



GAUTENG PROVINCE

ROADS AND TRANSPORT
REPUBLIC OF SOUTH AFRICA

Private Bag X83 Marshalltown 2107, Life Centre Building, 45 Commissioner Street, Johannesburg, 2000
Tel (011) 355 7179/7000 Fax: (011) 355 7184

Enquiry : Ms M. M. Mogane
Telephone No : +27 11 355 7179
Ref : 1/1/3/1/3 – 25080
1/1/3/1/3 – 21007

2024 -03- 27

Attention: S. Nel
Synchronicity Development Planning
P. O. Box 1422
NOORDHEUWEL
Krugersdorp
1756

Sir/Madam,

**PROPOSED TOWNSHIP: ENNERDALE SOUTH EXTENSION 6
(PREVIOUSLY KNOWN AS ENNERDALE SOUTH EXTENSION 4)**

DISTRICT: CITY OF JOHANNESBURG METROPOLITAN MUNICIPALITY

Your letter dated 30 January 2023 refers.

The Department wishes to inform you that this Department has no objection to the township subject to the following information and conditions being applied:-

1. EXISTING AND PROPOSED ROADS

The following existing and/or future transport infrastructure is affected by the layout of the above-mentioned proposed township:

- 1.1 Existing e Road **D766**
- 1.2 Existing **Road P73-1**
- 1.3 Future **Road K45**

2. CONDITIONS

2.1 ROAD OR STREET WIDTHS AND BOUNDARIES TO BE ADOPTED IN THE TOWNSHIP DESIGN

Provision must be made for the following existing and/or future road widths and boundaries in the township design.

2.1.1 Existing road **D766**

- (a) Existing: with varying widths as declared and shown on attached plan PRS75/100/20V.
- (b) Future widening: none

2.1.2 Existing road **P73-1**

- (a) Existing: with varying widths as declared and shown attached plan PRS75/100/20V.
- (b) Future widening: none

2.1.3 Future road **K45**

Future road **K45** with varying widths as shown on plan(s) PRS75/100/20V **must** be excluded from the township.

2.1.4 **Also note must be taken that in terms of the Gauteng Strategic Road Network Review, there may be a number of local authority third (3rd) order roads that might be affected and comments must be obtained from the local authority in whose this application is made concerning the said roads.**

NOTE: Road centerlines and or boundaries must in all instances be established in conjunction with and to the satisfaction of the Department of Roads and Transport.

2.2 REGIONAL BUSINESS- AND/OR COMMUNITY CENTRE(S)

Should this application include a regional business- or community centre, a Traffic Impact Study, indicating road upgrading, must be submitted for evaluation. This could result in further conditions being specified. This, together with the layout of parking bays and access roads shall be subject to the approval of the Department of Roads and Transport. The applicant shall further guarantee that sufficient additional parking can be provided in the event of serious traffic congestion owing to the presence of the business centre.

2.3 ACCESS(ES)

Ingress to and egress from the roads **D766** will be **provisionally** allowed on **Access Road “A”** shall also comply with the requirements of paragraphs 2.3.1 to 2.3.5.

This access point will only be valid if; all the geometric requirements (i.e. sight distances, gradients, acceleration- and deceleration- lanes, etc.) that might be required by the Department can be met.

Notice must be taken that this access is not for this development only, but for the area as a whole and no access control gates may be erected on this access road. Said access road(s) should be planned as a class 3 road in accordance with the standards of the local authority.

Provision must be made for the road reserve splays at the access points to **Road D766** as indicated on Plan No: **25080/1** annexed hereto. (Refer to typical plan GTP 5/1, for splay measurements).

Access Road “A” must be at least 25m wide and must be determined in conjunction with the Local authority. This width is the minimum street widths required. However, a wider street reserve might be required, depending on site-specific characteristics. To ascertain the required street reserve width, a detailed investigation must be undertaken at the access points taking the existing and future design of the provincial road into account.

The final street widths must be confirmed with the Department.

Access to the access street will not be allowed nearer than **100m** from the road reserve of the above mentioned road(s).

This distance is the minimum requirement. A detailed investigation must be undertaken to determine if this distance is sufficient so as not to have any adverse effect on the construction of the provincial road take the future design of the provincial road into account.

This distance (100 metres) may be increased at the discretion of the local authority and the increased distances shall the applicable distance from the road reserve of the affected provincial roads.

The final distance must be confirmed with the Department.

After all the above have been complied with, will the access be confirmed.

The access must be constructed before any development takes place.

The right to access will be revoked immediately if the access is not constructed before development takes place.

No access will be allowed to the road(s) **K45(P73-1)** at all, therefore paragraph 2.3.1 to 2.3.5 are not applicable for said roads.

Where a temporary access is granted for this township, it shall not form part of the conditions for Township Establishment, but for such an access paragraphs 2.3.1 to 2.3.5 will also be applicable.

