

**PROPOSED SUBDIVISION AND
REZONING OF PORTION 9
OF THE FARM KRANSHOEK NO. 432,
KNYSNA ROAD**



APPLICATION FOR:

**The Proposed Subdivision and Rezoning of
Portion 9 of the Farm Kranshoek No. 432, Knysna Road**

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APPLICATION FOR THE SUBDIVISION AND REZONING OF PORTION 9 OF THE FARM KRANSHOEK NO. 432, KNYSNA ROAD

MOTIVATION

1 BACKGROUND

1.1 Appointment

Status Homes Property Developers (Pty) Ltd has commissioned Metroplan Town Planners to Submit land use applications to the Bitou Municipality to obtain the appropriate land use rights for the development of Portion 9 of the Farm Kranshoek No. 432. The authorisation to submit an application was obtained through a Power of Attorney signed between the Land Owner, Stella Winifred Olivier and Metroplan Town Planners on 17th August 2018, and a Deed of Sale signed on 24 March 2017, between the Land Owner, Stella Winifred Olivier and Status Homes Property Developers (Pty) Ltd. (Refer to **Annexure A** for the Power of Attorney, and **Annexure B** for Deed of Sale.)

Appropriate land use rights will be obtained within the provision of the Land Use Planning By Law of the Bitou Municipality under the LUPO Scheme Regulations of Section 8.

1.2 Integrated Development Process

Status Homes intends acquiring the adjacent land portions, 7 and 8, as part of a larger integrated development. However, this application comprises, at this stage, only portion 9. As will be seen later in the report, a Framework Plan showing the planning intent for all three portions is presented to contextualise the proposals on portion 9.

1.3 Position of the Site Within Context of Plettenberg Bay

Kranshoek is situated approximately 8km by road from the Town Centre of Plettenberg Bay off the Robberg Road which connects western portions of Plettenberg Bay through the Robberg Road to the N2 further west. (Refer to **Plan 1**.)

Kranshoek itself comprises a number of township extensions linked together by a network of tar and gravel roads set back at approximately 1km from Robberg Road.

The three land portions incorporated with the Urban Edge, approximately 65,77ha in total, would in future accommodate a significant amount of the housing backlog. Preliminary planning of the three portions recorded approximately 1 720 housing units.



Although Kranshoek is 8km from Plettenberg Bay, it is viewed as a node and despite the limitation and the friction of distance, i.e. not within 10-minute walking distance from critical economic and social infrastructure nodes, it is within walking distance of a growing public transport system which still is within 15-minute driving distance from the main economic and social nodes.

1.4 Locality of the Site

The farm portion (Portion 9) is positioned to the east of the town of Kranshoek and abuts Trekkerspad where urban development starts. Urban development consisting of affordable housing and a school can be found to the west of the site with mostly vacant land to the north and agricultural farm portions (Portions 7 and 8) to the east and south. (Refer to **Plan 2**.)



2 EXISTING SITUATION

2.1 Cadastral Details and Extent of Area

The original total extent of Portion 9 of the Farm Kranshoek No. 432 was 25,9487Ha. Approval was granted in terms of Act 70 of 1970 for the subdivision, rezoning and departure on a portion (0,46Ha) of Portion 9 of the Farm Kranshoek No. 432 reducing the size of the remainder of the land to approximately 25,58Ha. (Refer to **Annexure C.**) This was approved on 6 September 2016.

2.2 Current Zoning

The subject erf is currently zoned “Agriculture” in terms of Section 8 of the LUPO Scheme Regulations. Application will simultaneously be made for the subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) if required.

The Agricultural zoning does not permit the mix of uses envisaged in the proposed development. The rezoning will enable a variety of uses on the subject site thereby maximising its development potential.

Plan 3 depicts the approximate zoning status of the surrounding properties, which are predominately zoned Residential.

2.3 Existing Land Use

Portion 9 of the Farm Kranshoek No. 432 is not completely undeveloped and in fact has numerous residential buildings situated on it. Abutting erven are mostly residential buildings or vacant land. (Refer to **Plan 4.**)

A small Industrial area is situated north of the site. Other land uses indicate business facilities (shops), a community centre and library, clinic and a school.

The Developer intends to demolish all existing buildings to accommodate the new Layout Plan.

