ILISOLETHU

GEORGE
THE CITY FOR ALL REASONS

PROJECT 6: SMME CLUSTER & RECYCLING FACILITY

Investment Package

EXECUTIVE SUMMARY

The redevelopment of Nelson Mandela Boulevard as a pedestrian prioritised boulevard means that vehicle and urban manufacturing orientated trading is no longer suitable to the character of the area. Therefore, the decision to concentrate these types of traders within a well-designed SMME trading cluster that has adequate accessibility to NMB, but that does not adversely impact the new character of the area.

The project is aimed at the development of a trading space that can accommodate vehicle and urban manufacturing orientated traders. As a part of this, select traders along NMB have been identified to be moved, and negotiations for their relocation needs to be facilitated.

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1 ILISOLETHU CONTEXT

Ilisolethu Gateway Node – "our eye" – is planned as the future mixed-use core of the Thembalethu township in George, located in the Western Cape Province. A unique identity and branding is seen as a main driver in marketing development opportunities available in the node.

GEORGE ILISOLETHU

Thembalethu

Strategically located adjacent to the N2 highway connecting George with Cape Town via Mossel Bay to the west, and the Eastern Cape via Knysna to the east, Thembalethu has great visibility and access from the highway. Together with George Central, Pacaltsdorp Industrial Node, and Kraaibosch/Blue Mountain Commercial Node, the core of Thembalethu will serve as the fourth node in the George urban area (see **Figure 1-1**).

Development at this strategic locality will aim to draw investment across the N2 highway and set the course for Thembalethu to be a functional and integrated part of George. A vast expanse of vacant land dominates the entrance of the township which might facilitate large scale development. This will, however, require coordinated and integrated planning to ensure the best use for the last remaining portions of vacant land in the node.

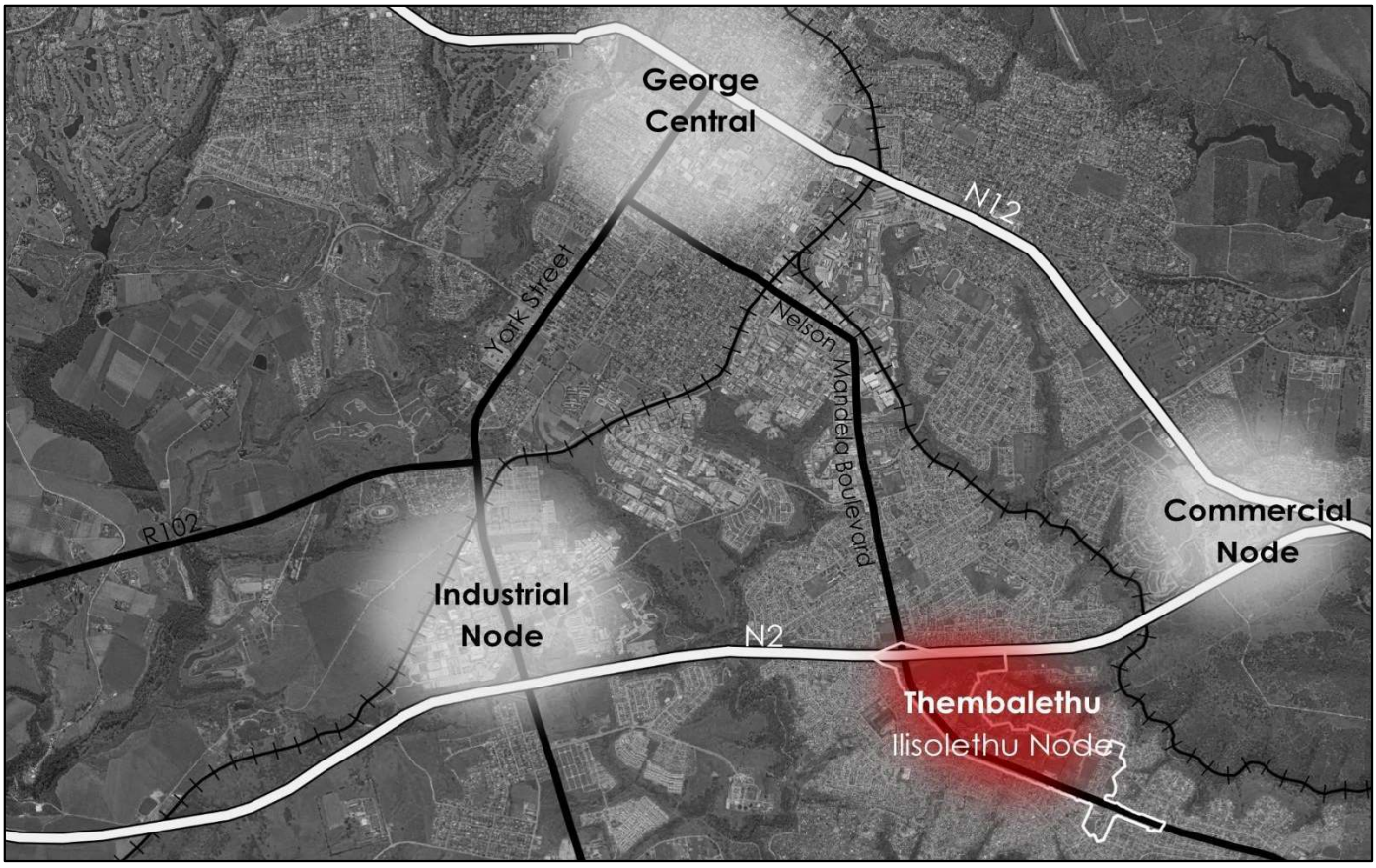


Figure 1-1: Thembalethu in the context of George

Ilisolethu

Ilisolethu is seen as the gateway into Thembalethu (see **Figure 1-2**) and the main node and future mixed-use core of the township. The importance of this strategically located node is acknowledged in all plans of the George Local Municipality (GLM). With the assistance of the National Treasury Neighbourhood Development Partnership Programme the need was felt for a plan linked to projects that would unlock the economic potential of the Thembalethu township. The Ilisolethu Gateway Node was identified as the main catalyst area and future mixed-use core of Thembalethu, with the need for focused development in this area.

There is a range of community facilities located in the node. Yet, these are not integrated and have poor walkability due to vast tracts of vacant land in between. The availability of vacant land provides an ideal opportunity for the creation of an intensified node through infill development. However, even though there are large tracts of vacant land, development is constrained by a lack of external road linkages, proliferation of residential and trading structures encroaching onto limited public spaces, a lack of residential opportunities, and minimal economic and employment opportunities. Through focused planning and dedicated implementation, the municipality aims to address these challenges by creating a well-planned, high-intensity, mixed-use node with a strong identity as the core of Thembalethu.

