

**PROPOSED REZONING  
AND SUBDIVISION OF  
PORTION 21 OF FARM  
KRAAIBOSCH 195**

**PIETERKOEN FARM  
KRAAIBOSCH GEORGE**

**FOR THE PIETERKOEN TRUST**

**Report 1.1  
January 2024**



**with professional  
team**



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## 1. INTRODUCTION

This report describes the approach to the proposed development on Portion 21 of Farm 195 and serves as motivation for the application for subdivision and rezoning. It also informs the EIA process.

## 2. ADMINISTRATIVE

### ADMINISTRATIVE DATA

<b>Description</b>	Remainder of Portion 21 (Pieter Koen) (Portion of Portion 6) of the Farm Kraai Bosch no 195, in the Municipality and Division of George, Province of the Western Cape
<b>Size</b>	21.0037 ha and 2.0287 ha of the historical road expropriated.
<b>Owner</b>	The Pieterkoen Trust
<b>Title Deed</b>	T036164
<b>Zoning</b>	Agriculture
<b>Spatial</b>	Inside the Urban Edge, earmarked for urban uses in the George MSDF

## 3. APPLICATION

Application is made on behalf of The Pieterkoen Trust, in terms of the Land Use Planning Bylaw for George Municipality, 2015, for the following:

1. Subdivision in terms of Section 15(2)(d) of the Land Use Planning By-law for George Municipality, 2023, of Portion 21 of the Farm Kraaibosch No 195 into Portion A (19.9 ha) and Remainder (1.42 ha).
2. Rezoning in terms of Section 15(2)(a) of the Land Use Planning By-law for George Municipality, 2023 of (Portion A) of Portion 21 of the Farm Kraaibosch No.195 from "Agricultural Zone I" to Subdivisional Area consisting of the following:
  - a) 262 "Single Residential Zone II" (Estate Housing) erven consisting of the following:
    - (i) 44 Town housing erven (40 units per ha)
    - (ii) 79 Dwelling house erven (8.5 units per ha)
    - (iii) 105 Group housing erven (20 units per ha)
    - (iv) 1 Flat erf for 84 Units (100 units per ha)
    - (v) 27 Private Open Space erven
    - (vi) 1 Hotel erf (maximum 10 rooms)
    - (vii) 5 Private Road erf
  - b) 1 "Transport Zone II" (Public Road) erf
  - c) 1 "Business Zone III" (Neighbourhood Shop) erf with flats above ground floor (9 units)
3. Subdivision in terms of Section 15(2)(d) of the Land Use Planning By-law for George Municipality, 2023, of the Subdivisional Area into 11 Portions consisting of the following:

- a) Portion 1 for the purpose of 51 “Single Residential Zone II” erven for Estate Housing (44 Town housing erven, 6 Private Open Space erven and 1 Private Road erf)
  - b) Portion 2 for 1 “Single Residential Zone II” erf for Estate Housing for the purposes of 84 flat units.
  - c) Portion 3 for 1 “Single Residential Zone II” erf for Estate Housing for the purposes of a Private Open Space erf.
  - d) Portion 4 for 1 “Single Residential Zone II” Erf for Estate Housing for the purposes of a Private Open Space erf.
  - e) Portion 5 for 1 “Transport Zone II” erf for the purposes of a Public Street.
  - f) Portion 6 for 1 “Business Zone III” erf for the purposes of a neighbourhood shop, day care centre and 9 flats.
  - g) Portion 7 for 1 “Single Residential Zone II” erf for Estate Housing for the purposes of a Hotel (maximum 10 rooms).
  - h) Portion 8 for the purpose of 105 “Single Residential Zone II” erven for Estate Housing (33 Dwelling House erven, 58 Group Housing erven, 13 Private Open Space erven and 1 Private Road erf).
  - i) Portion 9 for the purpose of 32 “Single Residential Zone II” Erven for Estate Housing (28 Dwelling House erven, 3 Private Open Space erven and 1 Private Road erf)
  - j) Portion 10 for the purpose of 7 “Single Residential Zone II” erven for Estate Housing (5 Group Housing erven, 1 Private Open Space erf and 1 Private Road erf).
  - k) Portion 11 for the purpose of 65 “Single Residential Zone II” erven for Estate Housing (18 Dwelling House erven, 42 Group Housing erven, 4 Private Open Space erven and 1 Private Road erf).
4. Subdivision in terms of Section 15(2)(d) of the Land Use Planning By-law for George Municipality, 2023, of the subdivisinal areas for Portions 1, 8, 9 10 and 11 into the following:
- a) Portion 1 Into 51 “Single Residential Zone II” (Estate Housing) erven consisting of the following:
    - (i) 44 Town housing erven (40 units per ha)
    - (ii) 6 Private Open Space erven
    - (iii) 1 Private Road erf
  - b) Portion 8 Into 105 “Single Residential Zone II” (Estate Housing) erven consisting of the following:
    - (i) 33 Dwelling house erven (8.5 units per ha)
    - (ii) 58 Group Housing erven (20 units per ha)
    - (iii) 13 Private Open Space erven
    - (iv) 1 Private Road erf
  - c) Portion 9 Into 32 “Single Residential Zone II” (Estate Housing) erven consisting of the following:
    - (i) 28 Dwelling house erven (6.6 units per ha)
    - (ii) 3 Private Open Space erven
    - (iii) 1 Private Road erf

