



9 JULY 2026

REGISTERED MAIL

Dear Sir/Madam; *Geagte Meneer/Dame*

NOTICE OF LAND USE APPLICATION / KENNISGEWING VAN GRONDGEBRUIKSAANSOEK: FARM 1043, DISTRICT MALMESBURY, APPLICANT/APPLIKANT: CK RUMBOLL & PARTNERS: - CONTACT DETAILS/KONTAK BESONDERHEDE: ROEBEN PIENAAR [022 487 1661/ PLANNING9@RUMBOLL.CO.ZA]

Notice is hereby given in terms of Sections 46 and 47 of the Saldanha Bay Municipal Land Use Planning By-law that Saldanha Bay Municipality is considering the following:

- a) Consent Use, in terms of Section 15(2)(o) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022, to allow for the following uses on Farm 1043, District Malmesbury:
- Renewable energy structures ($\pm 6\,463.92\text{m}^2$)
 - Tourist facility (convenience shop and restaurant) ($\pm 99.80\text{m}^2$)

Details are available for scrutiny on the website of Saldanha Bay Municipality at the following link:
<https://sbm.gov.za/notices/>

The above application is available for inspection during weekdays between 08:30 and 16:30 at the Town Planning Department, 17 Main Street, Vredenburg. Any **written comments** may be addressed in accordance with Section 50 of the said legislation to the Municipal Manager, Private Bag X12 / 17 Main Street, Vredenburg, 7380 / Amanda.Meyer@sbm.gov.za on or **before 30 days from the date of registration of this notice**, quoting your, name, address, contact details, interest in the application and reasons for your comments. Enquiries can be made to Martin Botha at Tel: 022-701-7107 or Martin.Botha@sbm.gov.za. The Municipality may refuse to accept any comments received after the closing date. Any person who cannot write will be assisted by a Municipal official by transcribing their comments. Comments/objections will be forwarded to the applicant for his/her response.

Kennis word hiermee gegee, ingevolge Artikels 46 en 47 van die Saldanhabaai Munisipale Grondgebruik beplanningsverordening dat Saldanhabaai Munisipaliteit die volgende oorweeg:

- a) *Vergunningsgebruik, ingevolge Artikel 15(2)(o) van die Saldanhabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, om die volgende gebruike op Plaas 1043, Distrik Malmesbury, toe te laat:*
- *Hernubare energiestrukture ($\pm 6\,463.92\text{m}^2$)*
 - *Toeristefasiliteit (geriefswinkel en restaurant) ($\pm 99.80\text{m}^2$)*

Nadere besonderhede lê ter insae op die webblad van Saldanhabaai Munisipaliteit by die volgende skakel:
<https://sbm.gov.za/notices/>

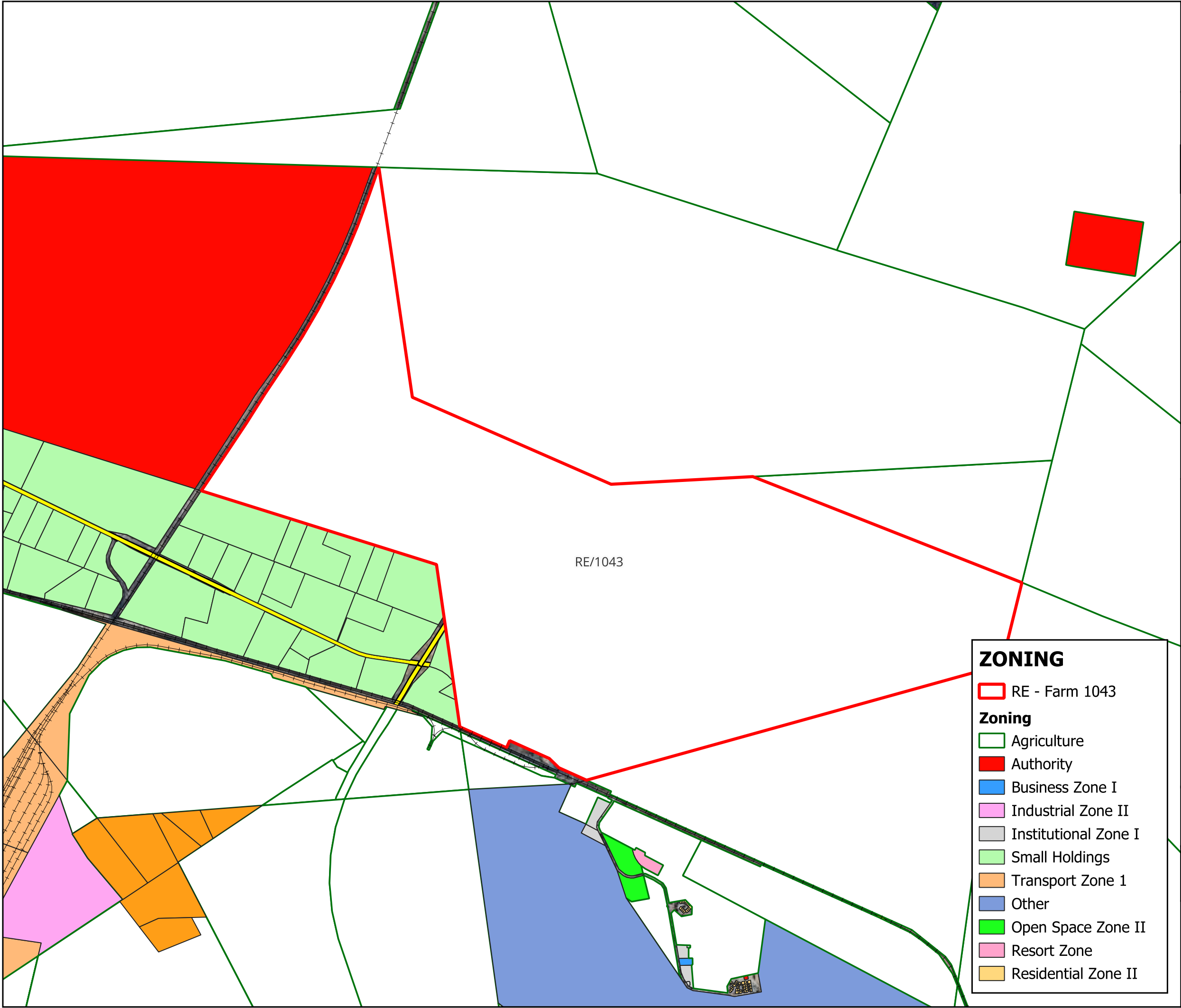
*Die bogenoemde aansoek is ter insae beskikbaar gedurende weeksdae tussen 08:30 and 16:30 by die Departement Stadsbeplanning, Hoofstraat 17, Vredenburg. Enige **skriftelike kommentaar** kan ooreenkomstig Artikel 50 van die genoemde wetgewing gerig word aan die Munisipale Bestuurder, Privaatsak x 12 / Hoofstraat 17, Vredenburg / Amanda.Meyer@sbm.gov.za op of **voor 30 dae vanaf die datum van registrasie van hierdie kennisgewing**, met vermelding van u naam, adres of kontakbesonderhede, belang in die aansoek en redes vir kommentaar. Navrae kan gerig word aan Martin Botha by Tel: 022-701-7107 of Martin.Botha@sbm.gov.za. Die Munisipaliteit mag weier om*

kommentaar te aanvaar wat na die sluitingsdatum ontvang word. Enige persoon wat nie kan skryf nie, sal deur 'n Munisipale amptenaar bygestaan word deur hul kommentaar oor te skryf. Besware sal aan die applikant gestuur word vir sy/haar repliek.

Regards / Die Uwe

A handwritten signature in black ink, appearing to read 'M Batha'.

pp **MUNICIPAL MANAGER / MUNISIPALE BESTUURDER**



SURROUNDING LAND USES OF
REMAINDER OF FARM NO 1043,
MALMESBURY RD

REF:
SAL/13899/RP

N

NOTE:
ALL SIZES AND DISTANCES ARE SUBJECT TO SURVEY

Legend

Remainder Farm No. 1043

Saldanha Bay MunicipAL Area

Transport

Other Road

Secondary Road

Railway Line

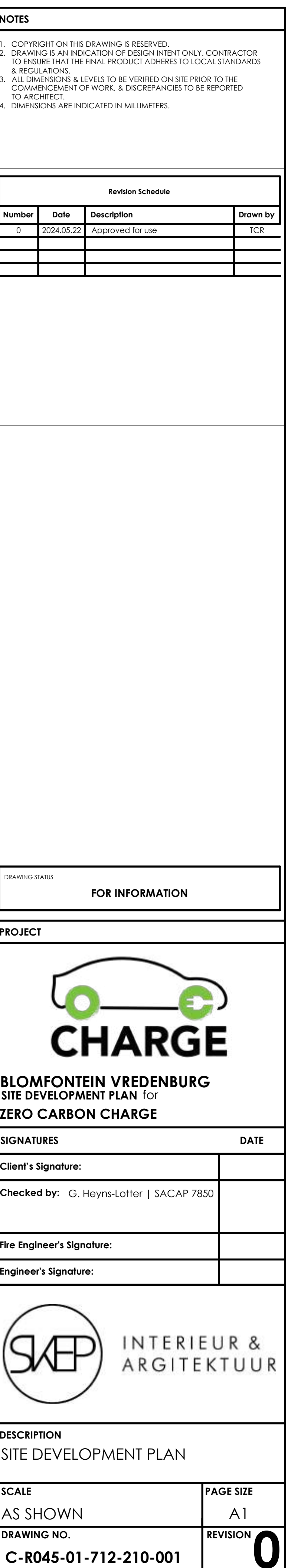
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Date:
APRIL 2024

AUTHORITY:
SALDANHA BAY MUNICIPALITY

COMPILED BY:

16 Rainier Street
Malmesbury
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planning9@rumboll.o.za



CK RUMBOLL & VENNOTE / PARTNERS



PROFESIONELE LANDMETERS ~ ENGINEERING AND MINE SURVEYORS ~ STADS- EN STREEKSBEPLANNERS ~ SECTIONAL TITLE CONSULTANTS

Our Reference: SAL/13899/RP

Date: 12/8/2025

Municipal Manager
For ATTENTION: Mr. L. Gaffley
Saldanha Bay Municipality
Private Bag X12
7380

CONSENT USE: RENEWABLE ENERGY STRUCTURE & TOURIST FACILITY ON REMAINDER OF FARM NO. 1043, MALMESBURY REGISTRATION DIVISION

Dear Mr. Gaffley

Please find attached the:

1. The Motivational Report with the following supporting documents:
 - ❖ Powers of Attorney & Resolutions
 - ❖ Application Form
 - ❖ Title Deed & Property Diagrams
 - ❖ Locality Map
 - ❖ Site Development Plan
 - ❖ Charge Development Concept
 - ❖ Impact Report
 - ❖ NEMA Applicability Confirmation
 - ❖ MOU's Letters of support
 - ❖ Traffic Impact Statement
 - ❖ Heritage Impact Statement
 - ❖ Agricultural Meta Land Use & Socio-Economic Impact Study
 - ❖ Visual Impact Report
 - ❖ Services Report
 - ❖ EMPr

Kindly provide notice of receipt and confirmation of the appropriate application fees.