Figure 1-2: Ilisolethu Gateway Node boundaries

Ilisolethu Gateway Node development framework

The development concept of the node (see **Figure 1-3**) envisions a well-designed central mobility and activity spine on Nelson Mandela Boulevard. Although vehicle mobility is accommodated, the emphasis is on public transport, pedestrian movement and cycling (the latter two known as NMT – non-motorised transport). As activity spine, the plan provides for economic activities along the boulevard, thereby sustaining the livelihoods of SMMEs.

With a range of community facilities already present in the node, the focus point for community activities for the entire Thembalethu will be expanded and strengthened. With more than 10 000 people walking in the area on a daily basis, a permeable layout that fosters better access to Nelson Mandela Boulevard from the adjacent residential areas is critical.

Development proposals further allow for the integration of a diverse range of economic and residential opportunities. Mixed-use residential and commercial activities are proposed for the large portions of vacant land, providing for a sustainable live-work-play node for the entire Thembalethu community. Infill development is proposed on underutilised smaller properties. Various types of inclusionary SMME economic opportunities are specifically accommodated.

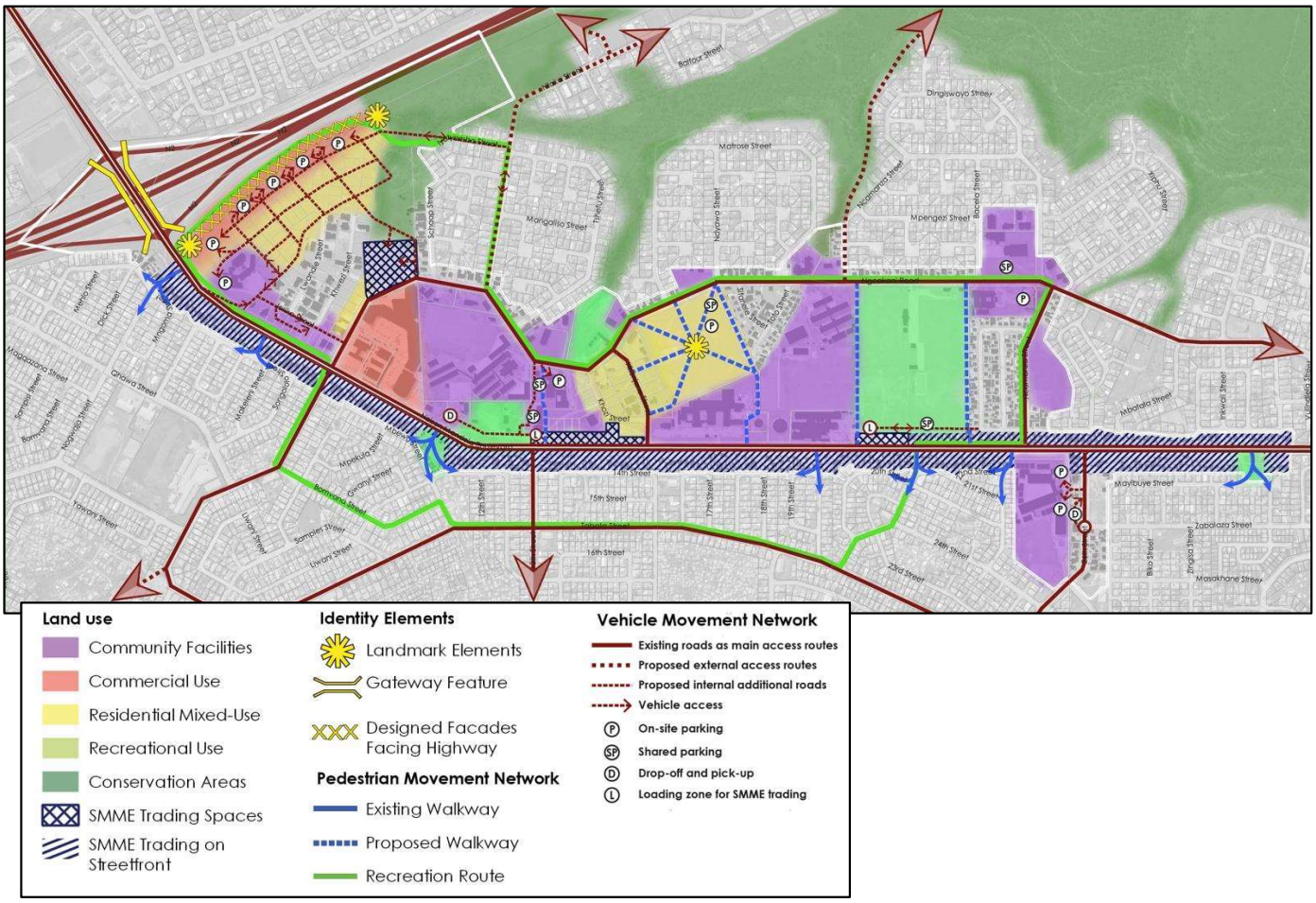


Figure 1-3: Development plan

For more detail on the development proposals for the Ilisolethu Gateway Node, the following documents can be consulted:

- Development Framework as part of the Investment Plan – The rationale for the spatial development proposals is set out in order to address the current concerns and unlock the economic potential of the node.
- Implementation Framework as part of the Investment Plan – The 11 priority investment projects are identified and detailed in the Investment Plan, supported by individual investment packages (of which this document is one) for each of these projects.
- Area Management Strategy – An area management strategy for the sustainable maintenance and management of the node is formulated. Proposals are made for the establishment of a management body incorporating the municipality, the community, social institutions and NGOs, and the business fraternity.

2 PROJECT DESCRIPTION & DEVELOPMENT POTENTIAL

SMME trading within the Ilisolethu node is spontaneous, haphazard, and completely part of the character of the area. The relocation of traders is often unsuccessful, given that designated trading spaces are often located far away from pedestrian walkways and busy areas – it is therefore not recommended often. However, the redevelopment of NMB as a pedestrian prioritised boulevard means that vehicle and urban manufacturing orientated trading is no longer suitable to the character of the area and therefore the decision was made that a dedicated SMME cluster be developed to specifically accommodate those SMME trading types that generate truck traffic and generate noise/pollutants.

Purpose of the project

The widening of NMB has led to the identification of existing SMME traders whose activities are not conducive to a vibrant pedestrian prioritised boulevard on NMB and whose encroachment should be addressed to allow the road widening. As such, and SMME hub has been identified specifically to accommodate these traders (mostly urban manufactures, car repairers or light engineering works), and to hose a recycling facility.

Table 1: Project overview sets out the desirability and viability of the project, providing a summary of some information that could be found in the rest of the tables. Information provided in this table touches on the value of the project, an overview of potential funding, possible risks, and the strategic alignment of the project with key legislative outcomes.

Figure 2-1: SMME cluster project location

Project potential

The project consists of one development component (**Figure 2-2**), with all project implementation items (see **Table 5 – Project implementation items**) focused on the development of the SMME cluster and recycling facility.

