed on social, environmental, and economic regeneration of our city and communities, as guided by the principles of Batho Pele and through the commitment of a motivated and dedicated team.” Page 9, MSDF 2015

Although the MSDF is an overarching document it confirms:

“Urban development in the context of the MSDF essentially means land uses in support of the primary economic and employment areas and will primarily consist of residential development, all social facilities and services as well as land uses as may be required to achieve sustainable urban life.

The provision of the support services within the residential environment should relate to the residential densities that prevail in the immediate area surrounding the intended support services.” Page 39, MSDF 2015

The application property is zoned “Business 2” which are in accordance with the policy documents. The application submitted is to ensure the feasibility and functionality of the site. Application is made to reduce the parking ratio to 1.54 per 100m² GLA and to relax all the street buildings lines from 3m to 0m.

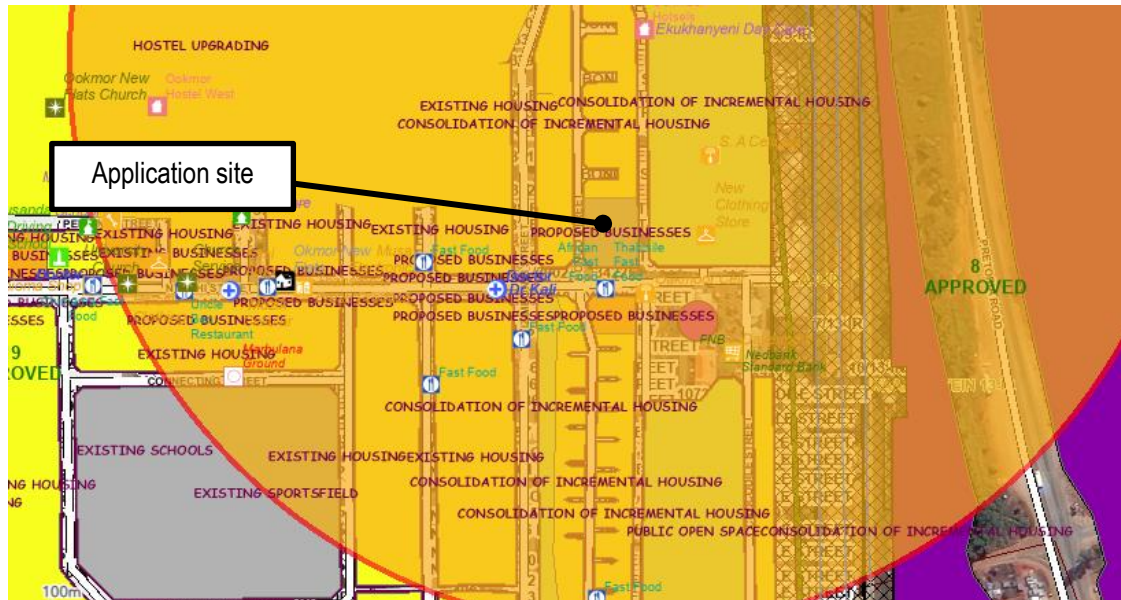
3.2.4 EMM Regional Spatial Development Framework: Region B, 2015

The application property is situated in an “emerging business node” in terms of the RSDF.

According to the RSDF:

*“**Business development** in Region B is primarily centred on the Edenvale Central Business District (CBD) and along Monument Road in Kempton Park. Furthermore, an emerging business node in the region is at the intersection of Andrew Mapheto and*

George Nyanga Streets in Tembisa. Smaller business related nodes are scattered throughout the region.”
Page 23, RSDf Region B



The application site has the correct Business zoning to support the proposed development of a shop.

The application is for the relaxation of the parking ratio and the relaxation of all street building lines from 3m to 0m to allow for the optimal development on the site. The relaxed ratio and building lines will promote an inclusive, sustainable and efficient development on the property.

This reduced parking ratio was investigated by the traffic engineer and is included in the application.

The application supports the above views of the city in terms of design and layout of the proposed parking for the development.

The application asks for a parking relaxation to 1.54 bays per 100m² GLA. The reduced ratio is based on the survey and analysis of the traffic engineer.

Table 1: Parking survey results

SITE DESCRIPTION	APPROXIMATE BUILDING AREA (M ²)	MAXIMUM PARKING DEMAND (BAYS)		PARKING RATIO (BAYS/100M ²)	
		FRIDAY	SATURDAY	FRIDAY	SATURDAY
Site 1: Silverstars Supermarket	1 240.53m ²	9	7	0.73	0.56
Site 2: Thembaletu	621.08m ²	6	8	0.97	1.29
Site 3: Usave Supermarket	455.74m ²	5	7	1.10	1.54

From **Table 1** it can be concluded that the parking requirements for the sites are less than the minimum parking ratio specified in the land uses scheme for shops (6 bays/100m²). Considering the above, the highest parking requirements observed at the three sites was at Site 3: Usave Supermarket, with a parking ratio of 1.54 bays/100m² (Saturday period).

It is thus motivated in this memorandum that a reduced parking ratio for the proposed development be approved. The approval of this application will not have a detrimental impact on the functions of the site and the other land uses approved in the existing zoning.

4. PROPOSED DEVELOPMENT

4.1 PARKING RELAXATION:

A pre-consultation was held with the Roads Department and the following were agreed:

- *The delivery layout implies all delivery vehicles will come from the north. This is unlikely as there is no link to the north.*
- *It is noted that the sweeping paths can also be interpreted as access from the south turning over the south-bound lane on Bongo Road to enter the loading bay. The exit would then be in a northerly direction. This is problematic as there is no turning facility for trucks to turn around to travel south to Nyarhi Street. The existing road reserve with is also too narrow to allow a truck to turn south out of the site.*
- *The access for customers should be moved to mid-site. I acknowledge that the site is very small, but this would slightly improve the spacing between intersections and have less of a “staggered intersection” effect. – Noted*

In response to the comment, the access was changed.

- **By moving the customer access to mid site, we enable the delivery truck to access the property and push the front in to the parking area at the south-east corner and then reverse back into the delivery yard through gate 2. Gate 1 can only be used as exit and gate 2 as entrance to the yard.**

The amendments were considered acceptable subject to a parking relaxation study.

A parking relaxation study and survey was completed during November 2025 by Mariteng

Consulting Engineers (Pty) Ltd. The report is briefly summarized hereunder:

Summary:

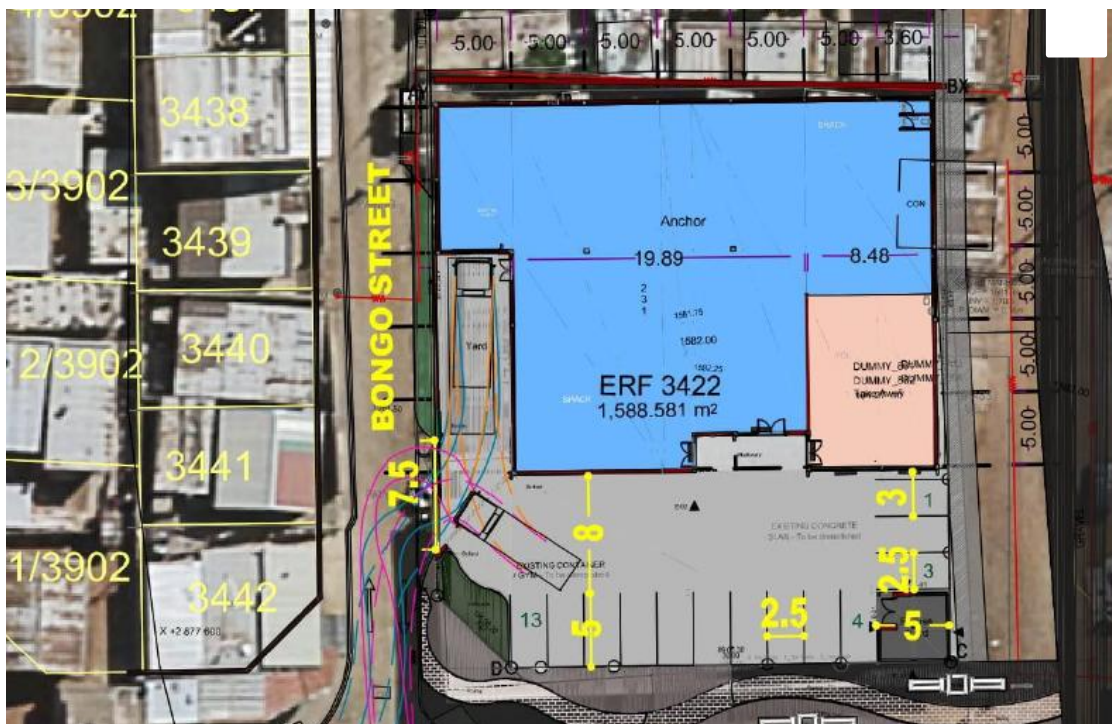
In summary the following:

Erf 3422

- The development will focus mainly on pedestrian traffic.
- The parking and loading ratios were previously approved as follows
 - Parking bays : 12 bays (747m² GLA @1.54 bays/100m²)
 - Loading bays : 1 bay (747m² GLA @ 2 bay/2 000m²).
 - Provision is made for 13 parking bays and 1 loading bays – thus complying.
- The site development plan prepared by Design Culture is supported.
- Site access provided on Bogo Street.

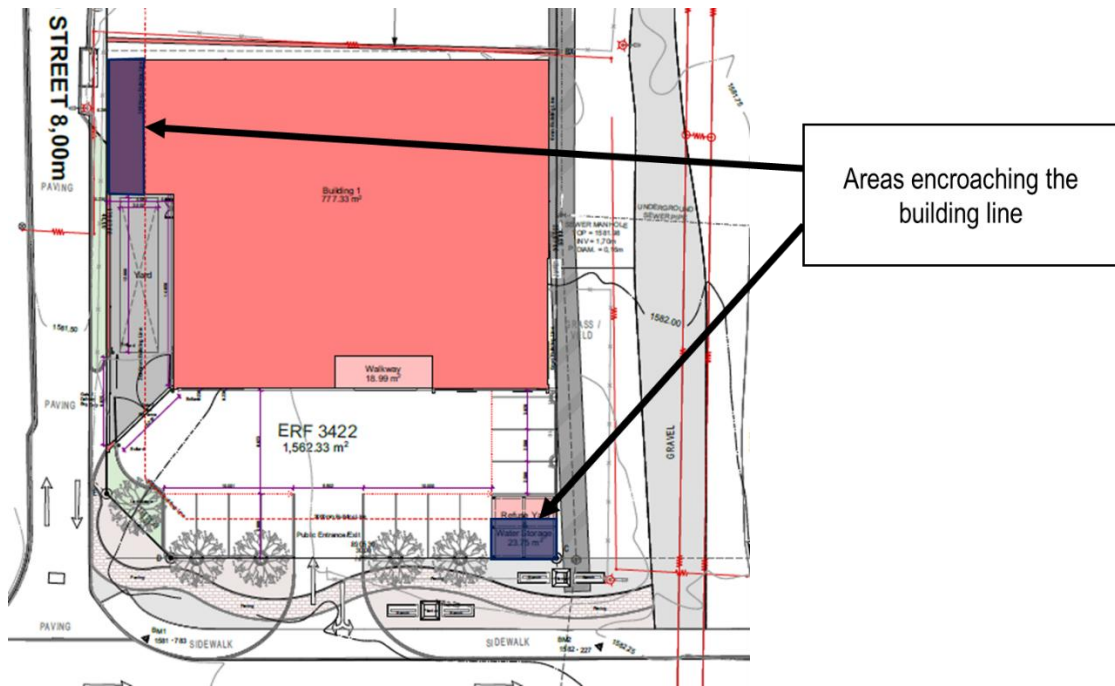
This application is asking for the provision of 1.54 bays per 100m² GLA for the shops - that will reduce the number of parking bays required to 12 bays on Erf 3422.

The reduced parking bays can be easily accommodated on site.



4.2 BUILDING LINE RELAXATION:

The Ekurhuleni Land Use Scheme, 2021 prescribes a street building line of 3m to properties zoned "Business 2". To allow for the optimal development of the site application is made to relax the street building lines to 0m.



The proposed development will be a single storey development which will not impact the privacy of the residential erven west of the application site. The relaxation of the street building lines will not have a negative impact on any of the surrounding owners.



The relaxation of the street building lines from 3m to 0m will allow for the optimal development of the property including safe access, parking and sufficient maneuvering space without affecting any of the neighbours' rights.

5. CONCLUSION

Simultaneous application is made in terms of Clause 25.3, read with Clause 30.1 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 58 of the City of Ekurhuleni Metropolitan



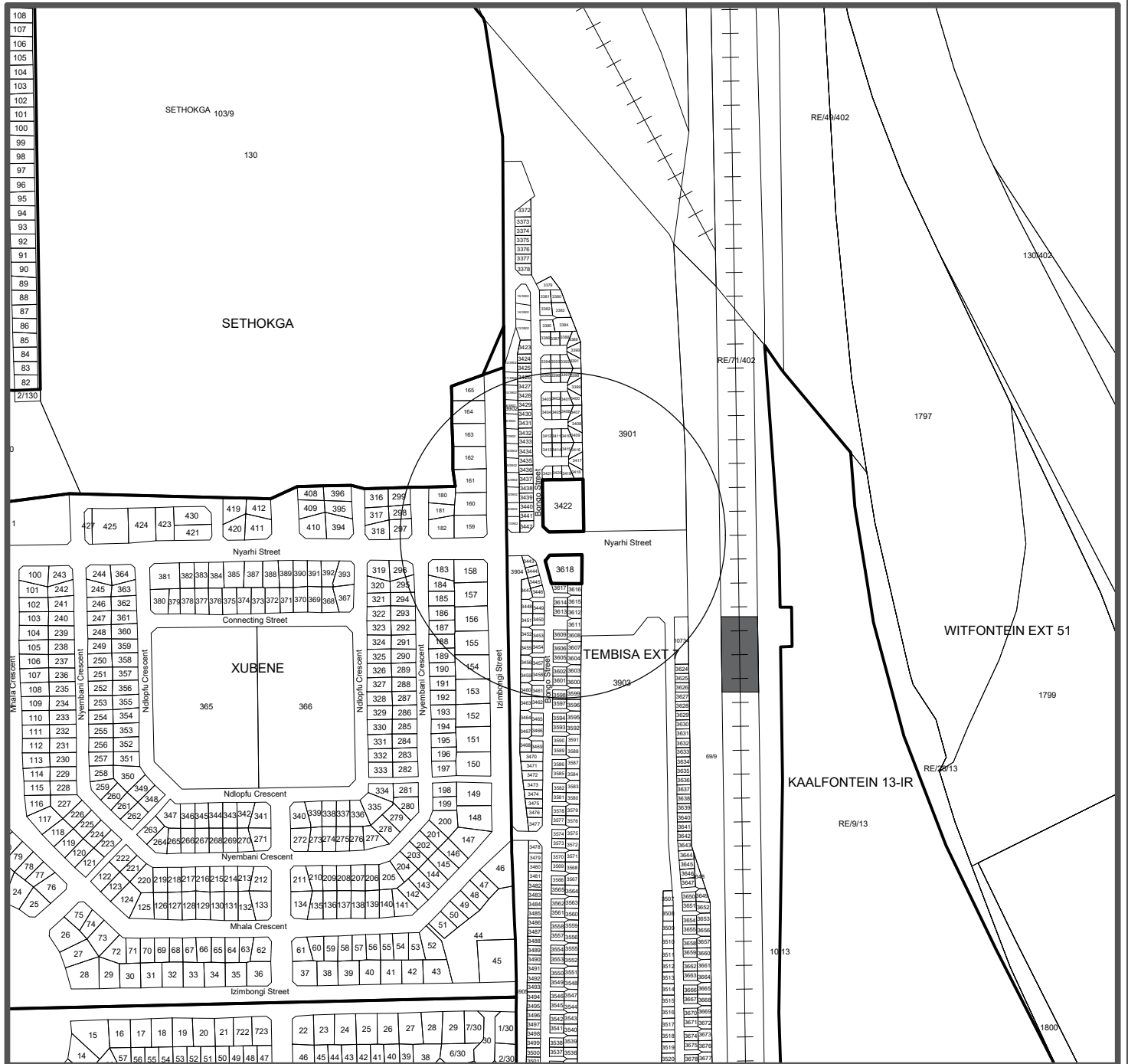
Municipality Spatial Planning and Land Use Management By-Law, 2019 for a Written Consent A to allow for the reduced parking ratio of 1.54 parking bays per 100m² and application in terms of Clause 30.3 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 62 of the City of Ekurhuleni Metropolitan Municipality Spatial Planning and Land Use Management By-Law, 2019 for a building line relaxation application to relax all street building lines from 3m to 0m on Erf 3422 Tembisa Extension 7.

The proposed development controls will not detrimentally affect anyone's health but will promote good order and better security in the area. It will promote the amenity, convenience and general welfare in the area to no expense of the people in the area.

The Municipality's approval of this application will be appreciated.

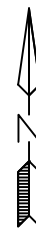
LOCALITY PLAN

ERVEN 3422 AND 3618, TEMBISA EXTENSION 7



-  The Site
-  Township Boundary
-  Road
-  Railway
-  Railway Station

PO BOX 11437
SILVER LAKES
0054
TEL: (012) 809 2229

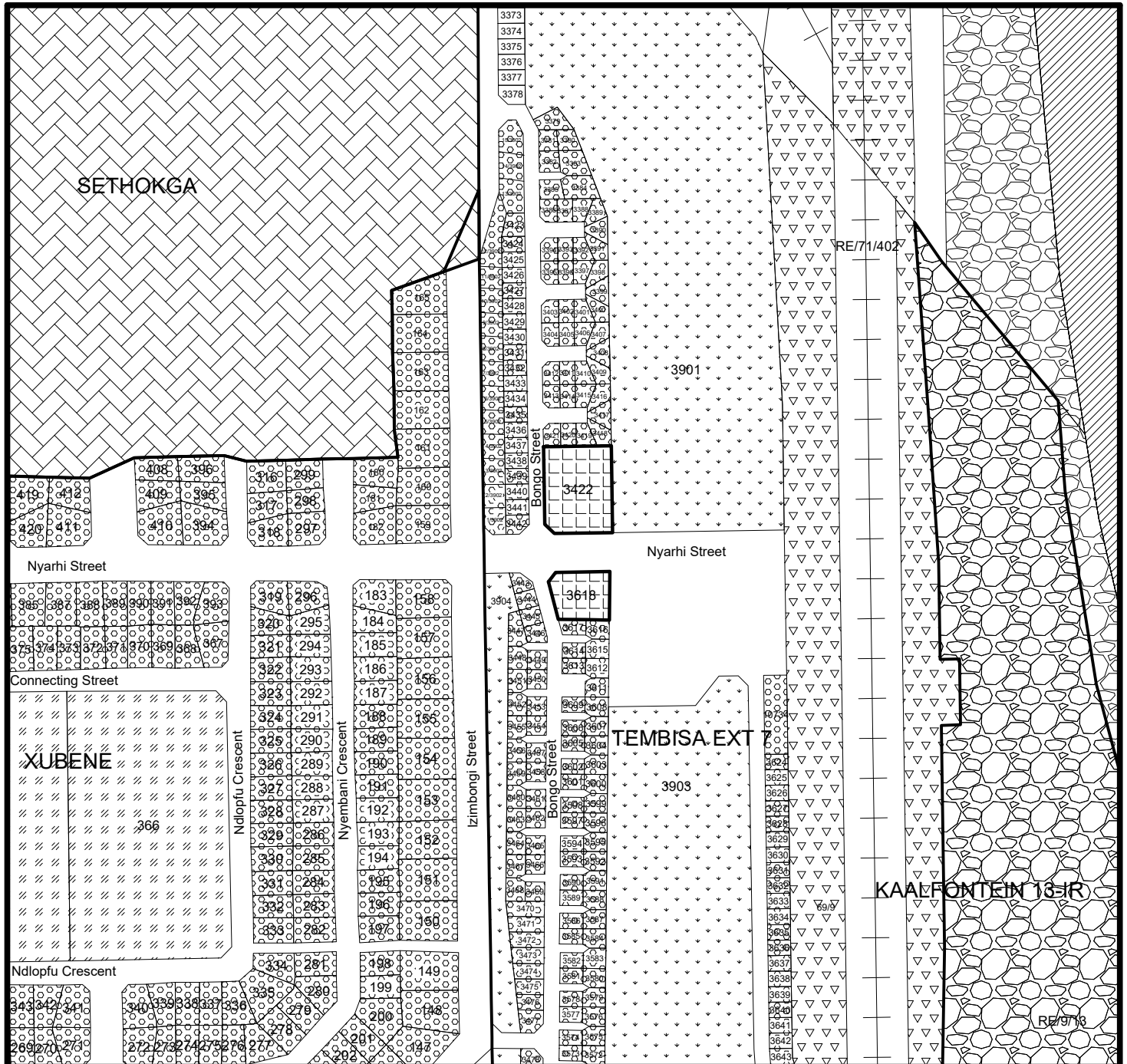



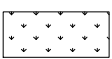

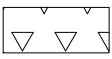



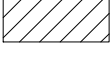
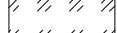
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ZONING PLAN

