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Our Reference: 15/2/6/751

Enquiries: Wilhelm Schutte (028 514 8541 / wschutte@swellendam.gov.za)

Date: 26/08/2025

Basson & Basson Architects
9 Amersfoort Street
Worcester
6850

Mr Basson

APPROVAL OF A SITE DEVELOPMENT PLAN AND DEPARTURE FROM PARKING PROVISIONS: ERF 5474, SWELLENDAM

Please be advised that the Municipal Manager, in terms of the delegations approved by Council on 29 June 2023, (Item A105), has **APPROVED** (in terms of Section 60 of the Swellendam Municipality: Municipal By-Law on Land Use Planning, 2020) the application lodged in terms of Section 15(2) of the Swellendam Municipality's Bylaw on Municipal Land Use Planning, 2020 and set out on the subdivision / consolidation plan (S-S2253) for:

- Approval of a Site Development Plan, and
- Departure from the on-site parking requirements, on Erf 5474, Swellendam.

The application was approved for the following key reasons:

- The proposed development is consistent with the principles and proposals contained in the Swellendam Spatial Development Framework, 2020 (SDF).
- The proposal can be considered to have positive economic benefits and will provide a retail facility in a very accessible location.
- The proposal should not have a negative impact on the surrounding community or the property rights of adjacent property owners.
- The departure from the parking requirements, from 88 to 50 parking bays, was considered, particularly in light of the traffic consultant's technical motivation and deemed appropriate provided the mitigation measures are implemented prior to the operation of the new development.

The approval is subject to the following conditions (in terms of Section 66):

1. Development of Erf 5474 be substantially in accordance with the Site Development Plan (Plan SDP-S5474), with a maximum GLA of $\pm 2527\text{m}^2$.
2. A minimum of 50 on-site, public parking bays be provided on the property, excluding the proposed taxi embayments and on-site loading bays.

3. A formal sidewalk, pedestrian crossing and taxi embayments (to accommodate 10 taxi's) be constructed along Station Street at the developer's cost, in consultation with the Director: Infrastructure Services
4. The conditions as set out in the letter from Overberg District Municipality, dated 25/03/2025, be adhered to – refer attached.
5. The conditions as set out in the letter from SANRAL, dated 24/07/2025, be adhered to – refer attached.
6. That the property owner pays the requisite Development Charge, prior to building plan approval or as set out in the Service Level Agreement, in accordance with the tariffs applicable at that time. The current indicative charge is as per the quotation template attached. The actual amount payable to be confirmed with the Director: Infrastructure Services, prior to payment.
7. Responsibility for the design, cost and installation of all on-site roads, services, reticulation and connections (water, sewer, electrical, etc.), any bulk / bulk-link infrastructure, or costs for the adjustment / upgrading of any existing infrastructure, deemed necessary for the implementation of this decision, to vest with the property owner / developer, as per a Services Level Agreement (SLA) between the owner / developer and the Director: Infrastructure Services. Said SLA to be drawn up by the Swellendam Municipality, and concluded and signed prior to any and all construction activity commencing. The SLA to include cost apportionment and an implementation plan / schedule of the recommendations contained in the Traffic Impact Assessment report – dated 10 December 2024 (attached). A copy of the signed SLA to be lodged with the Division Town Planning and Building Control.

General Requirements:

- The zoning of the property will remain General Business Zone and all applicable provisions of the Swellendam Integrated Zoning Scheme By-law, 2020, be adhered to.
- The Consent Use for a Liquor Store remains in place on the General Business Zone property.
- No new buildings / structures be erected on the property, prior to building plan approval by the Municipal Division Town Planning & Building Control in terms of the National Building Regulations and Building Standards Act No 103 of 1977.
- The property be valued and taxed in terms of its use and approval on registration.

You are hereby informed that you have a right to appeal this decision in terms of Section 79(2) of the Swellendam Municipality: By-Law on Municipal Land Use Planning, 2020. The appeal is to be in writing and lodged in terms of the provisions of Section 80 of the By-Law with the Appeal Authority within 21 days of the date of this notification. An Appeal Form will be made available on request.