2.3.1 Any access to the township, whether it is permanent or temporary, shall be built to the satisfaction of the Department of Roads and Transport before it is used. Any such access may be constructed in two phases, viz.;

2.3.1.1 A temporary low cost construction which shall be built by the applicant, and which shall be followed by a permanent construction to be built by the applicant/Local Authority (whoever is responsible for the construction of streets in or for the township) simultaneously with the construction of the streets in or for the township.

In the absence of any streets in the township, such permanent construction shall be done to co-incide with the installation of other engineering services, but in any event, before the construction of any structures on the erven in the township.

2.3.1.2 No access as contemplated in par.2.3.1.1 shall be commissioned without the written permission of the Department of Roads and Transport having been obtained.

2.3.2 Geometric design and building specifications of the access/streets

For the construction of the access whether temporary or permanent, the applicant shall submit to the Department of Roads and Transport, for approval, plan(s) prepared and signed by a Professional Civil Engineer, in accordance with Departmental requirements.

2.3.3 The applicant/Local Authority responsible for the construction of the access

2.3.3.1 After the plans and specifications stated in paragraphs 2.3.2. have been approved by the Department of Roads and Transport, the applicant shall build the temporary/permanent access at his cost under the supervision of a Professional Civil Engineer to the satisfaction of the Department of Roads and Transport. This work shall be executed in accordance with the requirements of paragraph 2.3.1. On completion of the work, the Professional Civil Engineer shall certify that the work has been carried out in accordance with the approved plan(s) and specifications. The certificate shall be handed in to the Department of Roads and Transport.

NOTE : The above planning and design specifications must clearly show over which parts and how far inside the township the bitumen surface of the access road(s) shall stretch.

2.3.4 Permission to work inside the road reserve

The applicant/Local Authority shall not commence with any work inside the road reserve until he has obtained written approval from the Department of Roads and Transport to do so.

2.3.5 Indemnity of the Administrator against claims

During the construction of the access inside the road reserve, the applicant/Local Authority shall take the necessary precautions to regulate the traffic satisfactorily, and to safeguard the traffic against accidents. He shall at his own cost erect barriers, road signs in both official languages and employ flagmen to the satisfaction of the Professional Civil Engineer, but with the proviso that the Department of Roads and Transport (or his representative) may instruct the Professional Civil Engineer on the precautions taken to safeguard traffic, and these instructions are promptly executed at the sole cost of the applicant/Local Authority.

The applicant/Local Authority shall indemnify the Department of Roads and Transport, its officers or workers against any claims arising out of any death of or injuries to any person or damage to any property whatsoever (including services such as water pipes, telephone or electric cable, etc.) caused by or resulting from the activities of the applicant in the road reserve.

Where someone other than the State or Local Authority is responsible for the construction of the access, the applicant shall take out a policy covering him to the amount of R100 000 (one hundred thousand rand). This is necessary to enable the applicant to comply with the above requirements. Before any work is done in the road reserve, the applicant shall deliver proof that the policy has been taken out and all costs of it have been paid in full.

N.B. No work shall be executed inside the road reserve until the relevant plans and specifications stated in paragraphs 2.3.2.1 and 2.3.3.1 have been approved by the Department of Roads and Transport.

2.4 LINES OF NO ACCESS

No ingress to or egress from the above road will be allowed along the lines lettered **A-A₁-A₂-A₃ (Road D766)** and **A₄-A₅-A₆-B-C-D-E ((Roads D766, and K(45(P73-1))** as shown on the plan mentioned in paragraph 6.1 in red (solid).

2.5 PHYSICAL BARRIER

A physical barrier, which is in compliance with the requirements of EXECUTIVE COMMITTEE RESOLUTION 1112 of 26 June 1978 read with Section 46 (2) (b) of the Gauteng Transport Infrastructure Act, 2001 (Act No 8 of 2001) and the Gauteng Transport Infrastructure Regulations, 2002 (Regulation 20 in terms of Notice 219 of 2003 dated 29 January 2003) shall be erected on the lines of no access as described in paragraph 2.4.

2.6 SERVICE ROADS

2.6.1 Service roads shall be remote and separated from the road by means of at least one row of erven. (Refer to Typical plan GTP 3/2-case 3).

2.6.2 Parallel service roads shall as far as possible be continuous with existing or planned service roads so as to relieve the traffic volume on the main roads. Therefore, existing and planned parallel service roads in consecutive townships shall be shown on a key plan, to the satisfaction of the Department of Roads and Transport.

2.7 BUILDING RESTRICTIONS AREA(S)

Building restriction areas, which are in compliance with the requirements of EXECUTIVE COMMITTEE RESOLUTION 1112 of 26 June 1978 shall be provided. The building restriction lines are shown in green (dotted) on the plan mentioned in paragraph 4.1.

No buildings or structures may be erected within the building restriction of 16 metres from the reserve boundary of road(s) **D766** and **P73-1(K45)**.