ERVEN 3422 AND 3618, TEMBISA EXTENSION 7



- | | | | |
|--|--------------------|---|-------------------|
|  | The Site |  | Public Open Space |
|  | Business 2 |  | Transportation |
|  | Residential 2 |  | Agriculture |
|  | Residential 4 |  | Industrial 1 |
|  | Community Facility | | |



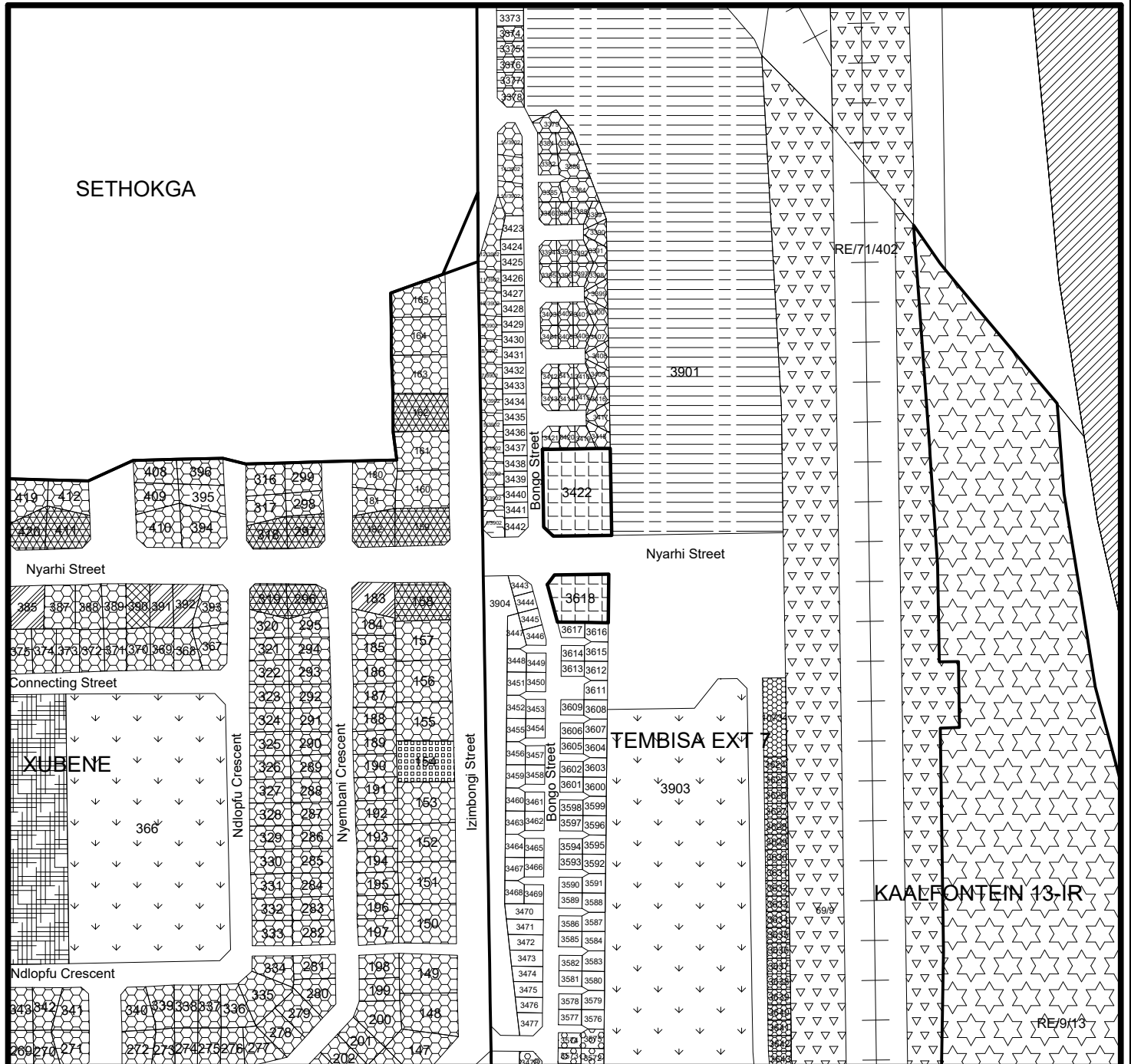
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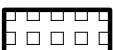
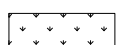

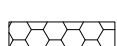
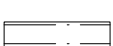


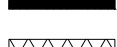
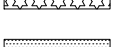


tph
THE TOWN PLANNING HUB cc
changing landscapes

LAND USE PLAN

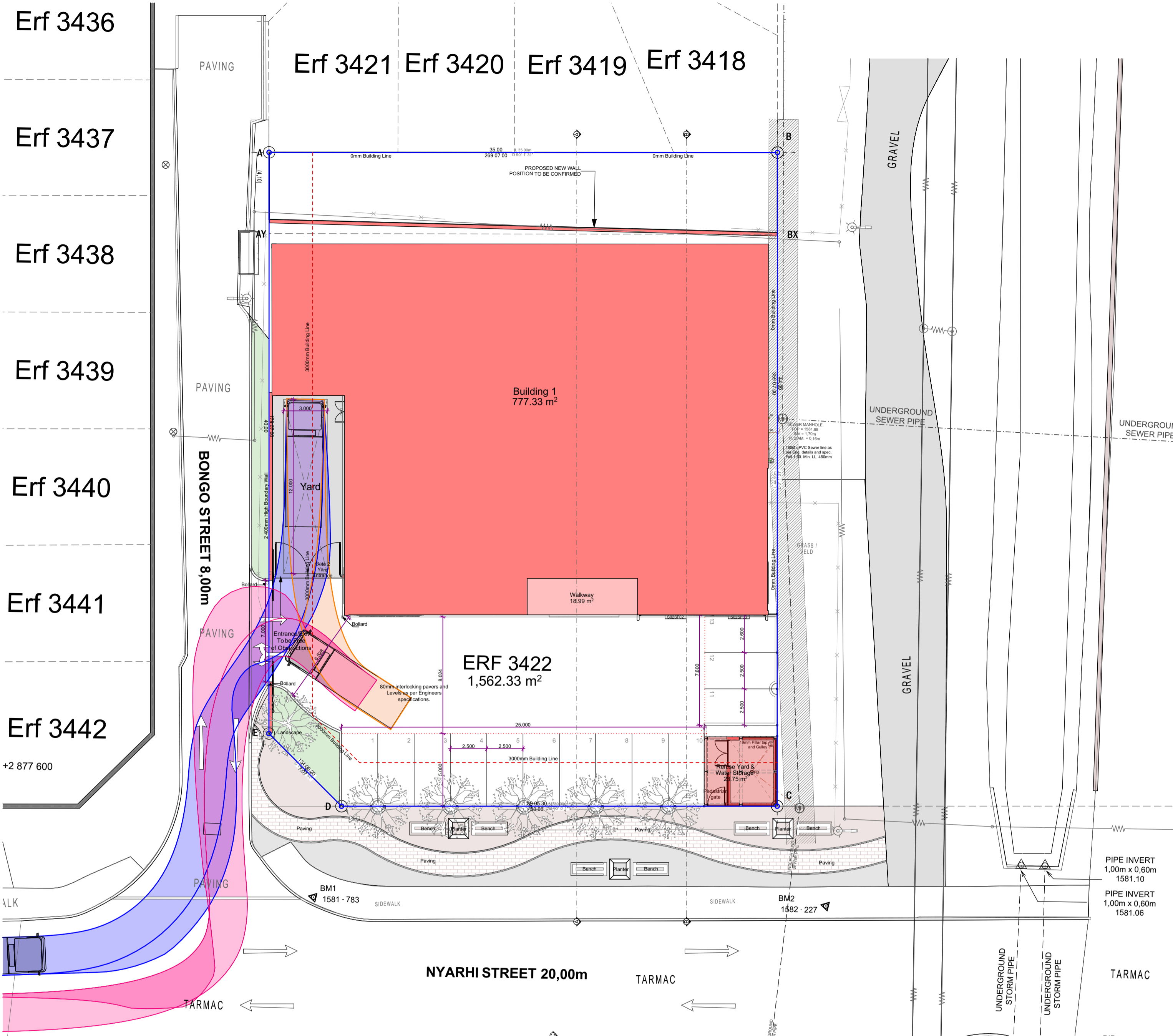
ERVEN 3422 AND 3618, TEMBISA EXTENSION 7



- | | | | |
|--|----------------|---|-------------------|
|  | The Site |  | Day Care Centre |
|  | Vacant |  | Primary School |
|  | Dwelling House |  | Taxi Facility |
|  | Shops |  | Informal township |
|  | Business |  | Hostels |



Scale 1:3000



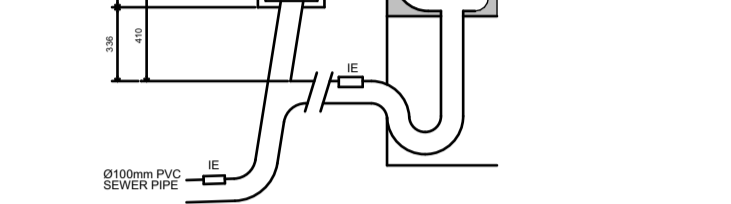
Erf 3422
Erf Size: 1 562.33 m²
Proposed New Building:
 GLA = 747 m²
 Walkway = 20 m²
 Total = 767 m²
Parking Ratio 1.50 Bays / 100 m²
 Parkings Required = 11 Bays
 Parking Provided = 11 Bays
Delivery Bay Provided
 1x Delivery Bay of 12 000 x 3 000mm



GENERAL NOTES:

- ALL MATERIALS AND CONSTRUCTION MUST COMPLY WITH THE NATIONAL BUILDING REGULATIONS ACT (NO. 103 OF 1977).
 - INCLUDING ALL AMENDMENTS AS WELL AS THE BY-LAWS OF THE LOCAL AUTHORITIES.
 - NO DIMENSIONS TO BE SCALED.
 - DIMENSIONS TO BE CONFIRMED ON SITE.
 - DIMENSIONS ARE TAKEN TO CENTRE LINES OR STRUCTURAL SURFACES AND TO NOT INCLUDE FINISHES EXCEPT WHERE OTHERWISE STATED.
 - THE ARCHITECT IS TO BE NOTIFIED OF ANY DISCREPANCIES BETWEEN THIS DRAWING AND OTHERS INCLUDING THOSE RECEIVED FROM CONSULTANTS AND NOMINATED SUB-CONTRACTORS BEFORE COMMENCING WORK.
- DRAINAGE:**
- ALL WORK TO BE CARRIED OUT BY LICENSED DRAIN LAYERS & PLUMBERS & ALL WORK TO COMPLY WITH LOCAL AUTHORITY BY LAWS.
 - ALL WATER CONNECTIONS TO FIRE HOSE REELS ARE TO BE MINIMUM 25mm DIA. ALL COLD WATER CONNECTIONS TO FIRE HOSE REELS ARE TO BE MINIMUM 15mm DIA.
 - ALL WASTE PIPES TO WINS & SINKS ARE TO BE MINIMUM 50mm UNLESS STIPULATED OTHERWISE ON PLANS.
 - WHERE THE WASTE PIPES ARE CONNECTED TO THE WC'S SEWER PIPE AS PER PLAN, THESE CONNECTIONS MUST BE SUPPLIED WITH A 50mm VENT VALVE.
 - ALL GEYSERS INSTALLED ACCORDING TO MANUFACTURERS SPECIFICATION WITH A DRIP TRAY AND SABS 0254 & SANS 10400 204 & XA REGULATIONS.
 - RODDING EYES ON THE SITE SEWER LINE ARE TO BE SUPPLIED AT MAXIMUM 25m INTERVALS.
 - INSPECTION EYES AT ALL BENDS AND JUNCTIONS OF DRAINS, WITH MARKED COVERS AT GROUND LEVEL.
 - ACCESS EYES TO DUCTS & IE'S TO BOTTOM OF STACKS.
- MIN. FALL OF 100mm DRAINS TO BE 1:60 WITH MIN. OF 300mm COVER WHERE FALL EXCEEDS 1:10. BACK DROPS TO BE PROVIDED TO ENSURE MAX FALL ONLY

TYPICAL GULLEY DETAIL:



- ALL SEWER LINES/PIPES CLOSER THAN 1m TO ANY WALL IS TO BE CONCEALED IN MINIMUM 200mm CONCRETE.
- ALL SEWER PIPES UNDERNEATH BUILDING MUST HAVE ADEQUATE ACCESS AND IS TO BE CAST IN CONCRETE WITH OPENINGS IN THE FOUNDATION WALLS.

GLASS NOTE:

- GLAZING TO COMPLY WITH SANS 10400 PART N
- GLASS AREA VS. THICKNESS
- 0 - 0.75m² 3mm THICK GLASS
- 0.75 - 1.5m² 4mm THICK GLASS
- 1.5 - 2.1m² 5mm THICK GLASS
- 2.1 - 3.2m² 6mm THICK GLASS
- ALL GLASS PANELS IN DOORS MUST BE SAFETY GLASS UNLESS SMALLER THAN 1m² AND 6mm THICK
- MARKERS MUST BE PLACED ON GLASS ON GLASS PANELS WHERE THERE IS POSSIBILITY THAT A PERSON MAY NOT SEE THE GLASS.
- ALL GLASS PANELS 300mm AND LOWER TO FLOOR LEVEL SHOULD BE SAFETY GLASS UP TO THE FIRST HORIZONTAL MULLION.

FILLING / COMPACTION:

- ALL FILL UNDERNEATH FLOORS AND FOUNDATION SURFACES TO BE COMPACTED IN LAYERS OF 150mm TO 85% MOD AASHTO.
- ALL IN-SITU FOUNDATION SURFACES TO BE RIPPED AND SCARIFIED 150mm DEEP AND COMPACTED TO 85% MOD AASHTO.

CONCRETE AND FORMWORK:

- ALL CONCRETE COLUMNS AND BEAMS SHOULD BE INSITU WITH A STANDARD 45° CHAMFER AS PER STRUCTURAL ENGINEER.
- ALL CONCRETE SLABS AND SURFACE BEDS TO BE CAST WITH 25mm SOFT BOARD BETWEEN BRICKWORK AND CONCRETE WORK STRICTLY TO ENGINEERS SPECIFICATION.
- ALL CONCRETE WORK ETC. TO STRUCTURAL ENGINEERS SIZES AND SPECIFICATIONS.

GENERAL:

- ALL FINISHED FLOOR LEVELS (FFL) ARE TO BE MINIMUM 170mm ABOVE THE NATURAL GROUND LEVEL.
- FOUNDATIONS TO BOUNDARY WALLS NOT TO ENDOUR OVER BOUNDARY LINES. ALL ELECTRICAL AND DRAINAGE WORK IS TO BE EXECUTED BY REGISTERED TRADESMEN.
- ANY POSITIONING UNDER ALL SURFACE BEDS TO COMPLY WITH SANS 1024.

EXPANSION JOINTS:

- ALL EXPANSION JOINTS TO ENGINEERS DETAIL.
- STRUCTURAL MOVEMENT JOINTS TO ENGINEERS DETAIL.
- NO FLOOR, WALL OR OTHER COVERINGS MAY BE TAKEN OVER AN EXPANSION JOINT WITHOUT THE NECESSARY PROVISION FOR MOVEMENT JOINTS.

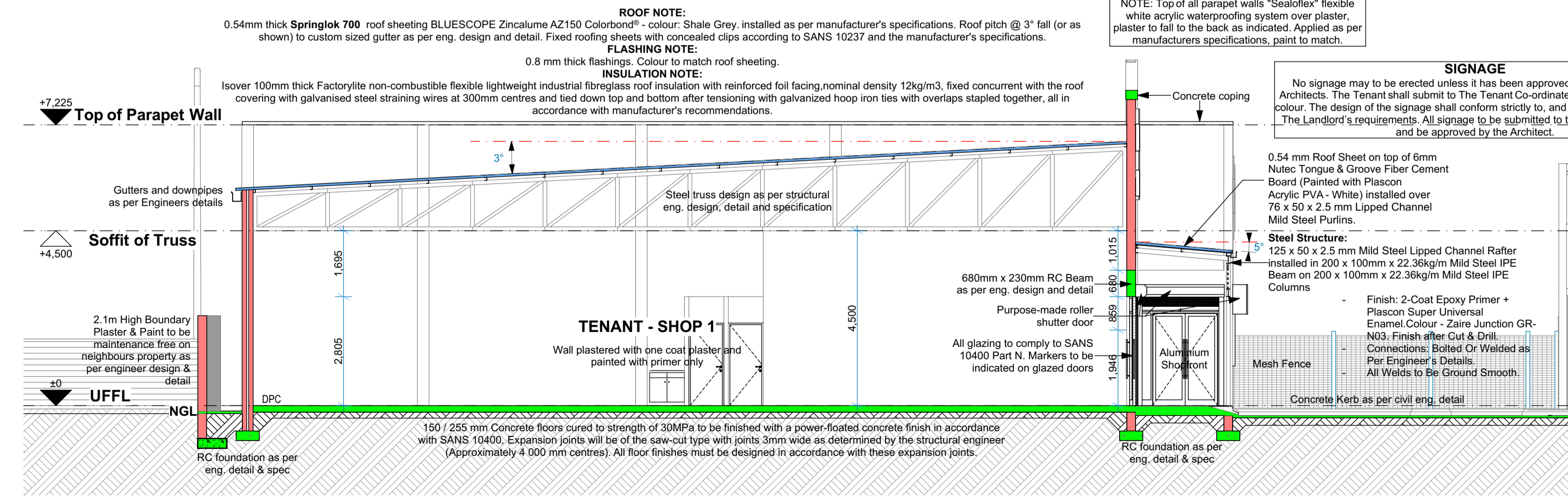
WOOD NOTE:

- WOOD TO COMPLY WITH SANS 0163.
- ALL WOOD TO BE USED OF MINIMUM S.A. PINE GRADE 6 ACCORDING TO SABS STANDARDS UNLESS OTHERWISE STATED.

WORK BY OTHERS:

- REFER TO CIVIL ENGINEERS DRAWINGS FOR SITE SEWER, SEWER CONNECTION, STORM WATER HANDLING AND ALL SUB BASES TO PAVING, SURFACE BEDS AND PARKING AREAS.
- ALL PAVING 1 DEG. SLOPE AWAY FROM BUILDINGS
- REFER TO STRUCTURAL ENGINEERS DRAWINGS FOR ALL FOOTINGS, FOUNDATIONS AND RETAINING WALL DETAILS, SIZE AND SPECIFICATIONS.
- REFER TO MECHANICAL ENGINEERS DRAWINGS FOR ALL MECHANICAL VENTILATION.
- ALL WORK TO BE EXECUTED IN CONJUNCTION WITH THE ARCHITECTS DRAWINGS AND COUNCIL APPROVED DRAWINGS. ALL DISCREPANCY OR VARIATION IN DIMENSIONS, POSITIONS, OR SPECIFICATIONS TO BE REPORTED TO THE ARCHITECT IMMEDIATELY AS WELL AS ANY UNCLEAR OR UNREADABLE INFORMATION ON SCHEDULES OR DRAWINGS.

Site Development Plan
 Scale 1:200



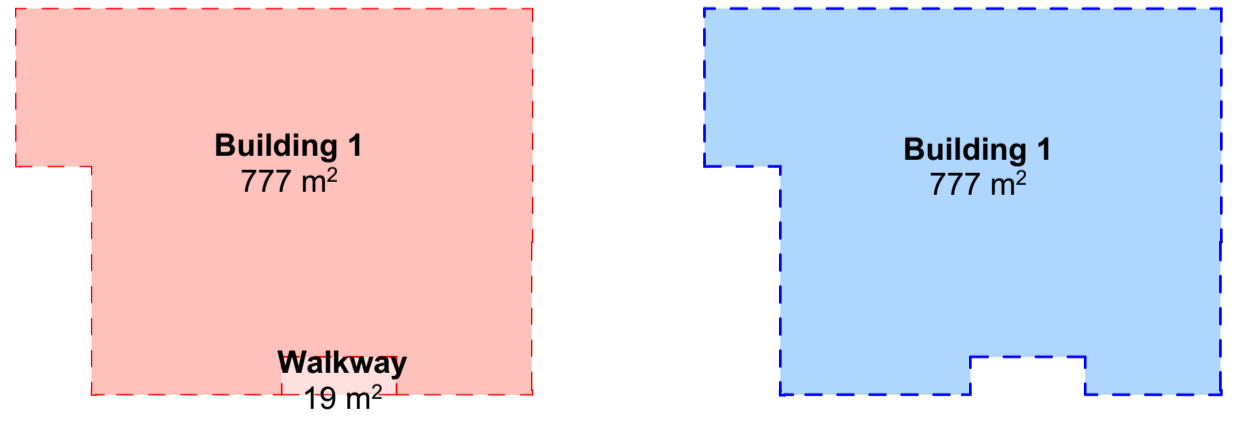
Section A-A
 Scale 1:100

SIGNAGE

No signage may be erected unless it has been approved by The Landlord's Architects. The Tenant shall submit to The Tenant Co-ordinate signage proposals in colour. The design of the signage shall conform strictly to, and be in accordance with, The Landlord's requirements. All signage to be submitted to the tenant co-ordinate and be approved by the Architect.