d) Portion 10 into 7 “Single Residential Zone II” (Estate Housing) erven consisting of the following:

- (i) 5 Group Housing erven
- (ii) 1 Private Open Space erf
- (iii) 1 Private Road erf

e) Portion 11 Into 65 “Single Residential Zone II” (Estate Housing) erven consisting of the following:

- (i) 18 Dwelling house erven (13 units per ha)
- (ii) 42 Group Housing erven (21.5 units per ha)
- (iii) 4 Private Open Space erven
- (iv) 1 Private Road Erf

In summary, the total number of marketable residential opportunities are as follows:

Town Houses	44
Single Residential	79
Group Housing	105
Flats	84
Flats above shop	<u>9</u>
Residential opportunities	<u>321</u>

The above subdivision and land uses are shown on **Plans SUB/001, SUB/002 and SUB/003 dated 6 December 2023.**

The structure of the subdivision:

The developer intends to create pockets of land that could be separately marketed to developers. The purpose is to create a financial model by which the funds paid for a portion could be used in the following phases of the development. Each pocket of land sold could then be subdivided according to the site development plan and developed accordingly.

To achieve this possibility of approved subdivided pockets of land, an ‘unconventional’ approach is followed . i.e. to process the subdivision of the subdivisional area in two steps:

- First step: subdivision into 11 portions that could be sold off to separate buyers.
- Second step: the subdivision and rezoning of the portions into erven to develop.

The application as set out above is structured to achieve this model.

#### 4. PROFESSIONAL CONTRIBUTIONS

The following professional contributions form part of the application and are referred to in this report:

- a) Traffic Impact Assessment – SMEC
- b) Heritage Impact Assessment – L Malan & D Gibbs

- c) Civil Services - Kantey & Templer
- d) Electrical Supply and Reticulation - De Villiers & Moore

Only the main findings and conclusions of these studies are mentioned and for further information the reading of the full reports is advised.

Images in this report were copied from the above specialist reports and from architectural renderings by SDK Architects.

## 5. HISTORICAL BACKGROUND

The name Peter Koen's Kraaibosch first appears in Deeds Office records in 1919, when subdivisions took place off the parent farm, Zwart River. The subdivided portion named 'Peter Koen's Kraaibosch' measured 258.124 hectares (Ha.) or 301.300 morgen in 1919.

Although extensive research has been undertaken to link a local resident with the name Peter Koen to this portion of land, no connection has been found. Peter Koen appears to be hidden in unrecorded colloquial history. To date, historians have linked the name to that of Jan Pieterszoon Coen, (Koen), an early Dutch East India official who died in 1629 in Holland. The George Heritage Trust's commemorative plaque for the Peter (Pieter) Koen property reads:

*"Cape Dutch gabled homestead and barn built c.mid 1800's. The land is a portion of Peter Koen's Kraaibosch of the original Kraaibosch, held under Title Deed of October 1816. Johannes Casparus Koen, a descendant of Jan Pieterzoon Koen, a director of the Dutch East India Company came to the Cape in 1741. His son Pieter Koen lived here" (Should read, 'Title Deed November 1818'.)*

Subsequent to 1919, the land was subdivided to such an extent that neighbouring properties are now a part of the George residential urban extensions.



The two existing homesteads on the site are clearly depicted on the 1940 aerial photographic series thereby proving them to be older than sixty years. The homesteads appear to have been built at the same time, both in a barn style with end holbol gables and no front gable. Very few examples of nineteenth and early twentieth-century architecture have survived the onslaught of development in the George area, therefore every effort should be made to conserve the unique Peter Koen node.

