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& PARTNERS

**REZONING, CONSENT USES, AND PERMANENT DEPARTURE:
SERVICE TRADE, RESTAURANT, SHOP, AND RENEWABLE ENERGY
STRUCTURE**

Remainder of Farm Kalkwal no 65, Beaufort West Registration Division



Ref: BW/12819/MC

15 January 2024

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1. INTRODUCTION

Although South Africa (SA) is the 27th largest economy in the world, it is the 12th largest carbon dioxide emitter mainly because of a dependence on carbon-based fuels. The National Development Plan (NDP) (2030) has identified the reduction of carbon dioxide emissions as a priority for advancing an environmentally sustainable – low carbon economy. Data from the Draft National Greenhouse Gas Inventory for SA suggests that the transport sector contributes 9% of the country's emissions and the NDP emphasizes the importance of alternatively powered vehicles, such as electric and bio-fuel, to reduce vehicle emissions. The NDP further anticipates that SA can expect to see greater use of electric vehicles (EVs) over the next 20 years making decarbonised electricity generation even more important.

Currently, it is estimated that there are less than 1000 EVs in SA with an expected growth of approximately 200 000 EVs by 2027 and that by 2032 majority of new cars will be EVs. Growth of the market share of eco-friendly cars that are less dependent on fossil fuels will be driven by higher and stringent taxation on carbon-emitting vehicles, which is proposed in the NDP, as well as a global trend towards decarbonisation – to this end, major automotive manufacturers such as; Volkswagen, Ford, Mercedes-Benz, General Motors, and Volvo have pledged to stop the manufacture of internal combustion engine (ICE) cars by 2030.

To allow for a successful transition from fossil fuel dependent cars to EVs, it is critical that supporting infrastructure be available to ensure EVs are functional. For the 1000 or fewer EVs in SA, there are 250 charge points of which most are at dealerships. A substantial rollout of charge points is thus necessary to accommodate the expected growth¹ in EVs. Apart from the requirement for new charge points, there are also challenges relating to travel distance, inter-provincial travel, the time it takes to charge an EVs, and how the electricity is generated and/or sourced.

The Achilles heel of EVs is that 'refuelling' times² are uncompetitive compared to ICE vehicles. Charging could be improved by the introduction of purpose-built, fast-charge points that offers 150KW and enables a range of 250km after 20 minutes of charging or 500km after 40 minutes. Providing purpose-built charge points along key national roads such as the N1, N2 and N7 will enable fast, efficient inter-provincial travel (considering that most EVs are currently used for daily

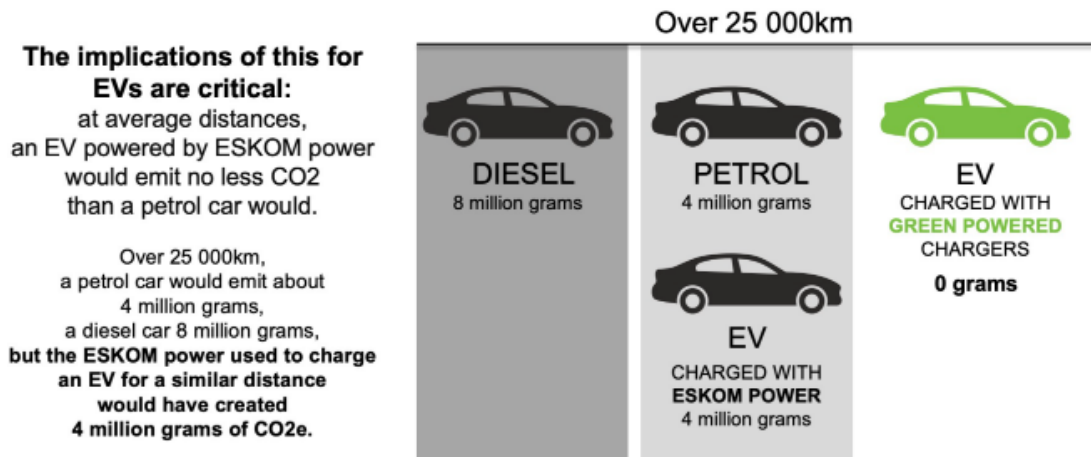
¹ Major manufacturers have committed to producing EVs and sales penetration continues to exceed expectations; in late 2021 the market share of EVs as a percentage of new vehicle sales measured 28% in the UK and 34% in Germany. SA new sales are circa 250,000 a year. A 20% market share of new sales would result in over 50,000 EVs sold in South Africa in a year and, at a conservative ratio of 1:20 chargers to EVs, would require 2000 chargers to be added each year.

² A typical electric car (60kWh battery) takes just under 8 hours to charge from empty-to-full with a 7kW charging point.



commutes due to limited facilities along national routes).

Equally important is how electricity is generated and/or sourced. Most of the existing charge points, within urban areas, make use of grid electricity which is supplied either directly or indirectly by ESKOM – which heavily relies on fossil fuels to generate electricity and is becoming less and less reliant with the advent of loadshedding. An EV is powered by electricity generated from coal has the same carbon footprint as petrol vehicles and therefore, to amplify the effectiveness of eco-friendly vehicles, the electricity used to power EVs has to be generated in sustainable ways such as wind, hydro or solar electricity. Accordingly, EVs must make use of “clean” energy and are robust to the challenges of the national grid. The market adoption of EVs is anticipated to have profound implications for the energy market as a whole and electricity demand as EVs share of total electricity consumption is expected to reach 10% of total grid capacity and up to 20% in certain areas³. Consequently, the adoption of EVs will require an increased electricity generation output.



This application addresses the posed dilemma by facilitating the national rollout of fast-charge points along strategic national routes which will enable inter-provincial travel, help to reduce the reliance on fossil fuels and will advance the transition to eco-friendly cars by providing the necessary infrastructure to allow for market adoption (considering range anxiety and a lack of ubiquitous charging stations are currently a deterrent for would-be EV owners⁴). The development proposal incorporates a renewable energy structure adjacent to the charging point which ensures; (a) that the electricity used to power vehicles is clean and (b) that the development does not rely on or place a further strain on the national grid.

CK Rumboll & Partners have been appointed by Kim Jessica Bahra, representative of the Smokey Grove Trust, owners of the Remainder of Farm Kalkwal no 65, to handle all town

³ EV Driver Survey, New Motion, 2021, P10

⁴ Electric Mobility Insights Report by New Motion, May 2020, P5



planning actions regarding the application to accommodate renewable energy structures, charging equipment for electric vehicles, and other uses related to the aforementioned, on the mentioned property.⁵

2. PURPOSE

The purpose of this application is to apply for⁶:

- A **Rezoning** in accordance with Section 15(2)(a) of the Beaufort West Municipal Land Use Planning By-Law from Agricultural Zone I to Business Zone II in order to permit a Service Trade on $\pm 9920\text{m}^2$ of the Remainder of Farm Kalkwal no 65, Beaufort West Division.
- A **Consent use** in accordance with Section 15(2)(o) of the Beaufort West Municipal Land Use Planning By-Law in order to authorise an existing Restaurant on a portion ($\pm 204\text{m}^2$) of the Remainder of Farm Kalkwal no 65, Beaufort West Division, proposed to be zoned Business Zone II.
- A **Consent use** in accordance with Section 15(2)(o) of the Beaufort West Municipal Land Use Planning By-Law in order to permit a Renewable Energy Structure on $\pm 9300\text{m}^2$ of the Remainder of Farm Kalkwal no 65, Beaufort West Division, currently zoned Agricultural Zone I.
- A **Permanent Departure** in accordance with Section 15(2)(b) of the Beaufort West Municipal Land Use Planning By-Law in order to permit a 15m departure from the 30m agricultural building line requirements.

3. LOCALITY

The application property is located approximately 11km north of Nelspoort along the N1 (refer to Figures 1 and 2). The property is accessed via the N1.⁷

⁵ Powers of Attorney and Resolution – Annexure A.

⁶ Municipal Application Form – Annexure B.

⁷ Title Deed & General Plan – Annexure D.