2.4 Physical Environmental Situation

2.4.1 Topography and Drainage

The site slopes gently to the east and south-east, with one non-perennial water course traversing the site with a west to east, and west to south-east flow pattern. (Refer to **Plan 5.**)



2.4.2 Geology and Soils

The site is situated mostly on Arenite with soils depth of between 450mm and 750mm. Arenite is a sedimentary rock with sand grains of medium nature. Provision may have to be made for special founding bases due to the high clay context in the soils around Kranshoek. (Refer to **Plan 6.**)

2.5 Biophysical Environment

2.5.1 Flora

The north-eastern tip of Portion 9 falls within an area classified by SANPARKS in terms of their Critical Biodiversity Areas Map of the Garden Route, as an Ecological Support Area (ESA). The ESA are supporting zones or areas which must be safeguarded as they are needed to prevent degradation of Critical Biodiversity Areas and formal Protected Areas. (Refer to **Plan 7.**)

The rest of Portion 9 was used for Extensive Agriculture (stock farming) and consists mainly of a mixture of non-indigenous trees such as Pines, Bluegums and Wattle interspersed with grassland (grazing) and areas of Fynbos. No crop farming is evident on the site. (Refer to **Annexure D.**)

SANBI in 2006 classified the vegetation status of the area around Kranshoek as vulnerable. (Refer to **Plan 8.**) The ENPAT report of 2003 classifies the area to the east of Kranshoek and which incorporates Portion 9 as Grass and Shrub.

2.6 Engineering Utilities

Information on Civil Engineering Services was extracted from a Preliminary Civil Engineering Services Statement prepared by Bau-Afrika, Consulting Engineers and Project Managers. (Refer to **Annexure H.**) Although only Portion 9 is the subject of this application, the Statement also covers Portions 7 and 8 of the Farm Kranshoek No. 432.

2.6.1 Existing Civil Engineering Services

An investigation into the existing civil engineering services and roads has been partially completed in the vicinity of the site and some information was obtained from the Bitou Municipality. Existing services around the site include the following:

- A sewer rising main that runs along the Northern boundary of the site that turns and runs along the Western boundary of the site into the Kranshoek residential development.
- A bulk water main that runs parallel to the sewer rising main mentioned above and turns into the Kranshoek residential development west of the site.



2.6.2 Proposed Civil Engineering Services

2.6.2.1 Stormwater

- New stormwater system to discharge overland into a new regional detention pond situated in the top North Eastern public open space adjacent to the institutional zone which will then be discharged into the existing pond to the east.
- New stormwater system to discharge overland into a new regional detention pond situated in the bottom South Eastern public open space adjacent to the institutional zone.
- Two new areas have been proposed for “services servitudes” to allow for the drainage of low points.
- An internal stormwater system will be further investigated and designed to discharge the stormwater run-off adequately as per the “**Guidelines for Provision of Engineering Services and Amenities in Residential Developments**” as published by the CSIR.

2.6.2.2 Sewer

- The new internal sewer system will connect to the existing sewer system mentioned above in Section 2.6.1 and will consist of a uPVC sewer reticulation system of various sizes.
- A new sewer servitude is proposed to run along the Northern border of the site.
- With the further full capacity analysis done with the application for rezoning and subdivision it will be determined what the impact of the proposed development on the existing external reticulation system will be and what upgrades will need to be implemented.
- The following design flow criteria will be applicable to the internal sewer reticulation system requirements:

DOMESTIC SEWER DEMAND RESULTS			
LAND USE	NO OF UNITS	DISCHARGE AADD	SEWER AADD (l/day)
Dwelling Houses	1361	500	680 500
Flats	361	315	99 540
Shopping Centre	18 662m ²	2.8	52 254
School & Crèche	4.13ha	4000	16 520
Place of Worship	4	1400	5600
Health Clinic & Community Hall	26621m ²	3.5	93 174
TOTAL			947 587



The domestic sewer demands will be designed for as per the “Guidelines for Provision of Engineering Services and Amenities in Residential Development” as published by the CSIR using 70% of the domestic water demands.