It has not been possible to positively identify the construction date of the two buildings through archival records. Records point to two possible approximate dates, the mid-nineteenth century when owned by merchant and property speculator Michael O'Connell and c.1920 when owned by Charles Henry Vintcent, merchant and proprietor of Prince Vintcent & Co., York Street, George.

Michael O'Connell's homestead and merchant retail outlet building were built on erf number eight, York Street, George before the year 1847. Photographs of these two buildings were also found in the George

Museum Archives depicting similarly styled buildings to those on the Peter Koen property vis., end gabled buildings with no middle gable.

Charles Henry Vintcent had bought Peter Koen's Kraaibosch in 1920. During C.H. Vintcent's term as Mayor, Crown Prince Edward, Prince of Wales visited George while touring South Africa. C.H. Vintcent may have built the two homesteads on Peter Koen, fashioned in the style of the Michael O'Connell buildings in York Street, George. His business premises, Prince Vintcent & Co., was situated directly opposite the two O'Connell buildings during the early part of the twentieth century.

*(The above was summarised by J de Kock from a heritage statement compiled by C Schultz)*

Following this background work, a Heritage Assessment was done which is discussed hereunder in par 10.1.

## 6. PLANNING AND DESIGN APPROACH

The proposed site layout of the Pieterkoen housing development was informed by a range of site-specific constraints and the direct impacts of higher-density housing developments in the greater Kraaibosch area. These can be highlighted as follows:

- Maintaining the rural character of Pieterkoen is no longer viable with housing developments approved and being developed along three of its boundaries. Only the narrow northern boundary along Saasveld Road will remain untouched.
- The Pieterkoen Trust, as present owners of the property, wishes to preserve the rich cultural history of the farm and honor the legacy of three generations of Branfords having lived there. Property developers have shown interest in purchasing the property, but none have so far bought into the vision of preserving and integrating the old to complement the new.
- In the light of these developments, the trustees decided to apply for the development rights themselves, based on their shared vision of development in harmony with preservation. Developers and investors will be approached to either purchase the entire property or individual precincts, the development of which will be rolled out in phases.
- In 2011 Ron Martin Heritage Consultancy was commissioned by SES to provide a brief socio-historical background for the property. The specific focus was on the old access road to the Pieterkoen homestead from Glenwood Avenue. This was followed up by a heritage statement by Cathy Schultz in 2021. From these studies the heritage value of the two buildings in their garden setting became clear. The initial heritage impact report by Malan and Gibbs, the heritage consultants appointed by the trust, set clear guidelines on how best to integrate the historic precinct into the larger development – see the discussion of this report in para 10.1.
- The need for densification, as outlined in the George SDF, and access to and affordability of housing across a broader spectrum of potential buyers, is recognised.

- The urban character of the greater Kraaibosch area within the urban edge is being transformed rapidly. High-density housing and gated estates are replacing what used to be rural smallholdings and small farms. The creation of some form of communal facilities on a neighbourhood scale, can provide welcome relief and urban focus for this conglomeration of inward-facing estate dwellers in the immediate vicinity of Pieterkoen.
- A redeveloped Pieterkoen historic precinct, with shared facilities accessible to both residents in the estate and to the public at large, will further enhance this sense of community and provide access to a destination with links to the founding years of George.

## 7. SPATIAL PLANNING PRINCIPLES AND DESIRABILITY

Spatial planning and development must conform to and apply the national directives in the Spatial Planning and Land Use Management Act, Act 16 of 2013, (SPLUMA). These principles were taken up in the Western Cape planning documents, i.e. the WC Provincial SDF and the WC Land Use Planning Act, Act 3 of 2014 (LUPA) as well.

The site is inside the urban edge of the George Municipality Spatial Development Framework (GMSDF).