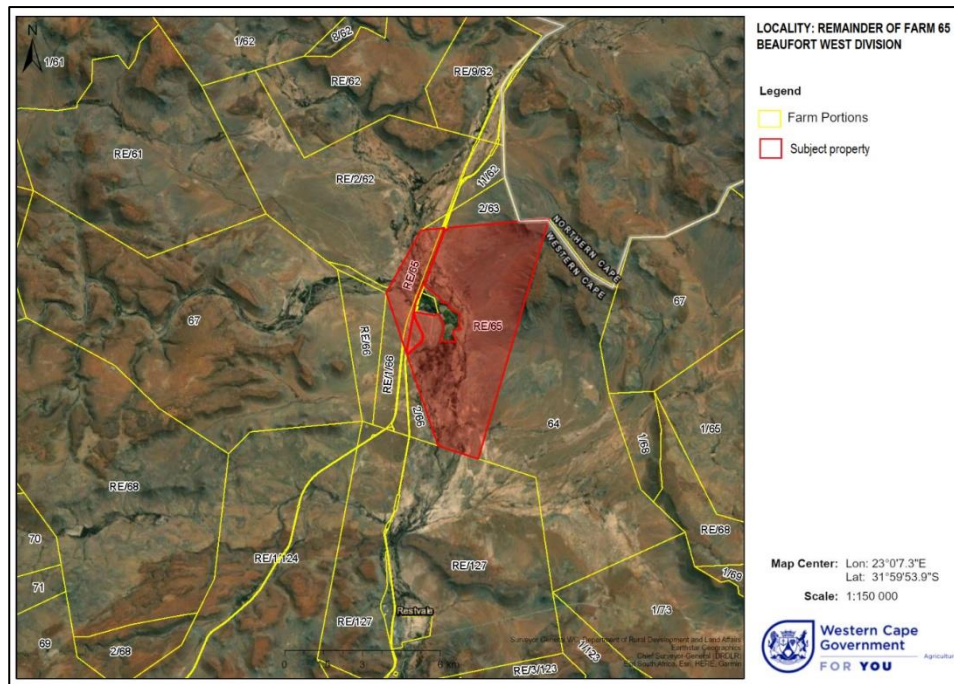


Figure 1: Locality of Property

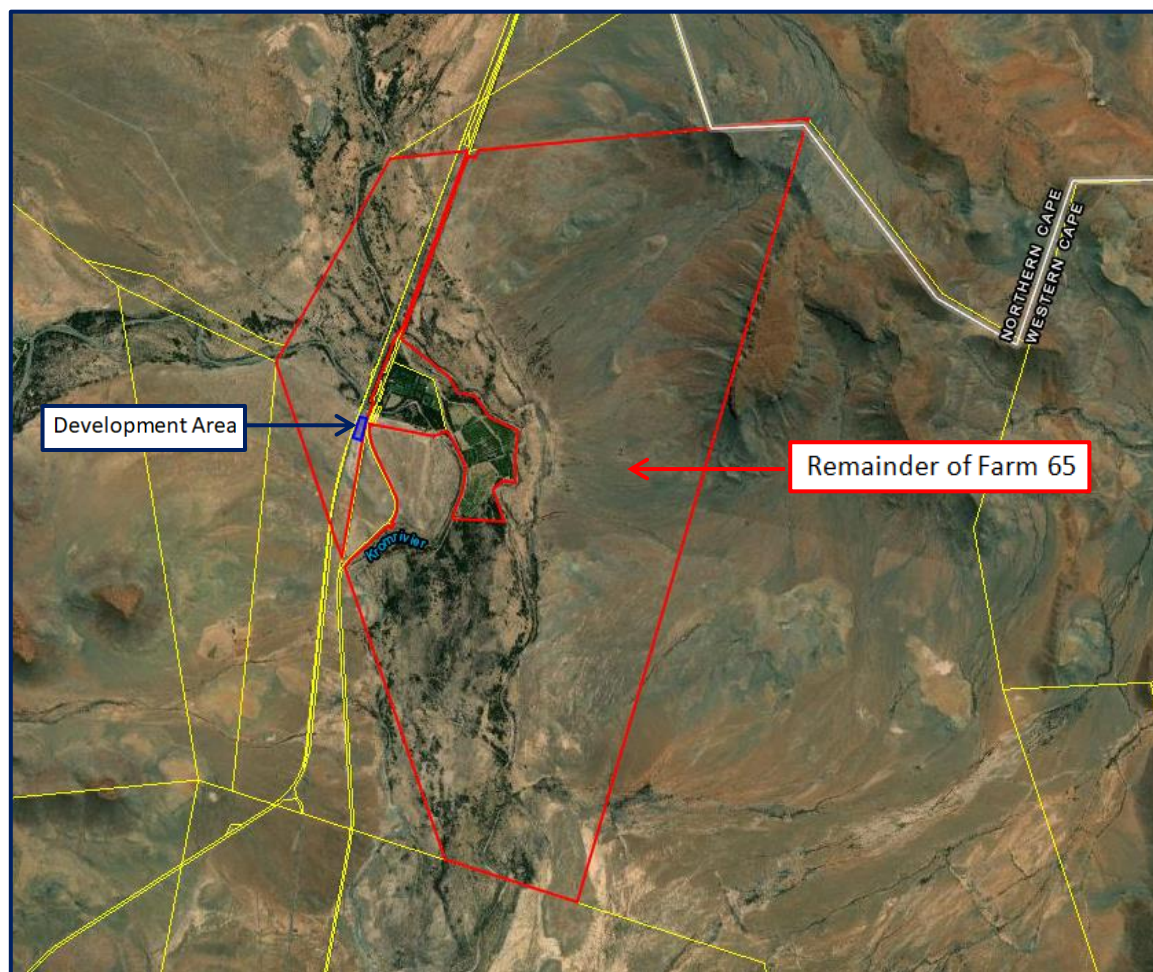


Figure 2: Locality of Development Area



4. PROPERTY DESCRIPTION

4.1. Summary of property particulars

Property Description	:	Remainder of Farm Kalkwal no 65, Beaufort West Division
Owner	:	Smokey Grove Trust (3485/2011)
Local Authority	:	Beaufort West Local Municipality
Title Deed	:	T31345/09
Zoning	:	Agricultural Zone I
Size:		3284.6111 Ha

4.2. Restrictive title conditions

The title deed⁸ does not include any restrictive title conditions that prevent the proposal.

4.3. Bondholder

The property is not encumbered by a bond and accordingly, no consent is required from a bondholder.

4.4. Servitudes

No servitudes are located within the proposed development area that may affect the proposal.

4.5. Zoning and surrounding land uses

The application property and surrounding properties are zoned Agricultural Zone I. Agricultural activities, such as planted pastures, are only evident along the banks of the Krom River where land is arable and water readily available. Areas further from the river are characterised by natural vegetation (Nama Karoo biome with grassy, dwarf shrubland) and are used for the grazing for sheep. Furthermore, the N1 National Road, together with the railway line, bisects the property.

This application is concerned with the land between the N1 and railway line which is located south of the Krom River (refer to Figure 3). On this stretch of land stands the 'Whistling Bridge Café', which is currently an unauthorised land use, and a cellular mast. A large portion of this land has also been disturbed by soil excavation used for constructing the highway.

⁸ Title Deed & General Plan – Annexure C.



Figure 3: Development Area

4.6. Restrictions and Opportunities

The property is identified as having Critical Biodiversity status. However, the particular portion of the property which is relevant to the application is alienated from the wide-open expanses of the farm by being situated between the highway and railway line (refer to Figure 4). This area has also been disturbed by excavations and other development. This area was therefore considered to be the best area to develop as (1) the area has already been disturbed and (2) due to its' isolation, this area has limited farming potential. To substantiate the claim that the proposal does not hold a risk for the critical biodiversity, a supporting comment from DEA&DP has been obtained.⁹

Other on-site restrictions relate to a cellular mast and overhead telephone lines, as illustrated in Figure 4. The layout of the facility acknowledges these features by around these objects. Apart from the before-mentioned, there are no other physical restrictions on the property; nor are there any restrictive conditions in the title deed that will prohibit the proposed development. Care has been taken to place the proposed development away from existing infrastructure.

⁹ DEA&DP comments – Annexure K.

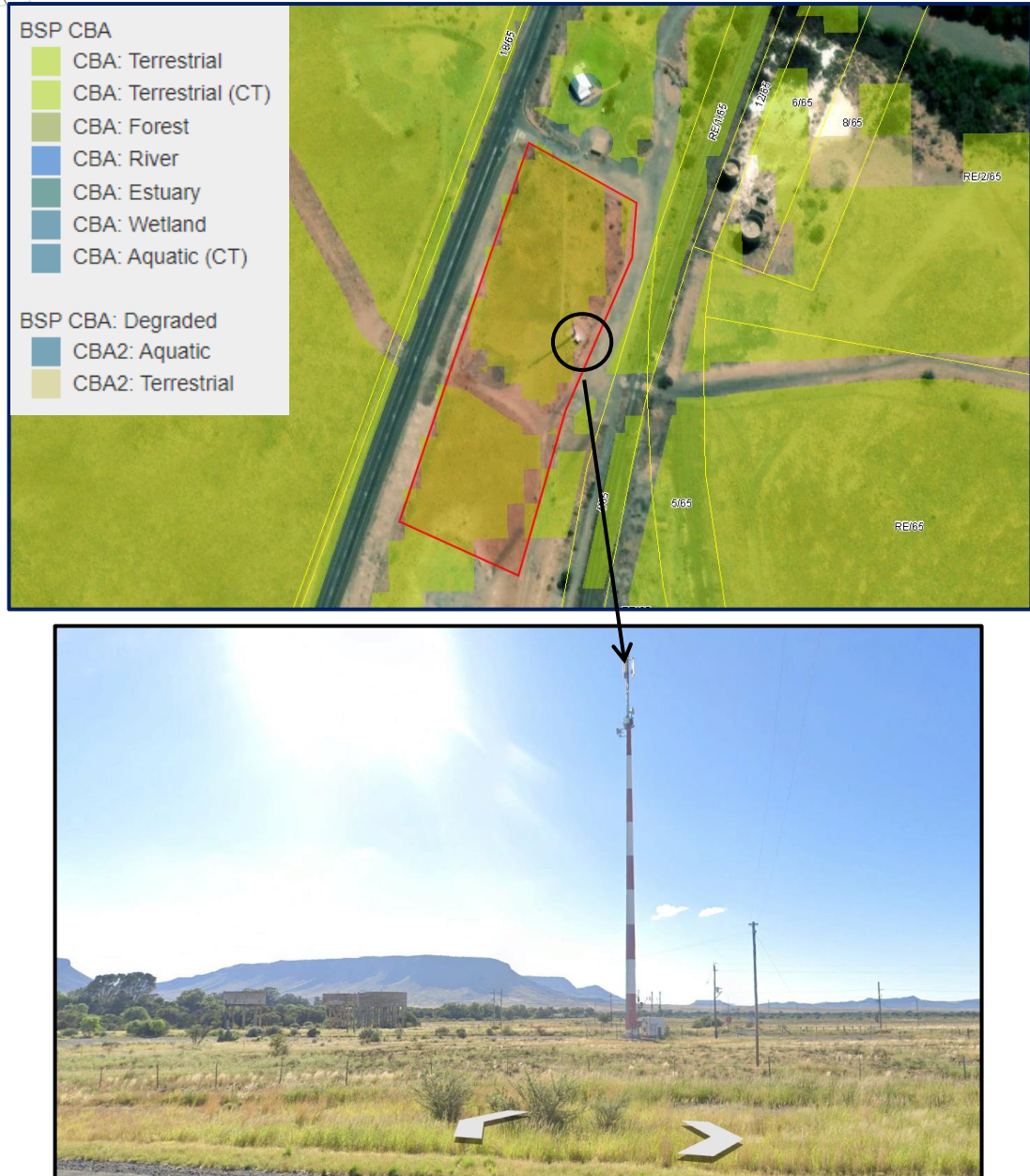


Figure 4: Critical Biodiversity Area and existing cellular mast near development area

As far as opportunities are concerned, the proposal offers a dual benefit: it promotes the reduction of carbon footprints and supports the adoption of EVs at a larger scale, thereby driving the transition towards more environmentally sustainable transportation. Additionally, the proposal provides financial benefits to the property owner, including capital that can be used to supplement agricultural uses, lower electricity bills, and improve the property's resilience in the face of rolling blackouts. By embracing this proposal, the property owner can contribute to a greener future while also improving the financial sustainability of their property.