Yours faithfully

pp
A VORSTER
MUNICIPAL MANAGER
b/

WILHELM MARTIN BASSON ARGITEK
IN ASSOSIASJE MET LE ROUX BASSON ARGITEK

J. AMERSFOORTSTR. 1 • TEL. (023) 3424787
WORCESTER 68550 • FAX. (023) 3424787
SEL. 062 568 2200 E-MAIL: wmb@wbl.co.za

B. BOUK. B. ARG. (UPE) ARG. (SA) LRA-nr. 4926

KLIJNT:
OLIVIA SWART(JONKER)-OUD E CAEPSE
BRANKHANDELAARS

PROJEK:
VOORGESTELDE TERREINONTWIKKELINGS
PLAN OP ERF 5474, SWELLENDAM

TEKENING:
TERREINPLAN

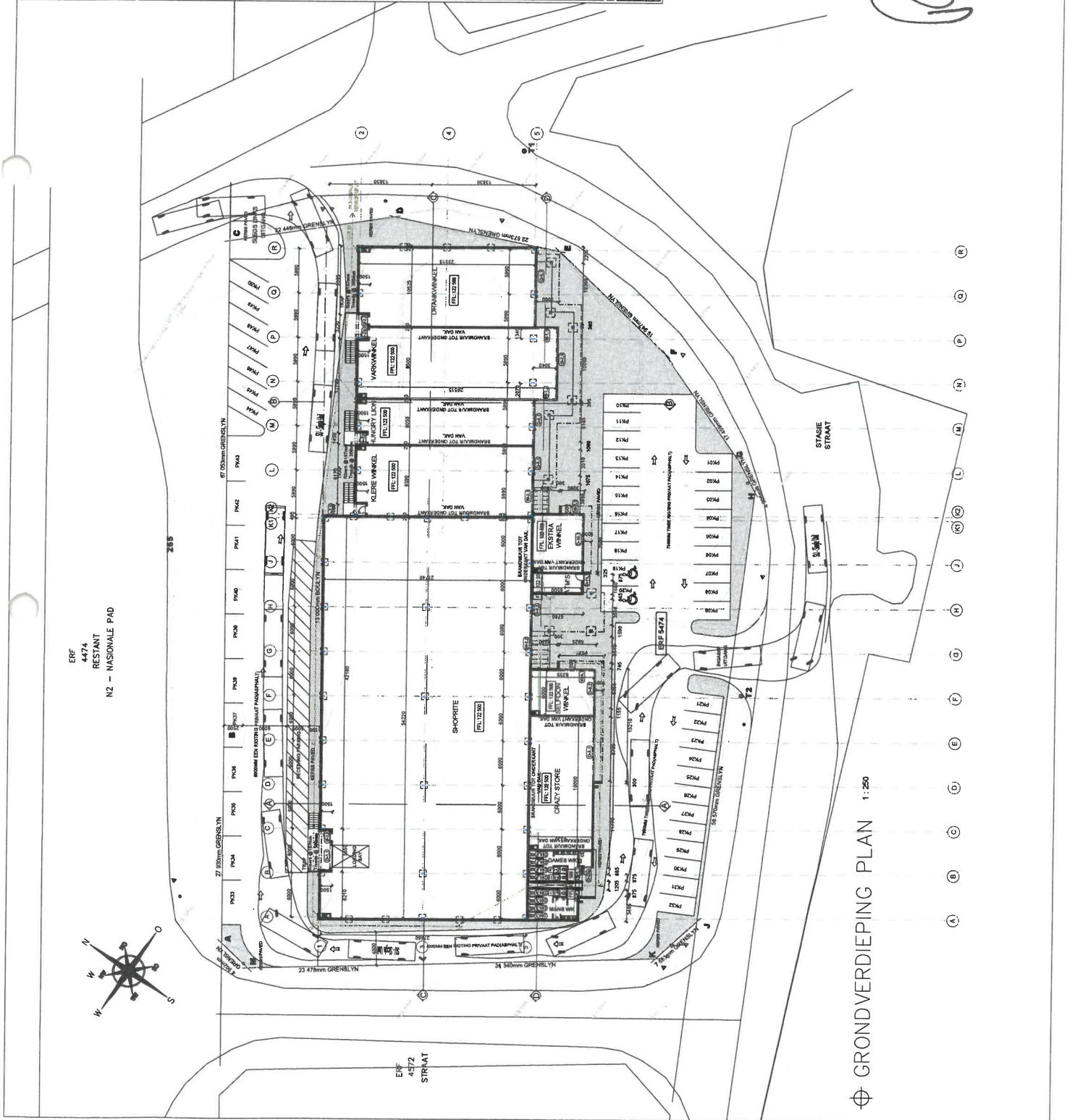
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ALLE WAKES NIET OP EENEN NAZELIEN WORD.
WIE ONDERLIJDE NIET MET DE ARDIEK WIEZELIEN WORD.
OPREK VOORRECHOU DATUM GEDRUK: 10-DEC-2024