2.8 LAND USE ALONG THE ROAD(S)

Land uses of erven abutting on the lines of no access shall be in accordance with EXECUTIVE COMMITTEE RESOLUTION 1112 of 26 June 1978.

2.8.1 The Provincial Government shall not be responsible for the cost of (Acoustic Screening) Noise Barrier

The applicant / Local Authority shall be responsible for any costs involved in the erection of Acoustic Screening, if and when the need arises to erect such screening. This stipulation, alternatively, if not accepted by either of the above parties, must be made a condition of township establishment so that the owners of the erven which are within a distance of 95m from the centerline of the effected road(s) are liable for the erection of such screening.

2.8.2 Erven adjacent to roads **D766** and **P73-1(K45)** must be approximately the same area as other erven after the 16m building restriction line has been taken into account.

- 2.8.3 Take Note: No direct access to roads **D766** and **P73-1(K45)** will be allowed from the public garage site. If access to a filling station is required, a separate application therefore, must be submitted to the Department.

2.9 STORMWATER DRAINAGE

- 2.9.1 Part 4, Sections 40, 41, 46, 48 of Transport Infrastructure Act, Act No 8 of 2001, are applicable.
- 2.9.2 The developer/property owner/applicant is responsible for acceptance, handling and disposal of stormwater. The whole natural catchment above and below the proposed development/change in land use must be given consideration.
- 2.9.3 No alterations to the existing catchment will be allowed without the approval from this Department and/or the relevant Authorities. If alterations are contemplated, a well-motivated concept discussing all possible alternatives must be presented for approval at the stage of Services Report compilation.
- 2.9.4 If the development/change in land use area constitutes only a part of the total effective drainage area, this Department nevertheless, will require a drainage system adequate for the total effective drainage area and which may allow for the final development.
- 2.9.5 All changes in the run-off resulted from the proposed development/change in land use must be accommodated within the development/property boundaries and the discharge must be effected in the general direction of the natural contours.
- 2.9.6 If crossing of the provincial road is unavoidable it should be done in the shortest possible way, with taking into account the latest departmental planning.
- 2.9.7 The developer/property owner/applicant shall be responsible for the construction of the drains within the road's boundaries. Further disposal of stormwater must be acceptable to **all parties** concerned.
- 2.9.8 The developer/property owner/applicant to agree on costs apportionment with the Local Authority. This Department will not contribute to the cost of stormwater structures.
- 2.9.9 For design guidelines of the drainage system proposal applicant is referred to the following documents:
- Code of Procedure: Structures (Gautrans)
 - Guidelines on the Planning and Design of Township Roads and Stormwater Drainage (SAICE)
 - Drainage Manual (Draft) and Typical Drainage Plans, series 2000.
- 2.9.10 **The Services Report containing the stormwater design proposal must be submitted to this Department for approval at the time of the application, i.e. before Township Proclamation.**

- 2.9.11 No construction of the drainage structures may commence without written permission (the Wayleave) from this Department.
- 2.9.12 The Local Authority or the authorized person acting **on behalf** of the Local Authority should lodge the application for a wayleave.
- 2.9.13 Wayleaves will only be considered for the development/changes in land use, for which Services agreement has been signed.

2.10 THE PROVINCIAL ADMINISTRATION NOT RESPONSIBLE FOR THE COST OF THE DRAINAGE SCHEME

The applicant/Local Authority (whoever is responsible for the drainage of the township) shall build the drainage scheme at his cost simultaneously with the construction of the roads and the drainage scheme for the township.

2.11 FINAL APPROVED PLAN TO BE RECEIVED WITHIN 10 YEARS

The final approved plan showing the layout of the township shall be supplied to the Department of Roads and Transport within 10 years of the date of acceptance of these conditions by the applicant, otherwise the application shall be submitted to the Department of Roads and Transport for reconsideration of these conditions and revision as he deems necessary.

2.12 TRACING TO BE AMENDED

The letters/dimensions stated in the above conditions must be shown on the original tracing of the layout plan before any further prints are made.

2.13 REVISED/AMPLIFIED PLAN

5 Copies of the revised/amplified plan, together with the applicant's written acceptance of all the above conditions, must be submitted to the Department of Roads and Transport.

3. TRAFFIC IMPACT STUDIES

If this application results in a traffic generation of more than 50 peak hour vehicle trips, this Department must be supplied with a traffic impact study addressing all road improvements that might be required on provincial roads.

NOTE: all road improvements will be to the account of the developer.

4. ADVERTISEMENTS

No advertisements as described under article 2 of the Advertising on Roads and Ribbon Development Act, Act 21 of 1940 that may be visible from road(s **D766** and **P73-1(K45)**) shall be displayed without the written approval of the controlling authority (Department of Roads and Transport).