Regards,

Roeben Pienaar
CK RUMBOLL AND PARTNERS

DIREKTEURE / DIRECTORS:

IHJ Rumboll GPr LS0737 | AP Steyl GPr LS0761 | J Linneman Pr Pln A/206/2010 | WA Hoffman GPr LS1223 | CR Taljaard GTc ES2672

ADDRESS/ ADRES: reception@rumboll.co.za / PO Box 211 / 16 Rainierstr, **Malmesbury**, 7299
MALMESBURY (T) 022 482 1845 WEBSITE www.ckrumboll.co.za

REMAINDER OF FARM NO. 1043, MALMESBURY
REGISTRATION DIVISION.

APPLICATION FOR:

CONSENT USE:

RENEWABLE ENERGY STRUCTURES & TOURIST FACILITY



CK RUMBOLL
& PARTNERS

COMPILED BY:

Roeben Pienaar
Professional Town Planner
PR. PIn A/3045/2021

CK RUMBOLL & PARTNERS

16 Rainier Street, Malmesbury,
Western Cape, 7299
PO Box 211

DATE: December 25

CONTACT INFO:

Roeben Pienaar
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MOBILE: 071 889 6051
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www.ckrumboll.co.za

CK Rumboll & Partners
Ref: SAL/13899/RP



Table of Contents

1.	INTRODUCTION	2
2.	BACKGROUND	4
3.	PURPOSE.....	4
4.	LOCALITY.....	4
5.	PROPERTY DESCRIPTION	5
	5.1. Summary of property particulars	5
	5.2. Restrictive title conditions.....	5
	5.3. Bondholder.....	5
	5.4. Servitudes	5
	5.5. Zoning and surrounding land uses	5
	5.6. Restrictions and Opportunities	6
5.	DEVELOPMENT PROPOSAL	7
6.	MUNICIPAL ZONING SCHEME BY-LAW.....	17
7.	MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF).....	25
8.	OTHER LEGISLATION & GUIDELINES	27
	8.1. CONSTITUTION OF SOUTH AFRICA.....	27
	8.2. ELECTRICITY REGULATION ACT (ACT 4 OF 2006) & INTEGRATED RESOURCE PLAN (IRP 2019)	27
	8.3. NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998...	28
	8.4. CLIMATE CHANGE ACT 2024	28
	8.5. NATIONAL DEVELOPMENT PLAN 2030 (NDP 2012)	29
	8.6. PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK	29
	8.7. RURAL DEVELOPMENT GUIDELINES 2019	30
9.	PRINCIPLES OF LAND USE PLANNING.....	41
10.	CONCLUSION	42

MAPS & DIAGRAMS



Figure 1: Locality Plan	4
Figure 2: Surrounding Land Uses	6
Figure 3: Typical design of a Charging Station	8
Figure 4: Site Development Plan.....	9
Figure 5: Example of Agri-Friendly Solar Panel Construction	10
Figure 6: Site Development Plan.....	11
Figure 7: Illustrations	23
Figure 8: Launching of Wolmaransstad Charging Site	24

ANNEXURE A: The CHARGE Project – Development Concept



ANNEXURE B: Municipal Application Form



ANNEXURE C: Property Details



1. Title Deed
2. SG Diagrams
3. Power of Attorney
4. Company / Trust Resolution
5. Proof of Directors / Trustees

ANNEXURE D: Supporting Studies, Reports and Letters of Support



1. Environmental Approval / Letter confirming not a listed activity (NEMA)
2. Memorandum of Understanding and Letters of Support
3. Civil Services Report
4. Traffic Impact Statement
5. Heritage Impact Report

6. Agricultural Meta Land Use & Socio-Economic Impact Study
7. Site Decommissioning Report
8. Visual Impact Report

Submission Checklist

- ✓ Motivational Report
- ✓ Municipal Application Form
- ✓ The CHARGE project – Development Concept

MAPS & DIAGRAMS

- ✓ Regional Locality Map
- ✓ Locality Map
- ✓ Site Development Plan
- ✓ 3D Representation of proposed Development
- ✓ Zoning Plan
- ✓ Land use plan

PROPERTY DETAILS

- ✓ Title Deed
- ✓ Title Deed Search
- ✓ SG Diagrams
- ✓ Power of Attorney
- ✓ Trust Resolution

LETTERS OF SUPPORT

- ✓ Memorandum of Understanding
- ✓ Environmental Approval / Letter confirming not a listed activity (NEMA)

SUPPORTING STUDIES & REPORTS

- ✓ Civil Services Report
- ✓ Traffic Impact Statement
- ✓ Heritage Impact Report
- ✓ Agricultural Meta Land Use & Socio-Economic Impact Study
- ✓ Site Decommissioning Report
- ✓ Visual Impact Report

MOTIVATIONAL REPORT

Executive Summary

About The CHARGE Project

Zero Carbon Charge (Pty) Ltd (CHARGE) is a local company developing a national network of electric vehicle (EV) charging stations, all powered by onsite renewable energy. The charging stations will be approximately 150 km apart, servicing all national routes in South Africa – establishing a national network of clean energy powered charging stations. Each charging location will incorporate renewable energy infrastructure (solar panel and battery storage system), an EV charging station and a safe and convenient refreshment facility with restrooms.

Electric Vehicles uptake

The *Electric Vehicle White Paper*, delivered by the South African Government Department of Trade, Industry and Competition in November 2023, **underscores the expected accelerating adoption of electric vehicles (EVs) across South Africa**. This strategic document highlights the country's commitment to embracing sustainable mobility solutions to drive economic growth and environmental stewardship. The CHARGE project also aligns with the **Department of Transport's Green Transport Strategy for South Africa (2018 – 2050)** and The Presidency *National Development Plan 2030 (NDP)*. It supports goals related to climate change mitigation, infrastructure development, energy accessibility, innovation, and economic development, thereby contributing to South Africa's sustainable development objectives.

Solar Energy

- Choosing solar power isn't just beneficial for the environment; it's also a smart economic choice for the South African and rural economies.
- Distributed Energy Systems like the planned CHARGE network will alleviate strain on the Eskom power grid and ensure scalability to meet future charging demand.

1. INTRODUCTION

Although South Africa is the 37th largest economy in the world, it is the 15th largest carbon dioxide emitter mainly because of a dependence on carbon-based fuels. The National Development Plan (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 South Africa 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 South Africa can expect to see greater use of electric vehicles over the next 20 years making decarbonised electricity generation even more important.

Currently, it is estimated that there are less than 1000 electric vehicles (EV's) in South Africa with an expected growth of approximately 200 000 EV's by 2027 and that by 2032 majority of new cars will be EV's. 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 EV's, it is critical that supporting infrastructure be available to ensure EV's are functional. For the 1000 or fewer EV's in South Africa, 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 EV's. 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 EV's, and how the electricity is generated and/or sourced.

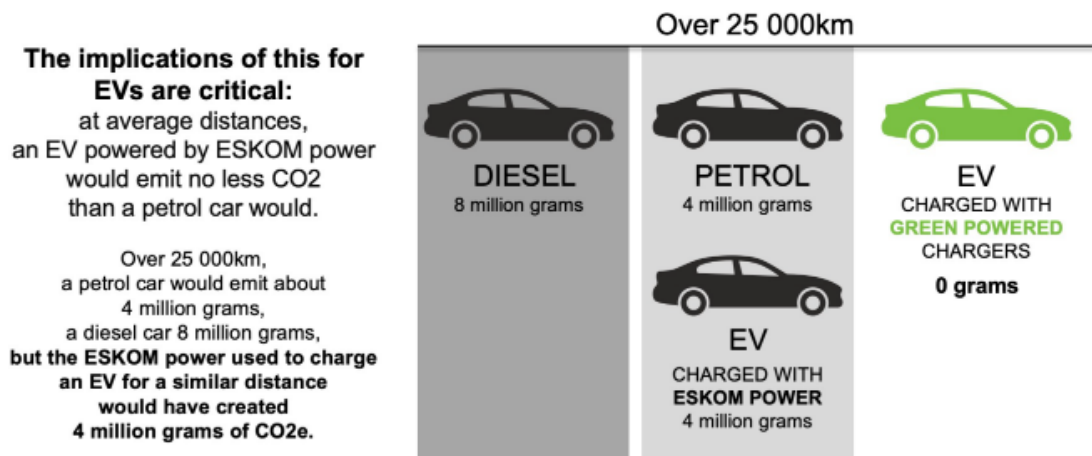
The Achilles heel of EV's is that 'refuelling' times² are uncompetitive compared to ICE vehicles. Charging could be improved by the introduction of purpose-built, fast-charge points that offers

¹ Major manufacturers have committed to producing EV's and sales penetration continues to exceed expectations; in late 2021 the market share of EV's 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 EV's sold in South Africa in a year and, at a conservative ratio of 1:20 chargers to EV's, 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.

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 EV's are currently used for daily 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's powered by electricity generated from coal has the same carbon footprint as a petrol vehicle and therefore, to amplify the effectiveness of eco-friendly vehicles, the electricity used to power EV's has to be generated in sustainable ways such as wind, hydro or solar electricity. Accordingly, EV's must make use of "clean" energy and are robust to the challenges of the national grid. The market adoption of EV's is anticipated to have profound implications for the energy market as a whole and electricity demand as EV's 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 EV's 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.

³ EV Driver Survey, New Motion, 2021, P10

⁴ Electric Mobility Insights Report by NewMotion, May 2020, P5

2. BACKGROUND

CK Rumboll & Partners have been approached by Mr. Joubert Roux, representative of Zero Carbon Charge (Pty) Ltd⁵, hereinafter referred to as CHARGE, to handle all town planning actions required to secure the necessary land use rights to establish a Tourist Facility and renewable energy structure (Solar Photovoltaic Facility) and accompanied EV charging station on Remainder of Farm No. 1043, Malmesbury⁶. CHARGE have been appointed by Joachim Paulus Bester, authorised representative of Blomfontein Trust (IT4969/97), registered owner of The Property, to lodge the necessary applications for the proposed development, as mentioned.