Figure 2-2: Project development components

Table 2: Development potential quantifies the development potential of the project based on proposals defined in the development plan and the proposed overlay zone. The following are included:

- Per development component – total developable area, erf numbers and preferred land uses;
- Maximum construction scope with set parameters for respective development components;
- Potential development if 100% of the project is developed;
- Minimum required development for 20% of the project's development; and
- Number of trips generated by the intended development.

3 PROJECT CONTEXT

Locality

The SMME Cluster & Recycling Facility is located as close to NMB as possible without actually being located on NMB – minimising the impact of the relocation on trader livelihoods. The Cluster is located on Ngcakani Road, just past the fourways intersection.

Figure 3-1: Project locality

Public transport context

Thembalethu township is serviced by two public transport routes in the George Integrated Public Transport Network (GIPTN). Route 10 running on Nelson Mandela Boulevard is the main public transport feeder route linking Thembalethu with George Central. The route is serviced by Go George buses. Route 57 serves as a collector route in Thembalethu and is proposed to be serviced by taxis. Route 57 runs on Ngcakani Road, Tabata Street, and Qhawa Street.

The SMME Cluster & Recycling Facility is directly serviced by the GIPTN Route 57.

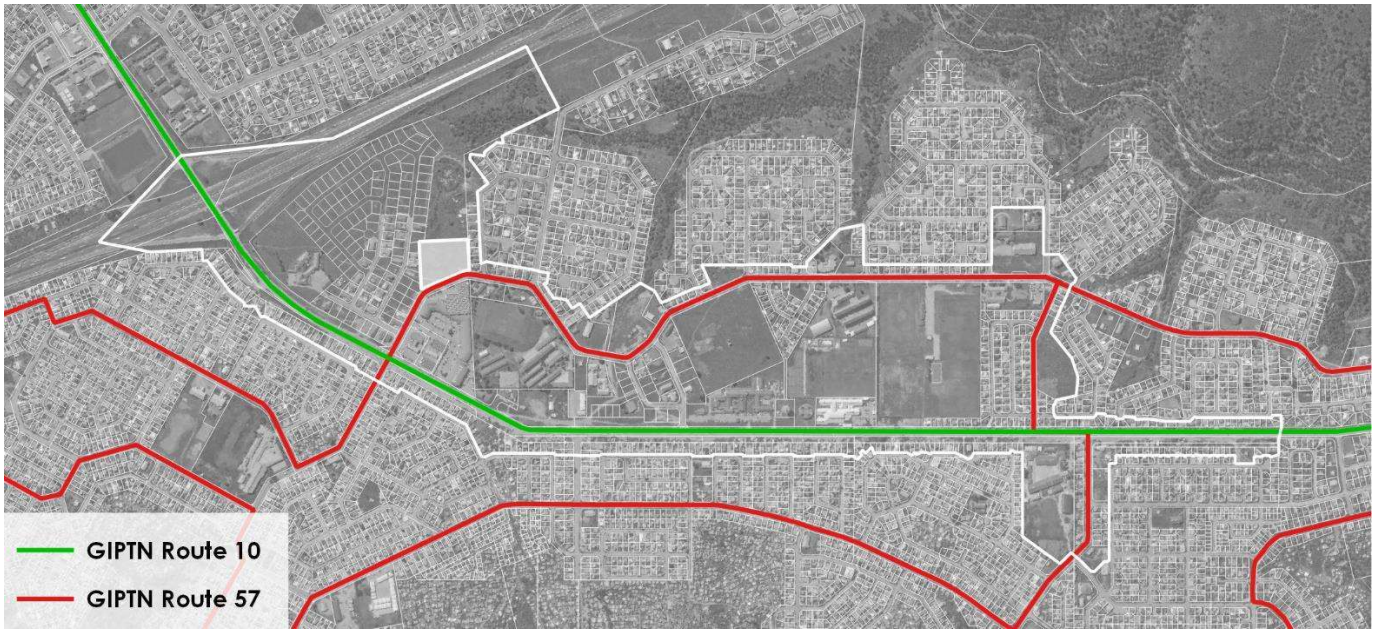


Figure 3-2: Public transport routes

Environmental features

The Meul River flows along the north-eastern border of the township, with several non-perennial streams feeding the river from different low-lying areas in the township. A 64-meter buffer around the non-perennial streams act as an informal flood line (note – more formal flood line determination should be done should a project be affected by the 64m buffer). Most streams are located outside of the node boundary.

Critical Biodiversity Areas (CBAs) are also prevalent in the area, although most are located outside of the node boundary. CBAs must be safeguarded in their natural or near-natural state because they are critical for conserving biodiversity and maintaining ecosystem functioning. Thembalethu hosts three types of CBA sub-categories: CBA1 Forest, CBA1 Terrestrial and CBA1 Wetland.

The SMME Cluster & Recycling Facility is completely impacted by the non-perennial stream and informal flood line area. Formal flood line determination should be done to determine whether stream hydrology can be incorporated into the design of the facility or whether the development is not appropriate for this area.