Steel Structure:
 125 x 50 x 2.5 mm Mild Steel Lipped Channel Rafter installed in 200 x 100mm x 22.36kg/m Mild Steel IPE Beam on 200 x 100mm x 22.36kg/m Mild Steel IPE Columns

Finish: 2-Coat Epoxy Primer + Plascon Super Universal Enamel Colour - Zaire Junction GR-N03. Finish after Cut & Drill. Connections: Bolted Or Welded as Per Engineer's Details. All Welds to Be Ground Smooth.



Building 1
 777 m²

Walkway
 19 m²

Refuse Yard & Water Storage
 24 m²

Coverage	
Location	Area / m ²
Building 1	777
Refuse Yard	24
Walkway	19
Total	820 m²

FAR	
Location	Area / m ²
Building 1	777
Total	777 m²

DESIGN CULTURE

100 Olympus Drive, Unit 170 Greenwood Complex, Faerie Glen, Pretoria, 0081
 stan@d-culture.co.za | 083 500 2652 | www.d-culture.co.za
 ARCHITECTURE | VISUALIZATION | PROJECT MANAGEMENT

CLIENT

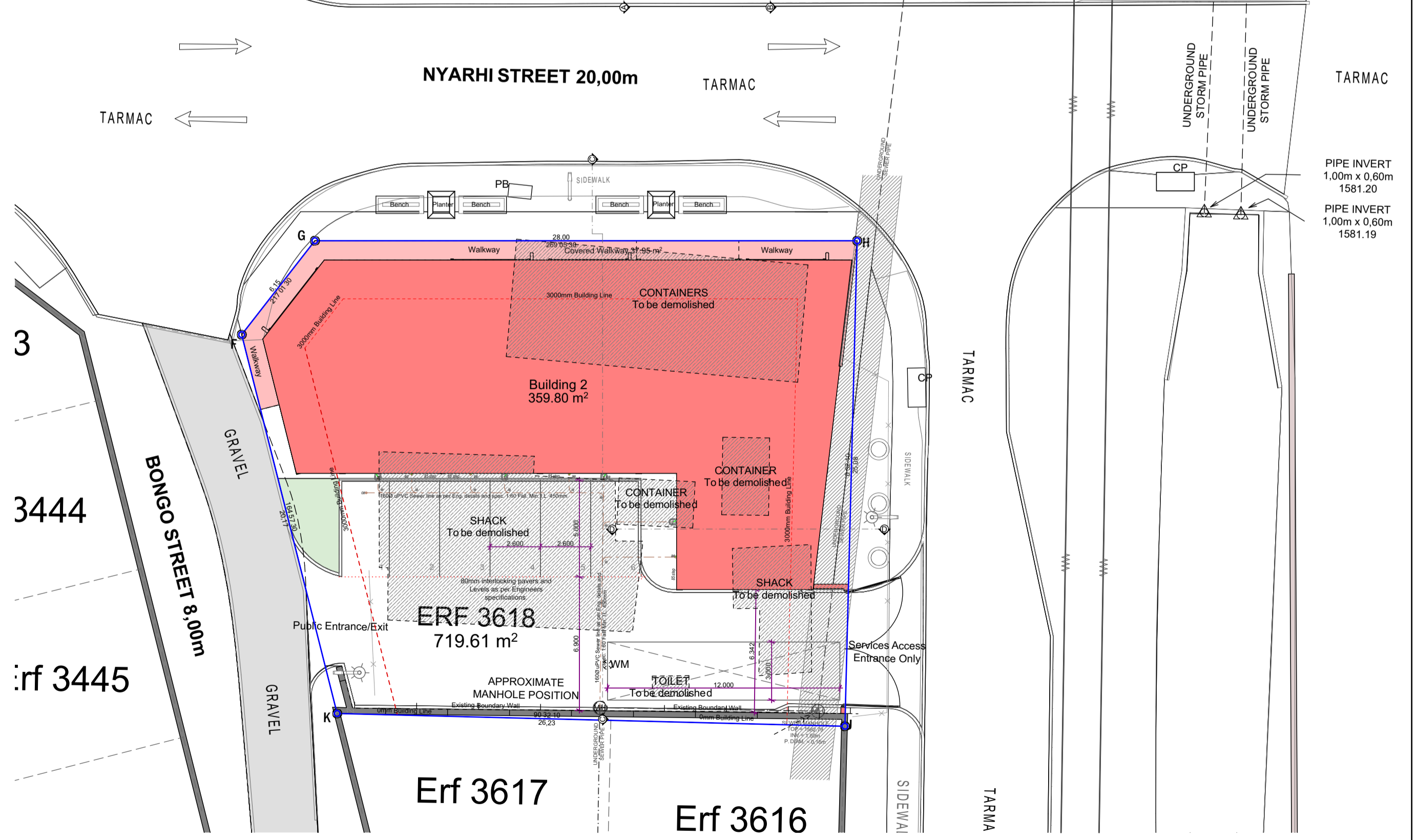
GEEMG PROPERTIES (PTY) LTD

PROJECT

Proposed New Development on ERF 3422, ERF 3618, Tembisa Ext. 7

Drawing Title	Erf 3422 SDP	Drawn By:	
Drawing Number	2504_004 - 002	Checked By:	
Revision		Revision	

FILE LOCATION: C:\Users\user\Desktop\Projects\Tembisa\Tembisa Ext 7 3D.ppt
 Date: 03 November 25



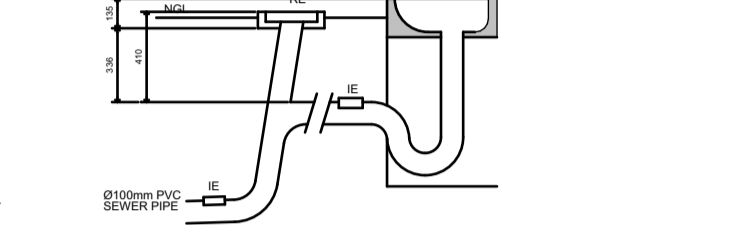
GENERAL NOTES:

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MIN. FALL OF 100mm DRAINS TO BE 1:60 WITH MIN. OF 300mm COVER WHERE FALL EXCEEDS 1:10. BACK DROPS TO BE PROVIDED TO ENSURE MAX FALL ONLY

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GLASS NOTE:

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- 0 - 0.75m² - 3mm THICK GLASS
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- ALL GLASS PANS IN DOORS MUST BE SAFETY GLASS UNLESS SMALLER THAN 1m² AND 6mm THICK
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- ALL GLASS PANELS 300mm AND LOWER TO FLOOR LEVEL SHOULD BE SAFETY GLASS UP TO THE FIRST HORIZONTAL MULLION.

ALL GLASS PANELS IN SHOPFRONTS 1m² AND BIGGER SHOULD BE SAFETY GLASS

FILLING / COMPACTION:

- ACCORDING TO ENGINEER
- ALL FILL UNDERNEATH FLOORS AND FOUNDATION SURFACES TO BE COMPACTED IN LAYERS OF 150mm TO 85% MOD AASHTO.
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- ANY POSING UNDER ALL SURFACE BEDS 'GEBBER' TO COMPLY WITH SANS 1024

EXPANSION JOINTS:

- ALL EXPANSION JOINTS TO ENGINEERS DETAIL
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Existing Site Layout
Scale 1:200

Site Layout - New Vs Existing
Scale 1:200

DESIGN CULTURE

100 Olympus Drive, Unit 170 Greenwood Complex, Fairie Glen, Pretoria, 0081
 stan@d-culture.co.za | 083 500 2652 | www.d-culture.co.za
 ARCHITECTURE | VISUALIZATION | PROJECT MANAGEMENT

CLIENT
GEEMG PROPERTIES (PTY) LTD

PROJECT
Proposed New Development on ERF 3422, ERF 3618, Tembisa Ext. 7

Drawing Title	Drawn By:
Site Development Layout - Existing vs New	Checked By:
Drawing Number	Revision
2504_004 - 004	

FILE LOCATION: C:\Users\stan\Desktop\Project\Tembisa\Tembisa Ext 7 - 2504_004_004.dwg
 Date: 27 January 20

ORIGINAL!

TV 37279/194

CERTIFICATE OF REGISTERED GRANT OF LEASEHOLD
CERTIFICATE NO. _____

1. IT IS HEREBY CERTIFIED THAT THE RIGHT OF LEASEHOLD IN RESPECT OF:-

1. SITE NO. 3422 TEMBISA EXTENSION 7 TOWNSHIP
Registration Division I.R., TRANSVAAL;
MEASURING: 1562 (ONE THOUSAND FIVE HUNDRED AND SIXTY TWO)
square metres;
2. SITE NO. 3618 TEMBISA EXTENSION 7 TOWNSHIP
Registration Division I.R., TRANSVAAL;
MEASURING: 720 (SEVEN HUNDRED AND TWENTY)
square metres;

AS SHOWN ON GENERAL PLAN SG NO. A 2230/1992

HAS BEEN GRANTED TO:-

G.M.G. PROPERTIES (PROPRIETARY) LIMITED
Registration No. 92/05509/07

by the CITY COUNCIL OF TEMBISA
who holds the land

2. THE USE OF THE AFORESAID SITES SHALL BE FOR BUSINESS PURPOSES AS DEFINED AND SUBJECT TO SUCH CONDITIONS AS ARE CONTAINED IN THE LAND USE CONDITIONS IN ANNEXURE F THE TOWNSHIP ESTABLISHMENT AND LAND USE REGULATIONS, 1986 MADE IN TERMS OF SECTIONS 66(1) OF THE BLACK COMMUNITIES DEVELOPMENTS ACT, 1984: PROVIDED THAT ON THE DATE ON WHICH A TOWN PLANNING SCHEME RELATING TO THE SITES COMES INTO FORCE, THE RIGHTS AND OBLIGATIONS CONTAINED IN SUCH SCHEME SHALL SUPERSEDE THOSE CONTAINED IN THE AFORESAID LAND USE

FOR FURTHER ENDORSEMENT SEE PAGE

DATA

ORIGINAL

2.

CONDITIONS, AS CONTEMPLATED IN SECTION

57B OF THE SAID ACT.

SPECIAL CONDITIONS: NONE.

REGISTRATION OFFICE AT PRETORIA.


DATE: 27 05 94
FOLIO NUMBER IN REGISTER


REGISTRAR OF DEEDS

For Information Only

11

BLADSY / PAGE
3
TL37279 / 1994

VERANDERING VAN NAAM CHANGE OF NAME	
KRAGTENS ART. 93(1) WET 47 VAN 1937 IS DIE VAN/NAAM IN TERMS OF SEC. 93(1) ACT 47 OF 1937 THE SURNAME/	
VAN DIE BINNEGEMELDE	NAME OF THE WITHIN
G.M.G PROPERTIES PROPERTY LIMITED	
VERANDER NA	HAS BEEN CHANGED TO
GEEMG PROPERTIES PROPRIETARIES LIMITED REGISTRATION No. 1992 / 005509 / 07	
Applikasie belê by Application filed with BC 000076135 / 2020	 REGISTRATEUR/REGISTRAR
15 DEC 2020	

See page 4

ANNEXURE TO TL 37279/1994

(Para 2)

GETRANSPORTEER AAN		TRANSFERRED TO	
BATHO RSA PROPRIETARY LIMITED			
Registration Number 1988/005267/07			
RESTANT/REMAINDER			
TL	000041212 / 2021		
18 JUN 2021		REGISTRATEUR/REGISTRAR	

MARITENG CONSULTING ENGINEERS (PTY) LTD

TRAFFIC AND TRANSPORTATION CONSULTANTS



11 Van Tonder Street,
Verwoerd Park, Alberton, 1453
Office: +27 87 821 7071
Cell: +27 82 854 7358
E-mail: louis@mariteng.co.za

COMPANY NUMBER: 2009/017320/07

VAT REG NO: 450 025 9025

DIRECTORS:

L J DU TOIT PrTech, BTech(Civ) Transportation

Your Reference : -
Our reference : **195/93**
Enquiries : **Louis du Toit**
Date : **29 November 2025**

City of Ekurhuleni
Kempton Park Civic Centre
cnr C R Swart & Pretoria Roads
KEMPTON PARK

For Attention: Mr. Clement Maphanga

Application for parking relaxation Erf 3618, Tembisa Extension 7 and site development assessment for Erven 3422 and 3618 Tembisa Extension 7

1. Introduction

The purpose of the technical letter is as follows:

- ✓ To motivate the parking relaxation for the proposed “Bus 2” on Erf 3618 (refer to **Sections 3, 4, 5, 6 and 7** in this report).
- ✓ To assess access and internal layout of the site plan prepared for Erf 3618 (**Section 8** in this report), by Design Culture.
- ✓ To assess the new access and internal layout of the site plan prepared for Erf 3422 (**Section 9** in this report), by Design Culture.

The parking relaxation application for Erf 3618 is submitted on behalf of our client, Batho RSA (Pty) Ltd.

NOTE 1: Mariteng prepared a parking relaxation application for Erf 3422, titled **“Application for parking relaxation – Erf 3422, Tembisa Extension 7”**, dated May 2023. The application was submitted on behalf of the owner, Geemg Properties (Pty) Ltd. The parking reduction application was approved by the City of Ekurhuleni in July 2023, at a ratio of 1.54 bays/100m², with 1 loading bay (refer to City of Ekurhuleni comments appended in **Annexure A**).

2. Certification

“I, Louis du Toit, author of this traffic impact study, hereby certify that I am a professional traffic engineer (ECOSA Registration No.: 200270072) and that I have the required experience and training in the field of traffic and transportation engineering, as required by the Engineering Council of South Africa (ECOSA), to compile this traffic

Mariteng Consulting Engineers

impact study/statement and I take full responsibility for the content, including all calculations, conclusions and recommendations made therein”.



Signature:

3. Erf 3618: Development summary

The applicant site measures 720m² and is earmarked for a local shop, with the following development controls (refer to extract from town planning memorandum appended in **Annexure B**):

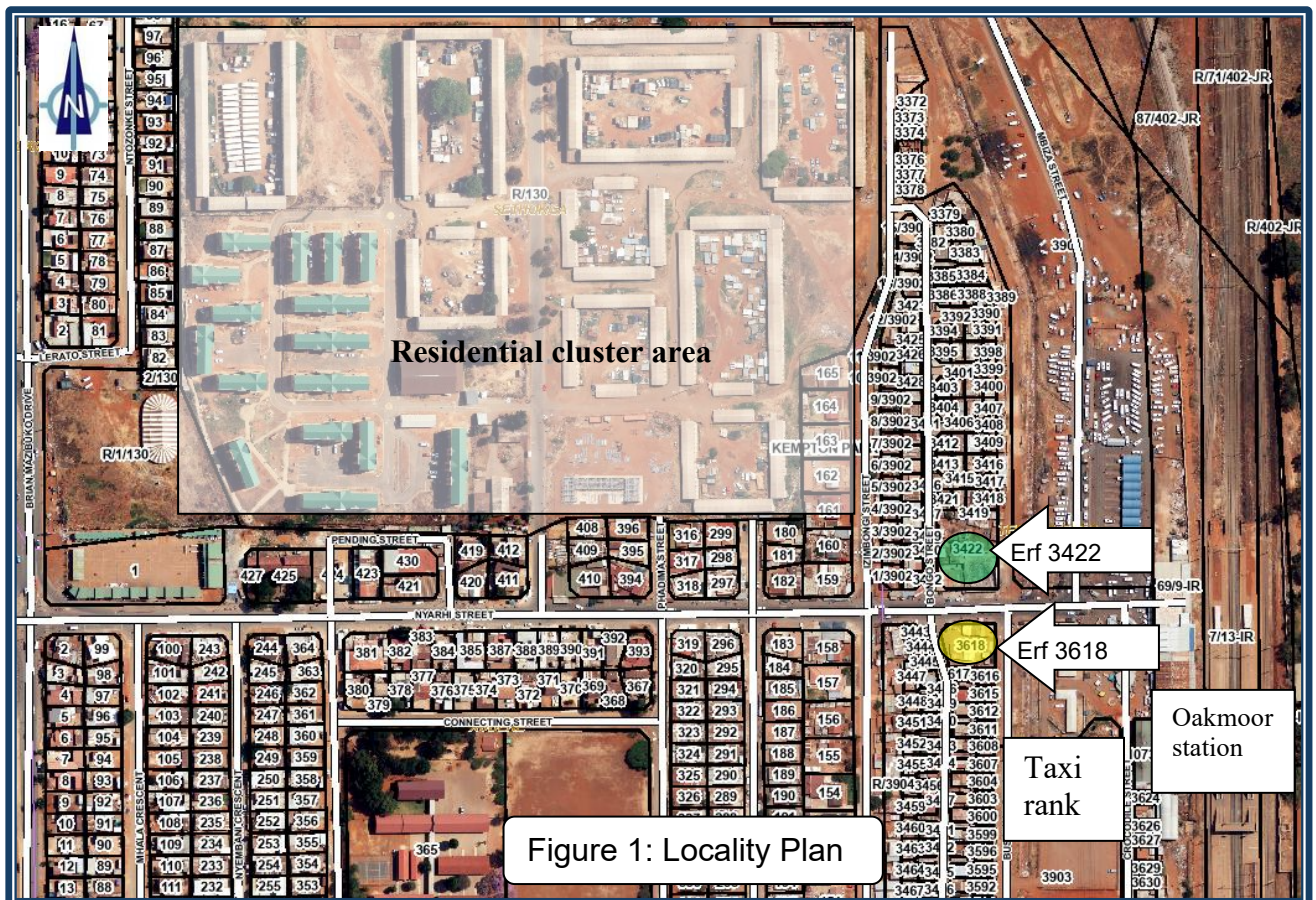
- ✓ Zoning : “Bus 2”
- ✓ GLA : 340m²

A concept site development plan is shown in **Annexure C**, showing a layout for a general merchandise, a Mirco loans shop, a cell phone shop and a liquor shop. These land uses will mainly focus on pedestrianized traffic, travelling between the residential areas and the taxi rank and Oakmoor Metro train station.

The motivation in support of a parking relaxation is discussed hereafter.

NOTE 2: No traffic impact study was prepared for the proposed development.

The location of the site is shown in **Figure 1**.



4. Erf 3618: Parking requirements

In terms of the Ekurhuleni Town Planning Scheme, 2020 the parking requirements for the applicant site is as follows (also refer to extract appended in **Annexure D**):

- ✓ General parking requirements are 6 bays/100m² GLA.
- ✓ Parking dimensions for 90° parking configuration is 2.5m * 5.0m with an aisle width of 7.5m, or where bays are 2.6m wide an aisle width can be reduced to 7.0m.
- ✓ Loading bay requirements are 2 bays per 1 000m² or part thereof for the 1st 2 000m² floor area and 1 bay per 1000m² thereafter.
- ✓ Loading bay are typically 4.5m* 10m for 90° configuration and 2.5m * 12m for parallel loading.

Given the size of the development (340m² floor area), the total requirement equates to:

- ✓ Parking bays : 21 bays (340m² * 6 bays/100m² GLA).
- ✓ Loading bays : 1 bay (340m² * 2 bay/2 000m² GLA).

In terms of the land use scheme, the Department may consider a motivation in support of fewer parking bays or alternative parking accommodation in support of an application. The motivation is based on the following data extracted from the town planning scheme:

- ✓ *“Accessibility of the property for private or public.*
- ✓ *The availability of existing parking and/or public transport facilities in the vicinity of the property.*
- ✓ *Availability of off-street parking in the vicinity of the property.*
- ✓ *The number of staff and customers related to the use of the property.*
- ✓ *The socio-economic structure and density of the population which the development serves.*
- ✓ *The size and nature of the proposed development and the size of vehicles likely to be used in connection with the proposed development.*
- ✓ *The likelihood of reduction in parking causing injury to amenity of the area in which it is, or will be situated including, without prejudice to the generality of the forgoing, increased traffic, and parking difficulties.*
- ✓ *Likelihood of parking shared by different land uses.*

Considering the above, the following technical aspects to be taken into consideration for a traffic engineering point of view:

- ✓ The applicant site (Erf 3618) is earmarked for a local shopping centre, with a general merchandise, a Mirco loans shop, a cell phone store and a liquor store. These land uses will complement the anchor tenant and take away shop to be constructed on Erf 3422 (total area of 747m² GLA).
- ✓ The following public transport facilities are provided in the study area (also refer to **Figure 1**):
 - Approximately 80m and a 100m from two taxi ranks respectively.
 - Adjacent to a road network served by taxis transporting the residents to and from the study area.
 - Approximately 100m from Oakmoor rail station. Also refer to **Figure 2** an extract from the RSDF, Region B, pertaining to the Oakmoor Rail Station. The development proposal is in line with council’s policy guidelines.