3. PURPOSE

The purpose of this application is to apply for:

- A **Consent Use** in accordance with Section 15(2)(o) of the **Saldanha Bay Municipal Land Use Planning By-Law (2022)** in order to accommodate renewable energy structures on a portion ($\pm 6463.92\text{m}^2$) of The Property;
- A **Consent Use** in accordance with Section 15(2)(o) of the **Saldanha Bay Municipal Land Use Planning By-Law (2022)** in order to accommodate a Tourist Facility (99.80m^2) on The Property.

4. LOCALITY

The Property is situated approximately 6km east of the town of Vredenburg, Saldanha Bay Municipality. The property is situated just east of the R45 and R27 crossing. Vredenburg has linkages to neighbouring towns such as Saldanha, Paternoster and Velddrif via the R399. The Property gains direct access from the R45.

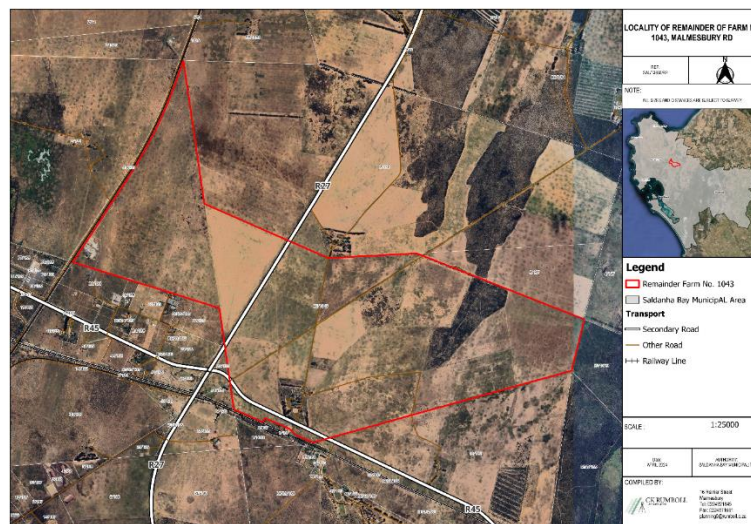


Figure 1: Locality Plan

⁵ **Power of Attorney & Resolution – Annexure C**

⁶ Hereinafter referred to as The Property.

5. PROPERTY DESCRIPTION

5.1. Summary of property particulars

Property description	:	Remainder of Farm No. 1043, Malmesbury RD
Property size	:	874.2067 Ha
Owner	:	Blomfontein Trust
Local Authority	:	Saldanha Bay Municipality
Title Deed	:	T92418/1998
Zoning	:	Agriculture

Table 1: Property Details

5.2. Restrictive title conditions

The title deed⁷ does not include any restrictive title conditions that prevents the proposed development on The Property.

5.3. Bondholder

The Property is not encumbered by any bonds.

5.4. Servitudes

The Title Deed makes reference to service servitudes, namely:

- Several water pipelines and a powerline servitude in favour of ESKOM.

The proposed development on The Property will not have any effect on any of the servitudes as mentioned in the Title Deed and Vice Versa.

5.5. Zoning and surrounding land uses

The Property is zoned as Agricultural Zone and is currently outfitted with multiple structures. These include a farmstead, farm sheds other agricultural uses. Notably, all existing buildings on the property are tailored to agricultural functions. The land itself serves primarily agricultural purposes, comprising cultivated areas and natural grazing zones. It's pertinent to highlight that irrigation is not the dominant usage on the property; rather, the land is utilised for grazing, owing to its areas covered by natural vegetation. The surrounding properties are also zoned Agricultural Zone and Small Holding and is used for such purposes.

⁷ **Title Deed & General Plan – Annexure C**

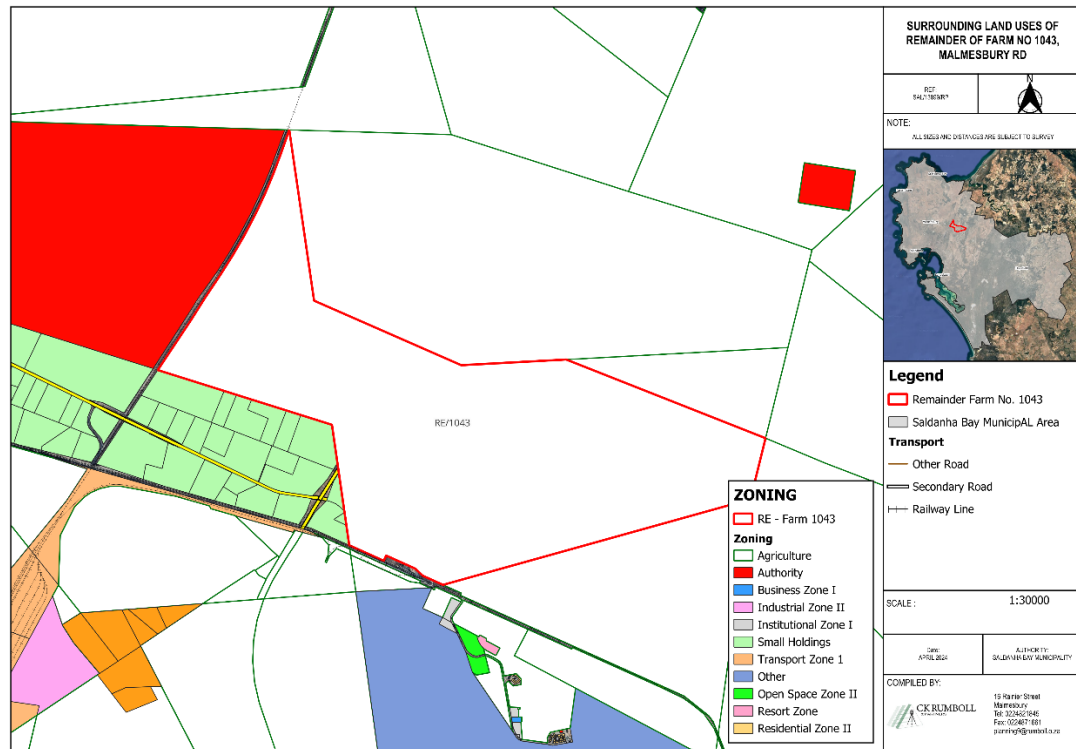


Figure 2: Surrounding Land Uses

5.6. Restrictions and Opportunities

There are no on-site restrictions or in the title deed that will prohibit the development of a renewable energy structures and a Tourist Facility. No significant adverse impacts are anticipated, and all impacts can be addressed through mitigation, rehabilitation, and management. The benefits and related opportunities offered by the proposed development as an alternative renewable energy initiative are:

- ❖ Solar photovoltaic installations are the most reliable of all the renewable energy as it turns sunlight directly into electricity whilst the other techniques use indirect conversion.
- ❖ Solar photovoltaic is the most environmentally friendly of all the technologies.
- ❖ Solar photovoltaics uses no water whilst generating power.
- ❖ There is no runoff or pollution impact.
- ❖ Installation, maintenance and management is more cost effective compared to other technologies.
- ❖ Solar photovoltaic is not labour-intensive and a high level of training is not essential.
- ❖ There are no physical restrictions on site or in the title deed that could negatively affect the proposal.
- ❖ The proposed facility does not affect any CBA areas.

The development proposal serves as an alternative to burning fossil fuels and a reliance on ICE's, which are associated with global warming and acid rain. The duration of the

construction phase will last approximately 1 year, which will ensure medium to long-term employment opportunities. The proposed development will not only create several job opportunities but also provide a clean and renewable source of energy for charging EV's.

Furthermore, both the R45 & the R27 is a popular transport corridor which makes the site highly accessible. These factors provide an ideal opportunity to promote and enhance the existing agricultural activities situated on The Property, whilst contributing to the tourism within the region.

Additionally, an Environmental Checklist has been submitted to assess whether the proposed development would trigger any provisions of the National Environmental Management Act (NEMA). The response from the Department of Environmental Affairs and Development Planning (DEADP) has been obtained, confirming that written Environmental Authorisation will not be required from the competent authority.⁸

One notable advantage of The Property is its strategic location in close proximity to the R27 & R45 crossing, thus offering excellent commercial and supporting prospects. The presence of these well-connected roads ensures high accessibility and visibility, making The Property particularly desirable for any activities.

Considering the inherent volatility of nature-dependent agriculture, where factors like rainfall and climate can significantly impact success, it is crucial for agricultural land units to strengthen their financial sustainability against both natural and man-made disasters. One way to achieve this is by establishing complementary land uses on the property. This approach, as acknowledged in Section 8.1 of the Western Cape Land Use Planning Guidelines for Rural Areas, enhances the property's resilience and safeguards its financial stability. By incorporating diverse land uses that complement agriculture, such as renewable energy structures or farm shops / Tourist Facilities, The Property can navigate uncertainties and reinforce its ability to withstand various challenges. This proactive approach contributes to long-term viability and ensures a more robust and resilient land-use strategy.

5. DEVELOPMENT PROPOSAL

Due to the innovative nature of CHARGE's proposed development, this concept is new to South Africa. Consequently, very few municipal zoning schemes across the country have incorporated this land use into their zoning by-laws.

⁸ **Environmental Confirmation – Annexure D**

Firstly, the proposed development involves the creation of a renewable energy facility in two phases, situated on The Property, it is important to note that the proposed development is **not to be considered as a Phased Development**. The initial phase comprises out of 480 solar panels and associated battery storage containers. The renewable energy will be used solely on-site and no generated electricity will be sold off to ESKOM.

Further, within this phase, a Tourist Facility (99.80m²) and an associated parking area, along with a charging station for EVs will be erected. The charging station will consist of six (6) parking bays equipped with charging stations, functioning in a self-help manner without requiring staff attendance. This equipment will be designed to meet safety and accessibility standards. Four (4) of these parking bays will be covered with a canopy (78m²). Two (2) parking bays will be uncovered. Figure 2 illustrates a typical design of such a charging station.



Figure 3: Typical design of a Charging Station

The charging area will be located in close proximity to the proposed Tourist facility, along with designated parking areas for the Tourist Facility. The tourist facility's design prioritizes aesthetic quality to complement the rural ambiance of the property and the broader surrounding area. The parking area will consist of five (5) 2.6m x 5.5m bays and a disabled parking bay along with the charging station, providing an additional six (6) parking spaces for the tourist facility.