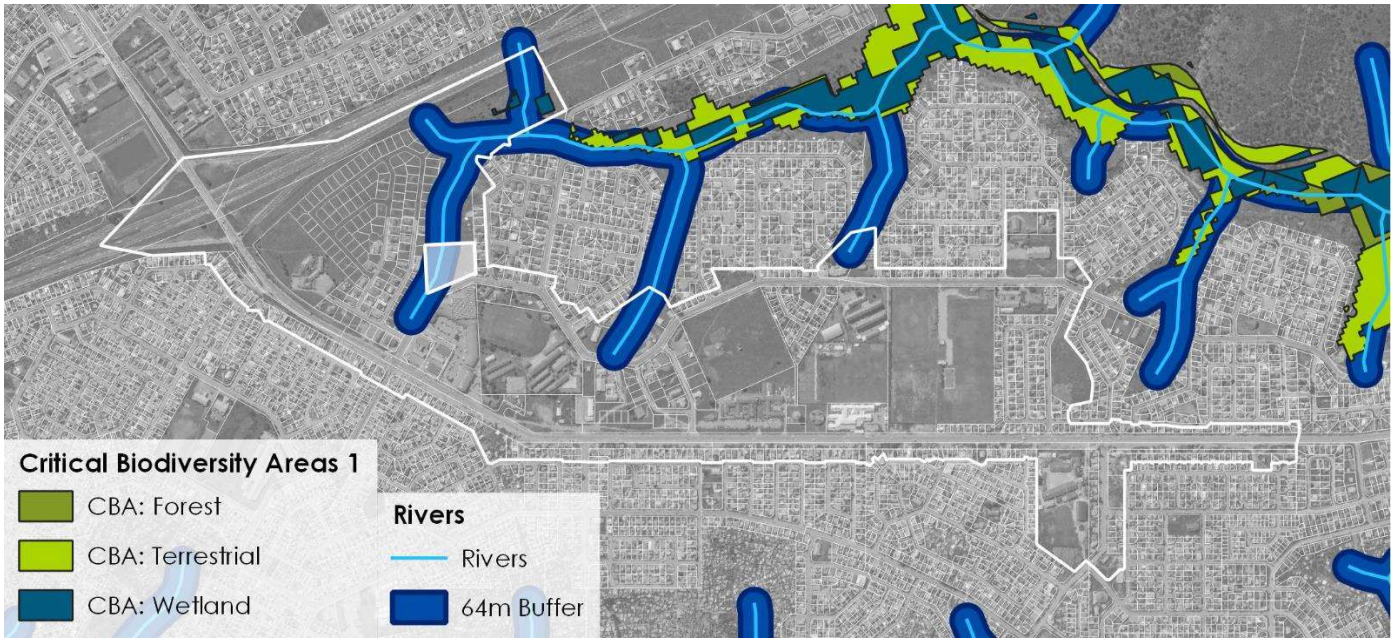


Figure 3-3: Environmental attributes

Local context

The project area within its direct context is illustrated in **Figure 3-4**. Existing land uses adjacent to the project area, as well as other land uses and/or activities in the vicinity, as proposed in the Development Plan, are also indicated.

Figure 3-4: Project context (existing and proposed adjacent land uses)

4 PROPERTY INFORMATION

The SMME Cluster & Recycling Facility is located on Erf 2202 (8 600 sqm). It is proposed that an access road towards the Gateway development (Project 2) be constructed on the eastern border of the property. The remainder of the erf therefore available for development is 6 600 sqm.

Considering the nature of recycling facilities, a portion of the remainder of Erf 1821 is provisionally included as part of the project. This area will serve as a reception area for recyclers, in which they will be able to sort their recyclables without adversely impacting on the immediate surroundings.

The project area (see **Figure 4-1**) thus includes the following properties:

- The vacant portion Erf 2202.
- A portion of the remainder of erf 1821.

Figure 4-1: Project properties

Table 3: Property information provides the following detail for each of the properties within the project area:

- Erf number;
- Erf size (m^2);
- Property owner name;
- Description of whether the erf is privately or publicly owned;
- Current zoning of the erf (see **Table 4: Existing land use rights**) for detail on the rights associated with the type of zoning);
- Current land use of the erf;
- Existence of a lease agreement; and
- Name of the tenant on the erf if there is a lease agreement.

For more information on the SG data – see **11 Surveyor general data**.

5 PROJECT DESIGN

The intention of the project is to establish a dedicated SMME trading cluster that accommodate the traders identified to be relocated as part of the NMB redesign. Traders specifically involve those trading in light engineering works, vehicle related repair, urban manufacturing, and those traders that require warehousing/manufacturing space. The project also entails the establishment of a recycling facility. To ensure that the design of the cluster is responsive to its surrounding environment, the following guidelines are provided.

Boundary definition

Project-specific detail on which site boundaries may/should have specific types of boundary definitions is indicated on **Figure 5-1**. Requirements for the design of a specific type of boundary is addressed in the generic guidelines sheet "Interface design guidelines". Additional guidelines for the boundary fronting onto Ngcakani Road apply, with the wall openings not necessarily meaning direct NMT access into the building – but rather a hatch through which trading can take place for those traders that require workshop space and a retail interface.

Parking and access

Project specific detail on the potential locality of parking and points of vehicular access is indicated in **Figure 5-1** with guidelines on parking design provided in the generic guidelines sheet "Parking design guidelines". Parking is to be provided on-site following the on-grade parking guidelines. Vehicle access to the SMME Cluster is to be from the proposed access road on the eastern boundary of the property, with vehicle and NMT access for the recycling facility located at the back of the property.

Placemaking

The implementation of public art or community-driven urban acupuncture as addressed in the generic guidelines sheet "Placemaking design guidelines" should be considered as part of the implementation of the project.

SMME trading

Trading typologies applicable to the project is trading type E to dominate the development, with trading type D provided for along the Ngcakani Road boundary. Generic guidelines sheet "SMME trading spaces" provide further guidance.

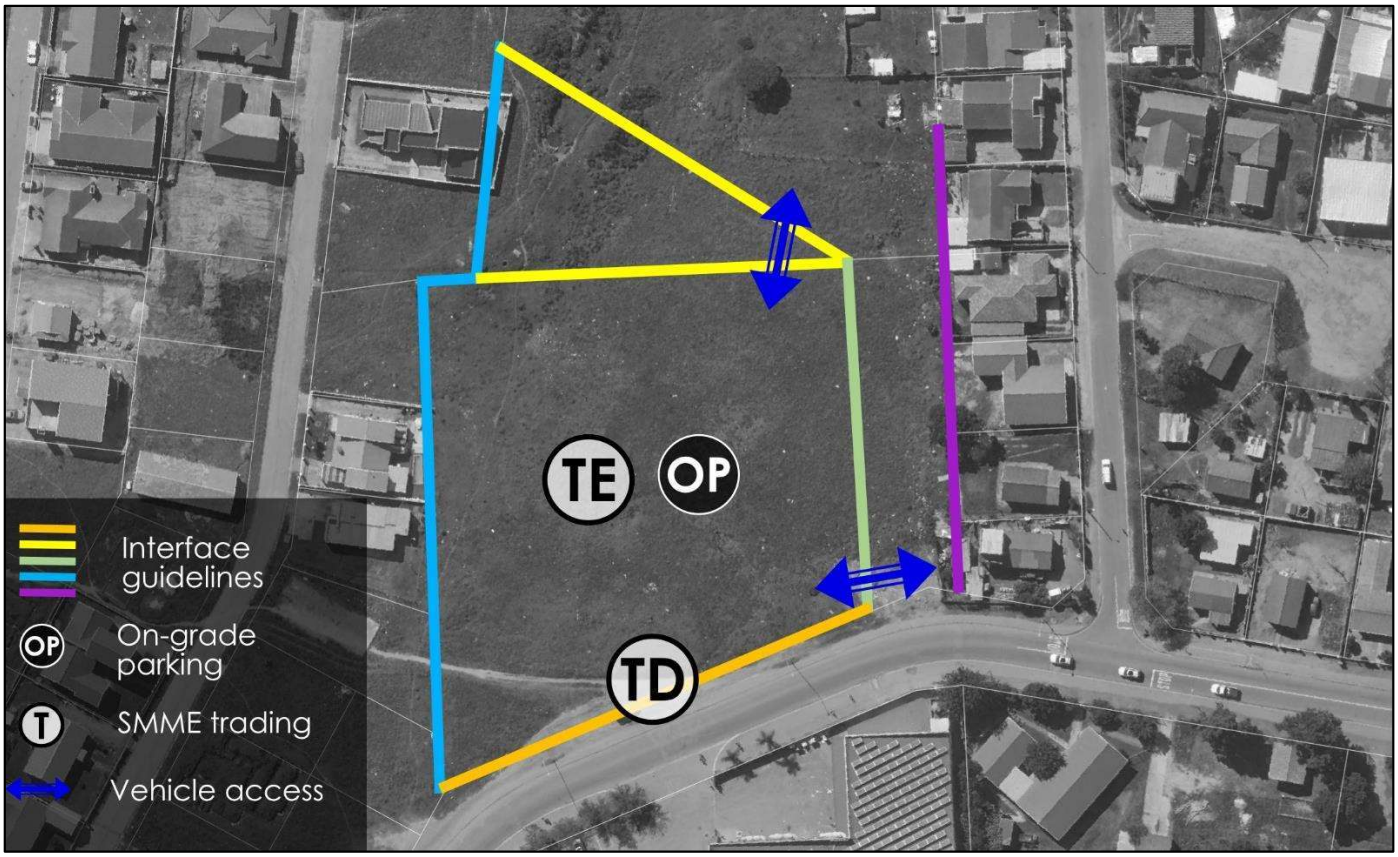
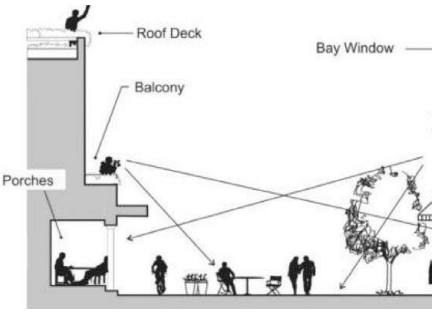