The N1 is a bustling national road, presenting an opportunity for businesses to tap into the



high traffic volumes. By establishing a strategically located charging point along this road, businesses can not only benefit from the steady flow of traffic but also attract EV drivers who plan their trips around charging station availability. This can help create a reliable stream of customers and drive sustainable growth for the existing restaurant and shop on the property.

5. DEVELOPMENT PROPOSAL

The development proposal entails constructing a charging facility for electrical cars powered by renewable energy. The “charging station” will consist of a set of charging bays with associated infrastructure to provide electrical power to EVs. Each charging bay will be equipped with charging points. This equipment will be designed to meet safety and accessibility standards.¹⁰

As previously mentioned, it has been established that the existing building on the property utilised for the purpose of a restaurant and a shop area selling locally-manufactured products, namely the “Whistling Bridge Café” ($\pm 204\text{m}^2$ in extent), does not have the necessary land use rights to operate as such. To accommodate the charging bays and the existing restaurant and shop, partial rezoning of the application property is proposed. Figure 5 illustrates the area proposed for rezoning¹¹.



Figure 5: Area proposed for rezoning

¹⁰ Site Development Plan – Annexure E.

¹¹ Rezoning Plan – Annexure F.



The restaurant and shop operate from a historically significant building that once served as a school. Following the closure of the school and a subsequent period of vacancy, the opportunity arose to repurpose the building as a restaurant and shop, thereby maximizing its potential. Despite the lack of available records for approved building plans on this historic structure, the establishment has taken shape. The following figure delineates the floor plan¹² of the current restaurant and shop. The designated area spans $\pm 204\text{m}^2$ in extent.

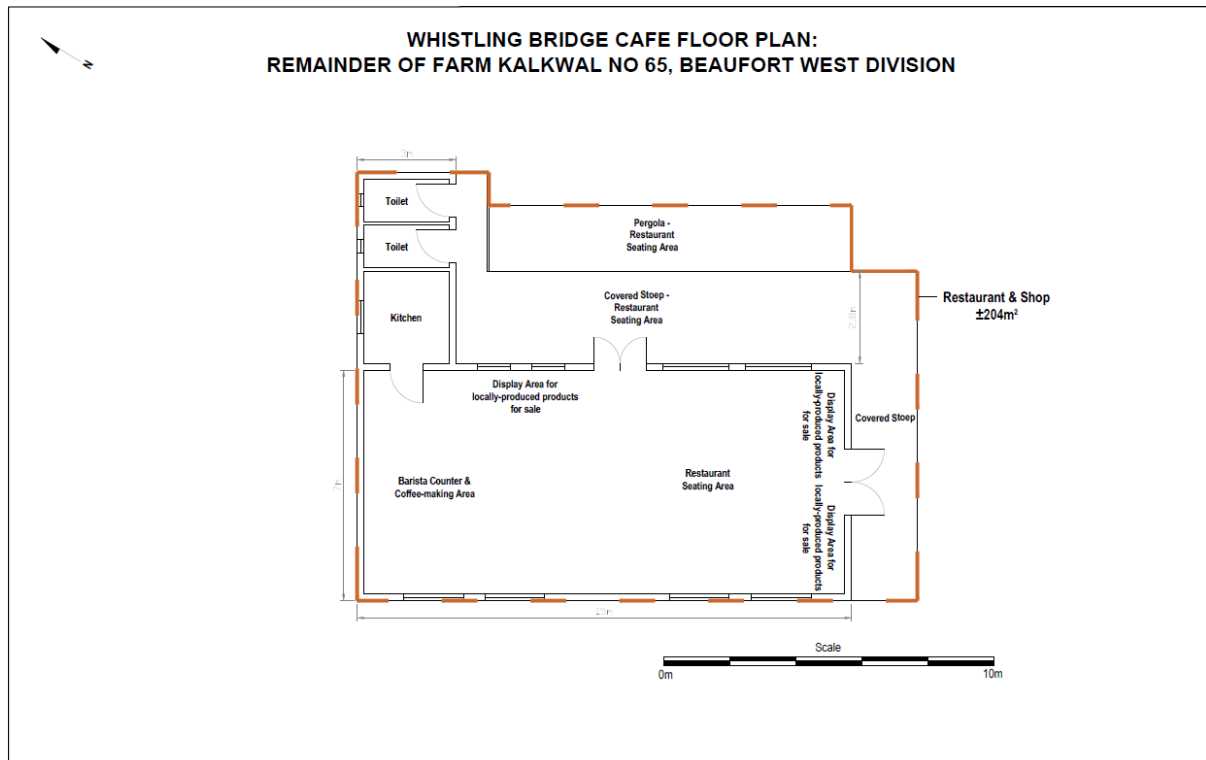


Figure 6: Restaurant Floor Plan

The charging parking bays will be complimentary to the restaurant and shop as clients will be able to visit the facility while they wait for their vehicles to charge. It is important to note that surplus electricity will be provided to power the farm and used for agricultural activities. The surplus will not be put back into the grid or sold off.

To power the charging station, a $\pm 9300\text{m}^2$ solar farm will be built nearby the restaurant. This solar farm will be made up of photovoltaic panels mounted on tracking systems to maximize solar exposure. The panels will be connected to a central inverter that will convert the DC power generated by the panels into AC power that is suitable for use by the charging station. To connect the charging station to the solar farm, an underground electrical distribution system will be constructed. This system will include conduit, wiring, and associated equipment. The distribution system will be designed to minimize power losses and ensure reliable power delivery.

¹² Floor Plan – Annexure G.



VISUAL IMPACT

Solar panels were selected over wind turbines due to their less intrusive visual impact. Wind turbines, with heights typically exceeding 150m, are visually imposing compared to solar panels, which have an average height ranging from 3 to 5m. Overall, the project will be designed to be integrated with the surrounding landscape and environment to ensure minimal visual impact and maximum sustainability.

GLINT AND GLARE

Anti-reflection coatings on the surface of the solar cells can be implemented on the solar panels minimising glint and glare from the panels.¹³ These coatings are designed to reduce the amount of sunlight that reflects off the solar panels, thereby diminishing glint and glare. By optimizing the refractive index of the coating material, the reflection of sunlight can be significantly decreased, enhancing the overall aesthetic appeal of the solar installation.

Anti-reflection coatings can also be tailored to target specific wavelengths of light that contribute to glint and glare, further improving their effectiveness in mitigating reflections. This targeted approach allows for a more precise control of the reflective properties of the solar panels, addressing concerns related to visual disturbance.

Specific types of solar panels, such as the Jinko Solar Tiger Neo N-type Bifacial Module, is designed to be a high-power, reliable solar module with advanced technology to mitigate issues like glint and glare, making it suitable for various solar energy applications.¹⁴

In summary, by optimizing the coating material and targeting specific wavelengths, solar installations can effectively integrate with their surroundings while maintaining their energy-generating functionality.

SERVICES

The proposed development does not require conventional civil services such as sewage or electricity as electricity will be generated by the facility itself. Water to be used for washing the solar panels will be supplied by various means; (1) rainwater will be collected and stored in tanks (2) dew can also be used to clean the panels and is used at existing solar facilities to clean the panels (i.e. Touwsrivier Solar Farm), and (3) if required, water can be transported to the facility by means of water-trucks. The development will thus have a minor impact on the water resources available for farming purposes and will be equivalent to that of a residential dwelling.

ACCESS

The application property currently obtains access via the N1. This application proposes to make use of the existing access to reach the charging station for EVs. It should also be noted that the

¹³ <https://www.pveducation.org/pvcdrom/design-of-silicon-cells/anti-reflection-coatings>

¹⁴ <https://jinkosolar.eu/wp-content/uploads/JKM560-580N-72HL4-BDV-F3-EN.pdf>



facility will be located within the 95m building restriction line applicable along the N1 as determined by the Roads and Ribbon Development Act (Act 21 of 1940). The applicant will apply to SANRAL to obtain consent for developing within this 95m restriction area as well as making use of the existing access point.