5. DEPARTMENT OF ROADS AND TRANSPORT ENTITLED TO REVISE THESE CONDITIONS

The Department reserves the right to revise these conditions at any time before it receives the final written acceptance of them by the applicant.

6. PLANS TO BE READ WITH THESE CONDITIONS

The following plans will serve as explanation of the above conditions and shall be read with the conditions:

6.1 Township layout plan no: **25080/1** (as amended 26 March 2024).

6.2 PRS75/100/20V.

6.3 Typical plans GTP 5/1 and GTP 3/2.

7. DESIGN PLANS AND SPECIFICATIONS TO BE READ WITH THESE CONDITIONS

The following shall be read with these conditions:

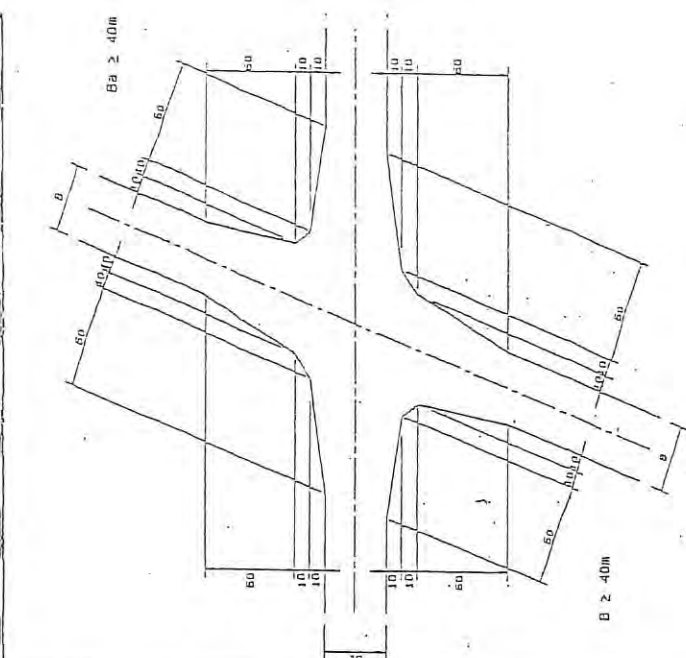
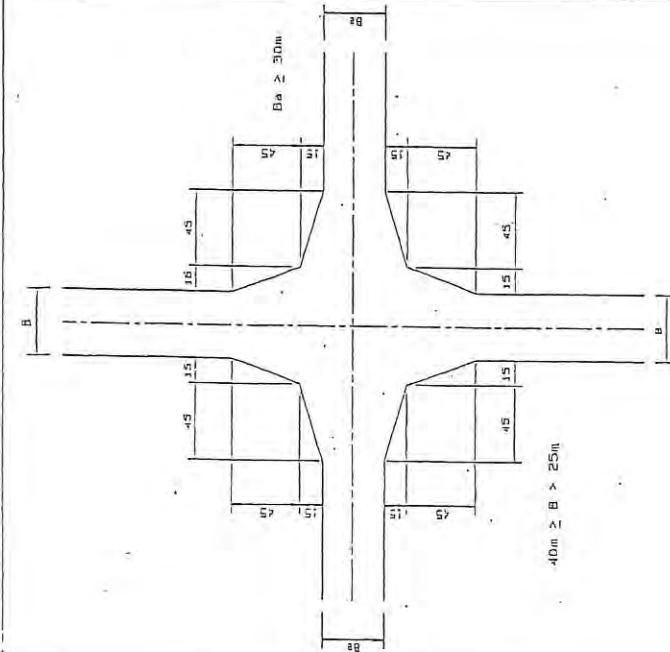
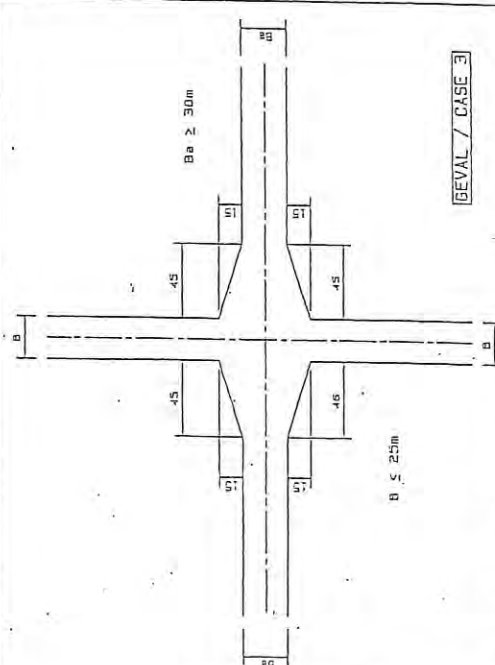
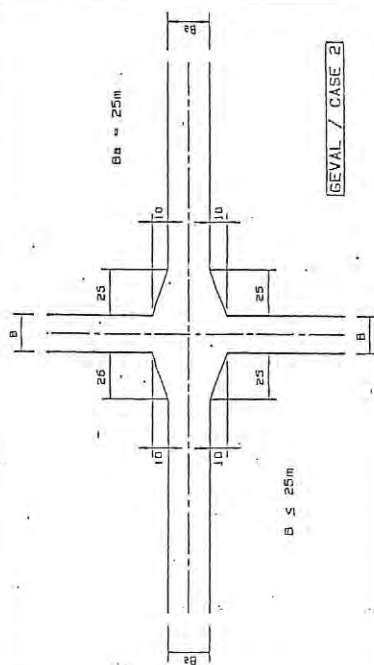
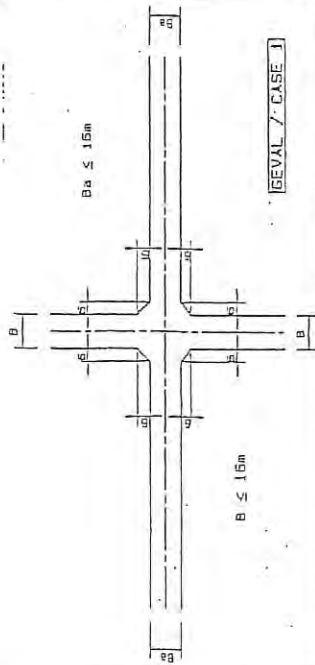
7.1 Design plans and specifications mentioned in paragraphs 2.3.2.