2.6.2.3 Water

- The new internal water system will consist of a uPVC water reticulation system of various sizes.
- Installation of water meters will be done as per the regulations of the Bitou Municipality.
- With the further full capacity analysis done with the application for rezoning and subdivision it will be determined what the impact of the proposed development on the existing external reticulation system will be and what upgrades will need to be implemented.
- The following design flow criteria will be applicable to the internal water reticulation system requirements:

DOMESTIC SEWER DEMAND RESULTS			
LAND USE	NO OF UNITS	DISCHARGE AADD	SEWER AADD (l/day)
Dwelling Houses	1361	600	816 600
Flats	361	450	142 200
Shopping Centre	18 662m ²	4	74 648
School & Crèche	4.13ha	5715	23 600
Place of Worship	4	2000	8 000
Health Clinic & Community Hall	26621m ²	5	133 105
Public Parks	10.986ha	4286	47 083
TOTAL			1 245 236

The domestic water demands will be designed for as per the “**Guidelines for Provision of Engineering Services and Amenities in Residential Developments**” as published by the CSIR.

2.6.2.4 Roads and Access

- Access to the development will be provided off Trekkers Road which runs on the top Western boundary of the site.
- A transport Impact Study to determine the transport related constraints and appropriate mitigation measures within the Kranshoek area will be done in due course.



- The geometric design, cross section and structural design of the roads will be based on the accepted standards for the class of roads proposed.
- Road layer works requirements will be finalised during the detail design stage.

2.6.2.5 Telecommunication and Data

- New Telkom and Data ducting sleeves are to be installed in accordance with the requirements of SABS 1200LC.

2.6.2.6 Electrical

- Electrical service assessment was done by Clinkscapes Maughan-Brown. (Refer to **Annexure H.**)
- The electrical supply authority for the area is Eskom therefore the distribution network will have to comply with their requirements and standards.
- It has been assumed that the existing Eskom 22kV overhead line across the site will be relocated to follow the road reserves and that the network will be extended and augmented to accommodate the planned development.
- The electrical demand is at this stage estimated as follows:

a) 559 Dwelling houses @ 6.9kVA each x 0.3df	=	1 157 kVA
b) 316 Flats @ 6.9kVA each x 0.3df	=	654 kVA
c) Shops @ 500kVA x 0.7df	=	350 kVA
d) School / creche @ 100kVA x 0.7df	=	70 kVA
e) Place of worship @ 40kVA x 0.7df	=	28 kVA
f) Health Clinic @ 40kVA x 0.7df	=	28 kVA
TOTAL		2 287 kVA

2.6.3 Conclusion

Based on the above findings, suitable civil engineering services and road access can be provided to the proposed development. At this stage we do not foresee any engineering constraints which would make the proposed town planning framework unsuitable for development.



3 POLICY FRAMEWORK

3.1 Bitou Municipal Spatial Development Framework (2017) (BMSDF)

3.1.1 Housing demand and land required

In order to understand the overall Future Land Use Policy Framework of the Bitou Municipality, the BMSDF was used as a reference. The proposals around the Kranshoek area in particular have been used to inform the planning proposals on Portion 9. Whereas the majority of the population resides in Plettenberg Bay, Kranshoek is a significant node of population concentration and growth, consistent with the trend in Bitou as a whole. With a growing population, improvement in infrastructure will be necessary together with increasing pressure for housing.

Kranshoek houses some of the lowest income levels and future demand for housing will therefore concentrate at the entry level of housing, making use predominantly of Government Housing Subsidy instruments. According to the report entitled “Affordable Rental Housing Strategy and Plan” prepared for the Bitou Municipality in 2017, Bitou experience a population growth of 5,4% with 33% of the households housing incomes between R1 983 to R7 928 and a further 14% housing incomes between R7 929 to R15 850.

Housing supply in Kranshoek would need to cover all these income groups in addition to those who fall outside of the Government Subsidized income bands. However, “real demand” from Government Assisted Housing is difficult to determine on census and other available figures and in terms of this report to test the “real demand” requires the practical delivery of actual projects to cover the lowest number in the continuum and then allow the response to these to indicate further assessment of “real demand”.

Although the “Affordable Rental Housing Strategy and Plan” report concentrates on the demand for “Social Housing” the demographic statistics are applicable to all housing tenures and types. The demand for those earning between R1 983 – R15 856 is estimated to be anything between 500 - 2 000 units with the highest demand for those earning between R1 983 – R3 964 per month.

The BMSDF of 2017 states that the current housing backlog at Kranshoek is 486 housing units with a future forecast of 1 007 to the year 2030, making a total of 1 493 units. (Refer to **Annexure G** for Table 5.3.10 – Housing and Land Need.) The Framework Plan of the three portions would adequately provide for this demand. In order to accommodate the total, 44,66Ha will be required.