TRANSPORT MODE / CONCEPT	FOCUS AREA / ISSUES	PROPOSAL / COMMENT / RECOMMENDATION
	<p>Tembisa stations, Leralla, Limindlela, Oakmoor are rail stations within Region B, which rank among the top 20 busiest (passengers boarding and alighting) stations in Gauteng.</p> <p>Olifantsfontein Station serves the Clayville Industrial node; Oakmore Station serves a portion of Tembisa; Kaalfontein Station serves Esselen Park Railway College; Birchleigh Station serves the Birchleigh area; Van Riebeeck Park Station serves the Van Riebeeck Park area. The next station along this line is Kempton Park, which is within Region A and to the west of ORTIA and therefore a key station to support ORTIA and the broader aerotropolis area.</p>	<p>Proposed future rail network expansion planned along the Tembisa to Ivory Park corridor.</p>

Figure 2: Oakmoor Train Station

- ✓ In terms of the data collected during the site visit and as per the aerial photo appended in this report, 18 taxi service lanes are provided, with a total capacity for 68 taxis between the two sites.
- ✓ Further to the aforementioned information, more than 70 taxis are holding in the area outside the taxi rank lanes or on the open area adjacent to the rail station and taxi ranks.
- ✓ No formal off-street parking is provided in the study area.
- ✓ Given the current building layout, employment opportunities for between 45 and 50 people is considered reasonable.
- ✓ The proposed development is in the lower income level, where public transport forms an integral part as the preferred mode of transport. The residents have the option of choosing rail, taxis and/or the Toyota Avanza (popular taxi for short distance travelling) to commute.
- ✓ As indicated the total building area is approximately 340m², with an anchor tenant two-line shops and a liquor store with varying sizes. This clearly demonstrate that the development is focusing on serving the residents and pass-by commuters.

Based on the above, the application is for a lower parking ratio compared to the standard 6 bays/100m². Considering this, a parking survey was undertaken, and the details are discussed in **Section 5** of this report.

5. Erf 3618: Parking utilisation surveys at existing similar sites

Based on the correspondence held with your office, it was agreed that:

- ✓ Mariteng will conduct parking utilisation surveys at a minimum of three (3) sites.
- ✓ The area to be similar in demographic, etc. to the applicant site.

Initially the team tried to identify sites within the Ekurhuleni boundaries. No sites were identified, and the Department was requested to consider facilities outside the Ekurhuleni boundaries. The request was supported by the Department and after an

extensive investigation four (4) sites were identified within the boundaries of the City of Johannesburg. The location of these sites is appended in **Annexure E**.

Parking surveys were conducted as follows:

- ✓ Friday the 2nd of December 2022, between 14:30 and 19:00
- ✓ Saturday the 3rd of December 2022 between 09:00 and 16:00.

Based on the findings the results are summarised in **Table 1**, with detailed results appended in **Annexure F**.

NOTE 3: Photos of the sites are also appended in **Annexure F**.

NOTE 4: The sizes of the buildings on the three sites were scaled from aerial photos.

Table 1: Parking survey results

SITE DESCRIPTION	APPROXIMATE BUILDING AREA (M ²)	MAXIMUM PARKING DEMAND (BAYS)		PARKING RATIO (BAYS/100M ²)	
		FRIDAY	SATURDAY	FRIDAY	SATURDAY
Site 1: Silverstars Supermarket	1 240.53m ²	9	7	0.73	0.56
Site 2: Thembalethu	621.08m ²	6	8	0.97	1.29
Site 3: Usave Supermarket	455.74m ²	5	7	1.10	1.54

From **Table 1** it can be concluded that the parking requirements for the sites are less than the minimum parking ratio specified in the land uses scheme for shops (6 bays/100m²). Considering the above, the highest parking requirements observed at the three sites was at Site 3: Usave Supermarket, with a parking ratio of 1.54 bays/100m² (Saturday period).

6. Erf 3618: Pedestrian observation survey

During the parking surveys the number of pedestrians visiting the three sites were also recorded and the details are summarised as follows (also refer to **Annexure F**):

a) Site 1: Silverstars

- ✓ Friday period: IN = 360 & OUT = 331
- ✓ Saturday period: IN = 252 & OUT = 233

b) Site 2: Thembalethu Supermarket

- ✓ Friday period: IN = 65 & OUT = 61
- ✓ Saturday period: IN = 55 & OUT = 61

c) Site 3: Usave Supermarket

- ✓ Friday period: IN = 466 & OUT = 448
- ✓ Saturday period: IN = 457 & OUT = 464

Based on the results, it can be concluded that the three sites are largely served by pedestrian traffic. It is expected that the applicant site will have the same pedestrian and vehicular characteristics.

7. Erf 3618: Amended parking and loading requirements

Considering the findings of the assessment, as discussed under **Section 5**, the proposed reduced parking ratio is summarised as follows:

✓ Parking bays : 5.2 bays; Say 6 bays (340m² * 1.54 bays/100m² GLA).

The loading requirements are as per the current land use scheme and is summarised as follows:

✓ Loading bays : 1 bay (340m² * 2 bay/2 000m² GLA).

8. Erf 3618: Assessment of the site layout

This section of the report addresses the site development plan prepared by Design Culture for Erf 3618 (refer to **Annexure C**) and the following technical comments are offered from a traffic engineering point of view:

- ✓ **Parking requirement:** 340m² GLA @1.54 bays/100m² = 5.2 bays; SAY – 6 bays
- ✓ **Loading requirements:** 340m² GLA @ 2 bays for 1st or part of 2000m² = 0.34 bays; SAY 1 bay
- ✓ **Parking provided:** 6 bays (comply with Land Use Scheme requirements)
- ✓ **Loading provided:** 1 bay (comply with Land Use Scheme requirements)
- ✓ **Parking dimensions:** The site plan makes provision for 5.0m x 2.6m bays with an aisle width of 6.9m. This is slightly less than the 7.0m requirement, but the Department is requested to support the layout due to the low vehicle demand expected on the site.
- ✓ **Site Access Width:** The site access on Bongo Street is approximately 4.4m wide. In terms of the COTO guidelines TMH 16 Vol 2, Table 28, the minimum access width is 7.0m. The access to be redesigned to meet the minimum design parameters.
- ✓ **Site Access Position:** The site access on Bongo Street is approximately 30m south of the from Nyarhi Street/Bongo Street intersection. In terms of the COTO guidelines TMH 16 Vol 2, Table 8, the minimum access spacing along a Class 5 road is 30m. Access position thus complying.
- ✓ **Bellmouth:** The minimum bellmouth radius on Bongo Street to be 10.0m. This should form part of the final site plan design.
- ✓ **Delivery area:** The delivery truck (assume liquor store will have the largest delivery vehicle) will enter site from Bushbuck Street and exit on Bongo Street. As per the site development plan (refer to **Annexure C**), the gate will only be open for deliveries.
- ✓ **Paved sidewalks:** Paved sidewalks are provided as follows:
 - Along the southern side of Nyarhi Street for the full length of the property.
 - Along the western side of Bushbuck Street for the full length of the property.
 - Along Bongo Street no side walk provided. Thus provide 2.0m paved walkway along the eastern side of Bongo Street for the full length of the property.
 - Reinstate damaged walkways along Nyarhi Street and Bushbuck Street, abutting the applicant site.
- ✓ **Pedestrian movement:** Provide a pedestrian gate on Bushbuck Street, especially if the delivery gate is only open on certain days. Also separate pedestrian traffic at the entrance to the site from the vehicle traffic.

NOTE 5: The amended site plan is shown in **Mariteng Plan No.: 195-93-01 (Rev 0)**, appended in **Annexure G**. The wheel tracking path for the delivery truck is also shown on the plan.

9. Erf 3422: Assessment of the site layout

This section of the report addresses the site development plan prepared by Design Culture for Erf 3422 (refer to **Annexure H**). The town planning memorandum prepared by “The Town Planning Hub”, is appended in **Annexure I**.

The following technical comments are offered from a traffic engineering point of view on Erf 3422:

- ✓ **Parking requirement:** 747m² GLA @1.54 bays/100m² = 11.5 bays; SAY – 12 bays
- ✓ **Loading requirements:** 747m² GLA @ 2 bays for 1st or part of 2000m² = 0.75 bays; SAY 1 bay
- ✓ **Parking provided:** 13 bays (Surplus of 1 bay)
- ✓ **Loading provided:** 1 bay (comply with Land Use Scheme requirements)
- ✓ **Parking dimensions:** The site plan makes provision for 5.0m x 2.5m bays with an aisle width of 8.023m. Thus, complying with minimum 7.5m aisles width standards.
- ✓ **Site Access Width:** The site access on Bongo Street is 7.0m wide and in line with minimum specification as per the COTO guidelines TMH 16 Vol 2, Table 28.
- ✓ **Site Access Position:** The site access on Bongo Street is approximately 25m north of the Nyarhi Street/Bongo Street intersection. This is slightly less compared to the minimum access spacing of 30m as per the COTO guidelines TMH 16 Vol 2, Table 8.
- ✓ **Bellmouth:** The bellmouth radius on Bongo Street is less than 5.0m. This should be redesigned to allow for a minimum of 8.0m.
- ✓ **Delivery area:** The truck will make use of the parking layout to access the delivery area.
- ✓ **Paved sidewalks:** Paved sidewalks are provided along the northern side of Nyarhi Street for the full length of the property. No additional sidewalk required.
- ✓ **Pedestrian movement:** Separate pedestrian traffic at the entrance to the site from the vehicle traffic.

NOTE 6: The amended site plan is shown in **Mariteng Plan No.: 195-93-01 (Rev 0)**, appended in **Annexure G**. The wheel tracking path for the delivery truck is also shown on the plan.

10. Summary

In summary the following:

a) Erf 3618

- ✓ The development will focus mainly on pedestrian traffic.
- ✓ The Department is requested to support the following parking and loading ratios for Erf 3618:
 - Parking bays : 6 bays (340m² @1.54 bays/100m²).
 - Loading bays : 1 bay (340m² * 2 bay/2 000m²).
- ✓ The site development plan prepared by Design Culture to be amended to include the following changes:

-
- Widened the main access on Bongo Street to 7.0m, with 10m bellmouth onto Bongo Street.
 - The delivery access on Bushbuck Street to be used only for deliveries, but provision for a pedestrian gate should be considered.
 - Also separate pedestrian traffic at the entrance to the site from the vehicle traffic.
 - Provide a 2.0m paved walkway along the eastern side of Bongo Street for the full length of the property.
 - Reinstate damaged walkways along Nyarhi Street and Bushbuck Street, abutting the applicant site.
- ✓ The Department supports the location of the delivery area, with access from Bushbuck Street.
- b) Erf 3422**
- ✓ The development will focus mainly on pedestrian traffic.
 - ✓ The parking and loading ratios were previously approved as follows
 - Parking bays : 12 bays (747m² GLA @1.54 bays/100m²)
 - Loading bays : 1 bay (747m² GLA @ 2 bay/2 000m²).
 - Provision is made for 13 parking bays and 1 loading bays – thus complying.
 - ✓ The site development plan prepared by Design Culture is supported.
 - ✓ Site access provided on Bogo Street.

Based on the above the Department is requested to support:

- ✓ The access arrangements for Erven 3618 and 3422 Tembisa Extension 7.
- ✓ The parking and loading layout and number of bays provided for Erven 3618 and 3422 Tembisa Extension 7.

We trust the information provided will assist the Department with the evaluation of the application.

Please do not hesitate to contact Mr Louis du Toit, should you require any further information or assistances.

Yours faithfully

For: Mariteng Consulting Engineers



Louis du Toit (Pr Tech)
Director

Annexure A: Comments from City of Ekurhuleni on Parking Relaxation Application Prepared Mariteng for Erf 3422



Mariteng Consulting Engineers (Pty) Ltd
P O Box 8864
Verwoerd Park
1453

Attention: Louis du Toit (Pr.TechEng)

Email: louis@mariteng.co.za

Enquiries : Nonzuzo Dlula
Tel : 011 999 5086
Our ref : 15/4/7 – TEMB X7
Date : 05 July 2023

**Roads and Stormwater
Department**

Kempton Park Civic Centre
cnr C R Swart Drive and Pretoria Rd

P O Box 13
KEMPTON PARK
1620

Dear Sir,

PARKING RELAXATION STUDY – APPLICATION FOR PARKING RELAXATION - ERF 3422, TEMBISA EXTENSION 7

Reference is made to your report dated May 2023.

This department has no objection to the application to relax the overall required parking **from 59 parking bays to 15 parking bays (1.54 bays /100m²) and 1 loading bay** from a traffic engineering point of view, subject to the following conditions:

- Formal town planning processes (i.e. "Written Consent A" application), in line with the town planning scheme requirements, with regards to the relaxation of parking should be complied with.
- This support should not be viewed as support for any land use or town planning issues and associated considerations. The relevant Department / Section should comment on such issues, if any.
- Furthermore, this support should also not be viewed as support of any Site Development Plan (SDP) or Building Plan, as normal town planning and building control processes still need to be followed in the approval of plans.
- Please note that the parking relaxation is only relevant to the current proposed use. If the site is further redeveloped in future, the parking relaxation will not automatically be transferred and applicable to the new development.
- This Department's support of this application will be withdrawn should activities within the subject development (on Erf 3422) cause any illegal parking and/ or loading/off-loading on the City of Ekurhuleni's road reserve.

The professional responsibility for the motivation and associated recommendations remains with Mariteng Consulting Engineers (Pty) Ltd.

If the above-mentioned requirements / conditions cannot be honored, then this department reserve the right to withdraw this support.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Clement Maphanga".

**CLEMENT MAPHANGA Pr.Tech Eng.
MANAGER – TRAFFIC ENGINEERING & TRANSPORTATION PLANNING: NORTH
FUNCTIONAL AND STRATEGIC PLANNING DIVISION
ROADS AND STORMWATER DEPARTMENT**

Annexure B: Extract from township application for Erf 3618 Tembisa Extension 7, prepared by The Town Planning Hub

MOTIVATING MEMORANDUM

SIMULTANEOUS APPLICATION:

MOTIVATION IN SUPPORT OF THE "WRITTEN CONSENT A" APPLICATION IN TERMS OF CLAUSE 25.3, READ WITH CLAUSE 30.1 OF THE CITY OF EKURHULENI LAND USE SCHEME, 2021, READ WITH SECTION 58 OF THE CITY OF EKURHULENI METROPOLITAN SPATIAL PLANNING AND LAND USE MANAGEMENT BY-LAW, 2019 FOR PARKING RELAXATION ON –

MOTIVATION IN SUPPORT OF THE BUILDING LINE RELAXATION APPLICATION IN TERMS OF CLAUSE 30.3 OF THE CITY OF EKURHULENI LAND USE SCHEME, 2021, READ WITH SECTION 62 OF THE CITY OF EKURHULENI METROPOLITAN SPATIAL PLANNING AND LAND USE MANAGEMENT BY-LAW, 2019 FOR BUILDING LINE RELAXATION ON –

ERF 3618 TEMBISA EXTENSION 7

PREPARED FOR: BATHO RSA (PTY) LTD
BY: THE TOWN PLANNING HUB CC

Tel: (012) 809 2229
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0054

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Shere
0084



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 - 3.2.4 EMM Regional Spatial Development Framework: Region B, 2015
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5. **CONCLUSION**



**SIMULTANEOUS APPLICATION:
MOTIVATION IN SUPPORT OF THE PROPOSED “WRITTEN CONSENT A”
APPLICATION TO ALLOW FOR A PARKING RELAXATION IN TERMS OF CLAUSE
25.3, READ WITH CLAUSE 30.1 OF THE CITY OF EKURHULENI LAND USE
SCHEME, 2021, READ WITH SECTION 58 OF THE CITY OF EKURHULENI
METROPOLITAN MUNICIPALITY SPATIAL PLANNING AND LAND USE
MANAGEMENT BY-LAW, 2019; AND
MOTIVATION IN SUPPORT OF THE PROPOSED BUILDING LINE RELAXATION
APPLICATION IN TERMS OF CLAUSE 30.3 OF THE CITY OF EKURHULENI LAND
USE SCHEME, 2021, READ WITH SECTION 62 OF THE CITY OF EKURHULENI
METROPOLITAN MUNICIPALITY SPATIAL PLANNING AND LAND USE
MANAGEMENT BY-LAW, 2019**

ON ERF 3618 TEMBISA EXTENSION 7.

1. THE APPLICATION

Simultaneous application is made in terms of Clause 25.3, read with Clause 30.1 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 58 of the City of Ekurhuleni Metropolitan Municipality Spatial Planning and Land Use Management By-Law, 2019 for a “Written Consent A” application to allow for the parking relaxation and in terms of Clause 30.3 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 62 of the City of Ekurhuleni Metropolitan Municipality Spatial Planning and Land Use Management By-Law, 2019 for a Building Line Relaxation application to relax all street building lines from 3m to 0m on Erf 3618 Tembisa Extension 7.

A traffic engineer was appointed to conduct a survey to determine the parking requirements for the development on site. The engineering report confirms that a lower parking ratio can be supported on the property. Based on the study conducted it is the owners' intention to apply for a reduction in parking requirements to 1.5 bays per 100m² GLA. The proposed parking ratio is based on the attached traffic assessment.

The proposed building line relaxation is to accommodate the new structure to be developed on site.

2. GENERAL INFORMATION

2.1 Local Authority

City of Ekurhuleni Metropolitan Municipality.

2.2 Property Description

Erf 3618 Tembisa Extension 7

2.3 Registered Owner

The property is registered in the name of Batho RSA (Pty) Ltd.

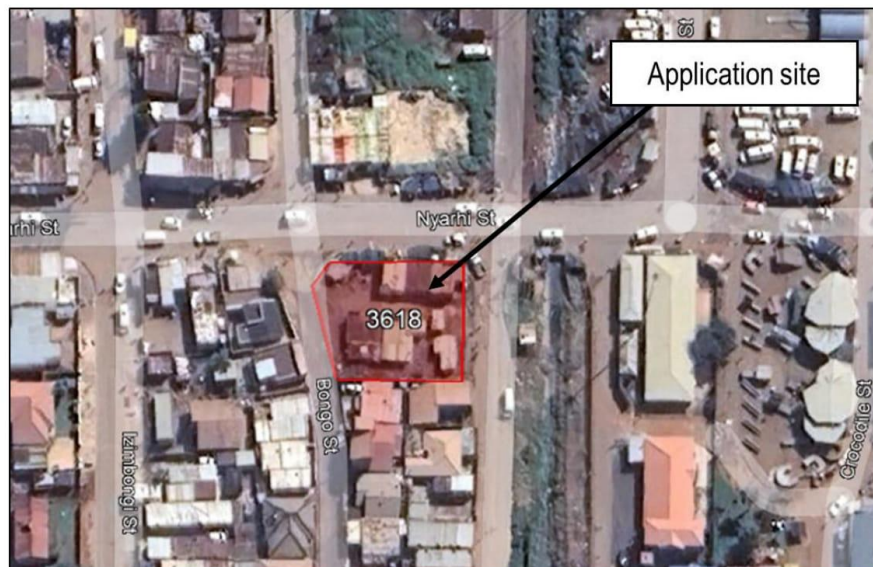
2.4 Property Size

The property measures 720 m² in extent.

2.5 Locality

Erf 3618 is situated north and adjacent to Nyarhi Street and east and adjacent to Bongo Street.

Please refer to the below aerial indicating the property, as well as the attached locality plan.



2.6 Existing Zoning

The property is zoned "Business 2".

Refer to the attached Zoning Certificate.

2.7 Existing Land Use

There are informal buildings on the site.

2.8 Deed of Transfer

The property is included in the Registered Grant of Leasehold No. TL37279/1994. The Leasehold confirms that Erf 3618 is leased by Batho RSA (Pty) Ltd.



Please refer to the attached leasehold and company documents.

2.9 Bond

The property is not bonded by a financial institution.

3. MOTIVATION

3.1 Background

The property owner leased the site to accommodate shops on site in accordance with the approved zoning and leasehold. Following the preparation of the Site Development Plan the owner noted that the Scheme parking requirements of 6 bays per 100m² are not achievable on site. In addition the property owner wishes to relax the building lines to allow for the optimal development of shops on site.

The owner appointed a traffic engineer to calculate the possibility of a relaxed parking ratio without compromising the functionality of the site.

The parking survey results clearly indicate that the parking requirements for the sites are less than the minimum parking ratio specified in the land use scheme. The highest observed parking ratio was at 1.5 bays per 100m². Therefore, the proposed ratio can be considered more than sufficient to accommodate anticipated demand.

Based on the findings in the report the application seeks the relaxation of the parking requirements from 6 bays per 100m² GLA to 1.5 bays per 100m² GLA.

The reduced parking ratio will further be motivated under Section 3.2 and Section 4.

Clause 25.3 of the City of Ekurhuleni Land Use Scheme, 2021 reads as follows:

"The Municipality may consider the provision of a lesser number of Parking Spaces required in terms of Table H, by means of Written Consent A application, (which is accompanied by parking study compiled by a qualified and registered engineer), and shall in addition to any other relevant factors, have regard to the following, which shall be included in a report compiled by a suitably qualified professional:"

Further to the above, a simultaneous application is made for the relaxation of all the street building line to 0m to allow for optimal development on site.



Clause 30.3 of the City of Ekurhuleni Land Use Scheme, 2021 reads as follows:

*“The **Municipality** may on application relax the **Building Line** stipulated in Table C for properties in any Use Zone, if such relaxation would, in its opinion, constitute an improvement in the development of the **Property**.”*

This application is in support of the application for the relaxation of the parking requirements to 1.5 per 100m² and the relaxation of all street building lines from 3m to 0m.

From there this application.

3.2 Need and Desirability

The application site is situated in close proximity to the Oakmoor Station and the R21 Highway. Furthermore, the property is south of Nyarhi Streets which is the central point of a new emerging business node as confirmed in the Regional Spatial development Framework: Region B.