Figure 7: Existing Access

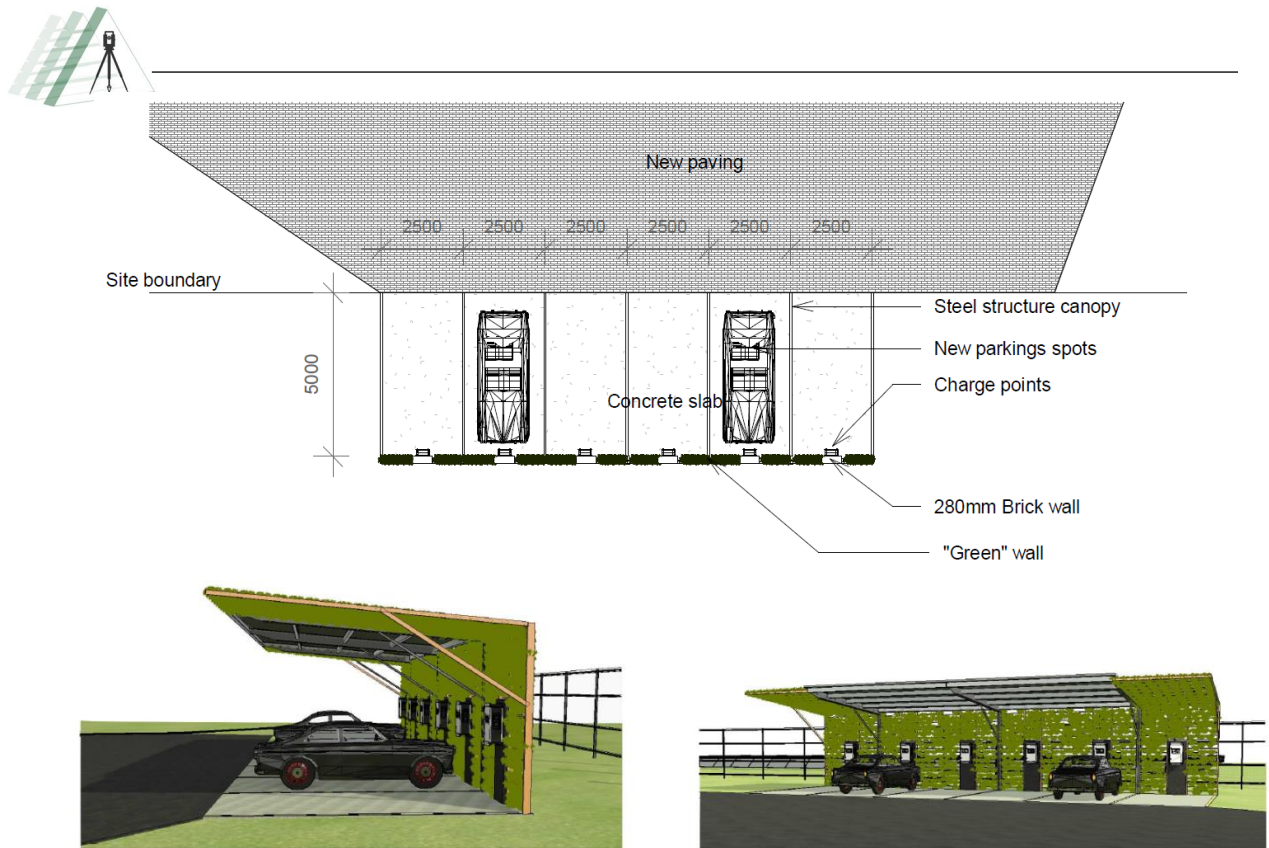


Figure 8: Impression of parking spaces with charging units and steel canopy

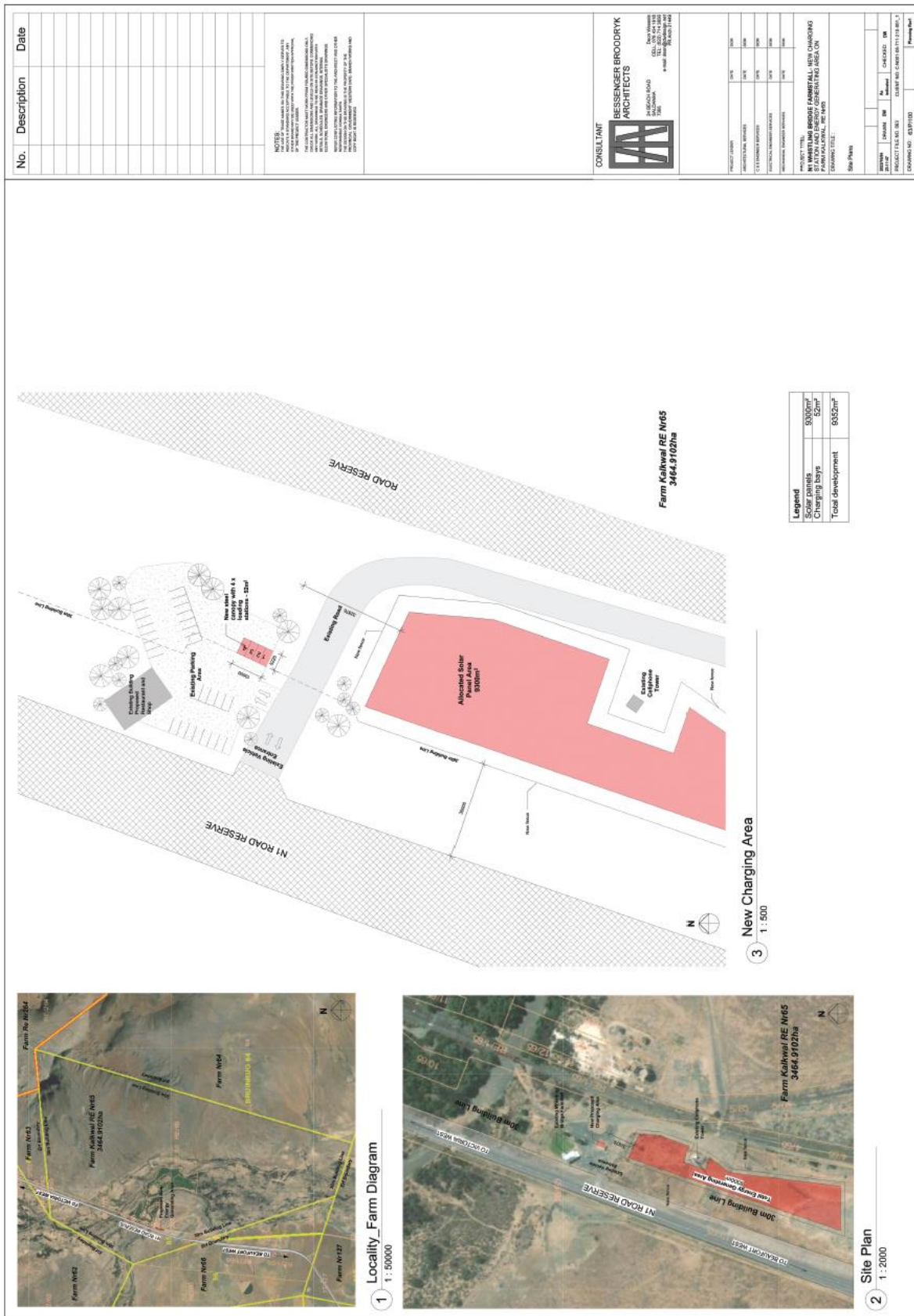


Figure 9: Site Development Plan – Renewable energy structure, service station, restaurant & shop



SOCIO-ECONOMIC IMPACT

The rise of EVs, along with the necessary charging infrastructure and energy generation, will significantly impact rural economies and employment. The business model of charging stations, situated approximately 75km apart on national and main highways in SA, is specifically targeted at rural areas. The Zero Carbon Charge plan outlines the construction of 500 to 1000 charging stations and convenience facilities nationwide, with a long-term focus on sustainability. As the maintenance of the complex charging and energy systems requires technical expertise, the charging stations will create a demand for a skilled local workforce. The proximity of skilled workers is essential to ensure the 24/7 operation of the charging stations.

THE IMPACT

Over a period of 20 years

Zero Carbon Charge

- Will invest over R51 billion in generation, charging, convenience and retail establishments
- Will inject over R10 billion rand into the local economy by means of revenue share arrangements
- Will spend over R5 billion on operations and maintenance of charging stations, and another R2.9 billion on technical support
- Will contribute around R100 billion of convenience spend while cars are charging
- Will pay over R2.9 billion in local rates and taxes
- Will create by 2043 the equivalent of over 82 000 permanent jobs with an estimated **annual** salary/wages bill of R22.9 billion





Local Economic Impact

Per station analysis: based on 10 year snapshot

Number of charging sets (as opposed to stations)	2 128						
Charging sets per station	12						
Number of stations	177						
Applied to numbers above							
		% Representing employment	Implied annual Local Econ Injection	Implied Hours	Full time equivalent jobs	Annual Salaries paid	Average Salary
Job Creation snapshot: one station							
Continuous Capex	19 080 154	15,0%	2 862 023	44 031	22,0	2 201 556	100 000
Injection via revenue share	1 797 909	30,0%	539 373	8 298	4,1	414 902	100 000
Operations and maintenance	1 026 204	40,0%	410 481	6 315	3,2	315 755	100 000
Ongoing technical support	513 102	25,0%	128 275	1 973	1,0	98 673	100 000
Security support	2 462 889	75,0%	1 847 167	28 418	14,2	1 420 897	100 000
Additional Convenience Spend -	41 951 204	15,0%	6 292 681	96 810	48,4	4 840 524	100 000
Direct Municipal Income (taxation)	513 102	60,0%	307 861	4 736	2,4	236 816	100 000
			12 387 861				
Total permanent annual jobs and salaries					95,3	9 529 124	
Average annual salary							100 000



7

The development proposal is considered desirable, and should be supported based on the following points:

- I. **Reduced greenhouse gas emissions:** EVs produce no direct emissions, and when they are charged with electricity from a renewable source, such as a small solar farm, their use results in significantly reduced greenhouse gas emissions;
- II. **Environmental benefits:** A charging station powered by renewable energy helps to reduce reliance on non-renewable energy sources and reduce the overall carbon footprint of the transportation sector;
- III. **Reduced carbon footprint:** Using surplus electricity from a small solar farm for an agricultural property reduces the carbon footprint of the property. This is especially important for environmentally conscious consumers and for businesses that want to demonstrate their commitment to sustainability;
- IV. **Reduced electricity costs:** By using surplus electricity generated by the small solar farm, the agricultural property will significantly reduce their electricity costs and may even eliminate them altogether;
- V. **Increased energy independence:** By generating electricity from a renewable source such as a small solar farm, the agricultural property can increase its' energy independence and reduce its' reliance on the grid;
- VI. **Improved energy reliability:** By generating electricity, the agricultural property will ensure a reliable source of energy, even in the event of power outages or other disruptions to the grid;



- VII. **Business opportunities:** The increasing demand for electric vehicles and the need for EV charging infrastructure presents opportunities for businesses to enter the EV charging market and generate revenue. With a charging station powered by renewable energy, the business can appeal to environmentally conscious customers who are looking for a sustainable and clean energy source for their EVs;
- VIII. **Enhanced community relations:** Using surplus electricity generated by a small solar farm to provide electricity to an agricultural property will enhance community relations by demonstrating a commitment to sustainable energy practices and supporting the local agricultural community.

6. MUNICIPAL ZONING SCHEME BY-LAW

The Beaufort West Municipal Integrated Zoning Scheme By-Law outlines the permissible land uses for the current Agricultural Zone I zoning. In accordance with the zoning scheme, the use of renewable energy structures is allowed as a consent under the Agricultural Zone I zoning.