Considering that EVs typically charge between 30 minutes and 1 hour, the tourist facility is envisioned as a welcomed addition to the site. The close proximity between the tourist facility and the charging station is anticipated to be mutually beneficial. The charging station can serve as additional parking spaces, allowing visitors to spend time at the tourist facility while their EVs charge. Thus, the strategic proximity facilitates a clustered development.

The second phase of development encompasses an expansion of the renewable energy facility on the same property and within the proposed fenced area which will be erected during phase 1, featuring an additional 400 solar panels. Notably, the execution of the second phase is **subject to consumer demand**. In the broader context, similar facilities are proposed across SA along major transport routes. Realistically, not all sites are expected to experience high consumer demand. Therefore, the decision to proceed with the second phase will hinge on demonstrated necessity determined by consumer demand. The phased construction approach enables adaptation to site-specific requirements, ensuring responsible and scalable development tailored to the unique demands of each location.

The renewable energy infrastructure will be made up of photovoltaic panels mounted on fixed tilted

structures and faced north in order to maximise 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. The solar panels will be constructed in a means that allows for potential grazing underneath the solar panels which in return prevents the loss of extensive tracts of vegetation. The height of the solar panels will be between 3 and 5 meters.

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. Overall, the project will be designed to be integrated with the surrounding landscape and environment to ensure minimal visual impact and maximum sustainability.

The following figure illustrates the proposed development on The Property⁹.

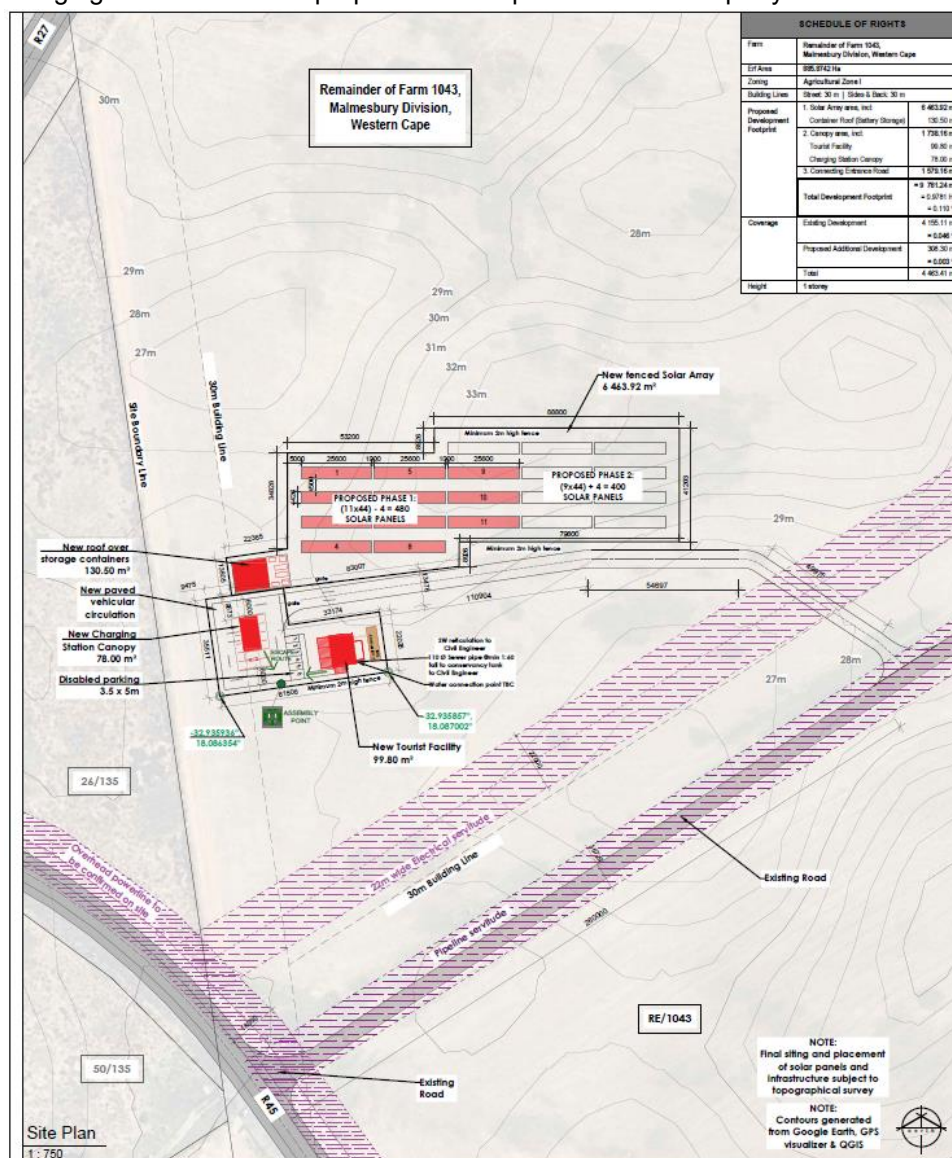


Figure 4: Site Development Plan

⁹ Site Development Plan – Annexure A.

A notable aspect of the proposed development is the design of the solar panels, which have been carefully planned to promote dual land use and harmonize with agricultural practices. The solar panels will be constructed at a height ranging between 3 and 5 meters, striking a balance between efficient energy generation and facilitating agricultural activities. One innovative feature of the design is that the panels will be elevated from the ground, allowing ample space for livestock to graze underneath in the future. This integration of solar infrastructure with grazing areas demonstrates a thoughtful approach that optimizes land utilization while minimizing any potential disruption to existing agricultural practices. By providing shade and shelter for livestock, the solar panels not only contribute to sustainable energy production but also enhance the viability of livestock farming in the area. This dual-use approach exemplifies the project's commitment to both renewable energy and the preservation of agricultural activities, ensuring a beneficial coexistence between clean energy generation and livestock farming within the same land area.



Figure 5: Example of Agri-Friendly Solar Panel Construction

The tourist facility will be located near the intersection of the R45 and R27 to ensure the facility is visible to commuters along both roads. The tourist facility and the solar panels will conform to both the 30m agricultural building lines.

ACCESS

The Property currently gains direct access from the R45 connecting Vredenburg with Hopefield and Langebaan. The access point is in close proximity to the R45 & R27 intersection, and the proposed development gains access from Minor Road 7634, which traverses the property.

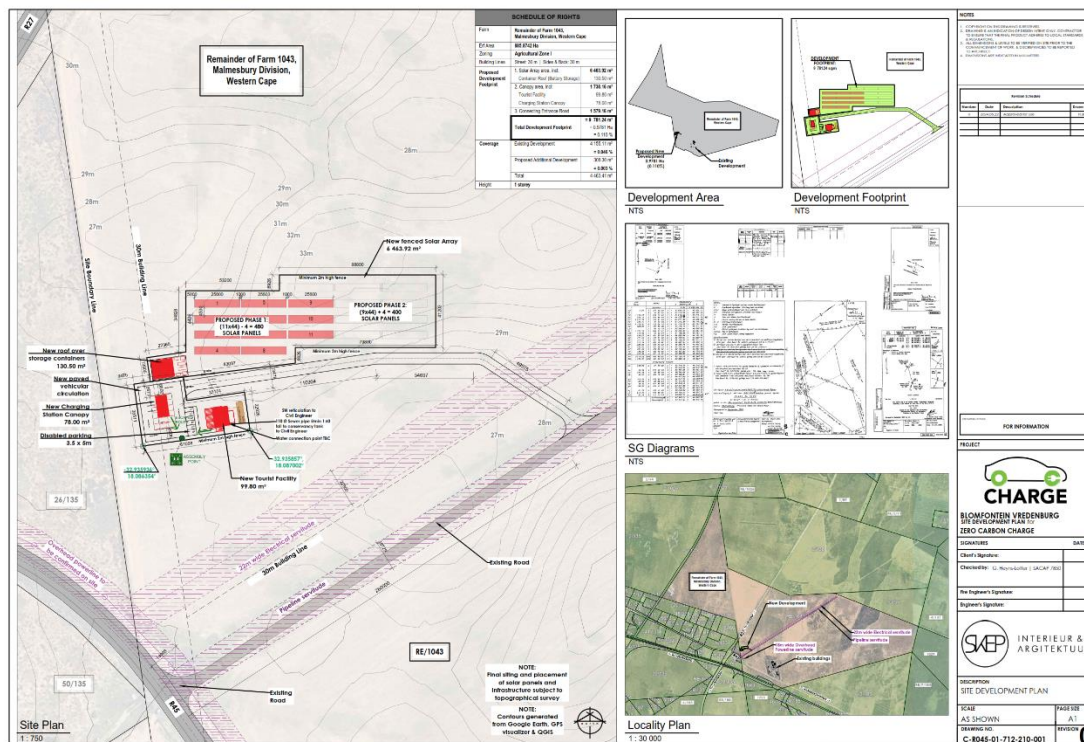


Figure 6: Site Development Plan

SERVICES

The proposed development does not require conventional civil services such as sewage or electricity as electricity will be generated by the facility itself. Sewage will be provided in the form of conservancy tanks while rainwater will be collected and stored and transported to the site to be stored to provide potable water at the farm stall.¹⁰ Please refer to the Generic Services Report as determined by CHARGE.

- **Fresh water supply:** 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 similar to existing solar facilities where this is used 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.
- **Sewage:** The bathroom facilities make use of a chemical-resistant, conservancy tank to dispose of both black and grey water. The tank will serve as temporary storage only, requiring the waste to be pumped out whenever the tank is full. A licensed waste disposal company will collect the waste by means of a Honeysucker truck and dispose it in an appropriately manner.

- **Electricity:** The facility will make use of electricity generated by the renewable energy structure.

DECOMISSIONING

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 South Africa 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. Please refer to the Generic Environmental Management programme as drafted by CHARGE, which are to be implemented for each of the proposed developments across South Africa.¹¹

SOCIO-ECONOMIC IMPACT¹²

The rise of electric vehicles, 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 South Africa, is specifically targeted at rural areas due to the area required for the Solar farm, ensuring the proposed development is completely independent from ESKOM.

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.

¹¹ **Site Decommissioning Report – Annexure D**

¹² **Agricultural Meta Land Use & Socio-Economic Impact Study – Annexure D**

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%	6 292 691	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.