The application will be motivated against the following policy documentation:

- Spatial Planning and Land Use Management Act, Act 16 of 2013
- Gauteng Spatial Development Framework, 2030
- City of Ekurhuleni Metropolitan Spatial Development Framework, 2015
- EMM Regional Spatial development Framework: Region B, 2015

3.2.1 Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA)

The recent introduction of the SPLUMA requires for all land development applications to comply and be motivated in accordance with same.

This application complies with the principles of SPLUMA, as well as other sections which will be elaborated on further below.

Section 7

7. The following principles apply to spatial planning, land development and land use management:

- (a) **The Principle of spatial justice, whereby –**
- (i) **Past spatial and other development imbalances must be redressed through improved access to and use of land;**
 - (ii) **Spatial development frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former**



- homeland areas and areas characterised by widespread poverty and deprivation;*
- (iii) Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantages communities and persons;*
 - (iv) Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas;*
 - (v) Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and*
 - (vi) A Municipal Planning Tribunal considering an application before it may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land of property is affected by the outcome of the application;*

This application is to obtain Council Consent to relax the parking requirements as well as relax the street building lines on a zoned property. It will not be required to address the aforementioned principle; however, all other sections are adhered to. The approval of this application will indicate the support of the Ekurhuleni Metropolitan Municipality towards planning practices that support the need to be more flexible and integrated.

- (b) The principle of spatial sustainability, whereby spatial planning and land use management systems must –*
- (i) Promote land development that is within the fiscal, institutional and administrative means of the Republic;*
 - (ii) Ensure that special consideration is given to the protection of prime and unique agricultural land;*
 - (iii) Uphold consistency of land use measures in accordance with environmental management instruments;*
 - (iv) Promote and stimulate the effective and equitable functioning of land markets;*
 - (v) Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments;*
 - (vi) Promote land development in locations that are sustainable and limit urban sprawl; and*
 - (vii) Result in communities that are viable;*

This application complies with the above principle. The site is not viable agricultural land in any form and will support the functioning of land markets in the area. The application does not result in urban sprawl and will result in a viable community.

- (c) The principle of efficiency, whereby –*
- (i) Land development optimises the use of existing resources and infrastructure;*
 - (ii) Decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and*



(iii) Development application procedures are efficient and streamlined and timeframes are adhered to by all parties;

This application complies with the above principle, specifically the optimal use of existing services infrastructure. The owner is in the process of obtaining approved building plans, however, the approval of the reduced parking requirements and relaxation of street building lines will allow the optimal use and function of the site within the development parameters.

(d) The principle of spatial resilience, whereby flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks; and

Clauses 25.3 and 30.3 of the City of Ekurhuleni Land Use Scheme, 2021 allows for the relaxation of parking requirements as well as building lines with approval from Council. The Spatial Development Frameworks available to applicants allow for the change in land use, densities and other development controls within the Ekurhuleni Metropolitan Municipality, allowing for applications such as these. Although the site does not fall within an environmentally sensitive area, its support will allow for sound economic affairs in the city.

(e) The principle of good administration, whereby –

- (i) All spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems embodied in this Act;**
- (ii) All government departments must provide their sector inputs and comply with any prescribed requirements during the preparation or amendment of spatial development frameworks;**
- (iii) The requirements of any law relating to land development frameworks;**
- (iv) The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and**
- (v) Policies, legislation and procedures must be clearly set in order to inform and empower members of the public.”**

This application site complies with the above principle; the development conforms to the applicable land uses provided for in the Regional Spatial Development Framework. All the required internal departments will have the opportunity to provide comments on the application. In general, the rights of the surrounding property owners will be taken into account. The required advertising will take place timeously together with the site notices to be placed on the property. The required registered letters will be sent out to the surrounding property owners whereafter our office will remain open for any discussions and input from the affected parties in terms of the parking provision.



3.2.2 Gauteng Spatial Development Framework, 2030 (GSDF)

The Gauteng Spatial Development Framework, 2030 has been adopted and is a development tool that proposed to align development across the province.

“The Spatial Development Vision

The Gauteng of 2030 is an integrated, connected space that provides for the needs of all who are born in or drawn to the province. Economic growth is spread widely, beyond the core areas, to nodes and multi-modal activity corridors. These nodes and corridors provide safe, high-intensity and high-density mixed land-use settlements, where the young and old are able to walk, cycle and relax in public spaces. A range of public transport modes ensures affordable, province-wide interconnectedness and access to the full spectrum of economic, cultural and educational opportunities, placing the province on a far more sustainable growth trajectory. ...” Page ix, GSDF 2030

In order to make the above spatial vision a reality, various spatial development principles were identified of which one is that of 'liveability' and the subsequent need to increase economic development / potential in the city.

“To realise the spatial development vision, all developments in the province need to adhere to six spatial development principles: (i) liveability, (ii) concentration, (iii) connectivity, (iv) conservation, (v) diversity, and (vi) viability.” Page ix, GSDF 2030

The limitation of urban sprawl is not only a provincial problem, but also applies specifically to local municipalities. Their actions and decisions directly affect the form and shape of cities in terms of its sustainability and liveability. The property already has the land use rights in support of a Shop. This application relates to the reduction of parking requirements to ensure the feasibility and functionality of the property.

In short it can be concluded that the Gauteng Spatial Development Framework of 2030 has very strong views on the densification of the cities located in the province, where these developments' intention should be to create a more **sustainable and integrated Gauteng City Region**.

3.2.3 City of Ekurhuleni Metropolitan Spatial Development Framework, 2015

The vision of the Ekurhuleni Metropolitan Municipality is to be:

“The Smart, Creative and Developmental City.



The mission statement:

Ekurhuleni provides sustainable and people centred development services that are affordable, appropriate and of a high quality. We are focussed on social, environmental, and economic regeneration of our city and communities, as guided by the principles of Batho Pele and through the commitment of a motivated and dedicated team.” Page 9, MSDF 2015

Although the MSDF is an overarching document it confirms:

“Urban development in the context of the MSDF essentially means land uses in support of the primary economic and employment areas and will primarily consist of residential development, all social facilities and services as well as land uses as may be required to achieve sustainable urban life.

The provision of the support services within the residential environment should relate to the residential densities that prevail in the immediate area surrounding the intended support services.” Page 39, MSDF 2015

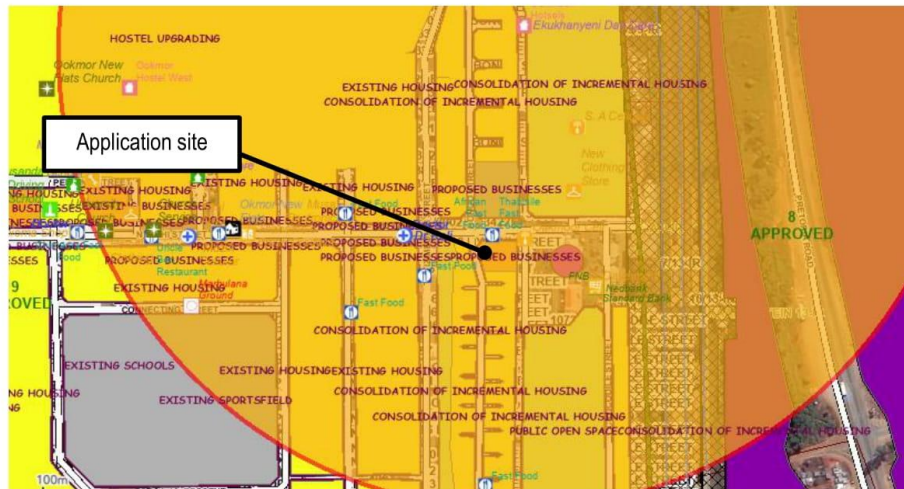
The application property is zoned “Business 2” which are in accordance with the policy documents. The application submitted is to ensure the feasibility and functionality of the site. Application is made to reduce the parking ratio to 1.5 per 100m² GLA and to relax all the street buildings lines from 3m to 0m.

3.2.4 EMM Regional Spatial Development Framework: Region B, 2015

The application property is situated in an “emerging business node” in terms of the RSDF.

According to the RSDF:

*“**Business development** in Region B is primarily centred on the Edenvale Central Business District (CBD) and along Monument Road in Kempton Park. Furthermore, an emerging business node in the region is at the intersection of Andrew Mapheto and George Nyanga Streets in Tembisa. Smaller business related nodes are scattered throughout the region.” Page 23, RSDF Region B*



The application site has the correct Business zoning to support the proposed development of a shop.

The application is for the relaxation of the parking ratio and the relaxation of all street building lines from 3m to 0m to allow for the optimal development on the site. The relaxed ratio and building lines will promote an inclusive, sustainable and efficient development on the property.

This reduced parking ratio was investigated by the traffic engineer and is included in the application.

The application supports the above views of the city in terms of design and layout of the proposed parking for the development.

The application asks for a parking relaxation to 1.5 bays per 100m² GLA. The reduced ratio is based on the survey and analysis of the traffic engineer.

Table 1: Parking survey results

SITE DESCRIPTION	APPROXIMATE BUILDING AREA (M ²)	MAXIMUM PARKING DEMAND (BAYS)		PARKING RATIO (BAYS/100M ²)	
		FRIDAY	SATURDAY	FRIDAY	SATURDAY
Site 1: Silverstars Supermarket	1 240.53m ²	9	7	0.73	0.56
Site 2: Thembalethu	621.08m ²	6	8	0.97	1.29
Site 3: Usave Supermarket	455.74m ²	5	7	1.10	1.54

From **Table 1** it can be concluded that the parking requirements for the sites are less than the minimum parking ratio specified in the land uses scheme for shops (6 bays/100m²). Considering the above, the highest parking requirements observed at the three sites was at Site 3: Usave Supermarket, with a parking ratio of 1.54 bays/100m² (Saturday period).



It is thus motivated in this memorandum that a reduced parking ratio for the proposed development be approved. The approval of this application will not have a detrimental impact on the functions of the site and the other land uses approved in the existing zoning.

4. PROPOSED DEVELOPMENT

4.1 PARKING RELAXATION:

A pre-consultation was held with the Roads Department and the following were agreed:

The concept of the loading bay on the southern erf (Erf 3618) is noted. There is, however, some concern around the safety and practicality of this bay for the following reasons:

- *As the access to the site for customers and loading is a proposed one-way system, passenger vehicles must be able to enter the site and pass by a truck which is parked for deliveries. The available space to do this safely is very limited.*
- *Furthermore, if a truck is parked for deliveries, there will, inevitably, be stock from the truck offloaded adjacent to the truck where this will usually be loaded onto "caster and ladder type" trollies to be carted to the shops. This will further limit the access width for passenger vehicles.*
- *It may be worth investigating a one-way system for deliveries, with an in & out for passenger vehicles on Bongo Street.*

In response to the comment, the access was changed.

- **Access on the eastern side is closed with a gate – To be used for deliveries only. This will create a safer area for stock offload.**
- **Access from western side will be entrance and exit for public and exit only for deliveries**

The amendments were considered acceptable subject to a parking relaxation study.

A parking relaxation study and survey was completed during October 2025 by Mariteng Consulting Engineers (Pty) Ltd. The report is briefly summarized hereunder:

Summary:

In summary the following:

Erf 3618

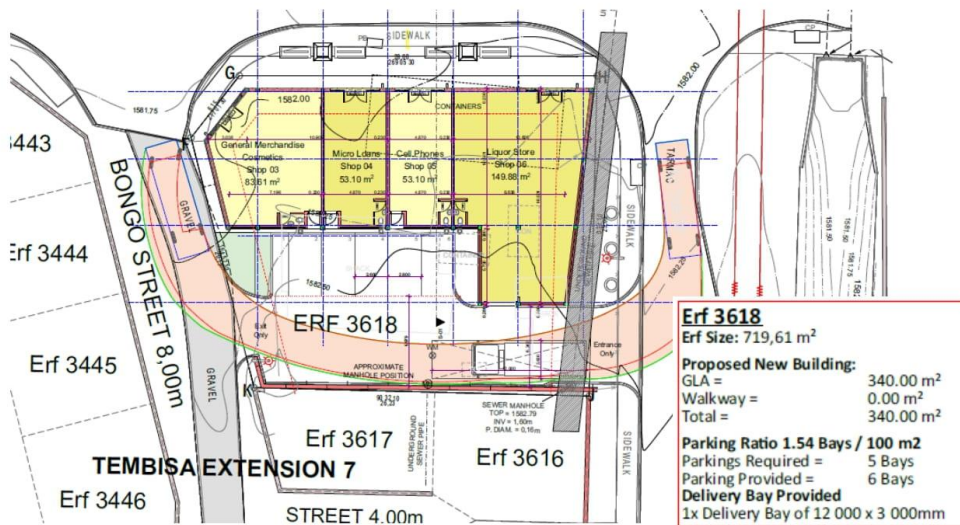
- The development will focus mainly on pedestrian traffic.
- The Department is requested to support the following parking and loading ratios for Erf 3618:
 - Parking bays : 6 bays (340m² @1.54 bays/100m²).
 - Loading bays : 1 bay (340m² * 2 bay/2 000m²).
- The site development plan prepared by Design Culture to be amended to include the

following changes:

- Widened the main access on Bongo to 7.0m, with 10m bellmouth onto Bongo road.
 - The delivery access on Bushbuck Street to be used only for deliveries, but provision for a pedestrian gate should be considered.
 - Also separate pedestrian traffic at the entrance to the site from the vehicle traffic.
 - Provide a 2.0m paved walkway along the eastern side of Bongo Street for the full length of the property.
 - Reinstate damaged walkways along Nyarhi Street and Bushbuck Street, abutting the applicant site.
- The Department supports the location of the delivery area, with access from Bushbuck Street.

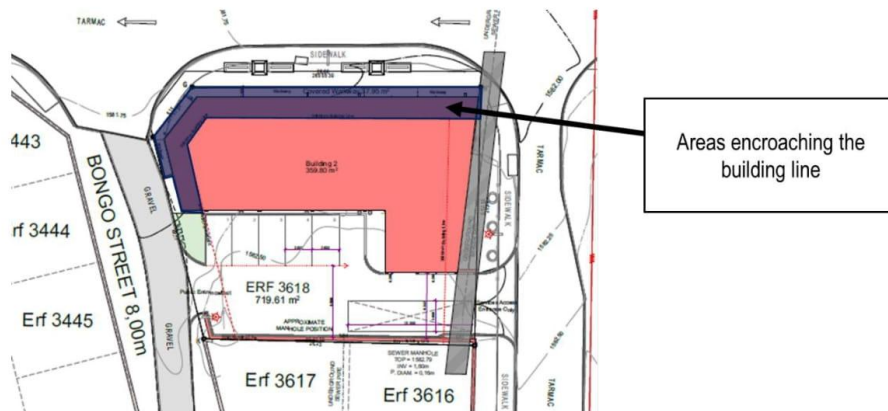
This application is asking for the provision of 1.5 bays per 100m² GLA for the shops - that will reduce the number of parking bays required to 6 bays on Erf 3618.

The reduced parking bays can be easily accommodated on site.



4.2 BUILDING LINE RELAXATION:

The Ekurhuleni Land Use Scheme, 2021 prescribes a street building line of 3m to properties zoned "Business 2". To allow for the optimal development of the site application is made to relax the street building lines to 0m.



The proposed development will be a single storey development which will not impact the privacy of the residential even west of the application site. The relaxation of the street building lines will not have a negative impact on any of the surrounding owners.



The relaxation of the street building lines from 3m to 0m will allow for the optimal development of the property including safe access, parking and sufficient maneuvering space without affecting any of the neighbours' rights.

5. CONCLUSION

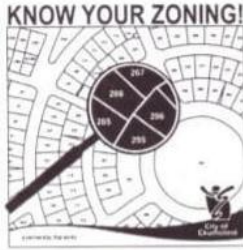
Simultaneous application is made in terms of Clause 25.3, read with Clause 30.1 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 58 of the City of Ekurhuleni Metropolitan Municipality Spatial Planning and Land Use Management By-Law, 2019 for a Written Consent A to allow for the reduced parking ratio of 1.5 parking bays per 100m² and application in terms of Clause 30.3 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 62 of the City of Ekurhuleni Metropolitan Municipality Spatial Planning and Land Use Management By-Law, 2019 for a building line relaxation application to relax all street building lines from 3m to



0m on Erf 3618 Tembisa Extension 7.

The proposed development controls will not detrimentally affect anyone's health but will promote good order and better security in the area. It will promote the amenity, convenience and general welfare in the area to no expense of the people in the area.

The Municipality's approval of this application will be appreciated.



City of Ekurhuleni
METROPOLITAN MUNICIPALITY

CITY PLANNING

P O Box 2300
Kempton Park
1620

Tel. (011) 999-4320
Fax (011) 393-8426

ZONING CERTIFICATE

	Property no.	Township / Farm / Holding
1. DESCRIPTION OF PROPERTY	3618	TEMBISA X7
2. TOWN PLANNING SCHEME	Ekurhuleni Town Planning Scheme, 2014.	
Zoning	BUSINESS 2	
Central Business District (CBD)		
Annexure number	<null>	
Additional or Restrictive Rights	<null>	
Consent use number	<null>	
Consent use Description	<null>	
* Coverage	70%	
* Height (in storeys)	2	
* Floor Area Ratio (FAR)	<null>	
* Density (per sqm or ha)	85/HA	
Parking Requirements	Refer to Table "E" or Annexure	
Building Lines	Refer to Table "A" & "B" or Annexure	
Lines of no Access	Refer to Map i.t.o. Clause 12 or Annexure	
3. STREET ADDRESS	<null>	

PP Louise Cremer

Date: 18/11/2020

Louise Cremer

Area Development Planner

Tembisa 1 CCC & Tembisa 2 CCC

Properties with a relevant annexure/s are subject to the special rights, restrictions and conditions applicable to the property.

This certificate does not override any restrictive conditions contained in the Deeds of Transfer of any property.

Terms used as defined in the Ekurhuleni Town Planning Scheme 2014.

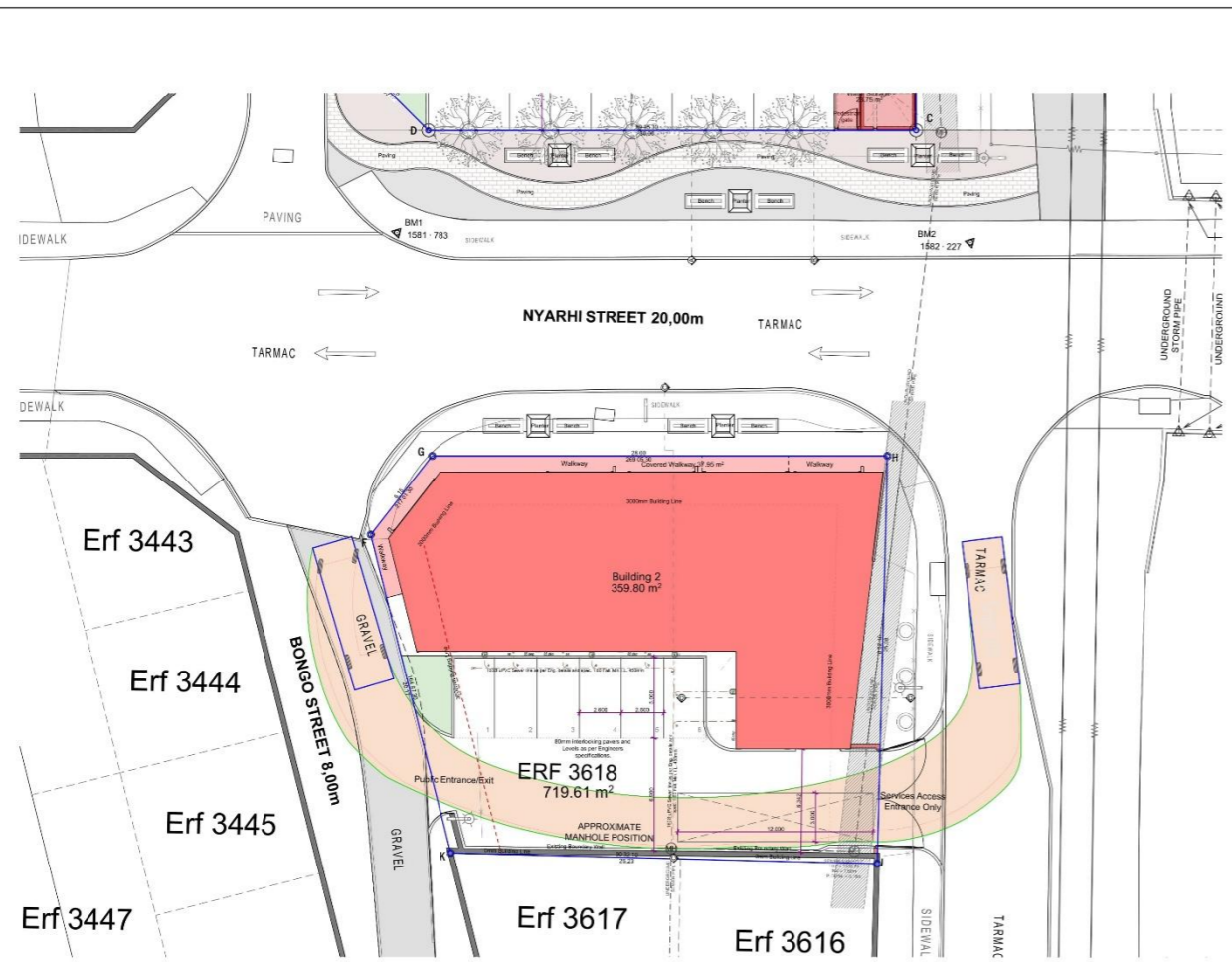
* Refer to Clause 24.1 with regards to controls approved in terms of an erstwhile Town Planning Scheme.