Figure 5-1: Project specific urban design guidelines

Interface design guidelines

The purpose of interface guidelines is to ensure that a building has a responsive street edge that could support passive surveillance and safety of/in the street. The rationale behind the proposed interface guidelines is to ensure building edges that activate the public space, or at least provide a visual connection between the inside of the building and the public space on the outside.

A responsible design of a building façade is critical, as the façade is not only part of the individual building but also part of the bigger urban whole. The aim of the façade is to weave the building and the street space together and not to act as a barrier between the inside and outside. A good public-private interface supports activity and transparency.



Below an illustration on how interface guidelines are incorporated into the development of an area:

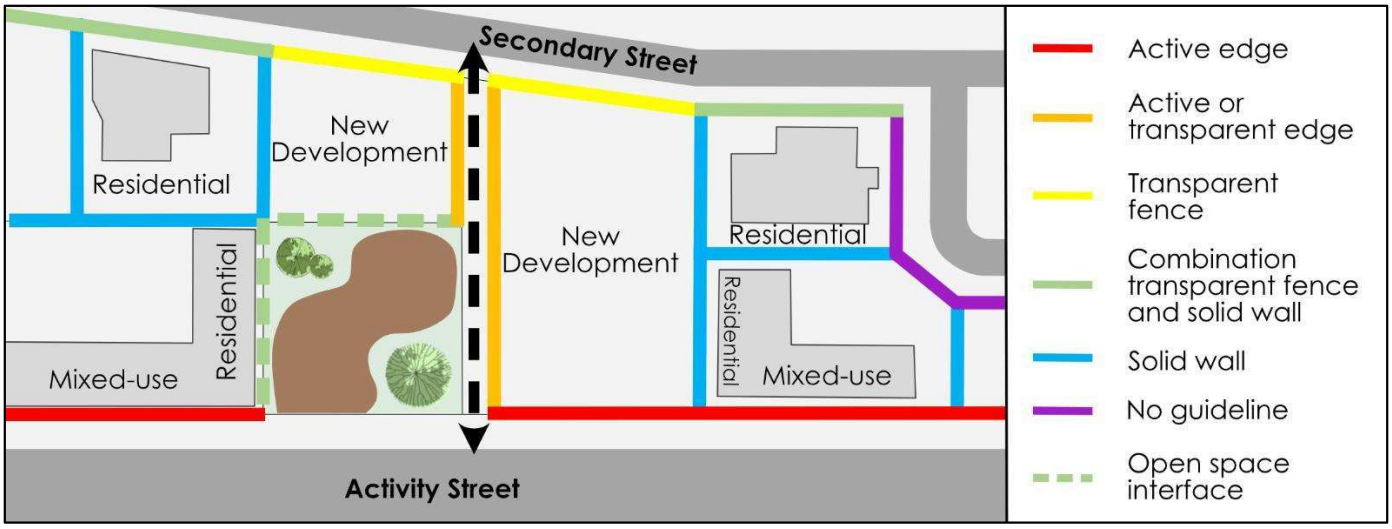


Figure 5-2: Application of interface guidelines

Active edge

Intention is to ensure that buildings contribute to the activity in the public space. To create an active edge:

- At least 75% of the ground floor should have openings (doorways or shop windows).
- No solid wall should be longer than 5m.
- One building entrance per every 10m length of building.
- A covered walkway provided along the edge of the building.
- Upper storeys should have balconies looking out onto the adjacent space (street/open space).

Active or transparent edge

Where buildings do not provide an active edge, the intention of a transparent edge is to still provide a visual connection between the inside of the building and the outside space. To create a transparent edge:

- At least 75% of the ground floor should have visual openings (windows).
- No solid wall should be longer than 10m.
- Balconies on upper storeys are encouraged.

Transparent fence

Although it is preferred that buildings frame the public space, the intention with a transparent fence is to improve security of the site, while also supporting environmental-design-for-safety principles with a visual connection between the property and the public space. Balconies on upper storeys are encouraged.

Combination transparent fence and solid wall

The intention with solid walls is to screen off loading zones and service yards and create privacy for facilities involving vulnerable communities. The combination of solid walls and transparent fencing should be provided accordingly:

- Solid walls may not be longer than 30m where it should be altered with transparent fencing.
- Walls should have articulated features to create visual interest.
- No precast concrete structures are allowed.

Solid wall

The intention with a compulsory solid wall is to screen off private areas facing another property. Solid walls should be provided accordingly:

- Walls should be at least 2m high.
- No precast concrete structures are allowed.
- In the case of adjacent residential properties, see additional residential design interface guidelines.

No guideline

No specific guidelines for these interfaces are required. Property owner can choose.

Open space interface guidelines

The purpose of the open space interface guidelines is to ensure that a new, higher density development provides passive surveillance over the public open spaces, and that the design of buildings incorporate design-for-safety elements.

Open space interface

Intention is to increase the safety of public spaces through passive surveillance offered by the intended development. Building designs should adhere to the following:

- A building should front onto the public space and no building should have any backside turned to any part of the public space.
- Entrances into buildings should be provided directly from the public space.
- Security measures should be located at building entrances (e.g., biometric access) and not property boundaries.
- Windows and balconies should look out onto the public space.
- No solid wall or palisade fence may be erected in front of the building.