NEW
SELECTION

[illegible]

SDP-S5474



Reference: W11/4/3-2/4-18
Date: 24 July 2025
Email: dekockr@nra.co.za

Fax Number: +27 (0) 21 910 1699
Direct Line: +27 (0) 21 957 4618
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The Municipal Manager
Swellendam Municipality
PO Box 20
SWELLENDAM
6740

Email: mswart@swellendam.gov.za

Dear Mine Swart

**NATIONAL ROUTE 2 SECTION 5: PROPOSED DEVELOPMENT ON ERF 5474 SWELLENDAM:
SHOPPING CENTRE**

Your application has reference.

The South African National Roads Agency SOC Limited (SANRAL) herewith approves your application in terms of section 49 of the South African National Roads Agency Limited and National Roads Act, 1998 (Act 7 of 1998), subject to the following conditions:

1. The development as indicated on attached Site Development Plan W4304201, dated 10 December 2024 and drawn by W.M.B/L.M.B/D.L.S, is hereby approved.
2. A permanent 2m wall must be erected on the boundary of the land development area and the national road reserve. Detailed plans of the proposed wall must be submitted to SANRAL for approval prior to the erection thereof. The maintenance of the wall will be the responsibility of the property owner/successor in title. No pedestrian access to the N2 or along Stasie Road leading from the N2, would be allowed. Where amendments to the site development plan are required, the written approval of the SANRAL shall be obtained.
3. Where amendments to the site development plan are required, the written approval of the SANRAL shall be obtained.
4. Upon approval of a general plan over the site adjoining the national road, the layout may be amended or cancelled in terms of section 37 (2) of the Land Survey Act, (Act 8/1997) with the prior consent of the SANRAL.
5. No structure or other thing (including anything which is attached to the land on which it stands even though it does not form part of that land) shall be erected, laid or established within the land development area within a distance of 14 meters for residential development from the boundary of the national road without the written approval of the SANRAL.

6. No direct access from the N2 would be allowed. No right turn movements from Stasie road to the N2 would be allowed. The current access configuration would remain as it is. A 3-way stop is required at the juncture of Stasie and Stasie Road. Any future improvement to this intersection must be submitted to SANRAL for approval.
7. The SANRAL will not be liable for any damage or diminishment in value of the land development area arising out of any impact on the proposed development as result of existing or future storm water drainage from the national road.
8. Such facilities as are necessary for the control and disposal of storm water from the land development area shall be constructed to the satisfaction of the SANRAL. Prior to the establishment of the proposed development a storm water accommodation plan must be submitted to SANRAL for approval.
9. The SANRAL shall not be held liable to any party should it be found at any time in the future that noise, air pollution and light pollution emanating from the national road presents a problem to the development adjacent to the national road. The developer/successor in title/local authority shall be responsible for taking such steps as may be necessary to reduce the impact of such noise, air and/ or light pollution.
10. The aforementioned provisions shall be recorded in the title deeds of each of the properties.
11. The written confirmation of the SANRAL, that the conditions referred to herein have been fulfilled to its satisfaction, shall be required prior to occupation of the site. The applicant/developer shall provide SANRAL with a certificate from a professional consulting engineer certifying that the design and construction of all services and other improvements referred to in these conditions have been undertaken to the required standards.
12. The approval granted herein by the SANRAL does not exempt the developer from the provisions of any other legislation.
13. This approval shall bind any successor-in-title to the land on which the structures have been established. This approval shall bind any successor-in-title to the land on which the structures have been established. This approval does not exempt the applicant from the provisions of any other Act.
14. In terms of Section 50(1) of the South African National Roads Agency Limited and National Roads Act, 1998 (Act No.7 of 1998), no person may, unless authorised by SANRAL or otherwise in terms of Section 50(2), - display and advertisement on a national road, or permit it to be displayed; display, outside an urban area, any advertisement visible from a national road, or permit any advertisement which is so visible, to be displayed; display any advertisement visible from a national road in an urban area, on any land adjoining the national road or on land separated from the national road by a street, or permit it to be displayed. No free standing advertising signs will be allowed in terms of Regulations on Advertising on or visible from the National Road as published in Government Gazette no 6968 dated 22 December 2000.