Reference: Unrestricted (UNR); Annexure (ANX); Municipality (MUN); Site Development Plan (SDP);
Local Spatial Development Framework (LSDF)

This document is issued without any alterations or erasures of any kind

Version 8

Annexure C: Site development plan for Erf 3618 Tembisa Extension 7, prepared by Design Culture



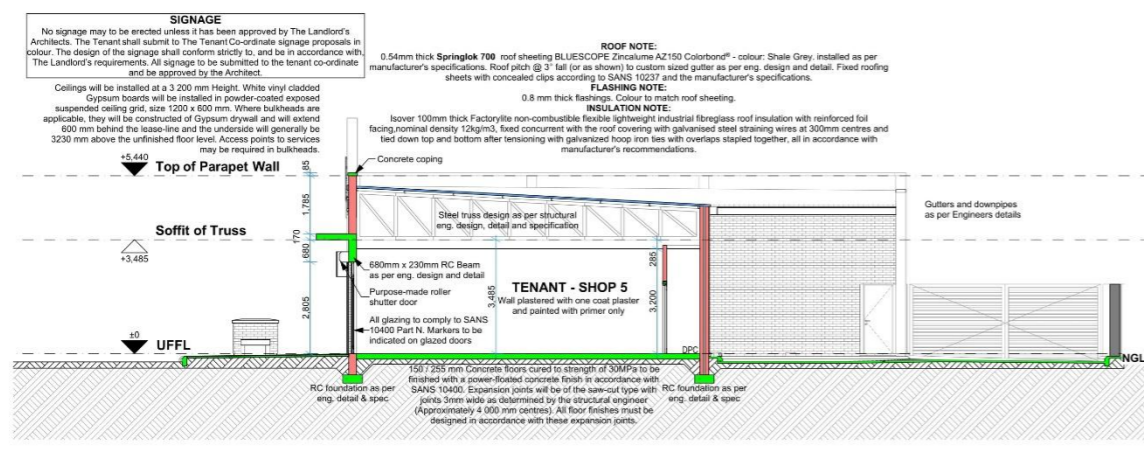
Site Development Plan
Scale 1:200

Erf 3618
Erf Size: 719,61 m²
Proposed New Building:
GLA = 340,00 m²
Walkway = 0,00 m²
Total = 340,00 m²
Parking Ratio 1.50 Bays / 100 m²
Parkings Required = 5 Bays
Parking Provided = 6 Bays
Delivery Bay Provided
1x Delivery Bay of 12 000 x 3 000mm

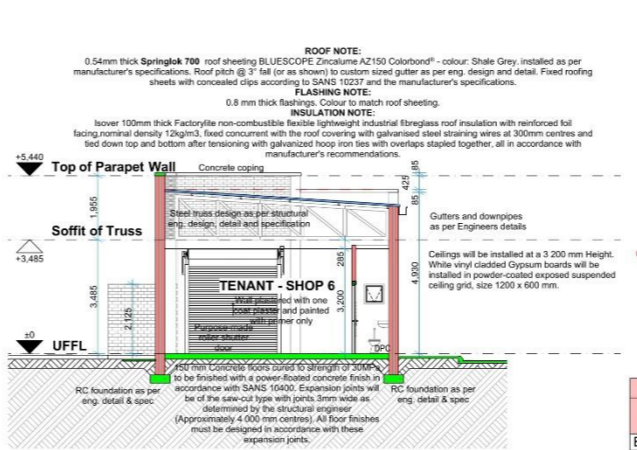


GENERAL NOTES:

- ALL MATERIALS AND CONSTRUCTION MUST COMPLY WITH THE NATIONAL BUILDING REGULATIONS (ACT NO 103 OF 1977), INCLUDING ALL AMENDMENTS AS WELL AS THE BY-LAWS OF THE LOCAL AUTHORITIES.
 - NO DIMENSIONS TO BE SCALED.
 - ALL DIMENSIONS TO BE CONFIRMED ON SITE.
 - THE ARCHITECT IS NOT RESPONSIBLE FOR ANY DISCREPANCIES BETWEEN THIS DRAWING AND OTHERS INCLUDING THOSE ISSUED BY CONSULTANTS AND NOMINATED SUB-CONTRACTORS BEFORE COMMENCING WORK.
- DRAINAGE:**
- ALL WORK TO BE CARRIED OUT BY LICENSED DRAIN LAYERS & PLUMBERS & ALL WORK TO COMPLY WITH LOCAL AUTHORITY BY LAWS.
 - ALL WATER CONNECTIONS TO FIRE HOSE REELS ARE TO BE MINIMUM 20mm DNAL. ALL COLD WATER CONNECTIONS TO FIRE HOSE REELS ARE TO BE MINIMUM 15mm DNAL.
 - ALL WASTE PIPES TO WHB & SINKS ARE TO BE MINIMUM 50mm UNLESS STIPULATED OTHERWISE ON PLANS.
 - WHERE THE WASTE PIPES ARE CONNECTED TO THE WCS SEWER PIPE AS PER PLAN, THESE CONNECTIONS MUST BE SUPPLIED WITH A 20mm VENT VALVE.
 - ALL CEYERS INSTALLED ACCORDING TO MANUFACTURERS SPECIFICATION WITH A DWP TRAY AND SABS G254 & SANS 10400 204 & KA REGULATIONS.
 - ROOFING EYES ON THE SITE SEWER LINE ARE TO BE SUPPLIED AT MAXIMUM 20m INTERVALS.
 - INSPECTION EYES AT ALL BENDS AND JUNCTIONS OF DRAINS, WITH MAINTENANCE COVERS AT GROUND LEVEL.
 - ACCESS: EYES TO DUCTS & ES TO BOTTOM OF STACKS.
 - MIN. FALL OF 150mm DRAINS TO BE 1:60 WITH MIN. OF 300mm COVER WHERE FALL EXCEEDS 1:10. BACK DROPS TO BE PROVIDED TO ENSURE MAX FALL ONLY.
- TYPICAL GULLEY DETAIL:**
-
- ALL SEWER LINE PIPES CLOSER THAN 1m TO ANY WALL IS TO BE CONCEALED IN MINIMUM 200mm CONCRETE.
 - ALL SEWER PIPES UNDERNEATH BUILDING MUST HAVE ADEQUATE ACCESS AND IS TO BE CAST IN CONCRETE WITH OPENINGS IN THE FOUNDATION WALLS.
- GLASS NOTE:**
- GLAZING TO COMPLY WITH SANS 10400 PART N
 - GLASS AREA VS. THICKNESS:
 - 0 - 0.75m² - 3mm THICK GLASS
 - 0.75 - 1.5m² - 4mm THICK GLASS
 - 1.5 - 2.5m² - 5mm THICK GLASS
 - 2.5 - 3.5m² - 6mm THICK GLASS
 - 3.5 - 4.5m² - 8mm THICK GLASS
 - ALL GLASS PIPES IN DOORS MUST BE SAFETY GLASS UNLESS SMALLER THAN 1m² AND 5mm THICK.
 - MARKERS MUST BE PLACED ON GLASS ON GLASS PANELS WHERE THERE IS POSSIBILITY THAT A PERSON MAY NOT SEE THE GLASS.
 - ALL GLASS PANELS 300mm AND LOWER TO FLOOR LEVEL SHOULD BE SAFETY GLASS UP TO THE FIRST HORIZONTAL MULLION.
- FILLING & COMPACTION:**
- ACCORDING TO ENGINEER
 - ALL FILL UNDERNEATH FLOORS AND FOUNDATION SURFACES TO BE COMPACTED IN LAYERS OF 150mm TO 200mm ASHTO.
 - ALL IN-SITU FOUNDATION SURFACES TO BE RIPPED AND SCARIFIED 150mm DEEP AND COMPACTED TO 80% MOD ASHTO.
- CONCRETE AND FORMWORK:**
- ALL CONCRETE COLUMNS AND BEAMS SHOULD BE INSTA WITH A STANDARD BY CHAMBER AS PER STRUCTURAL ENGINEER.
 - ALL CONCRETE SLABS AND SURFACE BEDS TO BE CAST WITH 25mm SOFT BOARD BETWEEN FORMWORK AND CONCRETE WORK, STRICTLY TO ENGINEER'S SPECIFICATION.
 - ALL CONCRETE WORK ETC. TO BE TO STRUCTURAL ENGINEERS SIZES AND SPECIFICATIONS.
- GENERAL:**
- ALL FINISHED FLOOR LEVELS (FFL) ARE TO BE MINIMUM 150mm ABOVE THE NATURAL GROUND LEVEL.
 - FOUNDATIONS TO BOUNDARY WALLS NOT TO ENDOUGH OVER BOUNDARY LINE. ALL ELECTRICAL AND DRAINAGE WORK, STRICTLY TO ENGINEER'S SPECIFICATION.
 - NO POSITIONING UNDER ALL SURFACE BEDS.
 - DESIGNER TO COMPLY WITH SANS G254
- EXPANSION JOINTS:**
- ALL EXPANSION JOINTS TO ENGINEER'S DETAIL.
 - STRUCTURAL MOVEMENT JOINTS TO ENGINEER'S DETAIL.
 - NO FLOOR, WALL OR OTHER COVERING MAY BE TAKEN OVER AN EXPANSION JOINT WITHOUT THE NECESSARY PROVISION FOR MOVEMENT JOINTS.
- WOOD NOTE:**
- WOOD TO COMPLY WITH SANS 8163
 - ALL WOOD TO BE USED OF MINIMUM S.A. PINE GRADE 6 ACCORDING TO SABS STANDARDS UNLESS OTHERWISE STATED.
- WORK BY OTHERS:**
- REFER TO CIVIL ENGINEERS DRAWINGS FOR SITE SEWER, SEWER CONNECTION, STORM WATER HANDLING AND ALL SUB BASES TO PAVING, SURFACE BEDS AND PARKING AREAS.
 - ALL PAVING TO BE DONE FROM BUILDINGS.
 - REFER TO STRUCTURAL ENGINEERS DRAWINGS FOR ALL FOOTINGS, FOUNDATIONS AND RETAINING WALL DETAILS, SIZE AND SPECIFICATIONS.
 - REFER TO MECHANICAL ENGINEERS DRAWINGS FOR ALL MECHANICAL VENTILATION.
 - ALL WORK TO BE EXECUTED IN CONJUNCTION WITH THE ARCHITECT'S DRAWINGS AND COUNCIL APPROVED DRAWINGS.
 - ALL DISCREPANCY OR VARIATION IN DIMENSIONS, POSITIONS, OR SPECIFICATIONS TO BE REPORTED TO THE ARCHITECT IMMEDIATELY AS WELL AS ANY UNCLAR OR UNREADABLE INFORMATION ON SCHEDULES OR DRAWINGS.



Section C-C
Scale 1:100



Section D-D
Scale 1:100

Coverage		FAR	
Location	Area / m ²	Location	Area / m ²
Building 2	360	Building 2	360
Covered Walkway	38		360 m²
	398 m²		

DESIGN CULTURE

100 Olympus Drive, Unit 170 Greenwood Complex, Fairlie Glen, Pretoria, 0081
 stean@d-culture.co.za | 083 500 2852 | www.d-culture.co.za

ARCHITECTURE | VISUALIZATION | PROJECT MANAGEMENT

CLIENT: **GEEEMG PROPERTIES (PTY) LTD**

PROJECT: **Proposed New Development on Erf 3422, Erf 3618, Tembisa Ext. 7**

Drawing Title: Erf 3618 SOP
 Drawing Number: 2504_004 - 003
 Date: 03 November 2018

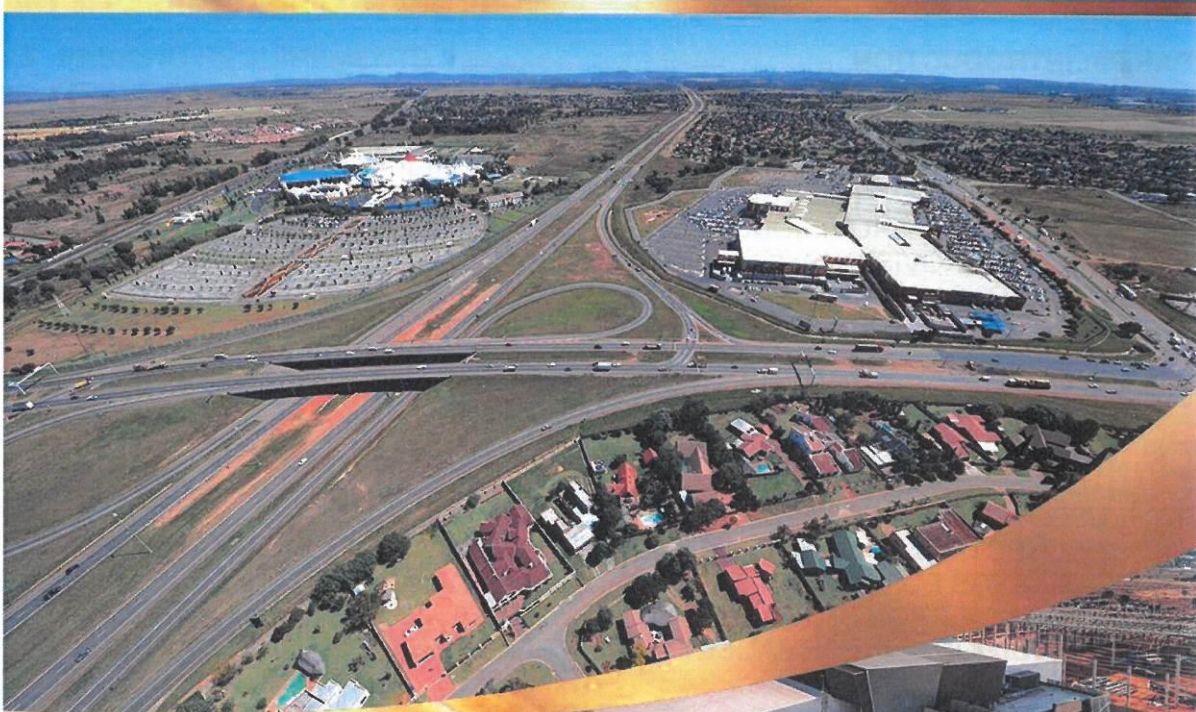
Annexure D: Extract from City of Ekurhuleni Land Use Scheme, 2020

www.ekurhuleni.gov.za

EKURHULENI



A SMART CITY • A LIVEABLE CITY • AN ECONOMIC GATEWAY • THE INDUSTRIAL HEARTBEAT OF SOUTH AFRICA



City of Ekurhuleni Land Use Scheme, 2020

Child Care Centre: Residential 1: more than 6 children Residential 2: more than 30 children	1 parking space per staff member and Drop-off and manoeuvring space on site to the satisfaction of the Municipality Drop-off space to the satisfaction of the Municipality Drop-off space to the satisfaction of the Municipality
Child Care Centre: Residential 2: less than 30 children	Drop-off space to the satisfaction of the Municipality
Home Enterprises	Refer to Clause 15.1 (i) and (k)
Retirement Villages	1,5 parking spaces per dwelling unit
Old Age Homes	0,5 parking spaces per bed
Frail Care	0,3 parking spaces per bed
BUSINESS USES	
Home Care Facilities	A minimum of 2 parking spaces; and Additional parking to the satisfaction of the Municipality
Guest Houses Bed and Breakfast Self-Catering units	1 parking spaces per guest room or suite
Business 1 - CBD's*	No parking is required, provided that sufficient on-street parking is provided, to the satisfaction of the Municipality
Business 1 – Other Areas Ancillary Offices (where permitted) All other Offices Ancillary Storage floor area	2 parking spaces per 100m ² Total Building Floor Area 4 parking spaces per 100m ² Total Building Floor Area 1 parking space per 100m ² Total Building Floor Area
Shops: Retail floor area Ancillary Storage floor area Ancillary office floor area	6 parking spaces per 100m ² Total Building Floor Area 1 parking space per 100m ² Total Building Floor Area 2 parking spaces per 100m ² Total Building Floor Area
Business Purposes (excl. Offices)	6 parking spaces per 100m ² Total Building Floor Area
Place of Refreshment Ancillary Storage floor area	10 parking spaces per 100m ² Total Building Floor Area 1 parking space per 100m ² Total Building Floor Area
Coffee Shop: On Residential 2	No parking required
Other Use Zones	6 parking spaces per 100m ² Total Building Floor Area
Places of Entertainment Ancillary Storage floor area	12 parking spaces per 100m ² Total Building Floor Area 1 parking space per 100m ² Total Building Floor Area
Gymnasiums	10 parking spaces per 100m ² Total Building Floor Area
Conference Centres Ancillary Storage floor area Ancillary office floor area	10 parking spaces per 100m ² Total Building Floor Area public area 1 parking space per 100m ² Total Building Floor Area 2 parking spaces per 100m ² Total Building Floor Area

25.1 Alternatives to the Provision of On-site Parking:

Where the **parking spaces**, in respect of a **property** have been determined in terms of Table H, the **Municipality** may, if satisfied of the necessity and desirability thereof and on account of the size of the **property**, the availability of public parking in the direct vicinity of the **property**, the nature of the **buildings** on the **property** and the likely parking demand, grant the provision of the required number of **parking spaces** elsewhere than on the **property** of the **building** concerned after considering a **Written Consent A** application. The **Written Consent A** application must be accompanied by a parking study compiled by a qualified and registered engineer in that field.

25.2 The **Municipality** may consider the provision of a lesser number of **parking spaces** required in terms of Table H, by means of **Written Consent A application**, (which is accompanied by parking study compiled by a qualified and registered engineer), and shall in addition to any other relevant factors, have regard to the following, which shall be included in a report compiled by a suitably qualified professional:

- (a) Accessibility of the **property** for private or public transport;
- (b) The availability of existing parking and/or public transport facilities in the vicinity of the **property**;
- (c) Availability of off-street parking in the vicinity of the **property**;
- (d) The number of staff members and customers related to the use of the property;
- (e) **The socio-economic structure and density of the population which the development serves;**
- (f) The size and nature of the proposed development and the size of vehicles likely to be used in connection with the proposed development;
- (g) The likelihood of a reduction in parking provision causing injury to the amenity of the area in which it is, or will be situated including, without prejudice to the generality of the foregoing, increased traffic and parking difficulties;
- (h) The likelihood of parking shared by different **land uses**;
- (i) The provision of a formal **taxi rank** provided for on Business 1 and 2 zoned properties only; or a taxi drop-off bay provided on a Residential 4 zoned properties; and
- (j) The provision of sufficient loading bays (refer to Clause 26) on Industrial 1 Industrial 2 zoned properties.

26. LOADING REQUIREMENTS

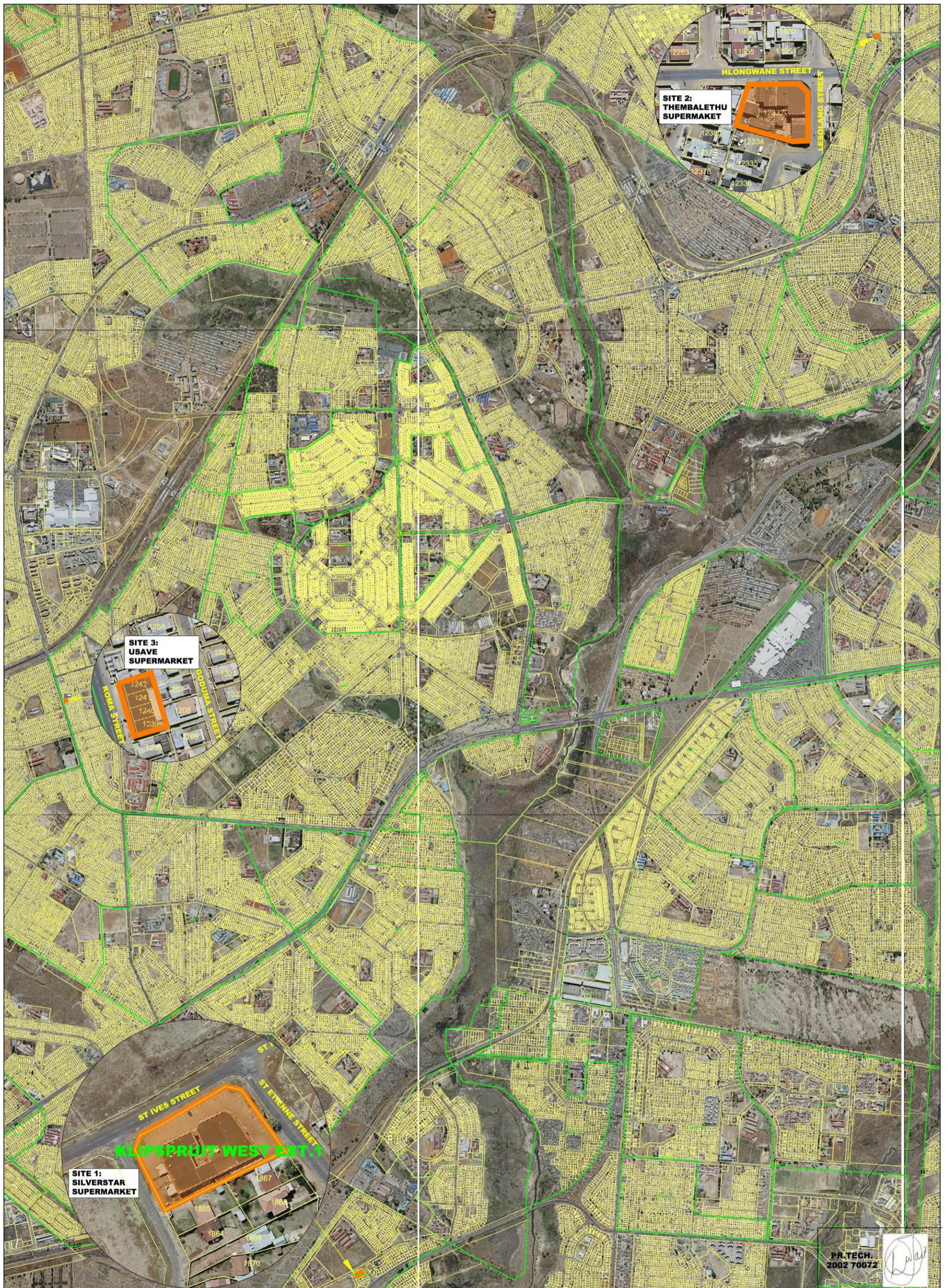
26.1 All loading and off-loading bays shall be provided on site with the ratios specified in Table I below.