The spatial principles must provide the framework for decision-making. These are briefly listed below together with their applicability to the proposal concerned:

Principle	Criteria	Compliance
<b>Spatial Justice</b>	Historic segregation to be eliminated and uneven allocation of public resources to be rectified.	Not directly applicable to one site only, as the principle has to be applied on a town-wide scale to have an effect. The project will provide housing opportunities for a variety of income groups for which there is a demand.
<b>Spatial Sustainability</b>	Sustainable urban living patterns that do not damage the natural environment are promoted.	Sustainability will be ensured through the EIA process where conditions will be imposed.
<b>Spatial Efficiency</b>	Optimizing the use of existing resources, infrastructure and land is one of the objectives of spatial efficiency. Integrated cities form part of this strategy.	The proposed development seen in the context of the Kraaibosch residential area, contributes toward the optimum use of land and supplies in the market demand.
<b>Spatial Resilience</b>	Flexibility in spatial plans and land use management systems must	The proposal is in line with the GMSDF and Zoning By-law and its



	ensure sustainable livelihood in communities most likely to suffer the impacts of economic and environmental shocks.	resilience must be evaluated in the context of the neighborhoods in this area. Some concerns about safety and escape routes in the area occurred during a recent fire. This is addressed by the improvement of the main access road and the construction of the planned distributor roads in Kraaibosch.
<b>Good Administration</b>	The requirements of any law relating to land development and land use must be met timeously. All decision-making must be aligned with sound policies in terms of national, provincial and local policies.	The process prescribed by the municipal by-laws will be followed for approval.

## 8. LEGAL FRAMEWORK

### 8.1 SPATIAL PLANNING AND LAND USE ACT, 2013 (SPLUMA)

Section 7 of this Act sets out the five development principles that are applicable to spatial planning, land development and land use management that are dealt with above. Section 42 of SPLUMA refers to the factors that must be considered by a municipal tribunal when considering a land use planning application, which include but are not limited to:

- Five SPLUMA development principles – see par 7 above.
- Public interest
- Constitutional transformation
- Respective rights and obligations of all those affected
- State and impact of engineering services, social infrastructure and open space requirements
- Compliance with environmental legislation.

These aspects are all taken into account in the various specialist studies and prescribed processes such as the EIA. The public interest will be dealt with by means of the prescribed public participation process.

### 8.2 WESTERN CAPE LAND USE PLANNING ACT, 2014 (LUPA)

LUPA requires that local municipalities consider the following when deciding on land use applications:

- Applicable spatial development frameworks
- Applicable structure plans

- Land use planning principles referred to in Chapter VI (Section 59) which is an expansion of the five development principles of SPLUMA

Section 19 of LUPA refers to the principles of consistency and compliance. Considering how this proposal relates to the goals, objectives and principles of the relevant legislation, spatial frameworks and guidelines, the proposal is consistent with the provisions of the legislative documents discussed.

### 8.3 WESTERN CAPE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK, 2014 (PSDF)

The PSDF aims to restructure the urban and rural landscape of the Western Cape to offer socio-economic opportunities for all. The guiding principles for the PSDF is spatial justice, sustainability, resilience, spatial efficiency, accessibility, quality and liveability in accordance with SPLUMA as discussed earlier in this report.

The development of Portion 21 in Kraaibosch is consistent with the PSDF objectives.

### 8.4 GEORGE MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK, 2023 (GMSDF)

The GMSDF defines the urban strategy for George city area in terms of concepts and strategies that emphasize a future compact city through densification, corridors and nodes. The urban edge is the managing tool to contain growth and to achieve the goals of densification and a compact city. The urban development projects in Kraaibosch within the urban edge all aim to achieve this concept. Portion 21 forms part of this area and is surrounded by urban development within the urban edge.

The GMSDF describes the various types of nodes as a spatial element in para 4.4. It includes Category C nodes (neighborhood centre) and Category D nodes (local convenience centre). The latter node will be applied to the proposed convenience centre in the project. In accordance with the design approach to provide community facilities (see para 6), the focus is on providing day-to-day products and essential services for residents in the surrounding estates. The building may accommodate residential opportunities above ground, for example, flats, limited to two storeys.

### 8.5 GEORGE MUNICIPALITY: LAND USE PLANNING BY-LAW, 2015

The general criteria for the consideration of applications in terms of this By-law are included in Section 65 which, inter alia, includes:

- Desirability of the proposed utilisation of land
- Impact of the proposed land development on municipal engineering services
- Integrated development plan, including the municipal spatial development framework, the applicable local spatial development framework and/or local structure plans
- Relevant municipal policies
- Western Cape Provincial Spatial Development Framework
- Section 42 of SPLUMA (public interest, constitutionality)
- Land use planning principles transposed from LUPA and
- Provisions of the applicable zoning scheme.

The above criteria were taken into account in the planning and design of the project and are addressed in this motivation report where relevant.

## 8.6 GEORGE INTEGRATED ZONING SCHEME BY-LAW, 2023 (GIZS)

The purpose of the Zoning Scheme By-law is to:

- give effect to the municipal spatial development framework
- make provision for orderly development, safeguarding the environment and the welfare of the community
- determine use rights and development parameters, with due consideration of the principles referred to in the Land Use Planning Act.