SITE SELECTION CRITERIA

The site selection process incorporates several criteria which include:

1. **Accessibility:** Assessing the property's accessibility is crucial, considering factors like line of sight, slope, and any limitations that may hinder access. It's important to determine if there are existing access points available or if new ones need to be established.
2. **Location:** Evaluating the property's location is essential in terms of its proximity to important routes and transportation networks. Additionally, the amount of sunlight available at the location is a key factor to consider, ensuring optimal solar energy generation.
3. **Property owner cooperation:** The willingness of the property owner to come to an agreement for utilizing their land is a critical aspect. Cooperation and consent from the property owner are necessary to proceed with the project.
4. **Natural constraints:** Identifying and considering any natural constraints on the property is crucial, such as the presence of critical biodiversity areas or rivers. Preserving and protecting these areas is vital for maintaining ecological balance and sustainability.
5. **Agricultural potential:** Evaluating the agricultural potential of the land in question is necessary to ensure that the proposed solar farm does not encroach upon high potential agricultural land. It is important to avoid areas that could compromise food production or existing agricultural activities.

WHY THIS SITE?

The following points informed the location of the chosen site:

1. **Synergy with Agricultural Practices:** Placing the facility in an agricultural area aligns with the region's focus on agriculture. It demonstrates a commitment to sustainable development by integrating renewable energy generation with farming practices. Apart from the commercial opportunity relating to the charging of electric vehicles, the proposal will provide clean energy for farming activities such as to power possible irrigation systems. This fosters collaboration between the renewable energy sector and the agricultural

community, promoting economic and environmental benefits. Surplus electricity will be used by the property owner to power the buildings and machinery on the property, making the property more robust in the face of rolling blackouts.

2. **Low environmental impact:** The chosen site does not have environmentally sensitive areas such as critical biodiversity zones and is located outside of any river buffers and water bodies. This reduces the potential impact on wildlife habitats and helps preserve the ecological balance of the region.
3. **Future expansion potential:** The selected location has ample space to accommodate the proposal and allows for the proposed second phase as indicated on the Site Development Plan and has the for potential future expansion. Notably, the implementation of the second phase and any future possible expansion is contingent on consumer demand. This flexibility ensures that the facility can be scaled up in the future to meet increasing energy demand, however, all future expansions, other than the two phases applied for will be subject to Municipal Approval.
4. **Proximity to R45 & R27:** The proposed location for the facility in close proximity to the R45 & R27 intersection presents several distinct advantages over alternative locations, such as placing it within Vredenburg. By choosing this specific site, the facility can enjoy enhanced visibility and accessibility, ensuring a more convenient experience for visitors and users. In contrast, within the confines of Vredenburg, there is limited available space to accommodate the generating component of the facility while still maintaining direct access from the R45. Placing the facility at the proposed site allows for safe access, albeit via the R45, which can efficiently accommodate the traffic flow. Moreover, being situated at the intersection of these two roads, offers an opportunity to capture additional traffic. If the facility were located within Vredenburg, only commuters traveling along the R45 would be exposed to it. However, by selecting the proposed site along the R45 & R27 intersection, the facility can "capture" the traffic from both roads, expanding its potential customer base and increasing exposure to a broader range of potential users. This strategic location benefits the facility by maximizing its visibility and accessibility.
5. **Preservation of Urban Space:** Locating the facility outside of Vredenburg preserves valuable urban space for other development purposes.
6. **Abundant sunlight:** The area is known for the high solar irradiation levels, making it an excellent location for solar energy generation. With ample sunlight available throughout the year, the solar farm can maximize its energy production potential and efficiently charge the electric cars.

WHY NOT WITHIN THE URBAN AREA OR ON ROOFS?

Several factors contribute to the conclusion that developing the proposed facility within an urban area and relying solely on rooftops is not an optimal solution:

1. **Available roof space:** The primary limitation of rooftop solar is the availability of suitable roof space for installing solar panels. In urban areas, roof space can be limited due to building density, architectural design, shading from neighbouring structures, and obstructions like HVAC systems or rooftop equipment. It is not always be feasible to accommodate a significant capacity of solar panels on rooftops to meet the energy demands. Considering that this facility requires ± 0.64 ha for solar panels, there are no buildings nearby that provide enough roof space.

2. **Energy generation capacity:** Ground-mounted solar farms typically have the advantage of larger surface areas and the ability to optimize panel orientation and tilt angles for maximum energy generation. Rooftop solar, on the other hand, may have suboptimal orientations and shading issues, resulting in reduced energy production. Additionally, the available roof space may not be sufficient to generate the desired capacity of electricity required for charging electric cars.
3. **Structural considerations:** Rooftop solar installations require assessing the structural integrity of buildings to support the weight and additional load of the solar panels. Some buildings may not be suitable for accommodating solar panels due to structural limitations, age, or other factors. Retrofitting buildings to support rooftop solar can involve additional costs and technical challenges.
4. **Grid connection and distribution:** Ground-mounted solar farms can be connected to the electrical grid at a centralized location, ensuring efficient distribution of the generated electricity. Rooftop solar installations, on the other hand, may require individual grid connections for each building, which can be more complex and costly to implement.

VISUAL IMPACT ASSESSMENT

Considering the nature of the proposed application and the similarity of the proposed development with all the other locations where CHARGE is in the process of establishing off the grid EV charging Stations across South Africa, a generic combined Visual Impact Assessment has been undertaken for other developments that is further along in the development process than this subject application.

Considering all the findings relating to other sites of the similar nature, the following mitigation measures are proposed for implementation:

- The footprint of the solar facility should be kept as compact as possible to minimise the sprawl of buildings and related infrastructure;
- Degraded or disturbed sites should be used as far as possible, to minimise intrusion into scenic or pristine areas;
- Tree-planting, mounding, hedges or fencing with creepers should be used to reduce visibility of solar energy infrastructure;
- Lighting at night should generally be kept to a minimum, particularly in wilderness and rural areas, and light sources shielded from view with reflects;
- Outdoor signage should be kept to a minimum, and where signage is required, this should be discrete and located against a background to avoid silhouette effects. Billboard-type signs should not be permitted on major routes.

TRAFFIC IMPACT ASSESSMENT

Given the nature of the proposed development, as well as the uniformity of CHARGE's charging stations proposed across South Africa, a **Generic Traffic Impact Assessment** has been prepared by **Sturgeon**. This assessment evaluates the anticipated traffic implications associated with an EV Charging Station, specifically focusing on its potential impact on any road infrastructure located in close proximity to the proposed development sites.

The purpose of preparing a generic assessment is to ensure consistency in evaluating traffic-related considerations for all sites, while also providing a reliable basis for determining whether the proposed development will have any material influence on existing traffic conditions or road capacity. This approach allows for a streamlined review process, particularly given the standardised layout, scale, and operational characteristics of CHARGE's national roll-out of off-grid EV charging stations.¹³

6. MUNICIPAL ZONING SCHEME BY-LAW

The Saldanha Bay Municipality Integrated Zoning Scheme By-Law determines the scope of permissible land uses under the current Agricultural zoning. The objective of Agricultural Zone areas is: "to make provision for:

- The use of land for the purposes of bona fide agricultural production and sustainable agricultural units.
- Conservation of suitable agricultural land.
- Buildings and structures which can be erected for reasonable and normal use for agricultural purposes."

"Renewable energy structure" -

- a) means any wind turbine, solar energy generating apparatus, including solar photo-voltaic and concentrated solar thermal, hydro turbines or biomass facility or any grouping thereof, that captures and converts wind, solar radiation or biomass into energy for commercial gain or domestic use; and
- b) includes any appurtenant structure necessary for, or directly associated with, generation of renewable energy, or any test facility or structure that may lead to the generation of energy on a commercial basis, excluding electrical grid connections.

The development proposal is considered to be a "renewable energy structure" on the basis that it uses solar energy to generate electricity. For this reason, application is made in accordance with Section 15 (2) (o) of the **Saldanha Bay Municipal Land Use Planning By-Law (2022)** in order to accommodate renewable energy structures on a portion ($\pm 6463.92\text{m}^2$) of The Property. The

proposal is evaluated in accordance with the prescribed development parameters in the section below.

While there are numerous development parameters applicable to renewable energy structures, most are specifically applicable to wind turbines. Only a few of these parameters relate directly to solar panels notwithstanding the development conforms to the specifications of the zoning scheme as relates to building lines, height, and setback. The applicant will work closely with Saldanha Bay Municipality to ensure the facility is to their satisfaction.

Height: Max height of renewable energy structures is technology dependant, buildings may not exceed 8,5m.	 No wind turbines are proposed. The height of the proposed containers will be one storey.
Setback: In the case of a wind turbine the setback is: (i) a distance equal to 1,5 times the overall blade tip height of the turbine, measured from the nearest residential, commercial or critical agricultural structures including animal housing, outbuildings, store rooms, excluding structures such as water troughs, feed dispensers, and windmills; (ii) a distance of 100m from the cadastral boundary of the land unit, unless the renewable energy structure straddles two or more cadastral boundaries, in which case no setback applies; (iii) a distance of 100m from any public road or private or public right of way, unless it provides access to the turbine; (iv) a distance of 100m from any electrical infrastructure; and (v) a distance of 1000m from towns, settlements or urban areas.	 No wind turbines are proposed.
Site Development Plan: (i) A site development plan must be submitted to the Municipality for its approval. (ii) The site must be surveyed and the exact delineation of the construction footprint must be shown in the site development plan. (iii) To the extent necessary, any relevant measures contained in	 The Site Development Plan is attached. ¹⁴

these regulations must be incorporated into the site development plan submitted to the Municipality for approval.	
Land clearing, soil erosion and habitat impact: (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. (ii) Wind turbines, solar structures, access roads and other infrastructure must be located to minimise damage to natural vegetation, water courses and wetlands. (iii) All land cleared that does not form part of the footprint of a renewable energy structure must be rehabilitated according to a rehabilitation plan for the land concerned, approved by the Municipality. (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. (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. (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.	✓
Noise, air quality and nuisance: The renewable energy structure may not exceed a noise limit of 45 dB(A) during the night and 55 dB(A) during the day at the nearest dwelling.	✓
Finishing, colour and design: (i) A wind turbine structure must be treated with a neutral, non-reflective exterior colour and designed to blend in with the surrounding natural environment, to the satisfaction of the	

Municipality. (ii) 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.	
Appurtenant structures: (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. (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. (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. (iv) Appurtenant structures must be screened from view by indigenous vegetation or be joined and clustered to minimise adverse visual impacts.	
Lighting: (i) A renewable energy structure or any part of such a structure may only be lit for safety and operational purposes and the lighting must be appropriately screened from abutting land units. (ii) A renewable energy structure must comply with the lighting air safety requirements of the South African Civil Aviation Authority in terms of the Civil Aviation Act, 2009 (Act 13 of 2009).	 No wind turbines are proposed
Signage and advertising: Signs on renewable energy structures must comply with the laws regulating signage and be limited to signage necessary to— - identify the operator; - provide 24-hour emergency contact numbers; and - provide warning of any dangers associated with the structure.	 No advertising is to take place on structures.

