



Nical Grobbelaar <nicalg4@gmail.com>

FW: Dassiesfontein elektriese voertuig laaistase

4 messages

Kurt Thomas <KurtTh@twk.org.za>
 To: "nicalg4@gmail.com" <nicalg4@gmail.com>

Mon, May 30, 2022 at 2:27 PM

Goeie dag Mnr. Grobbelaar

Sien aangeheg terugvering wat ons vanaf provinsie gekry het.

Groete,

Kurt Thomas

Town Planner

Town Planning & Building Control

From: Theo Rebel <Theo.Rebel@westerncape.gov.za>

Sent: Thursday, 12 May 2022 14:05

To: Kurt Thomas <KurtTh@twk.org.za>

Cc: Enrico Shortles <EnricoSh@twk.org.za>; Johannes Pienaar <JohannesPi@twk.org.za>; Kobus Munro <Kobus.Munro@westerncape.gov.za>; Helene Janser <Helene.Janser@westerncape.gov.za>

Subject: Dassiesfontein elektriese voertuig laaistase

Good day Kurt,

Thank you for your enquiry below, which raises some interesting questions.

This response is purely concerned with the technicalities of the regulatory framework for land use planning legislation in respect of the enquiry. The enquiry has two components, one is the renewable energy structures and secondly the charging of electrical vehicles, regardless of where the electricity comes from. It is not a comment on the merits of either on the specific site and on the specific location on the site.

The Department concurs with the interpretation that the owner must apply for a consent use for a renewable energy structure on land zoned "Agriculture Zone I". This could possibly be limited in size, location and use?

Secondly, is the charging of electrical vehicles equivalent to refuelling a car at a filling station? Maybe it is not – it is submitted that electricity is not a fuel. Consider the Oxford dictionary definition as well as a Wikipedia explanation (see below) of the difference between a fuel and electricity. Since a service station is specifically defined and concerned with the supply of fuels to vehicles, it does not provide for the charging of electrical vehicles. It is consequently submitted that spot zoning for a use which will allow for a service station is not the answer – in fact it may not require a land use application at all, at least not within the current land use regulatory environment. Would it really be necessary to provide for land use applications for the charging of electrical vehicles - would it be desirable to do so – will a municipality not eventually be flooded by such applications and what would be achieved by it?

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).

There are many instances in normal parking spaces of office and shopping complexes that offer electrical charging in their parking areas with no specific alteration in zoning or additional permission in terms of planning legislation. It is just not like the highly regulated environment

of the fossil fuel industry. It may be impossible and impractical to regulate or provide for a zoning that will specifically provide for the charging of electrical vehicles. It is also noted that there is no specific provision for the charging of electrical vehicles in the City of Cape Town's planning by-law or the zoning scheme.

The municipality could perhaps in addition to the consent use application for the renewable energy structure consider to require a site development plan to indicate which parking spaces will be provided with charging stations if the potential size of it is a concern.

However, if the municipality insists on a land use application for the charging of electrical vehicles on land zoned "Agriculture Zone 1", the municipality could perhaps consider a spot rezoning to "Business Zone II" restricted to the sale of electricity.

Please let us have your opinion on this response as we have not had a similar enquiry before.

Kind regards,

Theo Rebel Pr. Pln (A1056/1998)
Chief Town & Regional Planner

Directorate Development Management Region 2

Department of Environmental Affairs and Development Planning

Western Cape Government

2nd Floor Utilitas Building, 1 Dorp Street, Cape Town 8000

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Due to COVID-19 restrictions, we are still operating on a "work-from-home" basis.

Should you not be able to contact the numbers above, please call +27 (0)21 483 4091

between 07:30-16:00.

From: Kurt Thomas <KurtTh@twk.org.za>
Sent: Wednesday, 11 May 2022 16:41
To: Theo Rebel <Theo.Rebel@westerncape.gov.za>
Cc: Enrico Shortles <EnricoSh@twk.org.za>; Johannes Pienaar <JohannesPi@twk.org.za>
Subject: FW: Dassiesfontein elektriese voertuig laaistase

Good afternoon Mr Rebel

Just a reminder. We are still awaiting feedback regarding our enquiry below.

Kind regards,

Kurt Thomas

Town Planner

Town Planning & Building Control

From: Kurt Thomas
Sent: Monday, 25 April 2022 16:44
To: 'Theo Rebel' <Theo.Rebel@westerncape.gov.za>
Cc: Enrico Shortles <EnricoSh@twk.org.za>
Subject: FW: Dassiesfontein elektriese voertuig laaistase

Good afternoon Mr Rebel

The below has reference.

The property in question is zoned Agricultural Zone 1.

We are of the opinion that the solar panels can be accommodated as a Consent Use for a "renewable energy structure" under the current zoning. The charging point (a portion of the property) would need to be rezoned to Business Zone 2 with a consent for a service station.

We considered Business Zone 6: Service station, however, the proposal does not conform to the objectives of the zoning. Hence, the proposed Business Zone 2 with the consent use.

Do you agree with our recommendation?

Your opinion will be appreciated.