1	2	3
Zoning	Primary use	Consent use
AGRICULTURAL ZONES		
Agricultural Zone I (AZI)		
<i>The objective of this zone is to promote and protect agriculture on farms as an important economic, environmental and cultural resource. Limited provision is made for non-agricultural uses to provide rural communities in more remote areas with the opportunity to increase the economic potential of their properties, provided these uses do not present a significant negative impact on the primary agricultural resource.</i>	Primary use <ul style="list-style-type: none"> • Agriculture 	Consent uses <ul style="list-style-type: none"> • Abattoir • Additional dwelling units • Agricultural industry (>2000m²) • Airfield • Animal care centre • Aqua-culture • Camping site • Farm shop • Farm grave yard • Freestanding base telecommunication station • Function venue • Guest house • Helicopter landing pad • Off-road trail • Plant nursery • Quarry • Renewable energy structure • Shooting range • Tourist facilities • Utility service

While the zoning scheme includes an array of development parameters applicable to renewable energy structures, these parameters largely apply to wind turbines, as wind turbines have more considerations relating to safety, as well as environmental and visual impact. Therefore, most of the development parameters are not applicable to the proposed solar facility. However, the following table indicates the compliance of the proposed renewable energy facility with the applicable development parameters:



Agricultural Zone I: Renewable Energy Structures		
Development Parameters	Proposed Development	Compliance
<p><u>Height of renewable energy structure:</u> technology independent.</p> <p><u>Height of buildings:</u> maximum 8.5m from the natural ground level to the top of the roof.</p>	<p>The solar renewable energy facility will be between 3 and 5 metres in height.</p> <p>The buildings will be below the 8.5m height restriction.</p>	Complies.
<p><u>Site Development Plan:</u></p> <p>(i) A site development plan must be submitted to the Municipality for its approval.</p> <p>(ii) The site must be surveyed and the exact delineation of the construction footprint must be shown in the site development plan.</p> <p>(iii) To the extent necessary, any relevant measures contained in these regulations must be incorporated into the site development plan submitted to the Municipality for approval.</p>	<p>A Site Development Plan¹⁵ accompanies this application. Building Plans, including a detailed Site Development Plan, will be submitted to the Municipality for approval after Land Use Approval has been obtained.</p>	Will comply.
<p><u>Land clearing, soil erosion and habitat impact</u></p> <p>(i) The clearing of natural vegetation is limited to that which is necessary for the construction, operation and maintenance of the renewable energy structure as regulated by applicable environmental legislation.</p> <p>(ii) Wind turbines, solar structures, access roads and other infrastructure must be located to minimise damage to natural vegetation, water courses and wetlands.</p> <p>(iii) All land cleared that does not form part of the footprint of a renewable</p>	<p>A letter from DEA&DP¹⁶ has been obtained confirming that the development proposal does not triggers a listed activity in terms of NEMA.</p>	Complies.

¹⁵ Site Development Plan – Annexure E.

¹⁶ DEA&DP letter – Annexure K.



<p>energy structure must be rehabilitated according to a rehabilitation plan for the land concerned, approved by the Municipality.</p> <p>(iv) Constructing or operating the renewable energy structure may not cause soil erosion, and any high-risk erosion areas must be rehabilitated by the operator, to the satisfaction of the Municipality.</p> <p>(v) The applicant must prove, to the satisfaction of the Municipality, that planning for the renewable energy structure concerned has taken into account and mitigated the risk of all impacts on, and necessary distances that should be maintained from, wetlands, water bodies, threatened ecosystems, mountains, ridges, hills, coastal buffers, settlements, telecommunication towers, transmission towers and power lines.</p> <p>(vi) The applicant must provide exact coordinates relevant to land clearing, soil erosion and habitat impact to assist the Municipality to evaluate the risk of possible negative environmental impacts of the renewable energy structure concerned.</p>		
<p><u>Finishing, colour and design</u></p> <p>A solar structure must minimise any adverse effects related to its reflective surfaces and must be designed and built in a way that mitigates this impact, as required by the Municipality.</p>	<p>The design of the solar PV panels will be in such manner to have minimal impact on visual disturbances, specifically its reflective surfaces. Special adherence will be given to the gradient the proposed fixed panels will be constructed to in relation to the glint and glare the panels may</p>	<p>Will comply.</p>



	cause.	
<p><u>Appurtenant structures</u></p> <p>(i) All appurtenant structures to a renewable energy structure prescribed by the Municipality concerning bulk, height, yard sizes, building lines, open space, parking and building coverage requirements are subject to applicable by-laws.</p> <p>(ii) Appurtenant structures, including equipment shelters, storage facilities, transformers and sub-stations must be architecturally compatible with the receiving environment as required by the Municipality, and contained within a renewable energy structure site development plan submitted for approval by the Municipality.</p> <p>(iii) Appurtenant structures may only be used for the storage of equipment or other uses directly related to the operation of the particular facility that they are associated with.</p> <p>(iv) Appurtenant structures must be screened from view by indigenous vegetation or be joined and clustered to minimise adverse visual impacts.</p>	<p>The Site Development Plan¹⁷ includes a building for the storage of equipment. The building will be constructed to the satisfaction of the Municipality and according to the prescribed development parameters, thereby, not negatively impacting its surroundings.</p>	<p>Will comply.</p>
<p><u>Signage and advertising</u></p> <p>Signs on renewable energy structures must comply with the laws regulating signage and be limited to signage necessary to—</p> <p>(i) identify the operator;</p> <p>(ii) provide 24-hour emergency contact numbers; and</p> <p>(iii) provide warning of any dangers</p>	<p>No signs are proposed on the solar PV panels at this stage. However, if signage are proposed, the necessary application will be made to for approval in relation to the applicable development parameters.</p>	<p>Will comply.</p>

¹⁷ Site Development – Annexure E.



<p>associated with the structure.</p> <p>No commercial advertising, including advertising for the provider or operator, may be displayed on any renewable energy structure.</p>		
<p><u>Maintenance</u></p> <p>The owner is responsible for maintaining a renewable energy structure in good condition, including any access road, unless deemed a public way, and for paying the cost of repairing any damage resulting from construction or operation. Maintenance includes—</p> <ul style="list-style-type: none"> (i) painting; (ii) structural repairs; (iii) rehabilitation measures; and (iv) the upkeep of security and safety measures. 	<p>The solar PV facility will be maintained by the owner as needed.</p>	<p>Will comply.</p>
<p><u>Modification</u></p> <p>Any modification to a renewable energy structure, excluding inconsequential <i>in situ</i> technical improvements, made after approval and that is not in accordance with the approval and conditions of approval, requires authorisation from the Municipality within the parameters of these regulations by means of—</p> <ul style="list-style-type: none"> (i) the amendment of approved conditions; (ii) a new consent use approval; (iii) amendment of the approved site development plan; or (iv) amendment of the approved building plan. 	<p>If amendments of the renewable energy structure are proposed, the necessary application will be made to the Municipality for approval prior to construction.</p>	<p>Will comply.</p>



<p><u>Decommissioning</u></p> <p>Any renewable energy structure and associated infrastructure that has reached the end of its productive life or has been abandoned, including buildings, cables and roads, must be removed by the owner.</p> <p>(ii) A renewable energy structure is considered abandoned when the structure fails to continuously operate for more than two years.</p> <p>(iii) When a renewable energy structure is scheduled to be decommissioned or operations have been discontinued or it has been abandoned, the land owner must, by registered mail, notify the Municipality within 30 days after the operation ceased, and of plans for removal of the structure and infrastructure referred to in subparagraph (i).</p> <p>(iv) The owner is responsible for the removal of the structure in all its parts, within 150 days after the date of discontinued operation, or as agreed upon by the Municipality after submission of a plan for decommissioning.</p> <p>The Municipality may grant an extension of the deadline for removing the structure and its parts. The land must then be rehabilitated by the owner, to the satisfaction of the Municipality, to the condition prescribed in the approved environmental management plan and the approved decommissioning plan.</p> <p>(v) Decommissioning must include—</p> <p>(aa) the removal of all renewable energy structures and appurtenant</p>	<p>The renewable energy facility is designed to operate for approximately 25 years before decommissioning and site rehabilitation. The facility's decommissioning is likely to occur due to technological advancements or economic factors that make the facility obsolete, although the developer has the option to extend the facility's lifespan. To promote sustainable waste management, solar panels are considered hazardous waste and cannot be disposed of in landfills in SA since August 2021. Instead, the panels must be recycled because they contain valuable components. Countries with established recycling and manufacturing facilities often offer to purchase old solar panels. Cape Town is a well-known recycling centre for solar panels, and the facility owner plans to engage with appropriate parties to dispose of the panels responsibly after decommissioning</p>	<p>Will comply.</p>
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<p>structures, including equipment, bases, foundations, security barriers and transmission lines directly related to the renewable energy;</p> <p>(bb) disposal of all solid and hazardous waste in accordance with provincial and local waste disposal regulations; and</p> <p>(cc) the stabilisation and re-vegetation of the site with indigenous vegetation to minimise erosion.</p> <p>(vi) The Municipality may, in order to minimise erosion and disruption to natural vegetation and habitats, grant permission to the owner to depart from the decommissioning plan in respect of removing landscaping, underground foundations or other underground components, provided these do not cause any pollution.</p> <p>(vii) Before the construction of the renewable energy structure commences, the owner must make financial provision or an alternative reasonable arrangement, to the satisfaction of the Municipality, for protection against failure by the owner to comply with the obligations in terms of this By-law and in the event of the owner being unable to fulfil the necessary financial obligations for the rehabilitation or management of the negative environmental impact of decommissioning or of abandonment.</p> <p>(viii) If the owner fails to remove the structure or its parts in accordance with the requirements of these regulations within 150 days of abandonment or the date of decommissioning or an approved</p>		
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<p>extension date, the Municipality may enter the property and remove the structure and its parts, and recover all removal costs incurred from the owner.</p> <p>(ix) If the owner fails to meet the requirements of subitem (i), the Municipality may, after written notice to the owner, use all or part of the financial provision or other provision referred to in subitem (vii) to rehabilitate or manage the negative environmental impact concerned, or to remove the facility.</p>		
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The setback, lighting and noise and air quality regulations pertinent to wind renewable energy facilities are not applicable to the proposed development of solar PV panels. The installation of solar PV panels does not involve any lighting. However, in the event that lighting becomes a consideration in the future, the requisite application will be submitted to the South African Civil Aviation Authority.