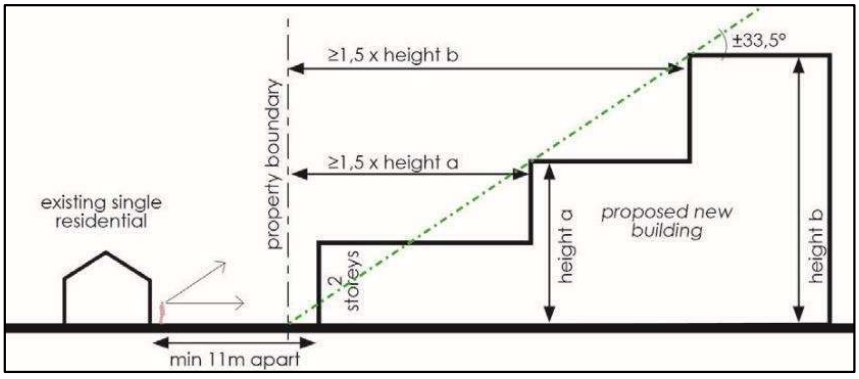
Residential design interface guidelines

This interface refers to the transition line between new developments and existing residential properties behind and adjacent to it. The purpose of this residential interface guidelines is to ensure that a new, higher density development minimises the potential negative impact on adjacent single residential properties, by respecting the privacy and solar access of these properties.

Residential interface

The graphic illustrates how buildings adjacent to residential properties should be constructed. In summary:

- A 2m high boundary solid wall with a row of trees should be provided on the shared boundary.
- No service yards should be closer than 5m from the shared boundary.
- No balconies may be provided on the sides facing the single residential property.
- Height of new buildings should step up from the shared boundary.
- New buildings should be located at least 1,5 times the height of the new building away from the shared boundary.



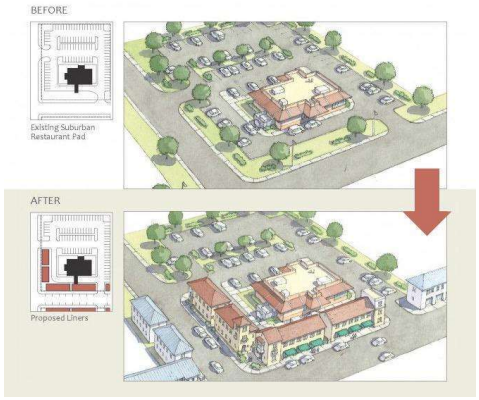
Parking design guidelines

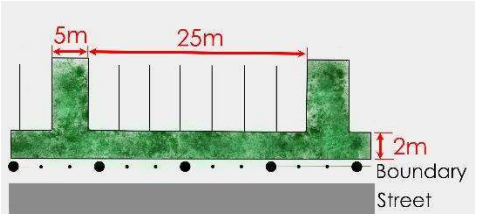
OP

Parking on-grade

To enhance pedestrian quality, on-grade parking should not be provided in front of buildings, along important routes, or adjacent to public spaces. The following should also be adhered to:

- At least one indigenous, drought resistant tree/landscaped patch per every four parking bays.
- Parking to be provided at the back of buildings.
- Larger parking lots should be divided into parking pockets with ample trees/landscaping to soften the space.
- Parking provided along transparent fences facing the street should be provided in pockets with a 2m strip of landscaping along the boundary.
- Parking pockets should not be longer than 25m and should be separated by a minimum 5m width landscaped patch.





BP

Parking in/on building

It is preferred that parking be provided inside, underneath or on top of buildings. Where this is possible, the following should be kept in mind:

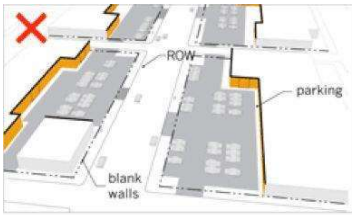
- Only active uses are to be provided on ground floor – not parking.
- Where parking is provided in a raised basement, the ground floor should not be raised more than 1 meter above the sidewalk.

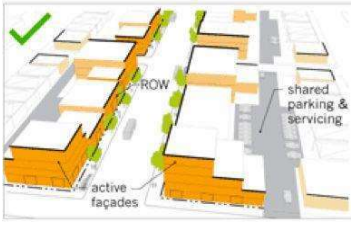
SP

Shared parking

Due to the proposed functioning of the node as a pedestrian-prioritised environment, creative thinking around a shared parking system is proposed. The following guidelines are therefore proposed:

- As a site is developed, a reduced ratio of parking spaces is provided.
- Overflow parking can then be designated to a close-by vacant piece of land.
- When the overflow parking lot is developed, additional parking is provided at a different site.
- It is believed that as the node becomes more developed, the public transport and pedestrian character will dominate, and less parking would be required.
- Shared parking lots should be designed according to the "parking on-grade" guidelines above.





Placemaking design guidelines

Sense of place (or identity) refers to the intrinsic distinctiveness of a place and the meaning people give to that place. Certain unique characteristics can make a place distinctively different and thus more interesting and memorable. When there is a sense of place, residents feel a connection and a sense of belonging. This has both social advantages (residents love their area and therefore take better care of it) and economic advantages (businesses are attracted to that area).

Questions around a sense of place should be structured around private developments and the design of buildings, the interface between public and private spaces, and the design and functioning of public environments. It's the collaboration and mutual support between public and private that create vibrancy within spaces.

Private developers should think about a sense of place in terms of how does the building/development (1) respond to and reinforce the locally distinctive character; (2) create a sense of significance to the local community, and (3) respond to and reinforce the locally distinctive activity structure and spirit.

The public realm should be designed in such a way that developers can easily read the sense of space within a community. The public realm should: (1) set the standard of development, (2) be responsive to local character, (3) be respectful of heritage, and (4) protect the natural environment.

CHARACTER OF THE PLACE

- Built form
- Patterns of development
- Streetscape
- Interface design
- Heritage elements
- Landmark elements
- Public art
- Environmental elements

QUALITY OF THE PLACE

- Quality of public spaces (hard and soft; linear and nodal)
- Architectural quality
- Infrastructure services
- Vehicular movement and parking
- Non-motorised movement
- Universal design
- Public facilities

SPIRIT OF THE PLACE

- Sense of community
- Sense of safety
- Community events
- Vibrancy in public spaces

Street furniture and lighting

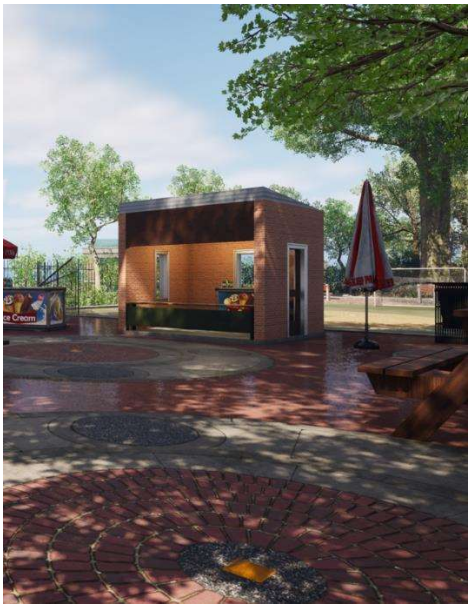
- To be provided along all NMT through routes, public open spaces and the NMB pedestrian priority route.
- Furniture should be designed to be robust and low maintenance, using materials such as concrete or steel.
- Seating should be orientated to provide passive surveillance within the public space.
- Where possible, the branding of the Ilisolethu node should be incorporated into the design of street furniture.
- The design and placement of furniture should keep design principles such as rhythm, texture, form and colour in mind to establish a sense of place.