3.1.2 Kranshoek's importance in the greater Plettenberg Bay

The land development objectives as it applies to Kranshoek through the BMSDF proposes that Kranshoek develops as a future growth node (development occurring backwards to Plettenberg Bay along the airport road corridor) with growth commencing from the Kranshoek node eventually linking Kranshoek with Plettenberg Bay. The BMSDF further suggests that residential development around Kranshoek should be on land continuous with Kranshoek with development upwards of 1 000 units at a maximum density of 25u/Ha gross.

Kranshoek should be promoted as a balanced, self sufficient settlement with commercial and retail frontages on the main road and a possible resort onto the coast to the south. Some of the principles to give effect to this broad objective would be the need to develop an economic base in Kranshoek itself, improve accessibility into the larger system between Plettenberg Bay and balance the constraints and opportunities created by the airport which is seen as an economic catalyst half way between the two settlements.

3.2 The Urban Edge

During October 2016 an amendment to the BMSDF of 2013 was initiated by the Bitou Municipality which involved adjusting of the Urban Edge to incorporate Portions 7, 8 and 9 of the Farm Kranshoek No. 432. This was prompted by the ever-increasing demand for housing in Bitou in general and Kranshoek in particular. These three land portions now incorporated within the Urban Edge, have a particularly high residential development potential because of their proximity, accessibility and level topography suited for the development of affordable housing. (Refer to **Plan 9**.) In the Report on Amendment of the BMSDF of October 2016 compiled by W. M. De Kock and Associates, emphasis was placed on the need to promote higher residential densities with the planning of sites within the Urban Edge aimed at higher residential densities. The number of units planned in terms of this report is stated as being 1 400 for Kranshoek. (Refer to **Annexure G** for the Tables on pg. 8 of the report which shows present and future need.)

The three land portions now included within the Urban Edge 65,8Ha, will be able to accommodate 1 645 units at a density of 25 units per Ha. Portion 9 will, theoretically at least, be able to accommodate upwards of 640 units, however every attempt should be made to increase this density to above 25 units per hectare.



4 PROPOSED LAYOUT OF THE DEVELOPMENT

4.1 Proposed Framework Plan for the Development of Portion 7, 8 and 9 of the Farm Kranshoek No. 432

Reference should be made to **Plan 10**. In order to place Portion 9 into the context of the broader development, a Framework Plan has been compiled to better understand the direction and nature of the entire potential development, now within the Urban Edge. This Framework Plan also derives information from a plan compiled by W. M. De Kock and Associates which provides a broad framework of land uses required in the planning of the entire area. (Refer to **Plan 11**.) The combined portions make up 65,75Ha of which portion 9 (subject of this application) is 25,58Ha.

Provision is made for the following in the Framework Plan:

➤ Residential

- Approximately 1 361 residential units are provided at a gross residential density of 21 units per hectare and an average erf size of 208m². These will be registered to potential beneficiaries under Free Hold Title, making use of both Government Housing Subsidies such as BNG, FLISP, and Social Housing and non-subsidised commercial affordable housing.
- Provision is also made for an erf for Social (Rental Housing) with approximately 316 walk up rental apartments for both subsidised and non-subsidised development. This site is adjacent to the business site and provides an intensification of the node along Trekkerspad.

➤ Business

- A business site to house a shopping centre is located in Portion 9 on Trekkerspad to accommodate the expanding demand for retail.
- Four other lower level business sites are strategically positioned within the Framework.

➤ Institutional Sites

- Twelve institutional sites provide for Places of Worship, a Health Clinic, Crèches and other unanticipated community social facilities.
- Provision is also made for a school closely associated with a large open space and adjacent to the Social Housing (Rental) Site.



➤ **Open Space**

- Provision has been made for parks within eight definable residential clusters.
- Open spaces are also created to accommodate non-perennial water courses and the Ecological Support Area to the north.
- Provision is also made for a sports field associated with a large Community Facility positioned on Portion 7.
- Open Space accounts for 16,7% of the total area.

➤ **Road Network**

- The area is traversed by a main spine road intersecting with Du Plessis Street and running due south providing access to all the residential clusters.
- Other main roads running west-east intersect with road reserves to the east and in the direction of Plettenberg Bay. This provides greater connectivity to the surrounding area.
- Internal road systems giving direct access to the residential clusters consist of closed loops and short stub roads.
- Restricted access is placed along all the major roads to prevent traffic conflict.
- Road reserves account for 21,55% of the total area.