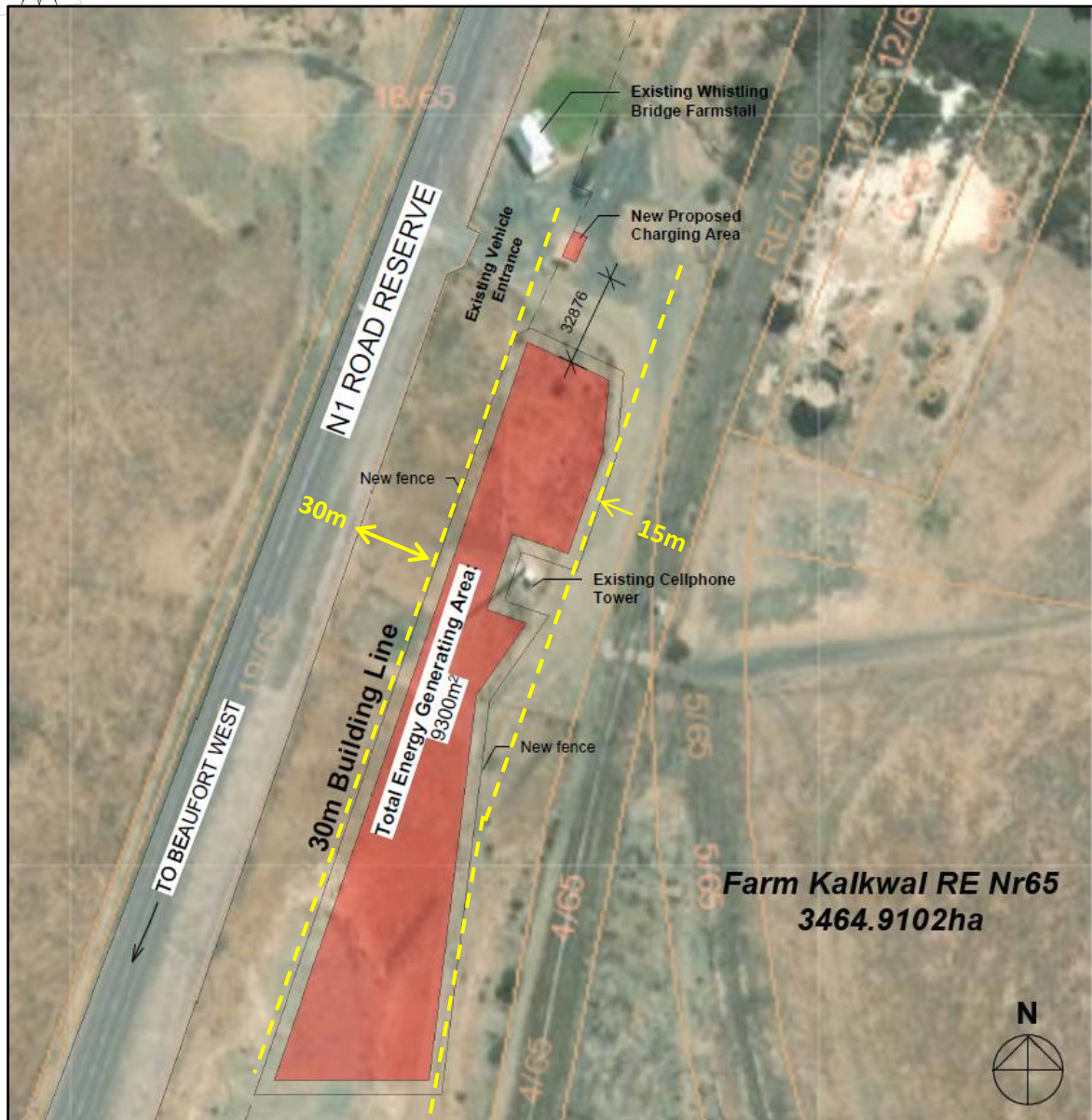


Figure 10: 15m Building line encroachment along the railway line (Farm 4/65)

During a pre-consultation meeting held with the Municipality on the 18th of August 2023, and a discussion between this office and Messrs Wright and Strumpher, it was highlighted that the 'Whistling Bridge Café' does not have the necessary land use rights and that the charging facility should be accommodated as a service trade that is included in the primary use of Business Zone II.

The 'Whistling Bridge Café' consists of a restaurant component and area where locally-manufactured products are sold, which can be interpreted as a shop. The Beaufort West Municipal Integrated Zoning Scheme By-Law also outlines the permissible land uses for the proposed Business Zone II zoning. In accordance with the zoning scheme, the use of a shop is allowed as a primary use and a restaurant is allowed as a consent under the Business Zone II zoning.



Business Zone II (BZII)		
<p><i>The objective of this zone is to provide for the retail sale of goods and services to the public.</i></p>	Primary use	Consent uses
	<ul style="list-style-type: none"> • Shop 	<ul style="list-style-type: none"> • Adult shop • Conference facility • Dwelling house • Flats (on ground floor) • Freestanding base telecommunication station • Liquor store • Open air motor vehicle display • Place of assembly • Place of instruction • Place of leisure • Place of worship • Renewable energy structure • Restaurant • Rooftop base telecommunication station • Service station • Supermarket

Application is made accordingly for the rezoning of a portion ($\pm 9920\text{m}^2$) of the application property to accommodate a shop as a primary use on the property and a restaurant as a consent use on the property. A “shop” and “restaurant” are defined as follows in terms of the Beaufort West Municipal Zoning Scheme By-law:

“shop”

Land use description: “shop” means property used for the retail sale of goods and services to the public, and—

- includes a retail concern where goods that are sold in the concern are manufactured or repaired, a funeral parlour, ancillary sale of alcoholic beverages, flats above ground floor, service trade, clinic and the sale of motor vehicles; and
- does not include a hotel, industry, supermarket, motor repair garage, open air motor vehicle display, service station, restaurant, adult entertainment, adult services, adult shop or a liquor store.

“restaurant”

Land use description: “restaurant” means a commercial establishment where meals and liquid refreshments are prepared or served or prepared and served to paying customers primarily for consumption on the property, and may include licensed provision of alcoholic beverages for consumption on the property, and the option for customers to purchase food for consumption off the property.

Furthermore, the definition of a shop includes the use of a service trade. A “service trade” is defined as follows in terms of the Beaufort West Municipal Zoning Scheme By-law:

“service trade”

Land use description: “service trade” means an enterprise—

- primarily involved in the rendering of a service for the local community including the repair of household appliances or the supply of household services;
- not likely to be a source of disturbance to surrounding properties;
- that employs at most 10 people;
- not likely, in the event of fire, to cause extremely rapid combustion, give rise to poisonous fumes or cause explosions;
- that includes laundry, bakery, dairy depot, and similar types of uses; and
- that does not include an abattoir, brick-making site, builder’s yard, sewage works, service station, open air motor vehicle display or motor repair garage.

The proposed charging station will be considered as a service trade, complying with its definition. The development parameters applicable to a shop apply.



The following table indicates the compliance of the proposed shop and restaurant with the applicable development parameters:

Business Zone II: Shop and Restaurant		
Development Parameters	Proposed Development	Compliance
<u>Floor Factor:</u> Shop - Maximum 1. Restaurant – Maximum 3.	The building utilised for the purpose of a shop and restaurant is existing and $\pm 204\text{m}^2$ in extent. The proposed service trade (charging station) will be in the form of a steel canopy measuring 52m^2 in extent. These buildings/structures will be located on a portion of the property proposed for rezoning from Agricultural Zone I to Business Zone II measuring $\pm 9920\text{m}^2$ in extent. The entire land unit on which these buildings/structures are located on, measures 3284.6111Ha in extent. The floor factor is calculated to be less than 1.	Complies.
<u>Coverage:</u> Shop - Maximum 75%. Restaurant – Maximum 100%.	Taking the areas as outlined above into account, the coverage is calculated to be less than 75%.	Complies.
<u>Height:</u> Shop - Maximum 12m to the top of the roof. Restaurant - Maximum 15m to the top of the roof.	The building from where the restaurant and shop are operated from, is less than 12m in height, being a single-storey building. The steel canopy proposed for the use of a charging station will also be less than 12m in height.	Complies.
<u>Street centreline setback:</u> Shop & Restaurant - The Municipality may require a street centreline setback, in which case all buildings or structures on the land unit must be set back 8m from the centre line of the	The existing and proposed buildings/structures are not located within 8m from the centre line of the abutting N1.	Complies.



abutting public street or streets.		
<p><u>Street boundary building line:</u></p> <p>Shop & Restaurant - The street boundary building line is 0m, subject to the following conditions:</p> <p>(i) the street centreline setback restriction;</p> <p>(ii) minor architectural and sunscreen features may project beyond the street boundary building line provided that such features do not project more than 250mm beyond the street boundary; and</p> <p>(iii) for service stations, the street boundary building line is 5 metres subject to the general building line encroachments in this By-law.</p>	<p>The building utilised for business purposes and proposed steel canopy will not encroach the prescribed building lines applicable to a shop and restaurant on a Business Zone II parcel.</p> <p>The building utilised for restaurant and shop purposes is existing and historic in nature. The building is not located within 30m of the street property boundary.</p>	Complies.
<p><u>Side and rear boundary building lines:</u></p> <p>Shop & Restaurant - 0m, provided that the Municipality may lay down common building lines in the interest of public health and safety or in order to enforce any other law or right.</p>	The building utilised for business purposes and steel canopy to be used for charging bays will not encroach the prescribed building lines applicable to a shop and restaurant on a Business Zone II parcel.	Complies.
<p><u>Parking and access:</u></p> <p>Shop & Restaurant – 4 bays per 100m² GLA.</p>	At least 2 parking bays are required for the shop and restaurant. 27 parking bays are existing on-site. An additional 4 parking bays for the use of electrical vehicles are proposed. ¹⁸	Complies.
<p><u>Loading:</u></p> <p>Shop & Restaurant - Floor area of less than 1000m² - 0 bays.</p>	No loading bays are required for the shop and restaurant.	Complies.

¹⁸ Site Development Plan – Annexure E.



