

MEMORANDUM

APPLICATION IN TERMS OF CLAUSE 16 OF THE TSHWANE TOWN- PLANNING SCHEME, 2008 ON PORTION 914 OF THE FARM KNOPJESLAAGTE 385-JR

1. LOCAL AUTHORITY

City of Tshwane Metropolitan Municipality.

2. PROPERTY PARTICULARS

2.1 Property Description

Portion 914, of the farm Knopjeslaagte 385-JR

2.2 Location

The land is situated 1400m east of the intersection of the N14 freeway with the R511 provincial road, abutting the N14 on its northern side and situated in between the N14 freeway and the R114 Provincial Road. The property gets access from the R114 by way of a right of way.

2.3 Size

8,5849 ha

2.4 Zoning

Undetermined – see zoning certificate attached.

2.5 Land Use

Small airfield.

2.6 Registered Owners

The Eagle's Creek Business Trust with company registration number 2590/2003

2.7 Deed of Transfer

T145497/2004

2.8 Mortgage Bond and Number

Bond B151050/2005 of the Du Plessis Family Trust.

3. APPLICATION

Application is herewith made for consent use on portion 914 of the farm Knopjeslaagte 385-JR in terms of clause 16 of the Tshwane Town-Planning Scheme, 2008 as amended in 2014 and read with section 20 of the Ordinance 15 of 1986.

The application's main objective is to allow the increase of development and use of the land for the purpose of a legitimate **existing "airfield"** as indicated on the site plan – plan 4. The existing 18 small hangars on the site have to be increased with a further 10 structures of the same typology and purpose. In the process the buildings on the property are restricted to 7527m² total floor space – excluding that of a dwelling house. The clubhouse is restricted to 200m².

Definition of an **Airfield as has been approved already:**

Means land and buildings used for the landing and take-off of aircraft and helicopters and may include the storage of aircraft and a fuel depot and offices and a security building as well as a clubhouse related and subservient to the main use.

3.1 Need and Desirability

The small airfield has originated and legally been established over a long period of time. On 5 December 2014 the municipality approved a consent use application to allow 4750m² of building floor area for the purpose of the airfield as well as a clubhouse restricted to 200m² floor area. These restrictions are not applicable to any dwelling house to be erected on the land.

The approval of 5 December 2014 also restricted the number of structures used for airfield hangars and storage facilities in this context to 30 storage units of 150m² each. It also saw fit to restrict the runway to 800m.

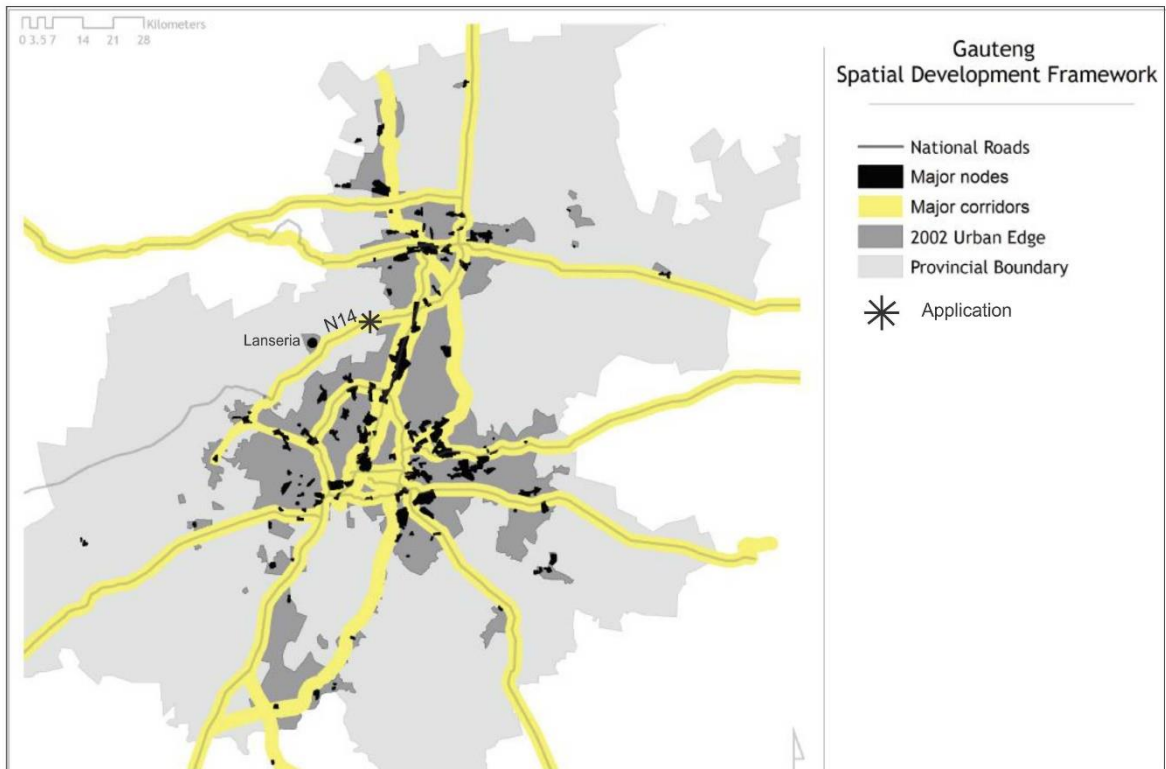
The above land use rights were established as needed and desirable. However the land use intensity as approved does not allow for a proper and sound financial situation. The proposed land use intensity will take the enterprise to a proper economical sustainable development. This will be to the benefit of all including the surrounding area.