15. SANRAL shall not be involved in any expenditure in connection with and shall not be responsible or liable for:
- the erection of any structures
 - any financial expenditure or loss in the event of SANRAL ordering the removal or shifting or relocation of anything related to this approval
 - any financial responsibility or liability for any claim from the applicant which may occur from the lapsing of the approval.

Any further development must come to SANRAL for approval.

Yours Sincerely



.....

MR R CABLE
PROVINCIAL HEAD: WESTERN CAPE

Cc Liezle Stodart Pr Eng - liezlstodart@gmail .com

ID 29914671

OVERBERG

**DISTRIKSMUNISIPALITEIT
DISTRICT MUNICIPALITY
UMASIPALA WESITHILI**



MELD ASB/PLEASE QUOTE

Ons Verw./Our Ref.: 18/3/9/6/2/3

Navrae/Enquiries: M. Swart

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Tel: 028 5141182

25/03/2025

Munisipale Bestuurder
Swellendam Munisipaliteit
Posbus 20
SWELLENDAM
6740

Vir Aandag: Hoof Stadsbeplanning en Boubeheer

Meneer

**KOMMENTAAR: WYSIGING VAN 'n GOEDGEKEURDE ONTWIKKELINGSPLAN EN
PERMANENTE AFWYKING: BASSON & BASSON ARCHITECTS: NAMENS OUDE
CAEPSE DRANKHANDELAARS (Edms) Bpk: ERF 5474, SWELLENDAM**

'n Skrywe van u ontvang verw.15/2/6/751 gedateer 07 Maart 2025 insake bogenoemde, verwys.

Graag word as volg kommentaar gelewer op die aansoek:

Vereistes vir Voedselpersele: R638 Geskiktheidsertifikate

- Besighede wat op die perseel opgerig gaan word en wat voedsel gaan hanteer moet voortydig die nodige aansoeke indien by die Munisipale Gesondheidsdepartement van die Overberg Distriksmunisipaliteit vir die uitreik van 'n R638 geskiktheidsertifikaat vir die bedryf van 'n voedselperseel.
- Vereistes vir die bedryf van 'n bepaalde voedselperseel sal na ontvangs van 'n R638 aansoek en evalueringsinspeksie bepaal word.
- Die uitreiking van R638 geskiktheidsertifikaat kan slegs oorweeg word nadat 'n fasiliteit geïnspekteer is.
- 'n Fasiliteit wat voedsel hanteer mag slegs bedryf word na uitreiking van genoemde sertifikaat.

- Die R638 geskiktheidsertifikaat aansoek fooi beloop tans 'n eenmalige bedrag van R1 070,00 per aansoek en word die aansoek fooi jaarliks op 01 Julie, aangepas en is aansoekvorms beskikbaar by die kantore van die Munisipale Gesondheidsdepartement van die Overberg Distriksmunisipaliteit te Craigstraat Swellendam. Aansoekers word volledig ingelig rakende die voltooiing van die aansoekvorm, inspeksie prosedures en betalings vereistes.

Opsomming

Die Departement het geen beswaar teen die aansoek nie, op voorwaarde dat daar aan Gesondheidsvereistes voldoen word.