8. INCLUSION OF CONDITIONS IN TOWN PLANNING SCHEME OR CONDITIONS OF ESTABLISHMENT

These conditions must be incorporated into the relevant conditions of establishment of the township/the town planning or land use scheme/ title deed restrictions / rezoning/ consent / subdivision conditions of the above subject property(ies). Proof of the above must be submitted to this Department.



Ms M. M. MOGANE
ENGINEERING TECHNICIAN
SUB-DIRECTORATE: DEVELOPMENT FACILITATION
for DIRECTOR: TRANSPORT INFRASTRUCTURE PLANNING
CHIEF DIRECTORATE: TRANSPORT POLICY AND PLANNING
BRANCH: TRANSPORT
DEPARTMENT OF ROADS AND TRANSPORT
DATE: 2024 -03- 27



TOEPASSING VAN VERSKILLENDE GEVALLE / APPLICATION OF DIFFERENT CASES							
		HOOFDPAAD / MAIN ROAD (Baa)					
	NIM PAUSESEINWYDTE [m] WITH ROAD RESERVE WIDTH [m]	B	15	25	30	40	B2
	B	1H	1H	2	3	3	3
	15		1H	2	3	3	3
	25			2	3	3	3
	30				4	4	4
	40, 4				4	4 (5) H H	4 (5) H H
	B2					5	5

11. ПИЛИМИ АРСИМУРАШИД БЕШУНТ БИ БИ ОТИМКИРИТИ ТЕ ВИЕС, ТЕКУС АКИДЕРС
СИПТ БУЕН УТО ПЛАСАКЕ АКОМБЕР.
12. ШИП ВОЕУТИ ИОЕТИ АКОМБЕР.
13. ПИЛИМИ АРСИМУРАШИД БЕШУНТ БИ БИ ОТИМКИРИТИ ТЕ ВИЕС, ТЕКУС АКИДЕРС
СИПТ БУЕН УТО ПЛАСАКЕ АКОМБЕР.


W H GEVAL 6 MORD SLEGS GEDRUKT WAJNEER BEIDE PAAZE DUBBELWAAPPALE 16.

[illegible]

NOTE: THE FOLLOWING CLASSES 1 AND 2 SHOULD BE DETERMINED IN CONSULTATION WITH THE LOCAL AUTHORITY.

1. THE DESIGN VEHICLE TO DETERMINE THE TURNING MOVEMENTS AT JUNCTIONS.


2. THE DESIGN VEHICLE TO DETERMINE THE TURNING MOVEMENTS AT JUNCTIONS WHERE NECESSARY. THE ROAD HESKIVE JUST IS ANALYZED ACCORDINGLY. FOR ALL CLASSES THE DESIGN VEHICLE MUST BE A TRAILER BETWEEN THE TRAILER AND THE ROAD RESURFACED. THE ROAD RESURFACED FOR ROAD BURNS, ADDITIONAL LINES AND DRINKING AS REQUIRED.