<u>Screening:</u> Shop & Restaurant - The Municipality may require screening.	If screening is required by the Municipality, it will be incorporated in the proposed development.	Complies.
<u>Refuse Room:</u> Shop & Restaurant - The Municipality may require a refuse room to be provided on the land unit.	If a designated refuse room is required by the Municipality, it will be incorporated in the proposed development.	Complies.

Other development parameters applicable to a shop and business premises (restaurant), namely canopy or balcony projection, street corners, the repair or manufacturing in a shop, hotel floor space concession, and public pedestrian footway along a street boundary are not applicable to the proposed development.

DEPARTURE

All agricultural properties have a 30m building line applicable along all boundaries. Given that this development is accommodated between the N1 road and the railway line, the 30m building line will be affected. The development will adhere to the 30m building line applicable along the N1 but will not be able to do the same along the railway line. A 15m setback will be maintained along the railway line and therefore application is made to depart from this building line by 15m (refer to Figure 9). Furthermore, the entire proposal will fall within the required 95m setback applicable along prominent roads as determined by the Roads and Ribbon Development Act (Act 21 of 1940). SANRAL will be approached to obtain consent for proposing development within the 95m setback. The applicant considers departure from these parameters to be desirable as it will result in the efficient utilisation of land that would otherwise be rendered “useless”. Considering that this portion of the property has already been disturbed and has existing buildings and structures in the area, development of this portion will support the principles of clustering development in rural areas and making efficient use of land. These departures still afford setback along the N1 road to ensure commuters have unobstructed sight with no distractions in their peripheral vision.

Additionally, the following is to be noted when evaluating the proposed development of a charging station:

The emergence of EVs and the relatively slow pace of their adoption have left many zoning schemes without specific provisions for charging areas dedicated to these vehicles. This lack of clear guidelines has led to a debate on how to reconcile charging areas with existing zoning regulations. After consulting DEA&DP¹⁹ in this matter, the applicant argues that a charging area

¹⁹ DEA&DP Interpretation – Annexure J.



for electric vehicles does not necessarily constitute a rezoning or consent use. This position is highlighting by the following points:

- Firstly, the charging of EVs is fundamentally different from refueling traditional cars at a filling station, as electricity is not a fuel (consider the Oxford Dictionary definition as well as a Wikipedia explanation provided below). As such, the traditional definition of a service station, which is specifically concerned with the supply of fuels to vehicles, does not apply to charging areas for EVs. Therefore, the solution is not to permit a service station as a rezoning solution.

A **fuel** is any material that can be made to react with other substances so that it releases energy as **thermal energy** or to be used for **work**. The concept was originally applied solely to those materials capable of releasing **chemical energy** but has since also been applied to other sources of heat energy such as **nuclear energy** (via **nuclear fission** and **nuclear fusion**).

The heat energy released by reactions of fuels can be converted into **mechanical energy** via a **heat engine**. Other times the heat itself is valued for warmth, **cooking**, or industrial processes, as well as the illumination that accompanies **combustion**. Fuels are also used in the **cells** of **organisms** in a process known as **cellular respiration**, where organic **molecules** are oxidized to release usable energy. **Hydrocarbons** and related organic molecules are by far the most common source of fuel used by humans, but other substances, including radioactive metals, are also utilized.

Fuels are contrasted with other substances or devices **storing potential energy**, such as those that directly release **electrical energy** (such as **batteries** and **capacitors**) or mechanical energy (such as **flywheels**, springs, compressed air, or water in a reservoir).

- Secondly, many normal parking spaces in office and shopping complexes already offer electrical charging without requiring any specific alteration in zoning or additional permission in terms of planning legislation. This raises the question of whether it is necessary to provide for land use applications for the charging of EVs, and whether Municipalities would eventually be flooded by such applications. And if municipalities deem it a requirement to apply specifically for this use, would it be desirable to do so and what would be achieved by it?
- Thirdly, the proposal for a charging area for EVs is not comparable to the highly regulated environment of the fossil fuel industry. It may be impractical to regulate or provide a zoning scheme that specifically provides for the charging of EVs.
- Finally, it is worth noting that there are currently no specific provisions for the charging of EVs in any of SA's zoning schemes. Therefore, it may be necessary to revisit and update the zoning regulations to accommodate this new technology and support the transition towards sustainable transportation.

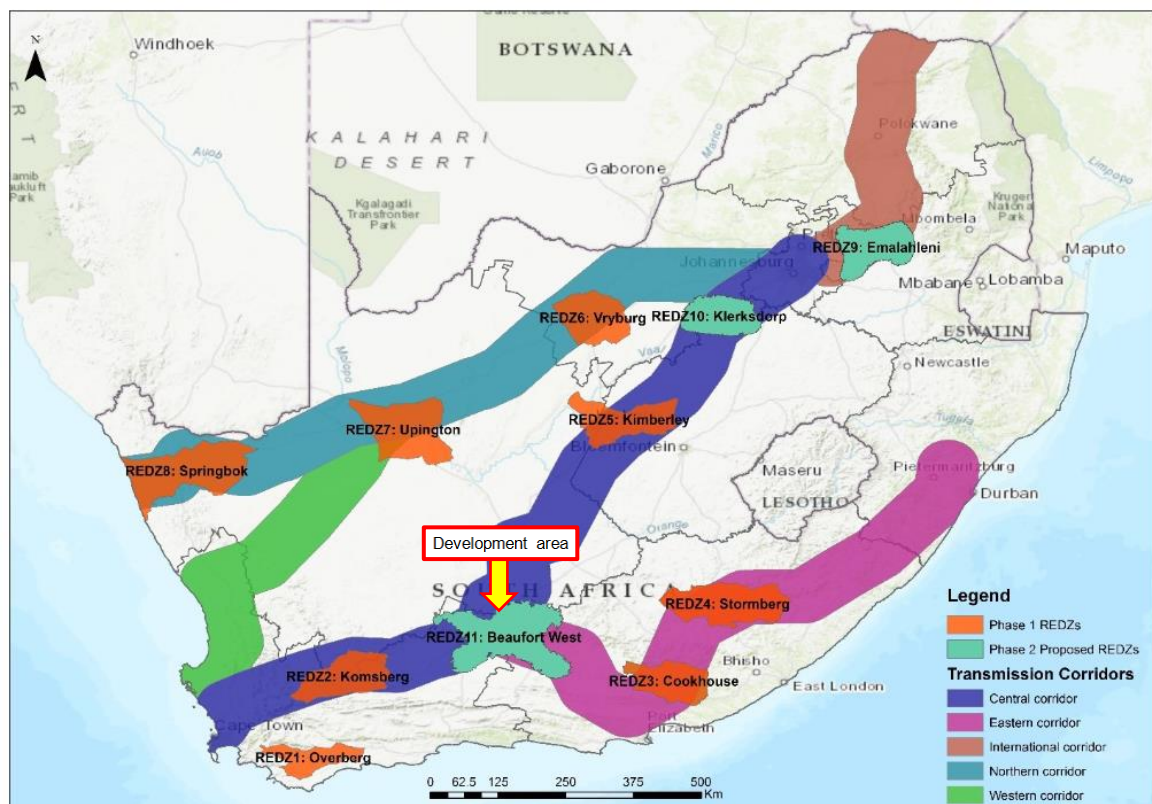
However, the applicant is committed in working together with Beaufort West Municipality in obtaining the necessary land use rights in order to establish the proposed facility. Therefore, the charging station will be accommodated as a service trade, which is allowed as a primary use under the Business Zone II zoning. The Only development parameter where relaxation is required for is the 30m building line restriction applicable to all Agricultural Zone I properties in order to establish the renewable energy facility 15m from the railway line.



7. MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF)

The MSDF in general supports the development of renewable energy projects. The MSDF states: *“The Karoo region is blessed with significant solar and wind energy – the prerequisites for successful renewable energy projects. The Karoo should leverage this asset to encourage Independent Power Producers to locate in the region, also making the Central Karoo a well-managed and desirable place to locate, if one is connected to this industry.”*

National government has identified preferred areas or Renewable Energy Development Zones (REDZ's), as well as identified areas for electricity generation. Notwithstanding this, there are vast areas of the Central Karoo outside of these REDZ's that hold potential to generate renewable energy. These areas should not be completely ignored in supporting the future energy resilience of the province and country.”



Location of 8 existing Renewable Energy Development Zones (REDZs) and 3 proposed additional zones, overlaid onto the electricity grid infrastructure corridors where investment in transmission infrastructure is planned.

The development area is located within Phase 2 of the proposed REDZ as well as within the Central Transmission Corridor. The scale of the proposal is not as such that it should be considered within the context of these zones. This is because the facility will generate 1MW or less and electricity will not be put back into the grid but will only be made available for the activities on the subject property. There is potential at a later stage to expand the footprint and generating capacity and to put the electricity back into the grid.



POLICY A8: CENTRAL KAROO CLIMATE CHANGE ADAPTATION AND MITIGATION POLICY

The application aligns with the national agenda of reducing the carbon footprint and supports the policy to mitigate climate change by offering important environmental benefits. Through the use of renewable energy to power the charging station, the development will contribute towards the reduction of greenhouse gas emissions and promote a shift towards a low-carbon economy. This step is crucial in meeting SA's commitments to reduce carbon emissions and address climate change. In addition to its environmental impact, the facility will serve an essential role in catering to the increasing number of electric vehicles on the road, making it easier for people to adopt this eco-friendly mode of transportation. The proposed facility should be seen as a crucial element in the wider context of promoting sustainable development and reducing greenhouse gas emissions. The installation of electric vehicle charging infrastructure at this location will address a significant gap in the region's transportation network, and support the transition to a low-carbon, sustainable transportation system.

The application property falls within the Nuweveld Highlands area of the Beaufort West Municipality. The MSDF suggests: *"Promote this area as a bio-diversity and eco-tourism sub-region and encourage the extension of the Karoo National Park and the existing conservancies including accommodation opportunities focusing on Critical Biodiversity Areas (CBAs)."*

The existing unauthorised shop and restaurant on the application property will promote development along the N1 which is classified as a tourism gateway to the Central Karoo. The proposed development will attract tourists to the Beaufort West Municipal Area, promoting economic growth and job creation in the area.