The By-law prescribes the zoning categories for each land use in the proposal as well as the development parameters for each land use.

The zoning categories applied in this subdivision proposals were, prior to this application, discussed in detail with the municipal officials. The main zonings of the subdivisional area are:

- Single Residential II (Estate Housing)
- Transport Zone II
- Business Zone III

The objective of Business Zone III is to provide for low intensity commercial and mixed-use development, which serves local neighbourhood needs for convenience goods and personal services. Such development should be limited in scale and nature and capable of integration into the adjacent residential neighbourhood, without adversely affecting the amenity of the residential neighbourhood.

## 9. PROPOSED PLANNING AND DESIGN CONCEPT

The proposed subdivision is shown on **Site Development Plan SDP 001**, based on the approach described in par 6 and applying sound design principles. It is further based on a marketable product, i.e. residential opportunities for which there is a demand.

The land use components, as applied for (see para 3) are:

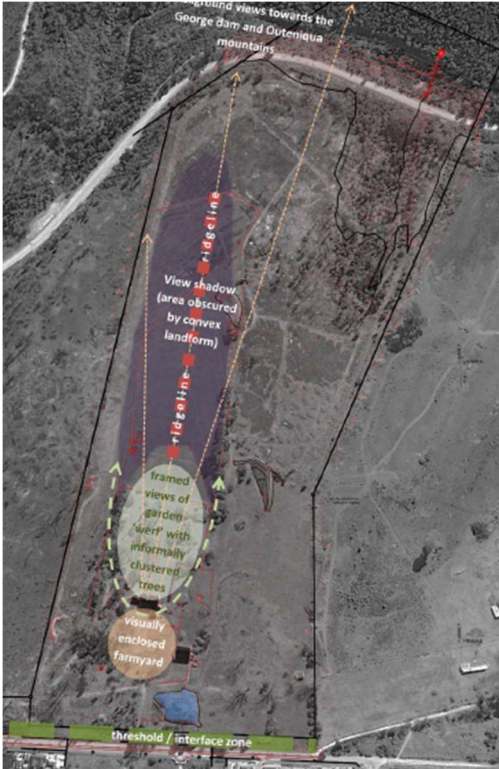
262 "Single Residential Zone II" (Estate Housing) erven consisting of the following:

- 44 Town housing erven (40 units per ha)
- 79 Dwelling house erven (8.5 units per ha)
- 105 Group housing erven (20 units per ha)
- 1 Flat erf for 84 Units (100 units per ha)
- 27 Private Open Space erven
- 1 Hotel erf (maximum 10 rooms)
- 5 Private Road erf

b) 1 “Transport Zone II” (Public Road) erf

c) 1 “Business Zone III” (Neighbourhood Shop) erf with flats above ground floor (9 units)

The layout was informed by the topography and slopes of the site as well as the principles and informants from the heritage study. The typologies vary from the lowest density at the northern side of the site to the highest density at the entrance.





The GMSDF promotes high densities as an objective to achieve a compact and functional city. However, this site with its natural and heritage attributes, does not lend itself to very high densities for the whole site. High-density housing is therefore limited to the southern corner of the layout only.

This general residential site will provide 84 units within buildings of three storeys within the prescribed height of 15m above ground level.

A business site is proposed in conjunction with the heritage node which would serve the wider community as explained above. The site (Portion 6) is 5224m<sup>2</sup> in extent and a preliminary design shows a building of 1106 m<sup>2</sup> which includes a shop of 900m<sup>2</sup> and a day care centre of 206m<sup>2</sup>. Nine flats are envisaged on the first floor. Parking on the site can accommodate 72 bays and further parking is available on the adjacent parking area serving the heritage site.



## 10. ASSESSMENT OF PROPOSAL

### 10.1 HERITAGE IMPACT ASSESSMENT

A heritage impact assessment of the property and the proposed development has been done by Lize Malan and David Gibbs – see their report attached. The main findings and recommendations are:

The overall potential impact of the proposal is assessed to be of MEDIUM to HIGH significance reducing to MEDIUM TO LOW if mitigation measures are imposed and as landscaping matures over time.