	SIGAAK OP VERGLEIKENDE TEKENING SCALE ON REDUCED DRAWING				DEPARTMENT
					
	100mm OF CORRESPONDING LINE "TEKENING" JOINTS ON ORIGINAL DRAWING	No.	DATUM / DATE	HISTORISCHES / AMENDMENTS	PAGES
		1	MAY 2022	ISSUED BY NFI	

DEPARTEMENT VAN VERVOER EN OPEENBAAR WERKE


GAUTRANS

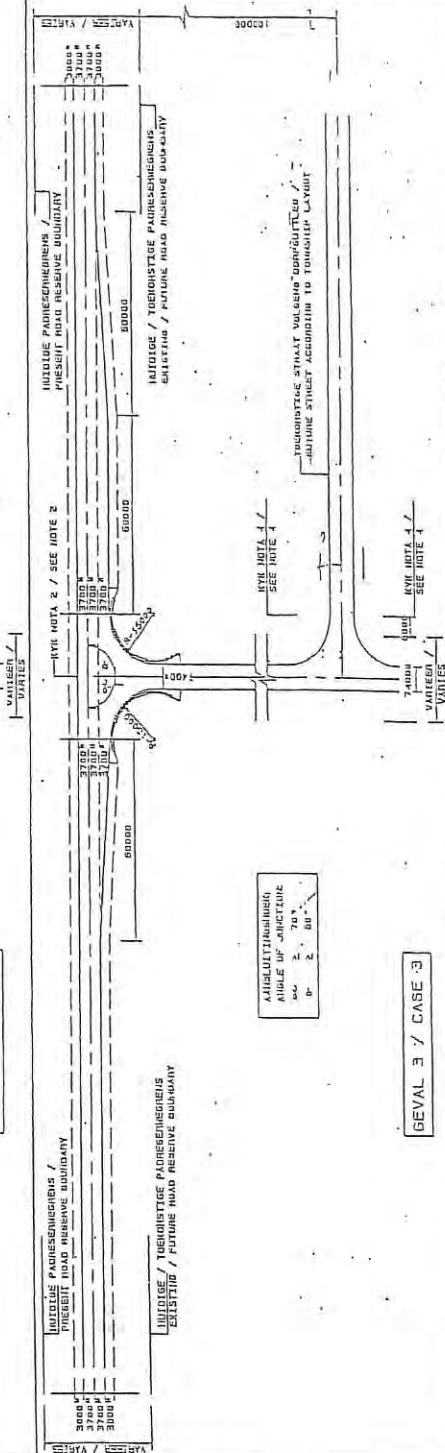
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PADRESERIEAFSKUITSINGS BY AANSLUITINGS



DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
GAUTRANS

TYPICAL DETAILS OF
ROAD RESERVE SPLAYS AT INTERSECTIONS

GOEDERECHTER DEUR APPROVED BY	SKAAL/SCALE 1: 500	VEL VAN VELLE SHEET OF SHEET
		PLAN NO: GTP 5/1
21-1-2000 1000 1000 1000 1000 1000 1000 1000 1000		



WILKINSON, J. P. 1966. THE EFFECTS OF DIETARY CHANGES ON THE GROWTH OF THE COMMON CARP (*Cyprinus carpio* L.).

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GAUTENG PROVINCE

Department: Roads and Transport
REPUBLIC OF SOUTH AFRICA

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Enquiry : Ms M. M. Mogane
Telephone No : +27 11 355 7179
Ref : 1/1/3/1/3 – 25080
1/1/3/1/3 – 21007

2024 -03- 27

Department of Roads and Transport
Private Bag X83
MARSHALLTOWN
2107

Sir/Madam,

**PROPOSED TOWNSHIP: ENNERDALE SOUTH EXTENSION 6
(PREVIOUSLY KNOWN AS ENNERDALE SOUTH EXTENSION 4)**

DISTRICT: CITY OF JOHANNESBURG METROPOLITAN MUNICIPALITY

One copy of the lay-out plan of the above-mentioned township is enclosed for plotting and comments, if necessary.

Yours faithfully,

**Ms M.M. MOGANE
ENGINEERING TECHNICIAN
SUBDIRECTORATE: DEVELOPMENT FACILITATION
DIRECTORATE: TRANSPORT INFRASTRUCTURE PLANNING
CHIEF DIRECTORATE: TRANSPORT POLICY AND PLANNING
BRANCH: TRANSPORT
DEPARTMENT OF ROADS AND TRANSPORT
DATE: 2024 -03- 27**



3 = +2 324 200

3 = +2 324 200

3 = +2 324 600

ENNERDALE SOUTH TOWNSHIP

Portion 38
FONTEINE 313-IQ

OKMERE AGRICULTURAL HOLDINGS

LINE OF NO ACCESS
16m BUILDING LINE
(NOT TO SCALE)

ACCESS ROAD "A"
300m

PROPOSED
SERVICE ROAD

ROAD P73-1(K4+S) AS PER T6/00/200V

FLOOD LINE CERTIFICATION

It is hereby certified that the proposed township as shown is AFFECTED / NOT AFFECTED by a 1:100 year flood line, as per the provisions of Section 144 of the National Water Act, 1998 (Act 36 of 1998).