Locality

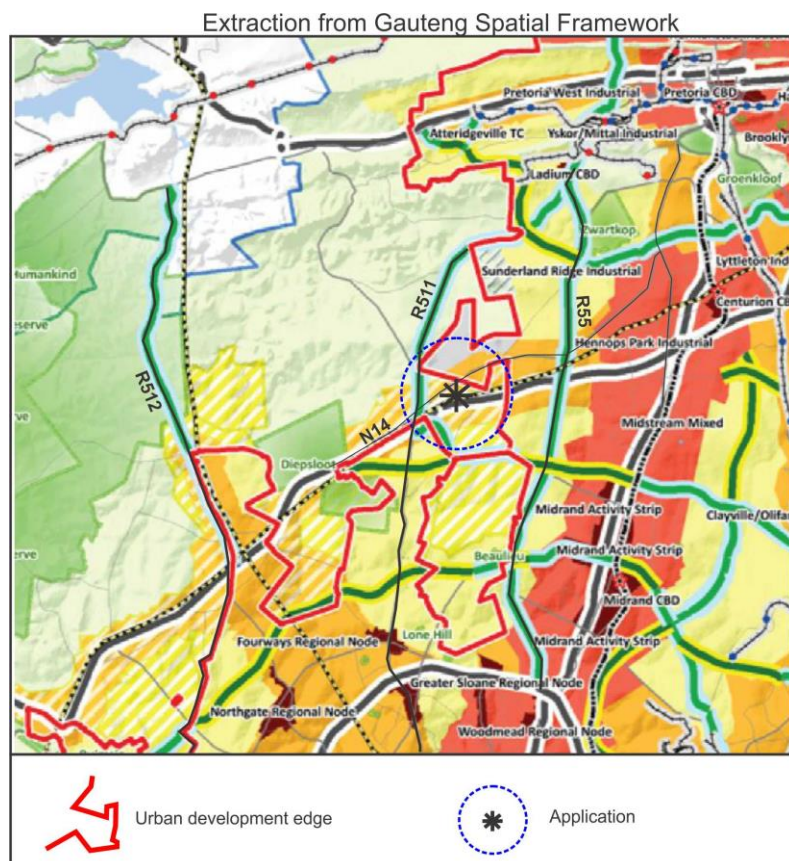
The rural area surrounding the application has been intensely developed during the last 20 years. It has experienced huge changes from rural only to human settlement as the Diepsloot urban settlement has been developed. Also the Copperleaf Golf and Country estate has been developed. Intensive sand mining has occurred. To the east the Olievenhoutbosch low cost housing settlements have become prominent in the landscape. The Lanseria airport has become international. Huge township developments around the Lanseria Airport has been approved and is slowly taking shape together with huge upgrading of the R512 road.

However the locality of the airfield is such that the land has become earmarked for rural use by the spatial development framework for the next 20 years. The airfield is therefore not part of the urban development process but is typically on the outskirts of the planned urban environment.

The planned urban environment is part and parcel of the planning goals and objectives of the Gauteng Spatial Framework. The N14 forms an important element of the future form giving development corridors. In response to this the intersections of several north south provincial roads with the N14 freeway is planned for concentrations of development with corridor like extensions to the southern urban conurbation. The following graphic indicates the big picture of the Gauteng Spatial Framework:



The major development corridors indicated by the above graphic will be off course supported by the north south running provincial roads creating lower order development corridors and a network of high order routes onto which development will cluster. The following graphic is an extraction from the Gauteng Spatial Framework showing more detail in this regard.



mostly replace the R114 in terms of sub regional importance. This would lower the hierarchy of the R114 and increase accessibility to precinct development along the R114 as is being planned by the Spatial Development Framework shown above. The advent of the PWV-9 freeway would open up the surrounding sub region to a huge demand for development that would further justify the availability of the services being offered by the small airfield.

It is not anticipated that the increase in land use intensity would warrant a different approach to the access system as has been approved before. See table below (and Annexure 2 row 11) in this regard.