It is therefore recommended that HWC endorses the development proposal and this HIA in principle as having met the requirements of Section 38(3) of the NHRA, on condition that:

- A landscaping plan that includes details of hard and soft landscaping, as well as fencing and security measures is prepared by a qualified landscape architect and is submitted to HWC for approval.
- Sketch plans of all new buildings within the historic precinct (i.e., around the proposed formal garden behind the homestead) to be submitted to HWC for approval. Such plans must include 3D images that reflect the scale and nature of the new buildings in relation to the historic buildings.
- A detailed analysis of the historic homestead and barn to be undertaken by a professional heritage specialist in order to determine the age and significance of the various components of the building, to

understand what elements should be retained (and restored) and what elements/accretions could be demolished/alterd. This analysis is to be submitted to HWC for approval.

- Following the above, plans for alterations and additions to the historic buildings must be submitted to HWC for approval.

A Heritage Authorisation from HWC is awaited.

## 10.2 INFRASTRUCTURE ASSESSMENT

### 10.2.1 WATER, SEWAGE, STORMWATER AND WASTE DISPOSAL

The attached report from Kantey & Templer explains the treatment of civil services for the proposed development. The main aspects of the proposals are:

#### Water:

George Municipality has confirmed that they will have a sufficient supply of treated potable water to provide this proposed development with an on-site connection, considering the implementation program of six years commencing in 2024 - letter attached as Annexure A. The bulk and link service upgrades required is as per the attached GLS report. Final requirements will have to be recorded in a Services Agreement which is to be concluded between the developer and the Local Authority.

#### Sewage:

The sewage master plan of the Local Authority does allow for this development in terms of bulk disposal and treatment of the sewage outfall. The Local Authority has confirmed the availability of this service - a letter is attached as Annexure A. The bulk and link service upgrades required are as per the attached GLS report. Final requirements will have to be recorded in a Services Agreement to be concluded between the developer and the Local Authority.

Two temporary pump stations will be required to pump effluent from the east to the west side of the development – see attached Annexure B - G5215BA-CE-101-A. These temporary measures will be constructed and maintained by the developer. Once the developments to the east have been implemented the temporary measures will be substituted by connecting the pump stations to the gravity system to the east - see attached Annexure B - G5215BA-CE-102-A. This gravity system will be transferred to and maintained by the Local Authority.

#### Internal streets:

The width of internal roads will be 5,5m on average. The roads will have concrete block paving as the final wearing surface with gravel layer works beneath.

#### Connection Services:

The developer will install cable ducts and junction boxes to all properties. Erf connections will be installed by a service provider who will be appointed at a later stage.

#### Stormwater Disposal and Management Plan:

Stormwater infrastructure is envisaged to be provided by the developer – see drawings G5215BA-CE-102-A, G5215BA-CE-110-A and G5215BA-CE-111-A. All necessary precautions will be taken to prevent erosion. The design philosophy to control stormwater is described in the report.

#### Protection of slopes that occur on the property:

Natural slopes that have been disturbed and where sheet flow occurs will be landscaped and revegetated. Where flow is concentrated, measures will be incorporated. Where stormwater is channeled towards the river and tributary streams, outlets have been spaced at intervals along the stream edge to avoid concentration of large flows. Stormwater will thus be fed into the streams and river system along a wide front allowing dissipated flow and seepage to all areas.

#### Solid waste disposal:

The Local Authority will dispose of the solid waste. Collection of the waste will be by mutual agreement between the developer and the Municipality.

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#### 10.2.2 ELECTRICAL

De Villiers & Moore explains the supply and distribution of electricity in the proposed layout in its attached report. Main aspects of the proposals are:

There is an existing municipal 185mm<sup>2</sup> x 3c (Al) 11kV PILC cable along the southern access road which feeds from SS-Glenwood (66/11kV Substation). There is capacity on this cable to supply the required demand. The development will connect to the 11kV network. The total estimated notified electrical demand once fully developed is 832kVA.

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#### 10.2.3 PHASING OF SERVICES

The services will be provided in four phases from south to north. The area of each phase is shown on Plan PH/001.

#### 10.3 TRAFFIC ASSESSMENT

See the Traffic Impact Assessment by SMEC which concluded as follows:

It is planned for the development to be served by a single access along Road 2 ~180 metres downstream of Cape Estates Development Access and 250 metres upstream of Groenkloof Avenue (Road 4A). It is our submission that the proposed development access conforms to the WCG access spacing requirements. It should however be noted that there are two existing sub-standard access spacings on the southern edge of Road 2 in the vicinity of the proposed development access, that of Farm 195/56 and Farm 26013. It is recommended that upon the development of Farm 195/56, the existing access along Road 2 should be relocated to a point directly opposite the proposed Farm 195/21 development access. The George

Municipality should evaluate whether they want to impose any changes to the substandard access to Farm 26013.