(Pr Eng) (Reg No)

LAYOUT PLAN

PROPOSED TOWNSHIP

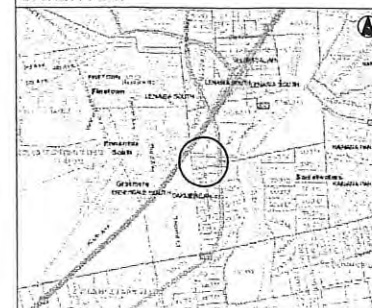
ENNERDALE SOUTH

EXTENSION 6

SITUATED ON
PORTION 37 OF THE FARM
FONTEINE 313-IQ

Province : Gauteng

LOCALITY PLAN



ZONING SCHEDULE

LAND USE TABLE				
PROPOSED ZONING	ERF No.	No. OF ERVEN	AREA (Ha)	% OF AREA
Special for a Filling Station	1	1	0,6617	11,70
Business 1	2	1	0,3476	6,14
Business 3	3	1	3,1175	55,10
Commercial 1	4	1	0,8826	15,50
Special: Restaurants, Informal Trading and Recreation	5	1	0,6481	11,46
TOTAL		5	5,6575	100

LOCAL AUTHORITY

CITY OF JOHANNESBURG

CONTOURS

Contour Interval: 1,0m
Datum (AHSL): Sea Level
Surveyed by: -
Date of Survey: -

GENERAL INFORMATION

Maximum Street Gradient:
Minimum Street Gradient:
Maximum Street Length:

CLIENT

OAKMERS CC

SERVITUDE NOTES

- Power line servitude with underground electric cables vide diagram S.G. No. A3432/1937 and Deed of Servitude No. K330/1938.
- Power line servitude with underground electric cables vide diagram S.G. No. A2339/1942 and Deed of Servitude No. K715/1943.

ANNEXURE N

NOTES

- The figure A,B,C,D,E,F,A represents the proposed township, in extent 5,6575 hectares.
- Survey system: WGS27
- Measurements are given in metres.
- All areas and distances are approximately pending final survey.
- The lines - - - - indicates a proposed right-of-way affecting Erven 3 and 4, respectively.

LAYOUT PLAN No.: -

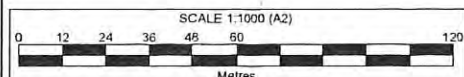
DRAWING No.: S2205-3

Date: July 2022

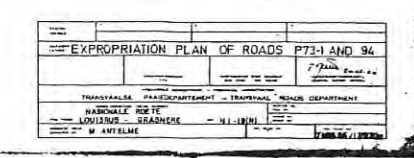
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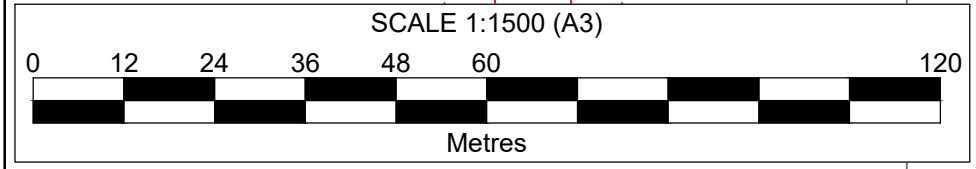
Synchronicity DP