26.2 The following minimum measurements shall apply to **loading bays**:

A **loading bay** shall measure not less than 4,5m x 10m for perpendicular loading and 2,5m x 12m for parallel loading, or as determined, to the satisfaction of the **Municipality**

26.3 On Industrial 1, Industrial 2 zoned erven the provision of **loading bays** may off-set the requirements for parking facilities, in terms of Table H and in accordance with Clause 25.3 (j), to the satisfaction of the **Municipality**.

Annexure E: Parking survey location



PR.TECH.
2002 70072

Annexure F: Detail parking survey information & site photos

Site 1: Silverstars Supermarket

SHOPPING CENTRE 1 (SILVERSTARS SUPERMARKET): PARKING SURVEY RESULTS

TRIP GENERATION COUNT (VEHICLES / PEDESTRIANS)

FRIDAY 2 DECEMBER 2022

AREA: KLIPSPRUIT WEST



TIME	VEHICLES		PEDESTRIANS		PARKED
	IN	OUT	IN	OUT	
					2
1430	3	1	8	8	4
1445	4	3	27	25	5
1500	3	4	18	18	4
1515	4	4	26	23	4
1530	4	5	22	20	3
1545	5	4	18	16	4
1600	7	6	32	26	5
1615	3	4	12	11	4
1630	2	3	24	21	3
1645	11	5	33	34	9
1700	7	10	30	26	6
1715	3	7	28	32	2
1730	4	5	15	13	1
1745	7	5	17	12	3
1800	2	1	21	19	4
1815	2	1	14	16	5
1830	2	2	9	8	5
1845	2	2	6	3	5
			Max. parking demand		9
			Building Area (m ²)		1240,53
			Parking ratio (bays/100m ²)		0,73
	Pedestrian	IN	Out	Total	
	Activities	360	331	691	

SHOPPING CENTRE 1 (SILVERSTARS SUPERMARKET): PARKING SURVEY RESULTS
TRIP GENERATION COUNT (VEHICLES / PEDESTRIANS)
SATURDAY 3 DECEMBER 2022
AREA: KLIPSPRUIT WEST



TIME	VEHICLES		PEDESTRIANS		PARKED
	IN	OUT	IN	OUT	
900	6	5	15	17	3
915	1	2	6	5	2
930	7	3	18	11	6
945	2	6	16	13	2
1000	5	5	10	16	2
1015	8	9	9	16	1
1030	5	5	7	6	1
1045	5	4	10	11	2
1100	5	5	7	5	2
1115	2	3	10	10	1
1130	5	4	12	11	2
1145	5	6	13	10	1
1200	7	5	10	9	3
1215	1	4	3	4	0
1230	7	5	8	5	2
1245	4	4	10	5	2
1300	2	4	10	10	0
1315	6	5	12	9	1
1330	1	1	6	4	1
1345	3	2	7	6	2
1400	2	1	9	8	3
1415	3	3	8	5	3
1430	1	2	4	2	2
1445	2	1	2	6	3
1500	3	2	1	1	4
1515	5	2	7	5	7
1530	3	6	9	8	1
1545	5	4	13	15	2
Max. parking demand					7
Building Area (m ²)					1240,53
Parking ratio (bays/100m ²)					0,56
Pedestrian	IN		Out		Total
Activities		252		233	485





Site 2: Themba lethu Supermarket

SHOPPING CENTRE 2 (THEMBALETHU SUPERMARKET): PARKING SURVEY RESULTS

TRIP GENERATION COUNT (VEHICLES / PEDESTRIANS)

FRIDAY 2 DECEMBER 2022

AREA: MEADOWLANDS



TIME	VEHICLES		PEDESTRIANS		PARKED
	IN	OUT	IN	OUT	1
1500	2	1	4	2	2
1515	2		7	5	4
1530	3	1	2	2	6
1545	1	3	3	6	4
1600	1	1	10	4	4
1615			3	5	4
1630	2	3	2	1	3
1645	1	4	5	7	0
1700	3		6	7	3
1715	1	1	2	2	3
1730		1	3	7	2
1745			5	1	2
1800	3	2	6	2	3
1815	1			2	4
1830	1			3	5
1845	1	2	7	5	4
1900					5
			Max. parking demand		6
			Building Area (m ²)		621,08
			Parking ratio (bays/100m ²)		0,97
	Pedestrian	IN	Out	Total	
	Activities	65	61	126	

SHOPPING CENTRE 2 (THEMBALETHU SUPERMARKET): PARKING SURVEY RESULTS

TRIP GENERATION COUNT (VEHICLES / PEDESTRIANS)

SATURDAY 3 DECEMBER 2022

AREA: MEADOWLANDS



TIME	VEHICLES		PEDESTRIANS		CALULATIONS
	IN	OUT	IN	OUT	5
900		2	3		3
915			5	3	3
930	1		7	3	4
945	3	2	1	8	5
1000	1	1		2	5
1015	2		3	2	7
1030	2	1	1	1	8
1045	3	5	3	2	6
1100	1	3	2		4
1115	3	2	3	4	5
1130	1		1	1	6
1145			1		6
1200	2	1	2	5	7
1215	1	4	2	3	4
1230		2	2	3	2
1245	2	1	2	5	3
1300	3	1	3	1	5
1315	2	3	3	2	4
1330					4
1345		1	1		3
1400		1		2	2
1415	2	1		1	3
1430	3	1	2	2	5
1445		3	3	5	2
1500	1	1	1	2	2
1515	1	2	2	1	1
1530	2	2	1		2
1545	1		1	3	3
			Max. parking demand		8
			Building Area (m ²)		621,08
			Parking ratio (bays/100m ²)		1,29
	Pedestrian		IN	Out	Total
	Activities		55	61	116



Site 3: Usave Supermarket

SHOPPING CENTRE 3 (USAVE SUPERMARKET): PARKING SURVEY RESULTS

TRIP GENERATION COUNT (VEHICLES / PEDESTRIANS)

FRIDAY 2 DECEMBER 2022

AREA: SOWETO



TIME	VEHICLES		PEDESTRIANS		CALCULATIONS
	IN	OUT	IN	OUT	
1500	2	3	35	11	2
1515	1	2	26	17	1
1530	3	1	24	27	0
1545	2	3	38	21	2
1600			34	42	1
1615	1	1	26	40	1
1630	3	3	33	33	1
1645	1	2	33	42	0
1700	3	1	29	30	2
1715	2	1	38	32	3
1730	2	4	30	33	1
1745	4	1	28	29	4
1800	3	2	27	28	5
1815	4	5	32	31	4
1830	3	2	22	23	4
1845	2	3	11	9	5
			Max. parking demand		5
			Building Area (m ²)		455,74
			Parking ratio (bays/100m ²)		1,10
	Pedestrian	IN	Out	Total	
	Activities	466	448	914	

SHOPPING CENTRE 3 (USAVE SUPERMARKET): PARKING SURVEY RESULTS
TRIP GENERATION COUNT (VEHICLES / PEDESTRIANS)
SATURDAY 3 DECEMBER 2022
AREA: SOWETO



TIME	VEHICLES		PEDESTRIANS		CALCULATIONS
	IN	OUT	IN	OUT	
900	3	3	24	28	2
915	2	2	21	24	2
930	1	3	22	30	0
945	2		24	31	2
1000	3	2	13	31	3
1015	1		25	22	4
1030	3	2	23	10	5
1045	4	4	24	19	5
1100	1	3	24	18	3
1115	3	3	25	34	3
1130	2	1	20	30	4
1145			17	15	4
1200	3	1	24	14	6
1215	4	3	31	12	7
1230	2	5	22	16	4
1245	1	1	30	24	4
1300	1	1	35	18	4
1315			24	29	4
1330	1	1	18	24	4
1345	1	1	11	35	4
1400					
1415					
1430					
1445					
1500					
1515					
1530					
1545					
Max. parking demand					7
Building Area (m ²)					455,74
Parking ratio (bays/100m ²)					1,54
Pedestrian	IN	Out	Total		
Activities	457	464			921





Annexure I: Extract from township application for Erf 3422 Tembisa Extension 7, prepared by The Town Planning Hub

MOTIVATING MEMORANDUM

SIMULTANEOUS APPLICATION:

MOTIVATION IN SUPPORT OF THE "WRITTEN CONSENT A" APPLICATION IN TERMS OF CLAUSE 25.3, READ WITH CLAUSE 30.1 OF THE CITY OF EKURHULENI LAND USE SCHEME, 2021, READ WITH SECTION 58 OF THE CITY OF EKURHULENI METROPOLITAN SPATIAL PLANNING AND LAND USE MANAGEMENT BY-LAW, 2019 FOR PARKING RELAXATION ON –

MOTIVATION IN SUPPORT OF THE BUILDING LINE RELAXATION APPLICATION IN TERMS OF CLAUSE 30.3 OF THE CITY OF EKURHULENI LAND USE SCHEME, 2021, READ WITH SECTION 62 OF THE CITY OF EKURHULENI METROPOLITAN SPATIAL PLANNING AND LAND USE MANAGEMENT BY-LAW, 2019 FOR BUILDING LINE RELAXATION ON –

ERF 3422 TEMBISA EXTENSION 7

PREPARED FOR: GEEMG PROPERTIES (PTY) LTD

BY: THE TOWN PLANNING HUB CC

Tel: (012) 809 2229
E-mail: bea@tph.co.za

PO Box 11437
Silver Lakes
0054

Lombardy Corporate Park
Block B / Unit 13
Cole Road
Shere
0084



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**SIMULTANEOUS APPLICATION:
MOTIVATION IN SUPPORT OF THE PROPOSED “WRITTEN CONSENT A”
APPLICATION TO ALLOW FOR A PARKING RELAXATION IN TERMS OF CLAUSE
25.3, READ WITH CLAUSE 30.1 OF THE CITY OF EKURHULENI LAND USE
SCHEME, 2021, READ WITH SECTION 58 OF THE CITY OF EKURHULENI
METROPOLITAN MUNICIPALITY SPATIAL PLANNING AND LAND USE
MANAGEMENT BY-LAW, 2019; AND
MOTIVATION IN SUPPORT OF THE PROPOSED BUILDING LINE RELAXATION
APPLICATION IN TERMS OF CLAUSE 30.3 OF THE CITY OF EKURHULENI LAND
USE SCHEME, 2021, READ WITH SECTION 62 OF THE CITY OF EKURHULENI
METROPOLITAN MUNICIPALITY SPATIAL PLANNING AND LAND USE
MANAGEMENT BY-LAW, 2019**

ON ERF 3422 TEMBISA EXTENSION 7.

1. THE APPLICATION

Simultaneous application is made in terms of Clause 25.3, read with Clause 30.1 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 58 of the City of Ekurhuleni Metropolitan Municipality Spatial Planning and Land Use Management By-Law, 2019 for a “Written Consent A” application to allow for the parking relaxation and in terms of Clause 30.3 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 62 of the City of Ekurhuleni Metropolitan Municipality Spatial Planning and Land Use Management By-Law, 2019 for a Building Line Relaxation application to relax all street building lines from 3m to 0m on Erf 3422 Tembisa Extension 7.

A traffic engineer was appointed to conduct a survey to determine the parking requirements for the development on site. The engineering report confirms that a lower parking ratio can be supported on the property. Based on the study conducted it is the owners' intention to apply for a reduction in parking requirements to 1.5 bays per 100m² GLA. The proposed parking ratio is based on the attached traffic assessment.

The proposed building line relaxation is to accommodate the new structure to be developed on site.

2. GENERAL INFORMATION

2.1 Local Authority

City of Ekurhuleni Metropolitan Municipality.

2.2 Property Description

Erf 3422 Tembisa Extension 7

2.3 Registered Owner

The property is registered in the name of Geemg Properties (Pty) Ltd.

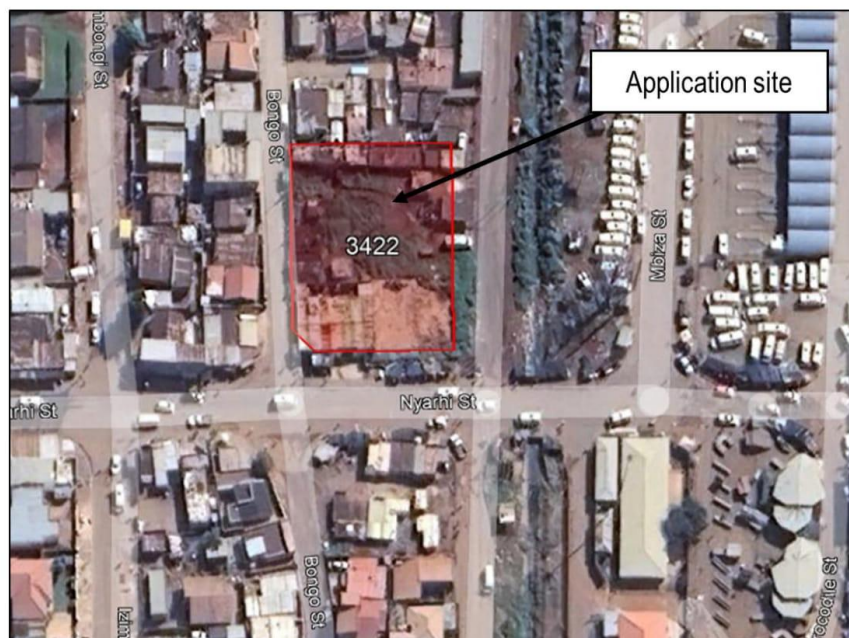
2.4 Property Size

The property measures 1 562 m² in extent.

2.5 Locality

Erf 3422 is situated north and adjacent to Nyarhi Street and east and adjacent to Bongo Street.

Please refer to the below aerial indicating the property, as well as the attached locality plan.



2.6 Existing Zoning

The property is zoned "Business 2".

Refer to the attached Zoning Certificate.

2.7 Existing Land Use

There are informal buildings on the site.



2.8 Deed of Transfer

The property is included in the Registered Grant of Leasehold No. TL37279/1994. The Leasehold confirms that Erf 3422 is leased by Geemg Properties (Pty) Ltd.

Please refer to the attached leasehold and company documents.

2.9 Bond

The property is not bonded by a financial institution.

3. MOTIVATION

3.1 Background

The property owner leased the site to accommodate shops on site in accordance with the approved zoning and leasehold. Following the preparation of the Site Development Plan the owner noted that the Scheme parking requirements of 6 bays per 100m² are not achievable on site. In addition the property owner wishes to relax the building lines to allow for the optimal development of shops on site.

The owner appointed a traffic engineer to calculate the possibility of a relaxed parking ratio without compromising the functionality of the site.

The parking survey results clearly indicate that the parking requirements for the sites are less than the minimum parking ratio specified in the land use scheme. The highest observed parking ratio was at 1.5 bays per 100m². Therefore, the proposed ratio can be considered more than sufficient to accommodate anticipated demand.

Based on the findings in the report the application seeks the relaxation of the parking requirements from 6 bays per 100m² GLA to 1.5 bays per 100m² GLA.

The reduced parking ratio will further be motivated under Section 3.2 and Section 4.

Clause 25.3 of the City of Ekurhuleni Land Use Scheme, 2021 reads as follows:

"The Municipality may consider the provision of a lesser number of Parking Spaces required in terms of Table H, by means of Written Consent A application, (which is accompanied by parking study compiled by a qualified and registered engineer), and shall in addition to any other relevant factors, have regard to the following, which shall be included in a report compiled by a suitably qualified professional:"



Further to the above, a simultaneous application is made for the relaxation of all the street building line to 0m to allow for optimal development on site.

Clause 30.3 of the City of Ekurhuleni Land Use Scheme, 2021 reads as follows:

*“The **Municipality** may on application relax the **Building Line** stipulated in Table C for properties in any Use Zone, if such relaxation would, in its opinion, constitute an improvement in the development of the **Property**.”*

This application is in support of the application for the relaxation of the parking requirements to 1.5 per 100m² and the relaxation of all street building lines from 3m to 0m.

From there this application.

3.2 Need and Desirability

The application site is situated in close proximity to the Oakmoor Station and the R21 Highway. Furthermore, the property is north of Nyarhi Streets which is the central point of a new emerging business node as confirmed in the Regional Spatial development Framework: Region B.

The application will be motivated against the following policy documentation:

- Spatial Planning and Land Use Management Act, Act 16 of 2013
- Gauteng Spatial Development Framework, 2030
- City of Ekurhuleni Metropolitan Spatial Development Framework, 2015
- EMM Regional Spatial development Framework: Region B, 2015

3.2.1 Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA)

The recent introduction of the SPLUMA requires for all land development applications to comply and be motivated in accordance with same.

This application complies with the principles of SPLUMA, as well as other sections which will be elaborated on further below.

Section 7

7. *The following principles apply to spatial planning, land development and land use management:*

(a) *The Principle of spatial justice, whereby –*

- (i) *Past spatial and other development imbalances must be redressed through improved access to and use of land;*



- (ii) Spatial development frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation;*
- (iii) Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantages communities and persons;*
- (iv) Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas;*
- (v) Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and*
- (vi) A Municipal Planning Tribunal considering an application before it may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land of property is affected by the outcome of the application;*

This application is to obtain Council Consent to relax the parking requirements as well as relax the street building lines on a zoned property. It will not be required to address the aforementioned principle; however, all other sections are adhered to. The approval of this application will indicate the support of the Ekurhuleni Metropolitan Municipality towards planning practices that support the need to be more flexible and integrated.

- (b) The principle of spatial sustainability, whereby spatial planning and land use management systems must –*
 - (i) Promote land development that is within the fiscal, institutional and administrative means of the Republic;*
 - (ii) Ensure that special consideration is given to the protection of prime and unique agricultural land;*
 - (iii) Uphold consistency of land use measures in accordance with environmental management instruments;*
 - (iv) Promote and stimulate the effective and equitable functioning of land markets;*
 - (v) Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments;*
 - (vi) Promote land development in locations that are sustainable and limit urban sprawl; and*
 - (vii) Result in communities that are viable;*

This application complies with the above principle. The site is not viable agricultural land in any form and will support the functioning of land markets in the area. The application does not result in urban sprawl and will result in a viable community.



- (c) ***The principle of efficiency, whereby –***
- (i) ***Land development optimises the use of existing resources and infrastructure;***
 - (ii) ***Decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and***
 - (iii) ***Development application procedures are efficient and streamlined and timeframes are adhered to by all parties;***

This application complies with the above principle, specifically the optimal use of existing services infrastructure. The owner is in the process of obtaining approved building plans, however, the approval of the reduced parking requirements and relaxation of street building lines will allow the optimal use and function of the site within the development parameters.

- (d) ***The principle of spatial resilience, whereby flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks; and***

Clauses 25.3 and 30.3 of the City of Ekurhuleni Land Use Scheme, 2021 allows for the relaxation of parking requirements as well as building lines with approval from Council. The Spatial Development Frameworks available to applicants allow for the change in land use, densities and other development controls within the Ekurhuleni Metropolitan Municipality, allowing for applications such as these. Although the site does not fall within an environmentally sensitive area, its support will allow for sound economic affairs in the city.

- (e) ***The principle of good administration, whereby –***
- (i) ***All spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems embodied in this Act;***
 - (ii) ***All government departments must provide their sector inputs and comply with any prescribed requirements during the preparation or amendment of spatial development frameworks;***
 - (iii) ***The requirements of any law relating to land development frameworks;***
 - (iv) ***The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and***
 - (v) ***Policies, legislation and procedures must be clearly set in order to inform and empower members of the public.”***

This application site complies with the above principle; the development conforms to the applicable land uses provided for in the Regional Spatial Development Framework. All the required internal departments will have the opportunity to provide comments on the application. In general, the rights of the surrounding property owners will be taken into account. The required advertising will take place timeously together with the site notices to be placed on the

property. The required registered letters will be sent out to the surrounding property owners whereafter our office will remain open for any discussions and input from the affected parties in terms of the parking provision.