4.2 Proposed Subdivision and Rezoning of Portion 9 of the Farm Kranshoek No. 432

Refer to **Plan 12** when reading this section. The CSIR Guidelines for the Provision of Social Facilities in South African Settlements was used as a reference document for the supply of appropriate land uses.

4.2.1 Residential Development

Provision is made for 559 Residential Zone I erven. It is proposed that a range of housing typological options will be made available within is area. The predominant mix will be:

- Single and double storey, free standing and semi-detached houses.
- Single and double storey, row houses (Refer to **Annexure E.**)

Provision is also made for one Residential Zone IV site, which will be able to accommodate up to 316, three storey walk up apartments at a maximum density of 110 units per hectare nett. (Refer to **Annexure E.**) This proposal is consistent with higher densities being placed near to social (school) and economic (shopping centre) amenities.



The gross residential density of all the potential residential units is 31,2 units per hectare. The Residential Zone I units have a gross residential density of 21,9 units per hectare, with an average erf size of 184m². No Residential 1 Zone erf is smaller than 8m x 20m (160m²).

The following income groups are to be catered for:

Monthly Income	Funding Instrument	Tenure
R1 500 – R15 000	SOCIAL HOUSING CAPITAL GRANT	RENTAL
R3 501 – R22 000	FLISP GRANT	OWNERSHIP
> R9 000	BONDED NON-SUBSIDISED	OWNERSHIP

The Residential Zone 1 erven are divided into 3 Phases, with Phase 1 encompassing also a business site, a site for social housing, and a school site. This is in keeping with the philosophy of developing incrementally and in keeping with a dynamic market where “real demand” is difficult to predict over the long term.

4.2.2 Business

Provision is made for one Business Zone I site of 13 437m². This site situated on the main road from Robberg Road to Kranshoek is at the intersection of Du Plessis Street and Trekkerspad, making it accessible to both the existing and future growing population. Within the complex provision will also be made for Institutional Uses. A site for a corner shop is provided at the intersection of the 20m spine road on the southern boundary of the site.

4.2.3 Open Space System

A hierarchy of Public Open Spaces is envisaged to make provision for play fields and play parks situated in strategic positions to serve the residential community with three smaller housing clusters served by small parks.

Provision is made within the Framework Plan encompassing Portions 7, 8 and 9 for larger open spaces and sports fields. The three residential portions are interconnected and are easily accessible from all three phases of development.



4.2.4 Roads

The layout of the road network is based on a hierarchy of roads. These range from the arterials to the local access roads.

Provision is made for a 20m wide road reserve which will serve as the main access road to the three phases of development. In terms of the Framework Plan, it will also provide access to the Portions 7 and 8. The road system internal to the various phases, provides direct access to residential erven which will be by way of 10m road reserves.

Stub roads of 8 – 10m reserve width provide access to clusters of units of not more than 50m in length. Entrance to the three clusters is provided with 16m wider reserves to accommodate refuse and security infrastructure, should the communities wish to be gated at a later stage.

4.2.5 Community Facilities (Public and Social)

Within Portion 9 an Institution Zone 1 site of 3,86Ha is planned to house a school. The school site is strategically positioned to take advantage of an adjacent open space aimed at accommodating the Ecological Support Area (ESA) providing also an opportunity for the creation of sports facilities on the non-affected areas. A site for a Health Clinic is also envisaged under Institution III Zone.

A further two Institutional sites to house Places of Worship are strategically placed along the spine route. Apart from the existing Crèche resulting from a minor subdivision of Portion 9, an additional crèche site is provided centrally and associated with a Public Open Space.



4.3 Spatial Budget

Table 2 shows the spatial budget for the proposed development on Portion 9. It depicts the land uses for the proposed zoning and their percentage in terms of the whole development. The following Spatial Budget is applicable to the application:

ZONING	LAND USE	ERVEN	AREA (HA)	DENSITY	RESIDENTIAL UNITS	% ALLOCATION
Residential Zone I	Dwelling Units	559	10,3114	54,21 u / ha NETT	559	40,31%
Residential Zone II	Flats	1	2,8681	110,00 u / ha NETT	316	11,21%
Business Zone I	Shops / Shopping Centre	2	1,4682	-	-	5,74%
Institutional Zone I	School Crèche	2	3,9372	-	-	15,39%
Institutional Zone II	Place of Worship	2	0,1457	-	-	0,76%
Institutional Zone III	Health Clinic	1	0,19420	-	-	0,76%
Open Space Zone I	Public Parks	3	1,3389	-	-	5,23%
Transport Zone I	Roads	-	5,3163	-	-	20,78%
TOTAL		570	25,5800	34,21 u / ha GROSS	875	100,00%