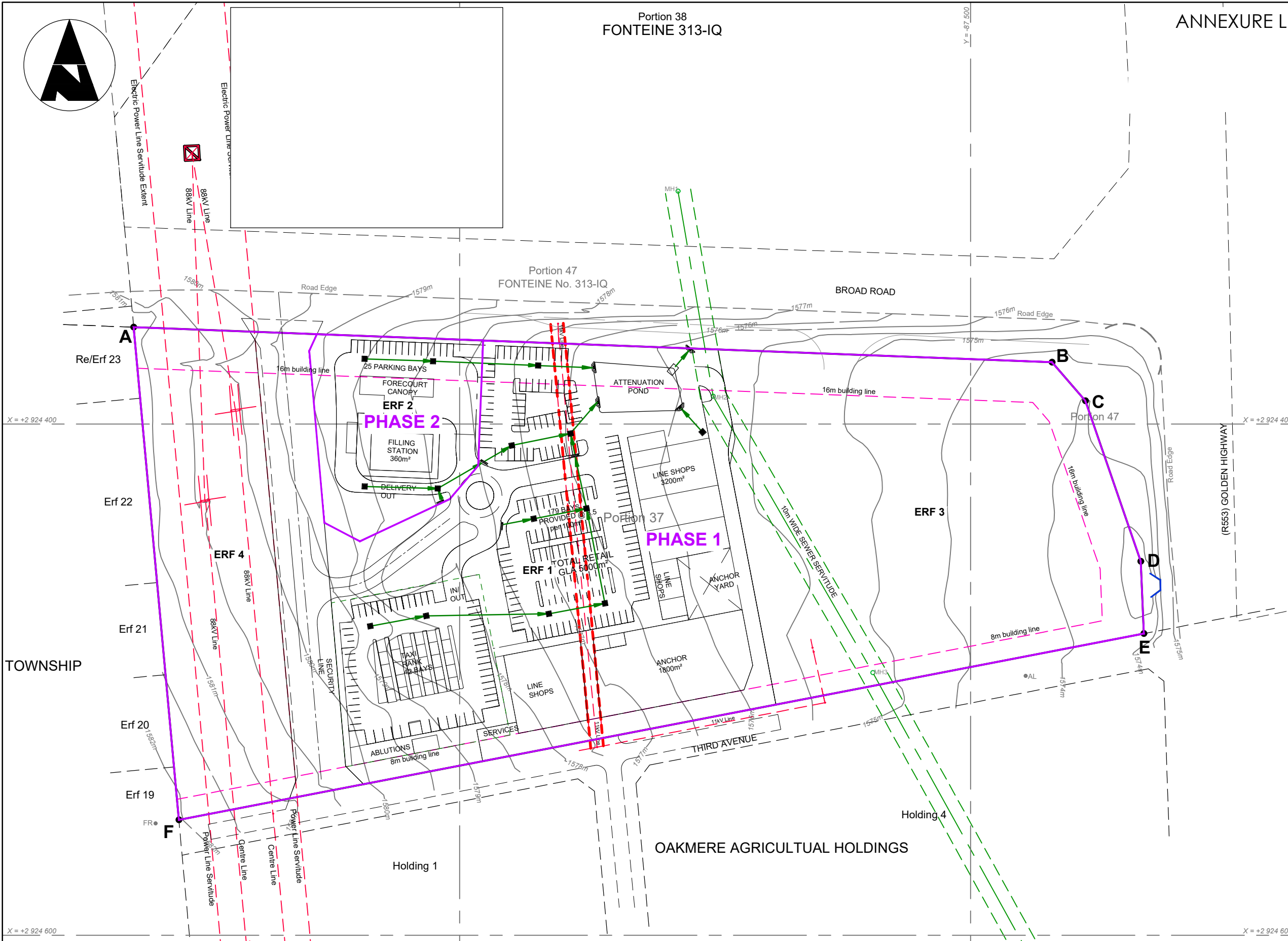
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PLOT DATE: 22/07/2022 10:29 am

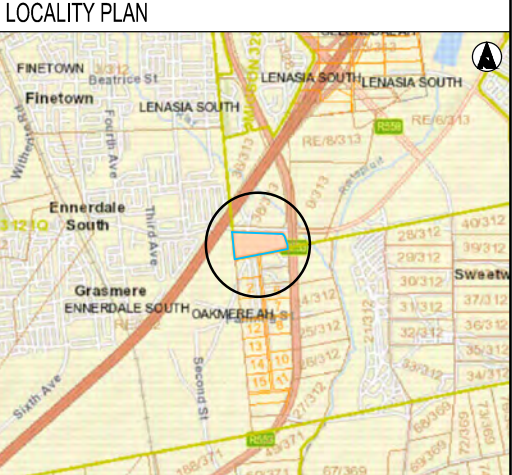






ANNEXURE L

LAYOUT PLAN
PROPOSED TOWNSHIP
ENNERDALE SOUTH EXTENSION 6
PHASING
SITUATED ON
PORTION 37 OF THE FARM
FONTEINE 313-IQ
Province : Gauteng



ZONING SCHEDULE

LAND USE TABLE				
PROPOSED ZONING	ERF No.	No. OF ERVEN	AREA (Ha)	% OF AREA
Business 3	1	1	2,1577	38,14
Special: for Filling Station	2	1	0,4481	7,92
Social Open Space	3	1	1,7982	31,78
Special	4	1	0,8814	15,58
Roads, Railway & Air: Public Road			0,3721	6,58
TOTAL		4	5,6575	100

LOCAL AUTHORITY
CITY OF JOHANNESBURG

CONTOURS
Contour Interval: 1,0m
Datum (AHSL): Sea Level
Surveyed by: -
Date of Survey: -

CLIENT
OAKMERS CC

SERVITUDE NOTES
1. Power line servitude with underground electric cables vide diagram S.G. No. A3432/1937 and Deed of Servitude No. K330/1938s.
2. Power line servitude with underground electric cables vide diagram S.G. No. A2339/1942 and Deed of Servitude No. K715/1943s.

LAYOUT PLAN No. : -
DRAWING No. : S2205_6-7
Date : June 2025
Copyright : Synchronicity DP

- NOTES:
- The figure A;B;C;D;E;F;A represents the proposed ENNERDALE SOUTH EXTENSION 6 township, in extent 5,6575 hectares.
 - Survey system: WG27
 - Measurements are given in metres.
 - All areas and distances are approximately pending final survey.
 - Erf 3 will be notarially tied with Erf 2.