3.2.2 Gauteng Spatial Development Framework, 2030 (GSDF)

The Gauteng Spatial Development Framework, 2030 has been adopted and is a development tool that proposed to align development across the province.

"The Spatial Development Vision

The Gauteng of 2030 is an integrated, connected space that provides for the needs of all who are born in or drawn to the province. Economic growth is spread widely, beyond the core areas, to nodes and multi-modal activity corridors. These nodes and corridors provide safe, high-intensity and high-density mixed land-use settlements, where the young and old are able to walk, cycle and relax in public spaces. A range of public transport modes ensures affordable, province-wide interconnectedness and access to the full spectrum of economic, cultural and educational opportunities, placing the province on a far more sustainable growth trajectory. ..." Page ix, GSDF 2030

In order to make the above spatial vision a reality, various spatial development principles were identified of which one is that of 'liveability' and the subsequent need to increase economic development / potential in the city.

"To realise the spatial development vision, all developments in the province need to adhere to six spatial development principles: (i) liveability, (ii) concentration, (iii) connectivity, (iv) conservation, (v) diversity, and (vi) viability." Page ix, GSDF 2030

The limitation of urban sprawl is not only a provincial problem, but also applies specifically to local municipalities. Their actions and decisions directly affect the form and shape of cities in terms of its sustainability and liveability. The property already has the land use rights in support of a Shop. This application relates to the reduction of parking requirements to ensure the feasibility and functionality of the property.

In short it can be concluded that the Gauteng Spatial Development Framework of 2030 has very strong views on the densification of the cities located in the province, where these developments' intention should be to create a more **sustainable and integrated Gauteng City Region**.



3.2.3 City of Ekurhuleni Metropolitan Spatial Development Framework, 2015

The vision of the Ekurhuleni Metropolitan Municipality is to be:

"The Smart, Creative and Developmental City.

The mission statement:

Ekurhuleni provides sustainable and people centred development services that are affordable, appropriate and of a high quality. We are focussed on social, environmental, and economic regeneration of our city and communities, as guided by the principles of Batho Pele and through the commitment of a motivated and dedicated team." Page 9, MSDF 2015

Although the MSDF is an overarching document it confirms:

"Urban development in the context of the MSDF essentially means land uses in support of the primary economic and employment areas and will primarily consist of residential development, all social facilities and services as well as land uses as may be required to achieve sustainable urban life.

The provision of the support services within the residential environment should relate to the residential densities that prevail in the immediate area surrounding the intended support services." Page 39, MSDF 2015

The application property is zoned "Business 2" which are in accordance with the policy documents. The application submitted is to ensure the feasibility and functionality of the site. Application is made to reduce the parking ratio to 1.5 per 100m² GLA and to relax all the street buildings lines from 3m to 0m.

3.2.4 EMM Regional Spatial Development Framework: Region B, 2015

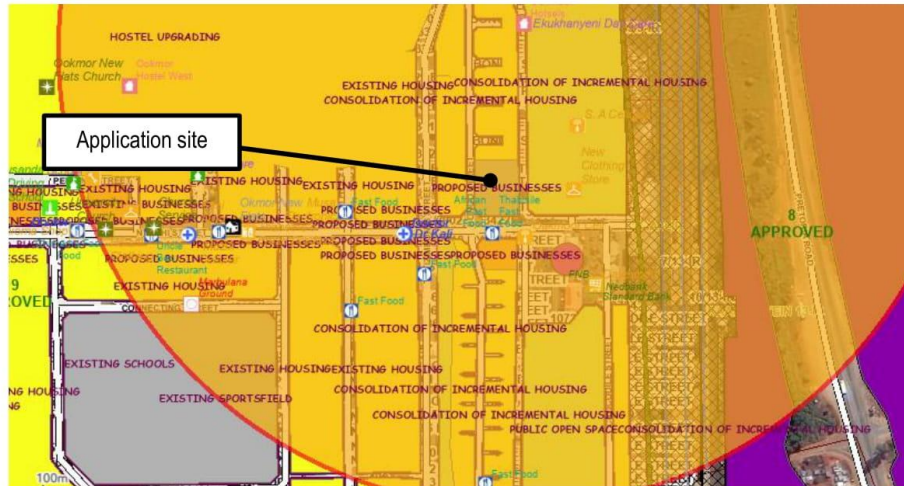
The application property is situated in an "emerging business node" in terms of the RSDF.

According to the RSDF:

***"Business development** in Region B is primarily centred on the Edenvale Central Business District (CBD) and along Monument Road in Kempton Park. Furthermore, an emerging business node in the region is at the intersection of Andrew Mapheto and*



George Nyanga Streets in Tembisa. Smaller business related nodes are scattered throughout the region.”
Page 23, RSDf Region B



The application site has the correct Business zoning to support the proposed development of a shop.

The application is for the relaxation of the parking ratio and the relaxation of all street building lines from 3m to 0m to allow for the optimal development on the site. The relaxed ratio and building lines will promote an inclusive, sustainable and efficient development on the property.

This reduced parking ratio was investigated by the traffic engineer and is included in the application.

The application supports the above views of the city in terms of design and layout of the proposed parking for the development.

The application asks for a parking relaxation to 1.5 bays per 100m² GLA. The reduced ratio is based on the survey and analysis of the traffic engineer.

Table 1: Parking survey results

SITE DESCRIPTION	APPROXIMATE BUILDING AREA (M ²)	MAXIMUM PARKING DEMAND (BAYS)		PARKING RATIO (BAYS/100M ²)	
		FRIDAY	SATURDAY	FRIDAY	SATURDAY
Site 1: Silverstars Supermarket	1 240.53m ²	9	7	0.73	0.56
Site 2: Thembaletu	621.08m ²	6	8	0.97	1.29
Site 3: Usave Supermarket	455.74m ²	5	7	1.10	1.54

From **Table 1** it can be concluded that the parking requirements for the sites are less than the minimum parking ratio specified in the land uses scheme for shops (6 bays/100m²). Considering the above, the highest parking requirements observed at the three sites was at Site 3: Usave Supermarket, with a parking ratio of 1.54 bays/100m² (Saturday period).

It is thus motivated in this memorandum that a reduced parking ratio for the proposed development be approved. The approval of this application will not have a detrimental impact on the functions of the site and the other land uses approved in the existing zoning.

4. PROPOSED DEVELOPMENT

4.1 PARKING RELAXATION:

A pre-consultation was held with the Roads Department and the following were agreed:

- *The delivery layout implies all delivery vehicles will come from the north. This is unlikely as there is no link to the north.*
- *It is noted that the sweeping paths can also be interpreted as access from the south turning over the south-bound lane on Bongo Road to enter the loading bay. The exit would then be in a northerly direction. This is problematic as there is no turning facility for trucks to turn around to travel south to Nyarhi Street. The existing road reserve with is also too narrow to allow a truck to turn south out of the site.*
- *The access for customers should be moved to mid-site. I acknowledge that the site is very small, but this would slightly improve the spacing between intersections and have less of a "staggered intersection" effect. – Noted*

In response to the comment, the access was changed.

- **By moving the customer access to mid site, we enable the delivery truck to access the property and push the front in to the parking area at the south-east corner and then reverse back into the delivery yard through gate 2. Gate 1 can only be used as exit and gate 2 as entrance to the yard.**

The amendments were considered acceptable subject to a parking relaxation study.

A parking relaxation study and survey was completed during October 2025 by Mariteng

Consulting Engineers (Pty) Ltd. The report is briefly summarized hereunder:

Summary:

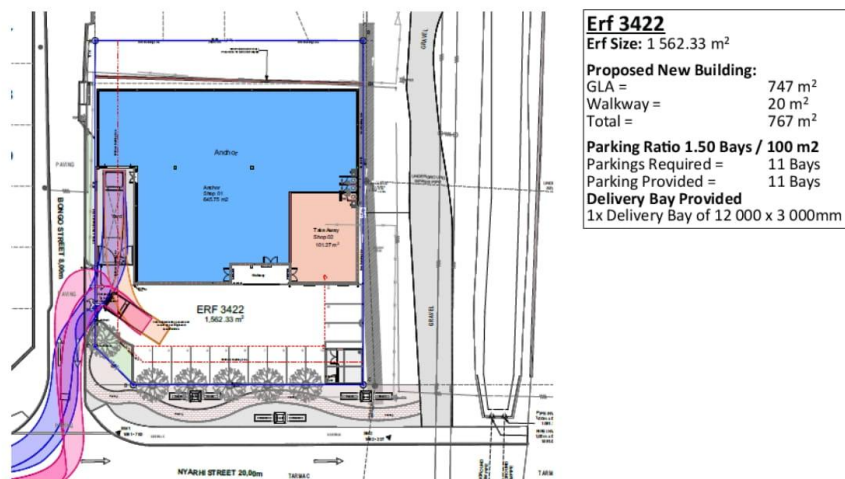
In summary the following:

Erf 3422

- The development will focus mainly on pedestrian traffic.
- The parking and loading ratios were previously approved as follows
 - Parking bays : 12 bays (747m² GLA @ 1.54 bays/100m²)
 - Loading bays : 1 bay (747m² GLA @ 2 bay/2 000m²).
- The site development plan prepared by Design Culture to be amended to include the following changes:
 - The site layout plan short 1 parking bay, based on the reduced parking ratio approved. 12 bays are required and only 11 bays are provided.
 - 1 Loading bay as per the scheme provided.
 - The parking and delivery bay dimensions comply with the minimum specified standards.
 - The site access on Nyarhi Street has to be relocated to a point on Bongo Street, 30m north of the Nyarhi Street/Bongo Street intersection.
 - The minimum site access width to the centre should be 7.0m, with a 10m bellmouth.
 - Paved sidewalks are provided along the northern side of Nyarhi Street for the full length of the property. No additional sidewalk required.
 - Separate pedestrian traffic at the entrance to the site from the vehicle traffic.

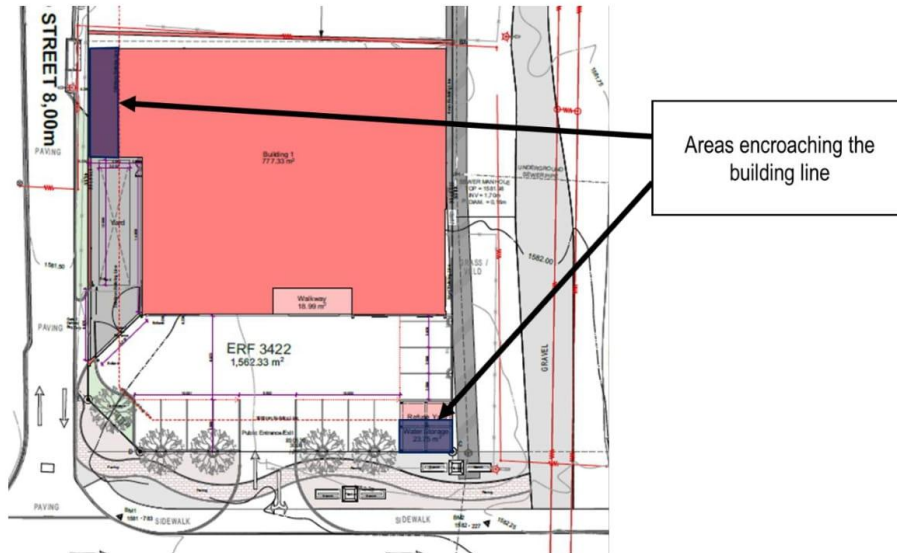
This application is asking for the provision of 1.5 bays per 100m² GLA for the shops - that will reduce the number of parking bays required to 11 bays on Erf 3422.

The reduced parking bays can be easily accommodated on site.



4.2 BUILDING LINE RELAXATION:

The Ekurhuleni Land Use Scheme, 2021 prescribes a street building line of 3m to properties zoned "Business 2". To allow for the optimal development of the site application is made to relax the street building lines to 0m.



The proposed development will be a single storey development which will not impact the privacy of the residential erven west of the application site. The relaxation of the street building lines will not have a negative impact on any of the surrounding owners.



The relaxation of the street building lines from 3m to 0m will allow for the optimal development of the property including safe access, parking and sufficient maneuvering space without affecting any of the neighbours' rights.



5. CONCLUSION

Simultaneous application is made in terms of Clause 25.3, read with Clause 30.1 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 58 of the City of Ekurhuleni Metropolitan Municipality Spatial Planning and Land Use Management By-Law, 2019 for a Written Consent A to allow for the reduced parking ratio of 1.5 parking bays per 100m² and application in terms of Clause 30.3 of the City of Ekurhuleni Land Use Scheme, 2021, read with Section 62 of the City of Ekurhuleni Metropolitan Municipality Spatial Planning and Land Use Management By-Law, 2019 for a building line relaxation application to relax all street building lines from 3m to 0m on Erf 3422 Tembisa Extension 7.

The proposed development controls will not detrimentally affect anyone's health but will promote good order and better security in the area. It will promote the amenity, convenience and general welfare in the area to no expense of the people in the area.

The Municipality's approval of this application will be appreciated.



ZONING CERTIFICATE

	Property no.	Township / Farm / Holding
1. DESCRIPTION OF PROPERTY	3422	TEMBISA EXT 7
2. TOWN PLANNING SCHEME	City Of Ekurhuleni Land Use Scheme, 2021.	
Zoning	BUSINESS 2	
Central Business District (CBD)		
Urban Development Boundary	INSIDE	
Annexure number	<null>	
Additional or Restrictive Rights	<null>	
Consent use number	<null>	
Consent use Description	<null>	
* Coverage	70%	
* Height (in storeys)	2	
* Floor Area Ratio (FAR)	<null>	
* Density (per sqm or ha)	85/HA	
Parking Requirements	Refer to Table "H" or Annexure	
Building Lines	Refer to Table "C" or Annexure	
Lines of no Access	Refer to Map i.t.o. Clause 13 or Annexure	
Promulgation Date	2022/02/16	
3. STREET ADDRESS	<null>	

Date: _____

Ayanda Ndlovu

Town and Regional Planner
Thembisa CCC

Properties with a relevant annexure/s are subject to the special rights, restrictions and conditions applicable to the property.

This certificate does not override any restrictive conditions contained in the Deeds of Transfer of any property.

Terms used as defined in the City Of Ekurhuleni Land Use Scheme, 2021.

Reference: Unrestricted (UNR); Annexure (ANX); Municipality (MUN); Site Development Plan (SDP);
Local Spatial Development Framework (LSDF); Refer to Map (RTM)

This document is issued without any alterations or erasures of any kind

Mariteng Consulting Engineers (Pty) Ltd
P O Box 8864
Verwoerd Park
1453

Attention: Louis du Toit (Pr.Tech Eng)
Email: louis@mariteng.co.za

Your Ref:

Enquiries : Nonzuzo Dlula
Tel : 011 999 5086
Our ref : 15/4/7 –TEMB (X7)
Date : 23 February 2026



**Roads and Transport Management
Department**

Functional & Strategic Planning Section

Kempton Park Civic Centre
cnr C R Swart Drive and Pretoria Rd

P O Box 13
KEMPTON PARK
1620

Dear Sir,

APPLICATION FOR PARKING RELAXATION ON ERF 3618 & SITE DEVELOPMENT ASSESSMENT FOR ERVEN 3422 & 3618,TEMBISA EXTENSION 7,KEMPTON PARK

Reference is made to your letter/report dated 10 December 2026.

It is noted that the reporter combined Parking Relaxation for erven 3618 with Site Development Plan Assessment for erven 3618 and Erven 3422,The comments below will address the Parking Relaxation Component for erf 3618 only. Site Development Assessment Report for both erf 3422 & 3618 must be submitted separately to the relevant Section. Therefore, **under no circumstances should these comments be taken/interpreted as comments for Site Development Assessment.**

Roads & Transport Management Department takes note of the request and its content and wish to inform the applicant, agent / client, that this department is **not the custodian department for parking & loading requirements** but can only comment on technical issues on these applications. Approval for Parking & loading relaxation should be sourced from City Planning Department to whom custodianship lays. A Written Consent A application must therefore be lodged through City Planning Department. See an extract from the latest City of Ekurhuleni Land Use Scheme(COE LUS),2021:

“25.3 The **Municipality** may consider the provision of a lesser number of **Parking Spaces** required in terms of Table H, by means of **Written Consent A application**, (which is accompanied by parking study compiled by a qualified and registered engineer)25.3 (a) to (j)”.

“26.1 All loading and off-loading bays shall be provided on site with the ratios specified in Table I...”

A **Written Consent A** application will still be required, together with your technical report for consideration by the custodian department, however this department does note your report and its technical findings (*Also see attachment below- **Annexure A***) and would like to comment on the parking relaxation component of the technical report as follows :

It is noted that the surveys were done within the City of Johannesburg (COJ), and the writer’s justification is said to be lack of similar sites within the City of Ekurhuleni ,this is not factual in this case. Therefore, the surveys presented from the COJ cannot be standard surveys used for future studies within the City of Ekurhuleni .

A. Parking/Loading Requirement component for erf 3618 development; Tembisa X7:

According to the report, the following parking rates are proposed for erf 3618 ,Tembisa X7:

Erf No	Landuse type	Extent used	Required parking /rates as per ETPS	Proposed Rates for erf 3618
3618	Business 2 (Mirco loans Shop; cell phone shop and liquor shop)	340m ² (GLA)	6 parking space /100m ² ..(21 bays are required)	1.54 parking space /100m ² .. (6 bays are proposed)

The following loading rates are proposed for erf 3618 ,Tembisa X7:

Erf No	Landuse type	Extent used	Required loading/ rates as per ETPS	Proposed loading Rates for erf 3618
3618	Business 2 (Mirco loans Shop; cell phone shop and liquor shop)	340m ² (GLA)	Shops - 2 bays per 1000m ² floor area or part thereof for the first 1000m ² floor area and 3 bays per 1000m ² floor area thereafter. ..(1 bay is required)	Shops - 2 bays per 1000m ² floor area or part thereof for the first 1000m ² floor area and 3 bays per 1000m ² floor area thereafter. .. (1 loading bay is proposed)

This department takes note of the surveys conducted and the gaps in data collection. The analyst is cautioned to take into consideration future growth /demands when proposing parking/loading. Inconsideration of the aforementioned can result in disruption of traffic ,the guiding document -TMH 16 Volume 2 clearly states that "...The primary purpose of the requirements of on-site parking provision is to prevent or limit on-street parking or on parking areas provided at other developments due to the inadequate provision of parking at the development itself. The responsibility to provide adequate on-site parking is that of the property owner and it must be a condition in the granting of any application that mere compliance with the parking requirements of the municipality does not relieve the owner of the obligation to accommodate the full parking accumulation of the development. If on-site parking is not sufficient to serve the peak parking demand, the owner will be required to amend the use of the property or make the necessary arrangements to provide the required number of parking bays."

Additionally, "...Inadequate parking/loading provision could lead to the problems described above. **Where parking/loading requirements are reduced, consideration should be given in reserving space on-site which could in future be converted to parking spaces should parking problems materialise.**"

These comments must not be viewed as support for any land use or town planning issues and associated considerations. The relevant Department / Section should comment on such issues, if any.

Furthermore, these comments should also not be viewed as support of any Site Development Plan (SDP) or Building Plan, as normal town planning and building control processes still need to be followed in the approval of plans.

The proposed parking/loading should be reviewed should there be changes in land use in future as these comments are applicable only to the current proposed use. If the site is further redeveloped in future, the

APPLICATION FOR PARKING RELAXATION ERF 3618 & SITE DEVELOPMENT ASSESSMENT FOR ERVEN 3422 & 3618,TEMBISA EXTENSION 7,KEMPTON PARK
current proposed parking/loading will not automatically be transferred and will not be applicable to the
new development.

**The developer is mandated to amend parking to the satisfaction of this Department and the
custodian Department should activities within the subject development Erf 3618 (Tembisa X7)
cause any illegal parking and/ or loading/off-loading within the City of Ekurhuleni's Road reserve.**

Notwithstanding the above ,this department has **no objection** to the application to relax the parking
and loading ratio on erf 3618,Tembisa X7.The applicant must seek approval from the relevant/custodian
department.

**The professional responsibility for the motivation and associated recommendations remains with
Mariteng Consulting Engineers (Pty) Ltd. (Refer to Annexure A for report summary relating to erf 3618
parking & loading)**

If the above-mentioned requirements / conditions cannot be honored, then this department reserve the
right to withdraw these comments.

Yours faithfully,



**CLEMENT MAPHANGA Pr.Tech Eng.
MANAGER – TRAFFIC ENGINEERING & TRANSPORTATION PLANNING: NORTH
FUNCTIONAL AND STRATEGIC PLANNING DIVISION
ROADS AND STORMWATER DEPARTMENT**

ANEXURE A: REPORT SUMMARY (PARKING RELAXATION ERF 3618 ONLY)

10. Summary

In summary the following:

a) Erf 3618

- ✓ The development will focus mainly on pedestrian traffic.
- ✓ The Department is requested to support the following parking and loading ratios for Erf 3618:
 - Parking bays : 6 bays (340m² @1.54 bays/100m²).
 - Loading bays : 1 bay (340m² * 2 bay/2 000m²).