- Lighting should be pedestrian scale and adequately illuminate public spaces.
- Lighting should not adversely impact adjacent properties.
- Public transport facilities should be well lit at all times.
- Solar lights should be explored to reduce the load on the electrical grid.

Hard and soft landscaping

Hard landscaping (such as paving) plays a critical role in defining and creating continuity between different public spaces. The following should be kept in mind with hard landscaping:

- Paving should "spill out" onto public open spaces where pedestrian walkways connect.
- Design principles such as texture, form and patterns should be used to differentiate between different activities.
- Paving intersections to serve as traffic calming measures and prioritise pedestrian movement.
- Follow universal accessibility principles, ensure that hard landscaping is non-slip and even.



Soft landscaping is necessary to soften public spaces and incorporate nature back into cities. Vegetation and tree cover can also greatly increase the attractiveness of open spaces by providing shade and a sense of enclosure. Soft landscaping guidelines include:

- Indigenous and drought resistant vegetation should be encouraged.
- Care should be taken when planting low shrubs as to not impede visibility and to avoid creating concealed spaces.
- Design principles such as rhythm and harmony can be incorporated into the planting of trees to better enhance the character of public spaces.

PUBLIC ART AND URBAN ACUPUNCTURE OPPORTUNITIES include the following:

Community sidewalk mosaic

Mural painting

Community gardens

Painted parking lots

Pocket play spaces

Commissioned public art

SMME trading spaces

The Ilisolethu Gateway Node (and in fact the entire Thembalethu township) consists of a number of SMME traders. The purpose of these guidelines is to attempt to provide some structure within the informal economy and to provide traders with formalised trading structures in designated trading spaces that offer them exposure to Nelson Mandela Boulevard and the numerous pedestrians and cyclists that travel along this road. The intention is also to provide vibrancy and activity within public spaces to improve the overall walkability of the node and support the character of Ilisolethu.

TA

Type A
Trading on boundaries

Trading takes place directly from the boundary of residential properties – through the fence or a hatch it the wall. Typology is intended for:

- Small-scale trading (sweets, cold drinks, take-aways).
- No on-site seating provided.
- Use existing on-site services.

TB

Type B
Trading stalls

Coherently designed open trading stalls, either specifically provided by the municipality or allowed within designated trading spaces:

- Selling general goods (clothes, small electronics, food stuffs).
- People-centred services.
- Off-site storage facilities, communal water points and ablution facilities are catered for within the vicinity.

TC

Type C
Refurbished containers

A lot of trading already takes place within containers. Although no containers will be provided by the municipality, SMMEs may place containers on private properties.

- Small scale service traders, selling of larger products, cooking (for take-away) and services.
- Integrates retail services with on-site storage.
- Use of existing on-site services.
- Communal ablution facilities would be required.

TD

Type D
Garage stores

Small spaces the size of a standard garage, which can be integrated into buildings to contribute to active interfaces.

- Designated trading spaces are identified, and private developers are encouraged to incorporate this design into their buildings.
- Can support small-scale service traders, food services (take-away and sit-down), permanent display and retail.
- Integrates retail services with on-site storage facilities.
- Individually serviced with water and electricity.
- Communal ablutions facilities would be required.

TE

Type E
SMME hub

Clustered small units of trading facilities within a well-designed structure with adequate open space.

- Larger manufacturing and vehicle-related activities.
- Permanent workshops for manufacturing, light engineering works, and car-related services.
- Individually serviced with water and electricity.
- Varying sized units can be provided to suite different trading needs.

6 PROJECT IMPLEMENTATION

Table 5: Project implementation items identifies project items with key activities that need to be undertaken to ensure the successful implementation of the project. The following are addressed under each component:

- Description of the item;
- Status of the item – Indicates the stage of progress of the item;
- Item type – specifies whether the item is for technical assistance, operations, management, or a capital project;
- Source of funding;
- Budget estimate for the item;
- Budget rationale – explains what informed the budget estimate;
- Responsible stakeholder – highlights the agent responsible for the implementation of the set item; and
- Item timeframe.

Table 6: Engineering services capacity quantifies the engineering capacity requirements for water, sewer, and electricity linked to the respective development components (see **Figure 2-2**). The engineering capacity requirements are calculated for 20% of the project development and 100% of the project development.

Table 7: Engineering construction costs quantifies the estimated construction costs of the project, including the following (if applicable to the project):

- Civil engineering (external and internal) comprising preliminary and general costs; upgrading of bulk water, bulk sewer, municipal roads, provincial roads and national roads; stormwater masterplan; site clearance; water and sewer mains; stormwater drainage; roads; paved areas; and attenuation dams.
- Electrical engineering.
- Bulk services contributions comprising water, sewer, stormwater, roads and electrical*
- Professional fees comprising civil and electrical fees.

*Note: bulk services contributions to be confirmed by George Local Municipality.

7 PROCUREMENT PLAN

Table 8: Procurement plan details the timelines/dates of the activities that need to be undertaken by the municipality to secure the services or goods required for implementation. The planned and actual dates of the following are included:

- Bid specification committee submission;
- Envisaged date of the advert;
- Envisaged closing date;
- Submission of evaluation report;
- Submission for adjudication; and
- Envisaged appointment date.

8 POTENTIAL INVESTMENT PARTNERS

Table 9: Potential investment partners identifies the names and contact details of potential capital and maintenance investment partners based on the project type, development scope, and suitability as a project partner.

9 COMMUNICATION MANAGEMENT APPROACH

Table 10: Communication management approach identifies the following:

- Communication lead name and contact details;
- Communication methods – indicates the type such as meetings (in person, over the phone or virtually), status reports, and formal presentations; and
- Communication frequency – indicates how often communication will ideally occur.

Continuous communication between the different stakeholders is an essential element to see the project through to completion.

10 PROJECT MANAGEMENT

Table 11: Project management identifies the names, roles, and contact details of key project management team members. The members identified are within the following:

- Project Management Committee (PMC);
- Project Steering Committee (PSC); and
- Municipal Executive.

The details of the project manager and lead private partner are also included.