5 PROPOSED APPLICATION

Application is made to:

1. Subdivide Portion 9 of the Farm Kranshoek No. 432 into 885 portions and roads.
2. Rezone Portion 9 of the Farm Kranshoek No. 432, in terms of Section 8 of the LUPO Scheme Regulations, from Agricultural to Residential Zone I, Residential Zone IV, Business Zone I, Institutional Zone 1, Institutional Zone II, Institutional Zone III, Open Space Zone I, and Transport Zone 1, as depicted on **Plan 12**.
3. Road and Public Open Spaces will vest in the Bitou Municipality on confirmation of the Plan and the registration of the first erf.
4. Application is also being made for the relaxation of the side Building Lines on all Residential Zone I erven to provide for the construction of semi-detached and row houses with party walls.



6 PROPOSED APPLICATION

6.1 Character of the Surrounding Area

Greater demand for a variety of housing options in the area is contained in the BMSDF, its amendments (2017) and information contained in the Affordable Rental Housing Strategy and Plan of 2017. Although the latter document concentrates on Social (Rental) Housing, the population statistics are still applicable to all housing types and tenures facilitated by a number of Government Housing Subsidy Instruments.

The proposed development is in keeping with the character of the surrounding area which is largely residential. The added facilities such as a Shopping Centre, School, Places of Worship and a Crèche will help in achieving the aim of promoting a balanced, self-sufficient settlement with commercial and retail frontages on the main street providing a stronger sense of place.

6.2 Location and Accessibility

Kranshoek is 8km from the Centre of Plettenberg Bay and its location requires the improvement of accessibility as expounded in the BMSDF. It finds itself as a node at the end of a corridor which will be linked into the Plettenberg Bay system. Road access (Robberg Road) is good despite the distance between the two nodes.

However, vehicle travel time ought not to be more than 15 minutes to the main economic centres to make further expansion of Kranshoek viable. The subject site connects directly to the access road and onto Robberg Road.

6.3 Development Potential

Portion 9 is unique in its development potential being relatively flat and immediately adjacent to the existing development of Kranshoek. Most of Portion 9 can be utilised for development rendering a reasonable amount of residential opportunities.



6.4 Functional Integration

The proposal extends the notion of creating integrated environments as advocated by the BMSDF through the creation of a mixed-use area. The development has a mixed-use component incorporating a residential, recreational and retail component. This provides a functionally integrated environment that enables the interaction of the living, working and recreational areas which are all accessible to the residents.

The mixed-use component of the development also creates a higher density environment which is in line with the principles of densification forwarded by the BMSDF to create a compact settlement, although it is believed that 25 units per hectare is a relatively low density.

6.5 Residential Market

A significant increase in housing demand over the past years and the subsequent focus on affordable housing at National and Local levels has led to neglect of lower / middle income groups. Thus, the development seeks to cater for this neglected group whose demand for houses has also increased over the years.

6.6 Consistency with SPLUMA Principles

6.6.1 Spatial Justice

The principle of spatial justice promotes the equitable access to land through land use management and spatial planning policies. It emphasises the redress of past imbalances and promotes the inclusion of persons and communities previously excluded from development opportunities.

The proposed rezoning and subdivision promote spatial justice through the provision of a variety of housing tenures and typologies for residents of the municipality, thus, providing access to land to a majority of people who otherwise might not have been able to buy homes. Access to land is also made available to a majority of previously excluded individuals.

The Bitou Municipality has a housing backlog of over 8 800 units, and partnership with the private sector is needed to address this need. The proposed development will assist in reducing the backlog by providing much needed housing for the Gap market who cannot access fully subsidised government housing.



6.6.2 Spatial Sustainability

The principle of spatial sustainability promotes the harmonious interaction between the built and natural environments. It ensures the protection of sustainable use of natural resources.

A small portion of the subject site falls within an area known as an Ecological Support Area (ESA) as outlined in the BMSDF (2017). An Environmental Impact Assessment will be undertaken to determine environmental impact and care will be taken to preserve existing indigenous vegetation and natural environment. The development of the site will be guided by environmental policies and will be in line with the outcomes of the Environmental Authorisation where applicable.