Apart from the above, the proposal supports policies that are important informants of the MSDF such as Spatial Development Goal 7 of the UN's 2030 Agenda for Sustainable Development which seeks to focus on sustainable energy to ensure that adequate energy is supplied in order to meet developmental challenges increase energy security and mitigate climate change and the Western Cape Infrastructure Framework (WCIF, 2013) initiative to promote the development of renewable energy plants in the Province. The development proposal addresses renewable energy on a micro-level by providing a renewable energy structure that is far smaller, and will consequently have a smaller development footprint and visual impact, compared to larger renewable energy structures. The value of the proposal lies in its potential to have a positive cumulative impact on a national level. It is consequently argued that the development proposal is aligned and in support of the MSDF.



8. OTHER LEGISLATION & GUIDELINES

8.1. CONSTITUTION OF SOUTH AFRICA

Chapter 2 of the Constitution is the Bill of Rights. The Bill of Rights is a cornerstone of democracy in SA. It enshrines the rights of all people in our country and affirms the democratic values of human dignity, equality and freedom. Section 2(24) *Environment* affirms the right of every person to (a) an environment that is not harmful to their health or well-being; and (b) to have the environment protected, for the benefit of present and future generations, through reasonable legislative and other measures that; (i) prevent pollution and ecological degradation; (ii) promote conservation; and (iii) secure ecologically sustainable development and use of natural resources while promoting justifiable economic and social development. The proposal supports the rights of Section 2(24) of the Bill of rights by supporting reducing the impacts of a carbon-based economy and greenhouse gasses to promote a transition to a low carbon, sustainable energy future, which delivers clean sources of energy to urban consumers, and mitigates the effects of climate change.

8.2. ELECTRICITY REGULATION ACT (ACT 4 OF 2006) & INTEGRATED RESOURCE PLAN (IRP 2019)

The Integrated Resource Plan for Electricity (IRP) provides SA's long-term plan for electricity generation to ensure the security of electricity supply, minimise the cost of that supply, limit water usage and reduce greenhouse gas (GHG) emissions while allowing for policy adjustment in support of broader socio-economic developmental imperatives. The IRP 2019 calls for 37 696 MW of new and committed capacity to be added between 2019 and 2030 from a diverse mix of energy sources and technologies as aging coal plants are decommissioned and the country transitions to a larger share of renewable energy. By 2030, the electricity generation mix is set to comprise of 33 364 MW (42.6%) coal, 17 742 MW (22.7%) wind, 8 288 MW (10.6%) solar photovoltaic (PV), 6 830 MW (8.7%) gas or diesel, 5 000 MW (6.4%) energy storage, 4 600 MW (5.9%) hydro, 1 860 MW (2.4%) nuclear and 600 MW (0.8%) concentrating solar power (CSP). Furthermore, a short-term gap at least 2 000 MW is to be filled between 2019 and 2022, thereby raising new capacity requirements, while distributed or embedded generation for own use is positioned to add 4 000 MW between 2023 and 2030. In May 2020, NERSA concurred with a determination for the procurement of various technology solutions to close the 2 000 MW gap (between 2019 and 2022), while another determination is undergoing public consultation and awaiting concurrence by NERSA.

With reference to the above, it is clear that there is a shortage of alternative energy-producing facilities. While the proposal will not contribute to the generation of electricity that will be fed into the grid, it will facilitate the adaption of EVs without placing further strain on the already over-burdened electric network. Without such facilities, it is difficult to envisage a



large-scale market adaption to EVs due to inconsistent electricity provision and limited availability.

8.3. NATIONAL DEVELOPMENT PLAN 2030 (NDP 2012)

The National Development Plan (NDP, National Planning Commission, 2012) sets out six interlinked priorities (National Planning Commission, 2012 - p. 29):

- Uniting all South Africans around a common programme to achieve prosperity and equity;
- Promoting active citizenry to strengthen development, democracy and accountability;
- Bringing about faster economic growth, higher investment and greater labour absorption;
- Focusing on key capabilities of people and the state;
- Building a capable and developmental state; and
- Encouraging strong leadership throughout society to work together to solve problems.

Transforming the South African economy is a challenging, long-term project. The NDP proposes to enhance human capital, productive capacity, and infrastructure to raise exports, which will increase resources for investment and reduce reliance on capital inflows. Higher investment, supported by better public infrastructure and skills, will enable the economy to grow faster and become more productive. Rising employment and productivity will lead to improved incomes and living standards and less inequality. Shifting the economy towards more investment and lower consumption is thus necessary for long-term economic prosperity (p. 42). The proposed facility contributes to achieving this goal by providing infrastructure that supports the adaption of EVs which contributes to reducing the carbon footprint of SA.

8.4. PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (PSDF)

The Western Cape Spatial Development Framework (WCSDF) refers to the importance of a coherent framework for the province's urban and rural areas that gives spatial expression to the national and provincial development agendas which includes:

- Promoting the development of renewable energy supply schemes. Large-scale renewable energy supply schemes are strategically important for increasing the diversity of domestic energy supplies and avoiding energy imports while minimizing detrimental environmental impacts;
- Developing and instituting innovative new energy technologies to improve access to reliable, sustainable and affordable energy services with the objective to realize sustainable economic growth and development. The goals of securing supply, providing energy services, tackling climate change, avoiding air pollution and reaching sustainable development in the province offer both opportunities and synergies which require joint planning between local and provincial government as well as the private sector.
- Developing and implementing energy supply schemes with the aim to contribute to the



achievement of the targets set by the White Paper on Renewable Energy (2003).

The proposal supports the objectives of the PSDF by proposing a land use that contributes to the transition to a low carbon, sustainable energy future, which delivers clean sources of energy to urban consumers, and mitigates the effects of climate change.

9. PRINCIPLES OF LAND USE PLANNING

In accordance with Article 42 of the SPLUMA, a Municipal Planning Tribunal must be guided by the development principles as set out in Chapter 2 when considering an application. In terms of section 6(1), the general principles set out in Chapter 2 apply to all organs of state and other authorities responsible for the implementation of legislation governing the use and development of land. The following principles apply in terms of section 7 to spatial planning, land development and land use management, namely: Spatial Justice, Spatial Sustainability, Efficiency, Spatial Resilience, and Good Administration. Accordance to section 59(2) of LUPA, a municipality considering a land use application should take into account, among other things, the principles referred to in Chapter VI. Under Rule 58, the Land Use Planning Principles set out in Chapter VI apply to all organs of state responsible for implementing legislation that governs land use planning and development. These principles correspond with those of SPLUMA namely: Spatial Justice, Spatial Sustainability, Efficiency, Spatial Resilience, and Good Administration.

Spatial Justice: The proposed development is consistent with provincial goals and to generate renewable energy in order to pursue sustainable energy initiatives. The application will not result in the exclusion of any groups. The proposed facility will create job opportunities in the construction phase and will subsidise the farms' income.

Spatial Sustainability: The proposed solar photovoltaic facility aims to use the most efficient method (which is cost-effective and utilises the least space) to generate sustainable energy. The proposal supports a transition to a low carbon, sustainable energy future, which delivers clean sources of energy to urban consumers, and mitigates the effects of climate change without threatening any ecological resources. The application will not result in extensive loss of agricultural land with high potential, due to the small extent that will be used to accommodate the proposed facility. The development will be self-sustaining, making use of electricity generated by the facility. Water and waste-related infrastructure will be provided and maintained by the developer. These services will not be similar to those provided for residential occupancy as the facility will be remotely operated with inspections and occupancy only recurring from time to time. The facility will promote long-term financial sustainability for the property.

Spatial Efficiency: Natural resources will be used and less pressure will be on non-renewable resources. The proposal will result in the efficient use of land by capitalising on the opportunity



created by the unique climate, without threatening the prosperity of the larger agricultural landscape.

Spatial resilience: The proposed development can be easily decommissioned and demolished allowing for the reinstatement of farming activities. The proposal will be resilient in terms of the solar facility contributing to making the subject property less dependent on ESKOM.

Principles of Good Administration: The application will be taken through the advertisement process by the Municipality and all relevant departments will be notified to comment. The decision-making process will be guided by statutory land use planning systems.

10. CONCLUSION

The proposed renewable energy facility contributes to the goals of the White Paper on Renewable Energy. Renewable energy provides an environmentally friendly alternative to energy generation and can contribute to the restriction of pollution and global warming. The application can be seen positively in the light of the following:

- The development will not have a negative effect on any Critical Biodiversity or protected areas, seeing that the site is disturbed already.
- It promotes the decrease of unemployment in the region.
- The character of the area will remain unchanged and the current agricultural productions on the property will continue;
- The facility will increase electricity capacity to contribute to the alleviation of SA's energy crisis;
- The facility will meet the demand for diversified energy sources;
- Ensure the future of sustainable energy use;
- Provide local employment opportunities;
- Reduce CO₂ emissions and the nation's carbon footprint;
- The proposed development is supported by the Municipal Spatial Development Framework (MSDF);
- The proposed development supports spatial sustainability in terms of SPLUMA;
- The proposed development is supported by the Provincial Spatial Development Framework (PSDF) which guides sustainable future development in the province;
- The proposed development is supported by the National Development Plan 2030 (NDP).
- The proposal has an array of socio-economic benefits including:
 - ❖ **Increased energy security:** The current energy crisis in South Africa emphasizes the important role that renewable energy can play to generate electricity.
 - ❖ **Reduced pollution levels:** The emissions of carbon dioxide by-products generated from burning fossil fuels to generate power have a very harmful impact on human health and contribute to the deterioration of ecosystems. The generation of electricity



will not result in any emissions.

- ❖ **Acceptability to the community:** Energy generation through solar has a number of benefits to the community such as reduced pollution, improved human and ecosystem health, generation of jobs in the short term, and no contribution to factors that cause climate change.

It is therefore clear that in terms of the above, the proposed application can be supported. For all the above reasons, the application is strongly recommended by CK Rumboll & Partners and requests that Council consider it positively.

Regards



Mandri Crafford

Pr. Pln A/3241/2022

CK RUMBOLL & PARTNERS