11 SURVEYOR GENERAL DATA

Where available, surveyor general data is included in the investment package. Data consists of servitude diagrams, subdivisional diagrams, consolidation diagrams and general plans. These provide essential property and land information such as:

- The unique designated number of the property (Erf, farm, agricultural holding);
- A plan or diagram of the property;
- The boundary description and descriptions of the corner beacons;
- The size of the property; and
- Additional notes providing other relevant information on the property.

GOOSEN, CLOUGH & LOUW
LAND SURVEYORS — GEORGE

OFFICE COPY

SIDES Metres		ANGLES OF DIRECTION		CO-ORDINATES System Lo. 23° Y All Plus	X
		Constants		0,00	3 700 000,00
AB	104,25	288 43 20	A	48 012,69	63 283,50
BC	67,20	18 43 20	B	47 913,96	63 316,97
CD	6,32	120 55 00	C	47 935,53	63 380,61
DE	104,56	88 26 00	D	47 940,95	63 377,36
EA	102,12	198 43 20	E	48 045,47	63 380,22
		Δ Geo 4		48 760,50	63 407,77
		Δ Oud 7		56 603,60	51 940,04

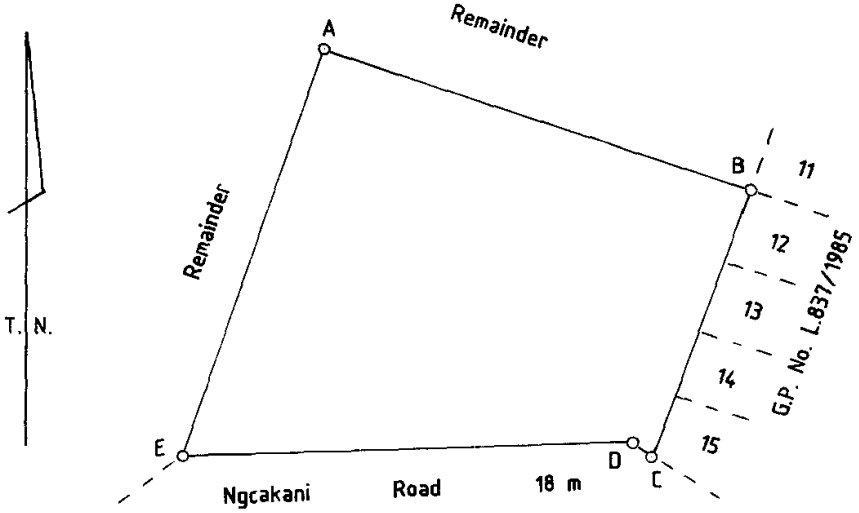
S.G. No. L 215/89

Approved

for Surveyor-General
1989-10-16

BEACONS

All beacons are 12 mm iron pegs



Scale 1 : 1 500

The figure A B C D E

represents 8 648 square metres of land, being

Erf 2202 (portion of Erf 1821) Tyolora

situate in Tyolora Township

Administrative District of George Province of Cape of Good Hope.

Surveyed in February 1983 - August 1985
by me, & August 1989

M D Clough Land Surveyor

Approved in terms of Section 2(1)(a) of Act No. 112/1991

This diagram is annexed to	The original diagram is	
No. dated i.f.o. Registrar of Deeds	No. 8606/84 Annexed to Transfer/~~Grant~~ No. CCT 6167/86	File No. TYOLORA 602 S.R. No. E 2171/89 Comp. BL-7DD/Z5 (1761)

2202

Figure 11-1: SG Diagram 215/1989 – Sheet 1 (Erf 2202)

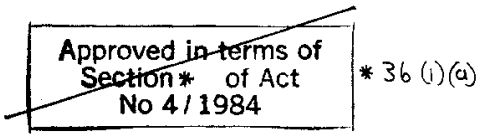


Figure 11-2: SG Diagram 215/1989 – Sheet 2 (Erf 2202)

TABLE 1: PROJECT OVERVIEW	
SMME cluster & recycling facility	
Project 6	
Project value	
Project need	Lack of a functional space for SMME businesses to operate and provide job opportunities.
Project outputs	Functional SMME cluster/village with recycling hub, guided by a development plan and guidelines.
Project benefits	Upliftment of small businesses, contribution to the local economy development and a clean environment with an environmentally conscious community.
Project beneficiaries	Business owners and the community of Thembalethu.
Estimated overall project timeframe	24 months
Project cost	
Primary infrastructure classification	New (Capacity)
Estimated overall project budget	R14 321 682.53
Project type	Capital project (New)
Primary source of funding	NDPP and private partner
Status of funding	Not committed
Financing incentives required	Yes
Type of financing incentives required	Land Swaps
Value for money	High
Required viability evaluation	Environment impact assessment
Project risk	
Key risk identified	Disagreement from interested and affected parties over recommendations developed.
Risk likelihood	Possible
Risk consequence	Major
Risk level	High
Mitigation strategy	Foster stakeholders buy-in at all project levels.
Responsible risk management agent name	TBC
Responsible risk management agent contact details	TBC
Project strategic alignment	
NDP 2030 vision	An economy that will create more jobs.
National outcomes	Decent employment through inclusive economic growth.
Provincial Strategic Plan Focus areas	Inclusive places of opportunity.
Garden Route District Municipality Strategic Objectives	Growing an inclusive district economy.
IDP strategic goal	1. Develop & grow George.
IDP priority	1. Economic development.
Supported SPLUMA principle	Spatial justice.

TABLE 2: DEVELOPMENT POTENTIAL

A POSSIBLE DEVELOPMENT SCENARIO				
In terms of the Ilisolethu development plan and proposed overlay zone, the consolidated properties have the following development potential:				
Site summary				
Total size of all properties in project area (m²):	8 660			
Servitudes/unusable space/ Open space requirements (m²):	866			
Internal streets (m²):	0			
Total developable size of properties in project area (m²):	7 794			
	Development component			**Total per project**
	Construct SMME Cluster			
Preferred land uses	Industrial hive, Industry, Light industry, Informal trading, Motor repair garage, Open air motor vehicle display, Outdoor trading and dining, Scrapyard			Not Applicable
Erf number	2202			
Proposed development parameters				
Component portion as a percentage of total developable size	85%			Not Applicable
Potential usable property for this component (m²)	**7 361**			
Density per hectare	0			
Floor factor	0.5			
Height (m)	3			
Height (Storeys)	1			
Coverage	50%			
Parking: per unit	0			
Visitors Parking per unit	0			
Parking: per 100m² GLA	1			
Potential development on site				
Maximum development possible (sqm building)	3 680			3 680
Maximum number of residential units	0			0

TABLE 2: DEVELOPMENT POTENTIAL				
Average residential unit size possible (if maximum number of units are built)	N/A			0
Total parking requirement	55			55
Minimum required development for first phase (20% of total development)				
Minimum development required for first phase (sqm building)	736			736
Minimum number of units to be provided	0			0
Parking requirement (for first phase development)	11			11
Trips generated				
Estimated trips to be generated - 100%	198			198
Estimated trips to be generated - 20%	39			39