Land Use and Development Controls

The application is for the extension of existing land use rights for an airfield and subservient storage facilities and a clubhouse as in Annexure 2. The application does not replace the existing zoning of “undetermined.”

The site plan – Plan 4 shows the layout of the proposed development.

In total the land use rights would be:

1	Use Zone	19: UNDETERMINED
2	Consent Use	Airfield
3	Definitions	Means land and buildings used for the landing and take-off of aircraft and helicopters and may include aircraft and helicopter storage facilities. Offices and a security building and a clubhouse related and subservient to the main use.
4	Coverage	10%
5	Height	2 storeys (15 metres)
6	Floor area ratio	Buildings on the property are restricted to 7527m ² (excluding a dwelling house and out buildings) Clubhouse 200m ² Aircraft and Helicopter Storage Facilities: 7527m ²
7	Site development plan and landscape plan	(1) A site development plan and a landscape development plan, unless otherwise determined by the municipality, compiled by a person suitably qualified to the satisfaction of the Municipality, shall be submitted to the Municipality in accordance with its requirements for approval prior to the submission of building plans or within 60 days after date of approval. (2) The landscaping, in terms of the landscape development plan, shall be completed by completion of the development or any phase thereof. The continued maintenance of the landscape development shall be to the satisfaction of the Municipality.
8	Building lines	In terms of the Scheme
9	Parking requirements	Demarcated parking spaces (minimum 2,5m x 5,0m) with a permanent dust free surface, together with the necessary manoeuvring space, shall be provided and maintained on the erf to the satisfaction of the Municipality.

10	Paving of traffic areas	All parts of the erf upon which motor vehicles, aircraft and helicopters are allowed to move or park, shall be provided with a permanent dust-free surface, which shall be paved or tarred, drained and maintained to the satisfaction of the Municipality.
11	Access to the erf	Entrances to and exits from the erf shall be located, constructed and maintained to the satisfaction of the municipality. The entrance road shall be dust free and a minimum of 8 meters wide and shall be maintained to the satisfaction of the Municipality. A line of no access shall be allowed along the boundary of the site abutting the road reserve of the N14/R28 road.
12	Loading and off-loading facilities	All loading and off-loading activities shall take place on the farm portion.
13	Turning facilities	Turning spaces for light- / medium- / heavy vehicles shall be provided on the farm portion to the satisfaction of the Municipality.
14	Physical barriers	A physical barrier as required by the Municipality and Gautrans, shall be erected and maintained on the boundaries of the farm portion, to the satisfaction of the Municipality. The design, height and finish of the screen wall or physical barrier shall be to the satisfaction of the Municipality.
15	Health measures	(1) Any requirements for air pollution-, noise abatement- or health measures set by the Municipality shall be complied with to the satisfaction of the Municipality without any costs to the Municipality. (2) Air-conditioning units or compressors may be mounted to the exterior walls of buildings without the prior consent of the Municipality. (3) A noise impact report to be drawn up by an acoustic consultant must be submitted and approved by the Municipality before a site development plan and building plans will be approved.
16	Outdoor advertising	Advertisements and/or sign boards shall not be erected or displayed on the erf without the written consent of the Municipality first being obtained in terms of Municipal by-laws for outdoor advertising.

The above land use rights were established as needed and desirable. However the land use intensity as approved does not allow for a proper and sound financial situation. The proposed land use intensity will take the enterprise to a proper economical sustainable development. This will be to the benefit of all including the surrounding area.

The site plan indicates that the land use intensity would now be more economical while there would still be more than adequate manoeuvring space around the hangars. The application would only make land use intensity economical without placing strain on the use of the facilities.

All roads and paths are to be paved. The airfield is only used as a recreational facility by the owners of the aircraft – therefore all vehicles on site would link directly to the activities of the airport. Although parking is foreseen inside the hangars for each customer there are large paved areas provided on the site plan and therefore there would be flexibility in regard to the availability of parking. Parking for visitors is provided also.

The open space ratio of buildings and area directly around it is still low enough for the area to function well for its intended purpose and to fit in acceptably into the rural landscape. The built up area of the airfield should therefore not appear industrial.

The proposed application is a typical development outside the existing and planned built up area as can be found all over South Africa and this pattern has never been found to be wrong within a land use planning framework.

According to municipal spatial planning policy the surrounding area as indicated on the plans on pages 3 and 4 is in the process of being urbanised. The area is therefore not the typical rural residential land use of the past where tranquillity in the landscape is paramount and no modern recreational equipment can be used.

4. CONCLUSION

In view of the above this application can be considered a necessary and desirable action to extend an existing facility to a proper practical scale of use.

Attachments:

Plan 1 Locality Plan

Plan 2: Zoning plan

Plan 3: Land use Plan

Plan 4: Site Plan 1 and 2

Annexure 1: Proposed land use table.

DUBRUTO & ASSOCIATES
town & regional planning