No commercial advertising, including advertising for the provider or operator, may be displayed on any renewable energy structure.	
Maintenance: 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— (i) painting; (ii) structural repairs; (iii) rehabilitation measures; and (iv) the upkeep of security and safety measures.	✓
Modification: Any modification to a renewable energy structure, excluding inconsequential in situ 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— (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.	✓
Decommissioning: (i) 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. (ii) A renewable energy structure is considered abandoned when the structure fails to continuously operate for more than two years. (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). (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. 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.

- (v) Decommissioning must include—
 - (aa) the removal of all renewable energy structures and appurtenant structures, including equipment, bases, foundations, security barriers and transmission lines directly related to the renewable energy;
 - (bb) disposal of all solid and hazardous waste in accordance with provincial and local waste disposal regulations; and
 - (cc) the stabilisation and re-vegetation of the site with indigenous vegetation to minimise erosion.
- (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.
- (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.
- (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 extension date, the Municipality may enter the property and remove the structure and its parts, and recover all removal costs incurred from the owner.
- (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.

Application is also made in accordance with Section 15 (2) (o) of the **Saldanha Bay Municipal Land Use Planning By-Law (2022)** in order to accommodate a Tourist Facility (99.8m²) as a consent use on The Property. The Tourist Facility will be used as a convenience shop and restaurant and to promote the surrounding area and provide information to guests. The Tourist Facility shop will display brochures containing information about the surrounding area, the farm, and all the activities that take place on the farm. The brochures will also promote tourist attractions within the wider region. The Tourist Facility will resemble a typical farm stall that sells a combination of locally produced products (such as jams, breads, and cheeses) and convenience store goods (such as cooldrinks and chips), in addition to the aforementioned gifts and local crafts will also be sold. All development parameters will be complied with at building plan stage when the final design will be submitted for approval. ¹⁵

Building lines:
30m building lines



Kindly refer to Figures 7 below for illustrations along with Figure 8 of photos of an established EV Charging Facility situated in Wolmaransstad in the Northwest Province.



Figure 7: Illustrations

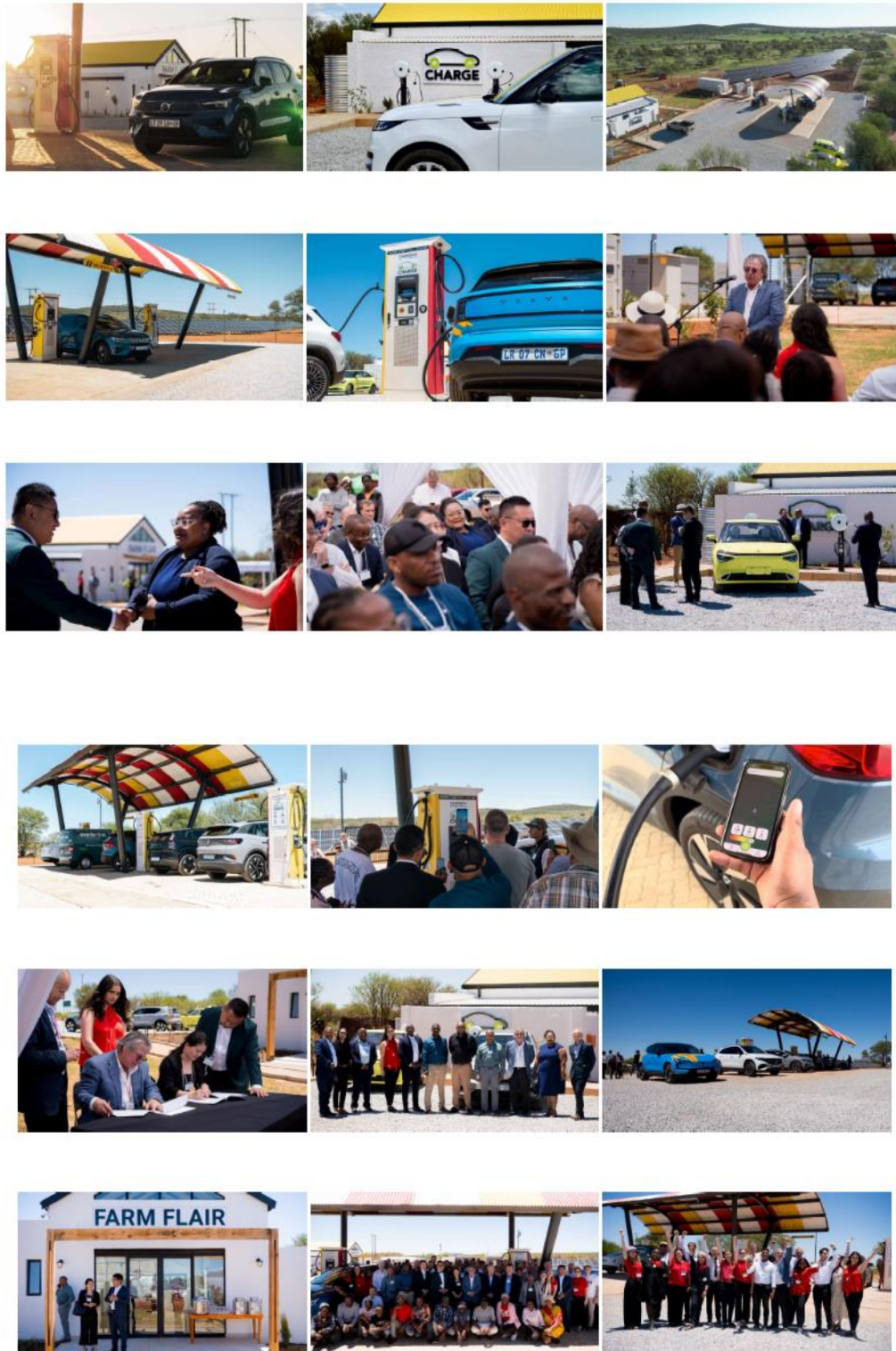


Figure 8: Launching of Wolmaransstad Charging Site

More site-specific designs and illustrations will be provided during the building plan process.

7. MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF)

The Saldanha Bay Municipal Spatial Development Framework, 2025 – 2030 (MSDF) provides the planning guidelines for future planning and development within the region.

Renewable energy generation projects are still in their infancy in South Africa, especially solar farms. A small number of wind farm projects however have been initiated. In 2003 the Provincial Government of the Western Cape, Department of Environmental Affairs and Development Planning, embarked on a rigorous programme to pave the way for wind energy development within the province. The development of solar energy projects will additionally contribute to clean renewable energy in the province.

Saldanha Bay Municipality: Vision

- Consolidate the coastal wilderness areas and rural hinterland including agricultural resources and promote tourism and job creation thereon.
- Consolidate inland CBA corridors with coastal corridors into a practical and effective network of open space supporting bio-diversity conservation, the recreational needs of residents and the coastal and rural tourism economies.
- Promote the industrial area, including high-tech economic development, to take advantage of global demand opportunities and encourage local employment and capacity building.

The SDF strategic objectives below provide a more detailed direction to achieving the vision as set out in the IDP.

SDF Goals and Strategic Objectives:

- **Goal 1: To develop and maintain a strong local economic base, through the promotion of non-consumptive tourism, industrial development and the role of agriculture in the municipal area's economy**
 - To develop a clear and appropriate tourism management / capture strategy based on the natural and heritage resources of the area;
 - To develop and stimulate economic activity in a responsible and appropriate manner;
 - To market the area more effectively;
 - To promote tourism as a community based and community driven industry with substantial potential for providing direct and indirect economic benefits to the community;
 - To investigate opportunities and requirements for incorporating agricultural activities into the tourism strategy area;
 - To promote the development of tourism infrastructure that conforms to place-specific architectural, environmental and aesthetic requirements;
 - To promote partnerships in the development of tourism facilities between private, public and community sectors;

- **Goal 2: To protect and conserve the heritage resources of the area**
 - To promote the conservation and inclusion of important heritage resources into a municipal area's tourism strategy;
 - To improve and develop tourism related facilities.
- **Goal 3: To provide an environmentally and economically sustainable bulk service infrastructure and road transport network**
 - To ascertain the overall carrying capacity of existing bulk services related to existing and future growth, where appropriate, consider risk zones;
- **Goal 4: to Address the social needs and expectations of all sections of the community**
 - To encourage public participation in all issues of public concern.
- **Goal 5: To promote the conservation and sustainable use of natural resources in the Saldanha Bay Municipality**
 - To ensure that the impact of existing and proposed development is adequately evaluated from a holistic environmental perspective;
 - To address the rehabilitation of degraded or disturbed environments;
 - To promote the efficient use of freshwater and energy resources.

The proposal complies with the goals and strategic objective as follow:

- The proposal will have a major economic impact as several temporary and permanent employment opportunities will be created during construction phase and during operational phase. A great majority will be local job opportunities.
- The proposal will market Hopefield, Saldanha and Vredenburg effectively to investors as towns with investment potential.
- The proposal will not have an impact on heritage resources, conservation areas and agricultural land and can therefore be encouraged. The location is specifically chosen to protect as much of the areas identified for conservation.
- The overall electricity provision for the Saldanha Bay region will be slightly increased with the proposal, as the proposed development will generate its own electricity to charge the electric vehicles and surplus energy will be utilised by the agricultural activities situated on The Property, which will in return cater for future growth in the area.
- The proposal will also contribute to the effective use of the natural resources (sun) to generate electricity.
- The proposed development will also promote, encourage and support local tourism in the surrounding area, this includes urban and rural areas;
- The proposed development also encourages and supports partnerships in the development of tourism facilities between private and public sectors.

In addition to the above, it is important to note that one of the directives of the MSDF is to promote tourism attractions along the R45 and R27. The proposed tourist facility which is justified by the establishment of the Charging Station, is in alignment with the SDF.

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 South Africa. 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 South Africa'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 MW³ 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 EV's 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 EV's due to inconsistent electricity provision and limited availability.

8.3. NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998

A Checklist for the determination of the applicability of the National Environmental Management Act, 1998 (Act. No. 107 of 1998) (NEMA), Environmental Impact Assessment (EIA) was submitted to the Department of Environmental Affairs and Development Planning, whereafter approval was received, confirming that the proposed development **does not** constitute any listed activities in terms of the EIA regulations, 2014 (as amended).