Kind regards,

Kurt Thomas

Town Planner

Town Planning & Building Control

From: CK Rumboll and Partners Planning <planning3@rumboll.co.za>
Sent: Friday, 22 April 2022 15:35
To: Kurt Thomas <KurtTh@twk.org.za>
Subject: Fwd: Dassiesfontein elektriese voertuig laaistase

Goeie more Kurt

Ons telefoniese gesprek van vanoggend verwys.

Soos genoem wil ons graag 'n aansoek bring ten einde 'n laaistase vir elektroniese motors op te rig op Gedeelte 16 van Plaas 426, Caledon Afdeling (sien kmz aangeheg). Die fasiliteit sal aangrensend tot die Dassiesfontein padstal wees en besoekers van die laaistase sal gebruik kan maak van die padstal se fasiliteite.

Die fasiliteit sal ongeveer 1,99 Ha beslaan en bestaan uit 1 laaipunt, verder sal sonpanele die res van die 1,99 Ha beslaan. Krag wat opgewek word sal slegs gebruik word vir die laaistase en sal nie verkoop word vir kommersiële doeleindes nie. Die 1,99 Ha area sal nie as 'n huurarea bestuur word nie en sal deel bly van die boer se grond, gevolglik word geen aansoek gedoen word vir onderverdeling (huurarea) nie.

Die bestaande toegang (Waboomskloof Pad) sal gebruik word om toegang vanaf die N2 te verkry.



Die laaistases sal ongeveer 150km van mekaar opgerig word, omdat die afstand wat elektriese motors kan ry om en by 300km per rit is. Die doel van die projek is om inter-provinsiale ritte moontlik te maak vir elektriese voertuie.

Op hierdie stadium is daar minder as 1000 elektriese voertuie in die land waarvan die grootste konsentrasie in Gauteng is. In aggenome hiervan glo ek dit sal onredelik wees om 'n verkeersimpakstudie te vereis vir die fasiliteit.

Ek wil graag bepaal hoe om die aansoek te benader. Na my mening sal 'n vergunningsgebruik vir hernubare energie struktuur die mees gepaste wees, maar ek hoor graag vanaf Theewaterskloof Munisipaliteit in hierdie verband.

Vriendelike groete

Nical Grobbelaar

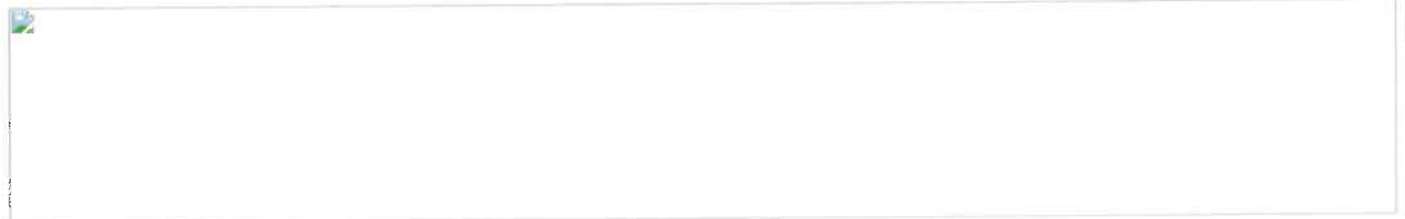
CK Rumboll & Vennote

022 482 1845

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Kurt Thomas



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Nical Grobbelaar <nicalg4@gmail.com>
To: Kurt Thomas <KurtTh@twk.org.za>

Mon, May 30, 2022 at 2:33 PM

Hi Kurt

Baie dankie vir die terugvoering.

Kan TWK Mun asb laastens bevestig of die munisipaliteit wil hê dat daar aansoek gedoen moet word vir die "business zone - restricted to the sale of electricity" footprint gesamentlik met die aansoek vir hernubare energie fasiliteit?

vriendelike groete

Nical Grobbelaar
022 482 1845

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Nical Grobbelaar <nicalg4@gmail.com>
To: Kurt Thomas <KurtTh@twk.org.za>

Mon, Jun 6, 2022 at 11:28 AM

Hi Kurt

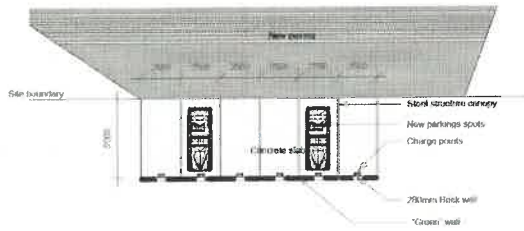
Sien hieronder 'n voorstel van die fasiliteit. 6 Parkeerplekke word voorgestel.



4 3D View 1



5 3D View 2

1 Ground Floor Plan
1 : 200

Ek hoor graag of TWK Mun 'n hersonering na besigheidsone II versoek.

Vriendelike groete
Nical
[Quoted text hidden]

Nical Grobbelaar <nicalg4@gmail.com>
To: Kurt Thomas <KurtTh@twk.org.za>

Tue, Jun 14, 2022 at 8:45 AM

Goeie more Kurt

Kan jy asb bevestig of TWK Mun 'n hersonering na besigheidsone II versoek vir die voetspoor van die laaiarea soos per my vorige epos?

vriendelike groete

Nical Grobbelaar
CK Rumbold & Vennote
022 482 1845
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