It is concluded that the planned intersection layout of Road 1 and Glenwood Avenue would not be able to accommodate the 2031 Background plus Development Traffic at an acceptable Level of Service. This is as a result of an increase in the development trip generation compared to what was included in 2022 Kraaibosch Cost Apportionment Model Report. In addition, more developments are taking access off Road 2 than previously planned, which has led to increased demand and associated capacity requirements at the intersection of Road 1 and Glenwood Avenue.

Taking the above into consideration, one would ideally propose upgrades to this intersection - however, this is not achievable in this instance. It is therefore our submission that one of the following measures be taken to reduce the possibility for this intersection to become oversaturated:

- Developments to obtain access from Road 5 instead of Road 2
- Provide secondary access to the Kraaibosch development area, i.e. Road 5.1

It is concluded that 300 parking bays would need to be provided for the residential component of the development. 127 parking bays would have to be provided for the remaining components of the development, of which 3 parking bays would need to be accessible to the physically disabled. The school would also be required to provide a stop-and-drop facility. Taking into consideration the planned floor area of the shopping centre land use, 2 loading bays would be required for a supermarket between 500 and 100 square meters GLA.



Considering the gated access control from a Class 3 Equivalent Minor Arterial Street, the minimum requirement for ingress throat lengths is 75 metres and egress throat lengths is 25 metres. It is our submission that the required throat lengths are accommodated on the site development plan.

The transport improvements defined within the latest Kraaibosch Cost Apportionment Model Report of April 2022 still apply. No further road capacity improvements would be required as part of the proposed development.

Taking the above into consideration, it is concluded that this development is supported from a traffic engineering perspective, provided that the site-specific requirements are implemented as per the applicable design standards.

#### 10.4 SOCIO-ECONOMIC ASSESSMENT

The developer, with his financial and marketing advisors, studied the George property market within its spatial and current and projected economical timeframe. The conclusions that he came to enabled him to establish the viability of the project as well as the positive socio-economic impact that the project could have. A summary of this assessment is provided below and could be expanded upon if required.



The GMSDF (2023), together with a Housing Market Study (2022) conducted by the WC DEA&DP, contain several findings about the residential supply and demand in George. These findings give important guidance for decision-making in the residential market.

- The GMSDF promotes a compact city with limited outward expansion. It encourages infill and take up of latent development rights to prevent urban sprawl and unutilized land within the city boundaries.
- Policy Guideline D1 states that all market segments must be catered for, including high-end and luxury markets to be accommodated on infill sites in mixed typologies.
- Policy Guideline D5 acknowledges functional property markets. The Housing Market Study reflects the preference for estate living within the luxury market.
- The George Municipality's population is projected to grow by 16% to 2035, that is, from 210 000 / 221 550 (lower/upper estimate) in 2021 to 245 8509 / 258 304 in 2035.
- In the past five to eight years there has been a significant increase in the erection of dwellings in the upper price bracket segment of the market and in particular in the estates – an indicator of the market trend and demand, supported by the trend of semigration of the higher income group to the Southern Cape.
- Sufficient area is available in the City Area to absorb 82% - 90% of the formal demand for residential units (backlog and growth) over the next 10 years at graded densities that support a compact city.
- An analysis of the Deeds Office data shows that 27% of freehold properties transacted at over R 1,2 million of which 97% are in the estates.
- The rate of increase in the uptake of medium and higher income, bonded units is an indication of an increased demand, meaning investment from elsewhere.
- The above policies and market research data confirm that the proposed residential supply of residential erven and units will contribute towards the demand for these chosen market segments in the town. It is known from observations that the buyers of properties in some of these chosen market segments are significant economic contributors in the workforce, being professionals, business entrepreneurs, investors, and those in managerial positions.

A capital injection (CAPEX) will be projected for each of the development activities. These include direct and indirect economic impacts. The construction of the Pieterkoen residential development will have the following estimated impacts on the economy in the study area:

- Additional new business sales
- Additional employment (direct and indirect)

The total capital turn-over in the construction phase of the Pieterkoen residential development is estimated at **R 924 000 000**.