8.4. CLIMATE CHANGE ACT 2024

The Climate Change Act, 2024 was recently implemented to enable the development of an effective climate change response and a long-term, just transition to a low-carbon and climate-resilient economy and society for South Africa in the context of sustainable development; and to provide for matters connected therewith.

The Act was implemented in an effort to help fight climate change which includes the implementation of appropriate mitigation responses to help reduce the greenhouse gas emissions in South Africa.

The integration of an Electric Vehicle charging station accompanied by a small solar farm and battery energy storage system contributes significantly to reducing greenhouse gas emissions, aligning with the objectives of the South African Climate Change Act, 2024.

- **Reduction of Emissions:** EV's produce zero tailpipe emissions, which drastically cuts down on pollutants like carbon dioxide (CO₂) and nitrogen oxides (NO_x) compared to conventional Internal combustion engine vehicles powered by fossil fuels. By supporting the adoption nationwide charging stations for EVs, the charging station helps decrease the overall emissions from the transportation sector.
 - **Renewable energy source:** A solar farm generates clean, renewable energy, further enhancing the sustainability of the charging station. By utilising solar power, the station reduces reliance on fossil fuel power plants, which are major contributors to greenhouse gas emissions in South Africa.
 - **Energy Efficiency:** Solar energy is harnessed directly from the sun, making it highly efficient and sustainable energy source. This efficiency reduces the carbon footprint
-

associated with energy generation.

- **Support for Climate Goals:** The Climate Change Act of South Africa aims to mitigate climate change impacts, thus indirectly, promoting renewable energy, reducing greenhouse gas emissions, and transitioning to a low-carbon economy. The EV charging station with a solar farm directly supports these goals by fostering cleaner transportation and renewable energy use.

The establishment of an EV charging station powered by a small solar farm is a practical measure to combat greenhouse gases, aligning with the mandates of the South African Climate Change Act of 2024.

8.5. 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 EV's which contributes to reducing the carbon footprint of South Africa.

8.6. PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

The Provincial Spatial Development Framework 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 of contributing 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.

8.7. RURAL DEVELOPMENT GUIDELINES 2019

The following table contains extracts from the Rural Development Guidelines which have specific bearing on the proposed development and our response thereon.

The Western Cape economy is founded on the province's unique asset base, which comprises farming resources, natural capital (Biological diversity) and varied scenic and cultural resources, which are the attractions that make Western Cape the country's premier tourist destination.	The proposed development represents a natural extension of not only the property owner, or CHARGE's but also the province's commitment to sustainability and innovation. By embracing renewable energy and catering to the needs of electric vehicle users, the proposed development will help contribute to the Western Cape's identity as a premier tourist destination while demonstrating the economic and environmental benefits of forward-thinking development practices. Furthermore, the charging station promotes sustainable transportation practices in rural areas, providing crucial infrastructure for electric vehicles and helping to reduce carbon emissions. Additionally, unlike traditional filling stations, the proposed development is unlikely to significant attract other businesses to relocate or be established at this node, minimising potential disruptions while enhancing the region's sustainability and economic resilience. In considering the long-term impact on the Municipality, agricultural activities, and the route and landscape, the proposed electric charging station emerges as a sustainable and beneficial
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CONSENT USE: Renewable Energy Structure & Tourist Facility	Farm:	1043	RD:	Malmesbury
Ref no: SAL/13899/RP	By:	RP	Edit Date:	8-Dec-25
Page 31 / 49				



	addition to the rural environment. It enhances economic opportunities, supports environmental sustainability, and preserves the cultural and possible heritage of the area, aligning with the overarching objectives of responsible rural development.
The Western Cape seeks to ensure (1) sustainable development of rural areas, (2) conservation of biological diversity, (3) functionality of ecosystems, (4) the protection of agriculturally productive land and (5) safeguarding rural heritage and culture.	The long-term vision articulated for the Western Cape underscores the intricate balance between economic development, environmental conservation, and cultural preservation. While it's essential to safeguard agriculturally productive land, it's equally imperative to recognise that sustainable development often necessitates strategic compromises. In this context, the proposed sacrifice of a small portion of Low moderate agricultural land to accommodate the development aligns with broader objectives of promoting and protecting all the concerns outlined. By facilitating the integration of renewable energy infrastructure, such as electric charging station, the region advances its commitment to sustainable development in rural areas. The installation of electric charging stations contributes to reducing carbon emissions and mitigating the impacts of climate change, thereby supporting the conservation of biological diversity and ecosystem functionality. Moreover, by diversifying land use and embracing innovative solutions, the region demonstrates its proactive approach to safeguarding agriculturally productive land while meeting evolving energy needs. The proposed development at the intersection of agricultural and tourism activities fosters the preservation of rural heritage and culture. It represents a harmonious integration of traditional farming practices with modern technologies, showcasing the region's rich cultural tapestry and its capacity for innovation. In essence, while the sacrifice of a small portion of low moderate agricultural land may seem counterintuitive at first glance, it ultimately serves to promote and protect the broader concerns articulated in the Western Cape's long-term vision. By embracing sustainable development principles and leveraging innovative solutions,

	the region paves the way for a more resilient, inclusive, and prosperous future for its rural communities. The proposed development achieves a delicate balance between sustainable rural development, biodiversity conservation, ecosystem functionality, and the preservation of agriculturally productive land, all while safeguarding rural heritage and culture. Charge's approach in selecting properties for development across South Africa prioritises sites adjacent to existing roads with established access points, minimising potential additional impacts. Through careful studies and site selection, the proposed development minimises negative effects on these aspects, apart from some impact on agriculture. However, Charge mitigates this impact by compensating the landowner, thereby providing support for other existing agricultural activities on The Property.
The guidelines set out specific type of land use activities permitted within the Agricultural Spatial Planning Category, where to located said uses and the appropriate scale and form.	While the guidelines provide clarity on supported land uses and activities within the Agricultural Spatial Planning Category, it's important to recognise the value of diversifying farm operations to add value to locally produced products and enhance the overall farm experience. Activities such as farm tourism, restaurants, farm stalls, and farm stores offer opportunities to generate additional revenue streams without detracting from farm production. Additionally, integrating an electric charging station into the farm's offerings can complement these activities, providing a convenient amenity for visitors while supporting sustainable transportation options. By adhering to appropriate scale and form guidelines, farms can enhance their appeal to tourists and locals alike while preserving the integrity of agricultural operations and promoting the region's unique agricultural heritage.
The following principles underpin the Rural Areas Guidelines:	
Good quality and carefully sited development should be encouraged and located as far as possible in existing settlements. (Page 35)	There is a shortage of developable land which would be able to accommodate the proposed development in and around the surrounding towns, which poses a significant challenge in finding suitable locations. Given the limited availability of developable land, it's imperative to explore alternative options. Furthermore, the efficiency of a solar array is closely tied to its location, the placement thereof in a town could

	compromise its efficiency and it will have a greater impact on the residents of the town.
All development in rural areas should be in keeping and in scale with its location, and sensitive to the character of the rural landscape and local distinctiveness. (Page 35)	The principle that all development in rural areas should be in keeping with its location and sensitive to the character of the rural landscape and local distinctiveness is paramount in guiding sustainable development practices. Clustering of developments in rural areas can indeed contribute to the formation of nodal areas. The placement of the Proposed Development is situated in close vicinity to the existing farmstead on The Property which consists out of several buildings used for agricultural and residential purposes. This proposed development provides a valuable amenity for visitors and the placement could be considered as a form of clustering due to the close proximity between the existing farmstead and proposed development on The Property. When done thoughtfully and in harmony with the rural landscape, such clustering can contribute to the vitality of rural nodes while preserving the agricultural landscape.
The cumulative effect of all ancillary and non-agricultural land uses should not detract from the rural character of the landscape and the primary agricultural activities (page 35).	By strategically integrating ancillary amenities like a tourist facility/ convenience shop, a solar array and accompanied charging station, the landowner can diversify revenue streams and bolster the financial sustainability of the existing agricultural operation. This new income can directly be reinvested into supporting and enhancing existing agricultural land uses, such as improving infrastructure, implementing sustainable farming practices, or expanding agricultural production. Furthermore, when done thoughtfully and in harmony with the rural landscape, the clustering of ancillary activities can contribute to the vitality of rural nodes while preserving the agricultural and possible cultural heritage of the area. By ensuring that these activities complement rather than overshadow primary agricultural activities, the landowner can maintain the rural character of the landscape while capitalising on new financial opportunities. While it is important to avoid detracting from the rural character of the landscape and primary agricultural activities, the strategic integration of ancillary amenities like tourist facilities



CONSENT USE: Renewable Energy Structure & Tourist Facility	Farm:	1043	RD:	Malmesbury
Ref no: SAL/13899/RP	By:	RP	Edit Date:	8-Dec-25
Page 34 / 49				



	accompanied by charging stations can provide additional financial benefits to the landowner. This new financial gain can directly contribute to supporting and enhancing existing agricultural land uses on the property, reinforcing the symbiotic relationship between rural development and agricultural sustainability.
Rural activities must have a focus on sustainability and be in harmony with the surrounding agricultural landscape.	Firstly, the shop accompanying the charging station will help with the promotion of tourism within the area, where several surrounding existing activities could be introduced and exposed by means of pamphlets. The charging station promotes sustainable transportation by providing a convenient and environmentally friendly option for electric vehicle owners. This reduces reliance on fossil fuels and lower carbon emissions, aligning with broader sustainability goals. Additionally, the shop enhances the overall visitor experience to the charging station, attracting environmentally conscious consumers who value sustainable practices. This not only supports the economic viability of the farm, shop and charging station, but also fosters a culture of sustainability within the local community. The proposed charging station embodies the principle of sustainability and harmony with the agricultural landscape by promoting renewable energy use, reducing carbon emissions, and enhancing visitor experience. By leveraging the off-grid infrastructure and embracing innovative solutions, the landowner demonstrates a proactive approach to sustainable rural development that benefits both the environment and the local economy.
Agricultural resources should be protected for increased agricultural production.	It is well known that the agricultural sector is significantly negatively impacted by loadshedding. For instance, the poultry industry incurs millions in cost for backup power to maintain air-conditioning, while the fruit industry suffers heavy losses due to inadequate electricity for irrigation and storage purposes. Similarly, the wine industry faces substantial losses in managing their cellars due to loadshedding. This pattern of disruption extends throughout the entire agricultural sector. Any initiative that supports the national grid, whether directly or indirectly, should be

	wholeheartedly supported. The temporary use of agricultural land for electricity generation purposes is strongly endorsed by the agricultural sector, as it helps mitigate the adverse effects of loadshedding and promotes overall stability in agricultural production. The proposed development, particularly the integration of a convenience shop, charging station accompanied by a solar farm alongside existing agricultural activities, will have a greater impact in the long run by protecting agricultural resources for increased agricultural production. By diversifying the income streams of The Property through the proposed development, the landowner can generate additional revenue without compromising the agricultural land's integrity. This additional financial support can be reinvested into the agricultural infrastructure, equipment, and sustainable farming practices, ultimately leading to increased agricultural productivity. Moreover, the presence of the charging station can attract more visitors to the area, including tourists and local residents, who may also enjoy the shop and existing land uses on The Property. This possible increased foot traffic can provide opportunities for agritourism activities in the surrounding areas, further boosting the agricultural sectors' visibility and economic viability. Furthermore, the charging station's integration into the existing agricultural landscape demonstrates a harmonious relationship between rural development and agricultural preservation. By showcasing innovative solutions that complement rather than compete with agricultural activities, the proposed development reinforces the importance of protecting agricultural resources for long-term sustainability
Other intrusive land uses (e.g. industries and schools) should be located in urban areas as far as possible and should only be considered when the locational factors warrant such a land use in the rural area in the obligation is on the applicant to illustrate why the land use cannot be accommodated in the urban area	It is essential to consider the unique circumstances surrounding the proposed development of an Electric Vehicle Charging station accompanied by a shop which is independently powered by a solar array by the CHARGE team.