Vir verdere navrae rakende die skrywe kan u gerus die Area Bestuurder Mnr. M Swart skakel by sel. 082 496 2277.

Die uwe

MUNISIPALE BESTUURDER

Swellendam Development Charges Calculator 2025/2026 (Preliminary Quotation)

Erf Number	5474	Description
Town	Swellendam	Existing shop of 165m². New centre proposed with 2527m² GLA. Difference in GLA is 2362m². Trip generation as per TIA report dated December 2024.
Developer/Owner	OUDE CAEPSE DRANKHANDELAARS PTY LTD	
Erf Size	6315m²	
Date	20/08/2025	
Current Financial Year	2025/2026	

Code	Land Use	Unit	Development Parameters (New / additional rights only)	
			Units / m² GLA	Notes
RESIDENTIAL				
A1	Single Residential > 1000m² Erf	Dwelling unit		
A2	Single Residential > 650m² Erf	Dwelling unit		
A3	Single Residential > 350m² Erf	Dwelling unit		
A4	Single Residential < 350m² Erf	Dwelling unit		
A5	Group Housing >200m² Erf	Dwelling unit		
A6	Group Housing <200m² Erf	Dwelling unit		
A7	GAP/Affordable Housing	Dwelling unit		
A8	State Funded Housing	Dwelling unit		
A9	Flat	Dwelling unit		
A10	Double/ Additional Dwelling	Dwelling unit		
A11	Rural / Undetermined / Agricultural	Dwelling unit		
A12	Rural Intensification / Agri-subdivisions	Dwelling unit		
ACCOMMODATION ESTABLISHMENTS				
B1	Hotel / Guesthouse	Rooms		
		m² GLA		
BUSINESS				
C1	General Business	m² GLA		
C2	Office	m² GLA		
C3	Retail/Shop	m² GLA	2 362	
INDUSTRIAL				
D1	Warehouse	m² GLA		
D2	Industrial	m² GLA		
INSTITUTIONAL/COMMUNITY				
E1	Early Childhood Development Centres	Learner		
		m² GLA		
E2	Tertiary / Schools	Learner		
		m² GLA		
E3	Care / Accommodation (Hospitals, Clinics, Old age home)	Bed		
		m² GLA		
E4	Office/ Consulting rooms (welfare offices, clinics, hospitals & env. facilities)	m² GLA		
E5	Meeting Places (places of assembly, place of worship)	m² GLA		

Calculation of bulk engineering services component of Development Charge

Service	Units	Demand	Unit Cost (Tariff)	Amount	VAT	Total
Roads	trips/day	327,000	R2 660,87	R870 104,49	R130 515,67	R1 000 620,16
Stormwater	actual size - m²	2362,000	R16,52	R39 020,24	R5 853,04	R44 873,28
Sewerage	kl/day	8,031	R13 226,09	R106 216,08	R15 932,41	R122 148,50
Water	kl/day	9,448	R16 400,00	R154 947,20	R23 242,08	R178 189,28
LT (400 Volt) Mini S	kVA	212,580	R6 713,04	R1 427 058,04	R214 058,71	R1 641 116,75
Solid Waste	kg/day	56,688	R466,96	R26 471,03	R3 970,65	R30 441,68
Total Development Charge payable						R 3 017 389,65

Swellendam Municipality	Comments
Official: _____ Signature : _____ Date : _____	

NOTE : THIS CALCULATION IS BASED ON THE DEVELOPMENT INFORMATION PROVIDED AND TARIFFS APPLICABLE FOR THE FINANCIAL YEAR IN WHICH THE DEVELOPMENT APPLICATION IS MADE. TARIFFS ARE ESCALATED ANNUALLY ON 1 JULY IN ACCORDANCE WITH TARIFF INCREASES APPROVED BY COUNCIL AND THE AMOUNT DUE WILL BE BASED ON THE UNIT DEMAND MULTIPLIED BY THE RELEVANT TARIFF, APPLICABLE ON THE DATE OF PAYMENT

Excerpt from
the TIA - Conditions
(26/08/25)

It is recommended that a 2-metre wide sidewalk should be provided along the northern and western side of Station Street from the N2 access road down to the underpass. See **Figure 9**.