The construction of the Pieterkoen residential development will lead to the expansion of business sales for existing businesses located within the area. For example, materials used in construction such as bricks, pipes, concrete, etc. will be purchased, as well as services such as engineers, plumbers, electricians etc. These changes will be measured in terms of new business sales, i.e. new sales that will be generated in the economy as a direct result of the capital investment in the development. Business sales will be generated because of capital investment by the developer for each of the development activities which is said to take place as mentioned above.

Constructing the proposed Pieterkoen residential development will result in direct jobs being created for the construction of the various facilities. Indirect jobs are also created in industries that provide goods, materials and services. For example, an additional amount of goods used in the construction sector will be required from businesses and industries related to the construction sector. This could lead to an increased number of jobs being created in these businesses, i.e., to increase the output of these businesses.

The number of jobs created during the development phase, i.e. capital investment by the developers of the Pieterkoen residential development is:

Total direct jobs created by civil construction (over 12 months) = 204

Total direct jobs created by housing construction (over 48 months) = 206

Total permanent jobs created by restaurant, deli, gym and spa operations (long term) = 36

It is generally known that after the construction of a development or facility, ongoing economic impacts (expenditure and output) will be experienced following the commencement of the economic activities on site. This expenditure expands the markets for goods and services, increases the labour market and services as impetus for new commercial development.

The economic impact is determined by the level of economic activity generated because of the increase in market demand in the affected sectors. It is estimated that the Pieterkoen residential development will generate this demand over a certain number of years. The demand will be operational and direct, indirect and induced.

The ongoing impacts can be measured according to new business output in the area (turnover), additional people employed and the resulting increase in GGP contribution. The impact calculated will indicate the potential economic effect that ongoing, sustained economic activity in the study area can have on the total local economy. Because of the new businesses, which will result as part of the commercialization, namely the residential units, the administrative offices, the maintenance unit, the restaurant, the deli, the gym, the spa, the convenience shopping and essential services, it can be estimated that the study area will be able to eventually sustain a substantial number of new employment opportunities.

Besides the ongoing contributions to rates and taxes, water and electricity usage, the employment opportunities, that will be generated will be permanent jobs in categories such as management, professional, recreational, sales and marketing, production, technical, clerical, administrative and maintenance.

It is concluded that the developments will have positive socio-economic effects in the following ways:

- New money injection during the construction phase and an additional monthly injection during the commercialization phase of the proposed development.
- The unemployment rate will decrease, as an additional **410 jobs** will be created during the construction phase (4-5 years) and during the commercialization phase, the development will create **36 job** opportunities.
- The job opportunities during the construction phase will be temporary but the job opportunities, that will be created during the commercialization phase, will be permanent.

In addition, the proposed residential development:

- will have a positive impact on the property market in the chosen market segments;
- complies with the planning principles of SPLUMA; and
- will attract new residents to George with economic skills that will contribute to the local economy and job creation.

## 10.5 ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The EIA is being undertaken simultaneously with the planning process by Sharples Environmental Services. Specialist studies, other than heritage discussed above, such as botanical and aquatic, form part of the assessment and inform the layout and design.

Main bio-physical aspects that are taken into account are the slopes, vegetation, existing trees, stormwater drainage towards the valley and the preservation of the natural environment and vegetation in the northern corner which includes the valley. The latter will be preserved in a private open space that will be earmarked for nature conservation.

## 11. IMPLEMENTATION

As explained, the separate portions of the layout will be marketed to various developers to raise funding for the project. The parcels of land, shown on Plan SUB/002, could be developed as 'blocks' that tie in with the overall layout and are subject to services being available for each parcel. Services in turn, will be provided in four phases shown on Plan PH/001.

The estate will be managed by a Home Owners Association. The blocks of flats on Portion 2 will be sold and managed as a Sectional Title Scheme.

A conservation management plan will be applied to the open space in and around the kloof in the north-eastern corner of the site. Conditions from the Environmental Authorisation will be adhered to.

## 12. CONCLUSION

The above assessments in terms of the various disciplines all show a positive outcome.

The proposed development will be done in a way that considers the ambiance and heritage of the site. It fits into the urban residential character of the area and the intentions of the GMSDF with the Kraaibosch area are met by the variety of residential opportunities.

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**Professional Planner**

**With inputs from the consulting team:**

**J de Kock - Project Co-ordinator**  
**SDK Architects – Architecture and urban design**  
**Kantey & Templer – Civil services**  
**De Villiers & Moore – Electrical services**  
**Lize Malan – Heritage Impact Assessment**  
**Sharples Environmental Services – EIA and environmental issues**  
**Bailey and le Roux – Land Surveying**

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