CONSENT USE: Renewable Energy Structure & Tourist Facility	Farm:	1043	RD:	Malmesbury
Ref no: SAL/13899/RP	By:	RP	Edit Date:	8-Dec-25
Page 36 / 49				



(page 41).

The shortage of developable land in and around the surrounding towns poses a significant challenge in finding suitable locations for infrastructure projects. Given the limited availability of land, it's imperative to explore alternative options, even if they deviate from conventional guidelines.

The efficiency of a solar array is closely tied to its location, with agricultural landscapes often offering more favourable conditions for solar energy generation compared to urban areas. Placing the solar array in a town could not only compromise its efficiency but also have a greater negative impact on residents due to factors such as visual intrusion and land use conflicts.

The CHARGE team's status as early adopters of the initiative should not be overlooked. Their commitment to promoting sustainable energy solutions warrants careful consideration of the challenges they face in accessing better-located sites for their facilities. While guidelines provide valuable guidance, they should not be applied rigidly in every circumstance, especially when innovative solutions are at stake.

Furthermore, the absence of competitors in the market underscores the pioneering nature of the CHARGE team's efforts. Their willingness to lead the way in sustainable energy development should be commended rather than penalized for deviating from guidelines.

While adherence to guidelines is important, it's equally essential to recognize the unique constraints and opportunities inherent in each development proposal. The CHARGE team's proposal should be evaluated on its own merits, taking into account the challenges of land availability, energy efficiency, and the pioneering nature of their initiative. By striking a balance between guidelines and practical considerations, authorities can support innovative solutions that advance sustainable development goals.

In addition to the challenges of land availability and energy efficiency, it's crucial to highlight the economic benefits that the proposed development on agricultural land can bring to the landowner and the local community. Agricultural

	land, especially in rural areas like where the proposed development is proposed, often faces economic pressures and challenges. By diversifying land use through the installation of a solar array, the landowner stands to gain a sustainable source of income that complements traditional agricultural practices. This not only enhances the financial viability of the land but also contributes to the long-term resilience of the agricultural sector. Furthermore, the revenue generated from leasing the land for the solar array can provide much-needed support for the local economy, fostering job creation and investment in infrastructure and services. Thus, the proposed development on agricultural land offers a practical and economically viable solution that benefits both the landowner and the wider community. In addition to the above, the model CHARGE has implemented to govern the agreement between themselves and the landowners, makes provision that 5% of the turnover are paid to the landowner along with utilisation of excess energy generated through the proposal, this allows for an additional financial opportunity to the landowner which could be utilised for the implementation and upgrading of farm equipment allowing for more sustainable agricultural activities which could in return to greater employment opportunities.
Only activities that are appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment or ability of the municipality to deliver on its mandate should be accommodated. The long-term impact on the municipality (resources and financial); agricultural activities, production and sustainability, risk and finances; and the scenic, heritage and cultural landscape should be considered when decisions are taken (page 41).	A charging station, accompanied by a shop / tourist facility powered by a solar array, align perfectly with the principle of sustainable rural development and compliance with municipal mandates. See the following as motivation: Appropriate Rural Activity: • The Convenience shop / tourist facility are inherently rural activities, offering locally sourced products and authentic experiences that draw visitors to the area. This kind of development enhances the rural character by promoting local culture and agriculture. • The EV charging station complements this by providing necessary infrastructure for modern travellers, encouraging eco-friendly tourism that aligns with rural settings.

Positive Socio-Economic Returns:

- The Convenience shop / tourist facility generates direct economic benefits through the sale of local produce and goods, supporting local farmers and artisans. This boosts the local economy and provides a market for regional products.
- The Convenience shop / tourist facility attracts visitors, increasing local spending on accommodation, food, and other services, thus driving further economic activity.
- The EV charging station supports the growing number of electric vehicle owners, promoting longer stays and more spending in the local area.

Environmental Protection:

- The solar array powering the EV charging station exemplifies a commitment to renewable energy, reducing reliance on fossil fuels and minimizing environmental impact.
- The integration of renewable energy supports national and local sustainability goals, aligning with broader efforts to combat climate change.
- By situating the development within a rural setting, the project minimizes disruption to natural landscapes and biodiversity.

Municipal Resource Management:

- The project is designed to be self-sufficient, with the solar array providing necessary energy, thus not placing additional strain on the municipal electricity grid.
- By attracting visitors, the development can increase municipal revenue through tourism-related activities without requiring significant new infrastructure investments.

Long-Term Impact Considerations:

- The development is low-impact and sustainable, designed to blend with the rural landscape, preserving the scenic, heritage, and cultural values of the area.
- The Convenience shop / tourist facility enhances the area's cultural landscape, offering educational opportunities about local agriculture and heritage.
- The EV charging station ensures the area



CONSENT USE: Renewable Energy Structure & Tourist Facility	Farm:	1043	RD:	Malmesbury
Ref no: SAL/13899/RP	By:	RP	Edit Date:	8-Dec-25
Page 39 / 49				



	remains accessible to modern travellers, supporting long-term tourism sustainability. Support for Agricultural Activities: • The Convenience shop / tourist facility provides an additional revenue stream for local farmers, encouraging continued agricultural production and sustainability. • The project does not take away productive agricultural land but rather integrates with existing uses, enhancing overall farm viability. Risk and Financial Considerations: • The development mitigates financial risks by diversifying income sources for the landowner and the local economy. • It supports local employment opportunities, reducing economic vulnerability and enhancing community resilience. Visual and Heritage Integration: • The project includes careful planning to ensure visual harmony with the rural landscape, including design elements that reflect local architectural styles. • Efforts will be made to preserve and enhance the heritage value of the area, with the farm stall and tourist facility acting as custodians of local traditions. In summary, the proposed development represents a well-considered, sustainable development that aligns with rural context appropriateness, generates positive socio-economic returns, protects the environment, and supports municipal and agricultural sustainability.
Place-bound businesses (businesses ancillary to agriculture or serving rural needs) include farm stalls and farm shops, restaurants and venue facilities (e.g. conferences and weddings) (page 56).	The proposed development aligns with the concept of place-bound businesses, which are ancillary to agriculture or serve rural needs. By integrating the proposed development near the existing farmstead, the development enhances the overall appeal and functionality of the rural area. The proposed development provides essential services that meets the needs of both locals and visitors, supporting sustainable transportation practices and addressing growing demand for

	electric vehicle infrastructure in rural areas. This amenity enhances the accessibility and attractiveness of the area, contributing to the success of the other place-bound businesses situated in the close vicinity. By attracting more visitors to the area, the proposed development stimulates the economic activity and supports the viability of local businesses such as farm stalls, shops and restaurants. The increased foot traffic creates opportunities for these businesses to thrive and expand their offerings, further enriching the rural experience for residents and visitors alike.
Non-place-bound businesses (businesses not ancillary to agriculture or serving rural needs), should be located within urban areas and should only be considered in the rural area when exceptional cases and locational factors warrant such a land use. The obligation is on the applicant to illustrate why the land use cannot be accommodated in the urban area. Examples include a petrol station, hardware store, truck stop, transport contractors, wellness centers, frail care facilities and animal feed factory (page 57)	Please refer to the point above, motivating why the proposed development could be considered as a place-bound business.
With respect to infrastructure... where locations inside urban areas are impractical, extensive agricultural areas peripheral to settlements are the preferred alternative (Page 62)	The Western Cape Rural Guidelines states that where proposed bulk infrastructure installations are planned to serve the broader community, due to the extensive space required, it could be supported outside urban areas. (Page 62)
Where possible, installations should be located on previously disturbed terrain, or land of low biodiversity or agricultural value and should not interfere with, or impact negatively on existing or planned production areas, as well as agricultural infrastructure.	While the proposed development is proposed on Agricultural land, it is important to note that, the portion of agricultural land where the development is proposed on, are considered to be low moderate agricultural potential land. The development adheres to the principle of minimising interference with existing agricultural activities and infrastructure. By selecting suitable sites and implementing mitigation measures, the installation can be integrated sensitively into the landscape while still meeting the demand for sustainable transportation infrastructure. It is also important to note that due to substantial cost for transporting electricity, it is most efficient to situate the generating facility adjacent to the charging station.
Within the Agricultural SPC, only essential installations should be accommodated. In	Noted. Please refer to the point above with regards to the agricultural value of the portion of

such instances, installations should be on land with a low agricultural value and should not interfere with, or impact negatively, on existing or planned production areas or agricultural infrastructure.	The Property where the development is proposed upon.
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Although traditional fuel filling stations have been clustered around existing settlements and locations further into the rural landscape have been resisted, it is important to take into consideration that numerous traditional fuel filling stations dot the rural landscapes of South Africa, including several within the Western Cape Province. However, the proposed development sets itself apart from traditional filling stations and should not be considered as such. Numerous traditional fuel filling stations offer electric charging stations, as do many offices and shopping complexes in their parking areas. These charging points typically rely on Eskom for power. In contrast, the charging points proposed as part of this development are exclusively powered by renewable energy sources.

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.

Spatial Justice: The proposed development is in line 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.

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 development consisting of a charging station and a 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 and was previously used for agricultural purposes.
- 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



Roeben Pienaar
Pr. PIn A/3045/2021
CK RUMBOLL & PARTNERS