The inclusion of Business Use and Open Space is aimed at creating an integrated sustainable human settlement. The proposed subdivision and rezoning will not impact negatively on the natural environment, it however promotes the integration of the natural and built environment.

6.6.3 Efficiency

The principle of efficiency highlights the need for optimal utilisation of existing resources and infrastructure. The proposed layout provides a road network that promotes internal circulation and linkages to the existing road network. The area is accessible from Robberg Road via Trekkerspad.

The proposed development is easily accessible and will efficiently utilise existing resources.

The proposed infrastructure and services will enable the development of a sustainable settlement. Provision will be made for access to municipal bulk services. Substations will be identified for bulk electricity connections.

6.6.4 Spatial Resilience

Spatial resilience ensures the development of the area is within the existing policy guidelines. The proposed development is in line with existing policy and structure plans which propose housing and community development on the eastern side of Kranshoek. A potential density of 34 units per hectare is proposed for the area which is 25,58Ha, the impact will therefore be minimal.



7 PROPOSED APPLICATION

The proposed development will address the ever-increasing demand for residential accommodation in the Bitou. It is also in line with Bitou's future plans for the residential development on the subject site and surrounding areas in Kranshoek.

The development is also desirable as it is accessible from existing and proposed arterial roads. The intensification of Kranshoek through the proposed development not only on Portion 9, will provide impetus to the plan to provide an elevated level of self sufficiency also linking the node to Plettenberg Bay along a corridor of mixed use and increased residential density making a viable and efficient public transport system possible. This to a large extent will overcome the friction of distance that Kranshoek currently experiences.



PLANS

PLAN 1	LOCALITY PLAN WITHIN BITOU
PLAN 2	LOCALITY WITHIN LOCAL CONTEXT
PLAN 3	CURRENT ZONING STATUS
PLAN 4	LAND USE PLAN (PHOTO AND USES)
PLAN 5	TOPOGRAPHY AND DRAINAGE (BMSDF)
PLAN 6	GEOLOGY
PLAN 7	BIO DIVERSITY
PLAN 8	VEGETATION STATUS - SANBI CLASSIFICATION (BMSDF)
PLAN 9	URBAN EDGE PLAN – W. M. DE KOCK
PLAN 10	OVERALL FRAMEWORK PLAN
PLAN 11	W. M. DE KOCK FRAMEWORK PLAN
PLAN 12	PROPOSED SUBDIVISION PORTION 9 OF FARM KRANSHOEK NO. 432

ANNEXURES

ANNEXURE A	POWER OF ATTORNEY
ANNEXURE B	DEED OF SALE
ANNEXURE C	CADASTRALS
ANNEXURE D	PHOTOS OF SITE
ANNEXURE E	HOUSE PLANS
ANNEXURE F	TITLE DEED T23292/1991
ANNEXURE G	HOUSING AND LAND NEED
ANNEXURE H	PRELIMINARY CIVIL ENGINEERING SERVICES STATEMENT

APPLICATION FORM

1. APPLICATION IN TERMS OF THE LAND USE PLANNING APPLICATION FORM - BITOU
MUNICIPALITY: LAND USE PLANNING BY-LAW

REFERENCE DOCUMENTS

1. BITOU MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK 2017 – STATUS QUO REPORT – CNdV AFRICA (PTY) LTD
2. AMENDMENT TO THE BITOU SPATIAL DEVELOPMENT FRAMEWORK – REPORT ON AMENDMENT OF THE URBAN EDGE FOR PLETTENBERG BAY, KRANSHOEK, WITTEDRIFT AND KURLAND – OCTOBER 2016 – W.M. DE KOCK ASSOCIATES
3. AFFORDABLE RENTAL HOUSING STRATEGY AND PLAN – “CREATING INCLUSIVE URBAN ENVIRONS IN BITOU THROUGH AFFORDABLE RENTAL HOUSING” – BITOU MUNICIPALITY - CIRCA 2017
4. BITOU MUNICIPALITY – INTEGRATED DEVELOPMENT PLAN – 2017 – 2022 – BITOU MUNICIPALITY
5. DRAFT WARD PLAN OF WARD 4 (KRANSHOEK)
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7. KRANSHOEK PRELIMINARY FRAMEWORK AND REZONING JANUARY 2017 – W. M. DE KOCK ASSOCIATES