13. CONCLUSIONS

It can be concluded that the proposed shopping centre development on Erf 5474 Swellendam will have a moderate traffic impact. Other findings are summarised below.

- The property is located between the N2 and Station Street in Railton;
- The proposal entails the construction of a 2835m² shopping centre;
- A full access is proposed off Station Street, approximately 50 metres east of the N2 access road. A left turn only egress is proposed onto Station Street just south of the N2 underpass.
- The intersections that will be affected most are Station Street / N2 Access Road, Station Street / Gravel Road / Tyremart access and Station Street / Cooper Street;
- Unacceptable service levels are currently experienced at the Station Street / Gravel Road / Tyremart intersection. An alternative layout was suggested in the March 2018 Swellendam Low Cost Housing Project TIA;
- Latent trips from the Swellendam low cost housing project were included in the Year 2029 background traffic estimation;
- The capacity of the stop-controlled Station Street / Cooper Street intersection will be exceeded with 2029 background traffic volumes and will require upgrading;
- The proposed shopping centre will generate 53 trips (34 in, 19 out) during morning peak hours and 161 primary trips (80 in, 81 out) during afternoon peak hours. A further 113 pass-by and diverted trips will be generated in the afternoon peak hour;
- The minor roads at the Station Street / N2 access and Station Street / shopping centre access intersections will experience poor service levels if estimated 2029 background volumes on Station Street are realised;
- The spacing of the main access falls 10 metres short of the minimum requirement, but given the restrictions of the site the access spacing is deemed to be sufficient. Adequate shoulder sight distance can be achieved;
- The northern egress point is intended for left turn outbound movements only. To ensure that motorists do not turn into the egress, or turn right out of the egress, a kerbed median island will have to be constructed on Station Street;
- The parking provision falls short of the 6-bay-per-100m² GLA requirement for supermarkets, but given the high pedestrian and public transport modal share of Railton, the 3 bays per 100m² provided may be sufficient
- Only single unit trucks will be allowed to do deliveries;
- Taxi embayments can be provided across the street, but should be designed in such a way that taxis don't make U-turns across Station Street;
- Embayments are normally provided on the downstream side of an access, but in the case of Erf 5474, downstream bays will impede shoulder sight distance. It is therefore suggested that two bays should be provided upstream of the access.

14. RECOMMENDATIONS

The recommendations made in the Erf 5474 transport impact assessment are summarised below.

- The Station Street / Gravel Road / Tyremart access should be formalised as shown in *Diagram 1*;
- The four-way stop control at the Station Street / Cooper Street intersection should be replaced by a roundabout as shown in *Diagram 2*;
- A roundabout should be provided at the Station Street / N2 access road if increased traffic volumes on Station Street lead to unacceptably long delays on the N2 access road approach;
- The Station Street / Shopping Centre access intersection should be built as a seagull intersection (see Diagram 3, but with one lane per approach) if increased traffic volumes on Station Street lead to unacceptably long delays on the Shopping Centre egress;
- Development contributions from the Erf 5474 development may be used towards the Diagram 1 and 2 upgrades, as well as a possible roundabout at the Station Road / N2 access road intersection;
- The final geometric design and landscaping plan must ensure that sufficient shoulder sight distance is maintained. Shoulder sight lines, as well as the areas that must be kept clear of obstruction are indicated in *Figure 7*;
- The northern egress point is intended for left turn outbound movements only. To ensure that motorists do not turn into the egress, or turn right out of the egress, a kerbed median island will have to be constructed on Station Street. This will necessitate the widening of Station Street as shown in *Figure 7*.
- One of the taxi embayment layouts shown in *Figure 9* need to be implemented to make it harder for taxis to make U-turns across Station Street;
- Barrier kerbs need to be installed along the existing parallel parking bays opposite the current Erf 5474 access to ensure that vehicles do not use the bays for parking See *Figure 9*;
- A 2-metre wide sidewalk should be provided along the northern and western side of Station Street from the N2 access road down to the underpass.