MOTIVATIONAL REPORT: REVISION 3

STOMPNEUS BAY HOUSING PROJECT

PROPOSED SUBDIVISION AND REZONING OF PORTION 4 OF FARM 6, VREDENBURG

Our reference: VRE/13549/ZN

June 2025

Compiled by:

CK RUMBOLL & PARTNERS

Land Use Application Sign-off: Stompneus Bay Housing Project Revision 3

This application was reviewed and signed off by _____, from Department of Human Settlements (or PMU) from Saldanha Bay Municipality, as complete and correct based on the advice from the Consultant. This application may be submitted to the Department of Town Planning of Saldanha Bay Municipality.

_____	_____
Signature	Date
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Signature	Date

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1. INTRODUCTION

This office was appointed by iX Engineers Pty Ltd, on behalf of **Saldanha Bay Municipality,** to handle all the Town Planning related actions required to obtain the necessary land use rights to establish an Integrated Residential Development Programme (IRDP) (Housing Project) on Portion 4 of Farm 6, Malmesbury. The housing project will include the provision of serviced erven and will be an expansion of the existing neighbourhood of Stompneus Bay in St Helena Bay. The project will hereafter be called the Stompneus Bay Housing Project.

Portion 4 of Farm 6 is owned by Lucky Star Ltd Pty, who agreed to donate a portion of the farm to Saldanha Bay Municipality for the purpose of establishing the proposed Stompneus Bay Housing project. The Deed of Donation and power of attorney are attached as **Annexure B1.**

2. BACKGROUND

The provision of adequate housing is an international concern. Hence the directives to alleviate poverty, achieve sustainable human settlements and to provide places of residence that form part of the international agenda driving change at national level. To give effect to the Constitution, that states that each citizen have the right to have access to adequate housing (Section 26), the government (provincial and national) has the obligation to provide housing, with the resources at its disposal, thus there need to be provided for these housing opportunities.

In accordance with the Constitution of the Republic of South Africa, municipalities must participate in national and provincial development programs that will allow the national and provincial governments to assign the administration of matters, including housing delivery, to local municipalities.

There is a great need for residential erven within the Saldanha Bay area and more housing opportunities needs to be provided for. In order to address the need for housing opportunities in the various Saldanha Bay towns, Saldanha Bay Municipality took affirmative steps and identified the relevant site to provide in the housing needs of St Helena Bay. This area provides the ideal locality in terms of accessibility, proposed services and infrastructure to allow for a sustainable settlement development.

After a topographical survey of the identified area and a site visit was conducted, various layout plans were prepared by CK Rumboll and Partners. After discussions with officials from the Saldanha Bay Municipality and the appointed sub consultants a preferred option was identified.

This serves as an application for the subdivision and rezoning of the identified portion of Farm 6/4, Malmesbury, in St Helena Bay, in order to allow for the Stompneus Bay Housing Project that will be transferred to individuals after the required tender process and according to the existing waiting list.

3. PURPOSE

The purpose of this document is to apply for the following:

- **Rezoning** of **Portion 4 of Farm 6, Malmesbury RD,** in terms of *Section 15(2)(a) of the Saldanha Bay Municipal Land Use Planning By-Law 2022* from Agriculture Zone to **Subdivisional Area** to establish the following zonings within the development;
    - Residential Zone IV
    - Open Space Zone I
    - Institutional Zone I
    - Institutional Zone II
    - Transport Zone II
- **Subdivision** of **Portion 4 of Farm 6, Malmesbury RD,** in terms of *Section 15(2)(d) of the Saldanha Bay Municipal Land Use Planning By-Law 2022* to establish Portion A and a Remainder;
- **Subdivision** of **Portion A of Portion 4 of Farm 6, Malmesbury RD,** in terms of *Section 15(2)(d) of the Saldanha Bay Municipal Land Use Planning By-Law 2022* to establish the following erven within the development:
    - 185 Residential Zone IV erven
    - 3 Open Space Zone I erven
    - 1 Institutional Zone I (Crèche)
    - 1 Institutional Zone II (Church)
    - 1 Transport Zone II erf
- **Permanent Departure** of **Open Space parameter,** in terms of *Section 15(2)(b) of the Saldanha Bay Municipal Land Use Planning By-Law 2022*, from 10% to 4%:
- **Naming and numbering of streets** for the development in terms of Section *98 of the Saldanha Bay Municipal Land Use Planning By-Law 2022.*

A copy of the application form is attached as **Annexure A1.**

4. PROPERTY DESCRIPTION

Portion 4 of Farm 6, Malmesbury	
SIZE:	618.4600ha
OWNER:	Lucky Star LTD
TITLE DEED:	T7326/1952
SG DIAGRAM No:	2052/1921
LAND USE:	Agriculture uses and vacant
ZONING:	Agriculture Zone
WARD:	Ward 11
COORDINATES:	32.728539°S 17.974200°E
RESTRICTIVE TITLE CONDITIONS:	None
SERVITUDES:	Electrical Servitude (this will not affect the development area)

Diagrams, Title Deed, Deed of donation and Conveyancer Certificates are attached as **Annexure B.**

5. LOCALITY

On a Regional level St Helena Bay is located in the Saldanha Bay Local Municipal area in the West Coast District and bounded by Bergrivier Local Municipality to the north and Swartland Local Municipality to the south. On a local level the proposed developable area is located west of the existing build environment of the Stompneus Bay neighbourhood in St Helena Bay (see Locality plan attached as **Annexure C**). Saldanha Bay Municipality wants to establish a housing development due to the housing backlog and the need to provide previously disadvantaged beneficiaries with residential erven opportunities in the area.

It is therefore the intention to subdivide and rezone an area of ±5.9ha of said portion of land for the purpose of establishing a housing project. See figure below for locality reference. The proposed developable area gains access from Mercury Street, to the west, and Concorde Drive, to the north. The proposed development is just outside the existing Stompneus Bay neighbourhood and will be integrated with the existing residential area and uses.

Figure 1: Locality of relevant portion of Farm 6/4, Vredenburg

6. ZONING AND SURROUNDING LAND USES

According to the Zoning Certificate, attached as **Annexure D,** Portion 4 of Farm 6 is Zoned Agriculture Zone. There are no land claims registered against the property, see confirmation letter attached as **Annexure D.**

The purpose of Agriculture Zone is to use the land for agricultural production and sustainable agricultural units, while conserving suitable agricultural land. The proposed housing development cannot be accommodated under the current zoning, thus a rezoning is proposed for subdivisional area and will be explained in detail further in Section 8.

This development area is located west of the built up area of Stompneus Bay within the urban edge of St Helena Bay. The directly adjacent uses include vacant land on the northern, western and southern boundaries and residential erven on the eastern boundary. Further uses and zonings in the area includes the Oceana and Lucky Star fish factories next to the ocean to the north-east and the Spar shopping area and other businesses to the north. There is also an existing church on the corner of Mercury Street.

7. TOPOGRAPHICAL SURVEY

A topographical survey was done to determine the slope and status quo of the site by CK Rumboll and Partners Surveyors. The site slopes from south-east to north-west and falls 1.5 metres every 100m. The layout accommodates these slopes in the road layout to ensure storm water and sewage are moved through gravitation over the site, as far as possible. The topographical survey can be seen in the figure below and is attached as **Annexure E.**

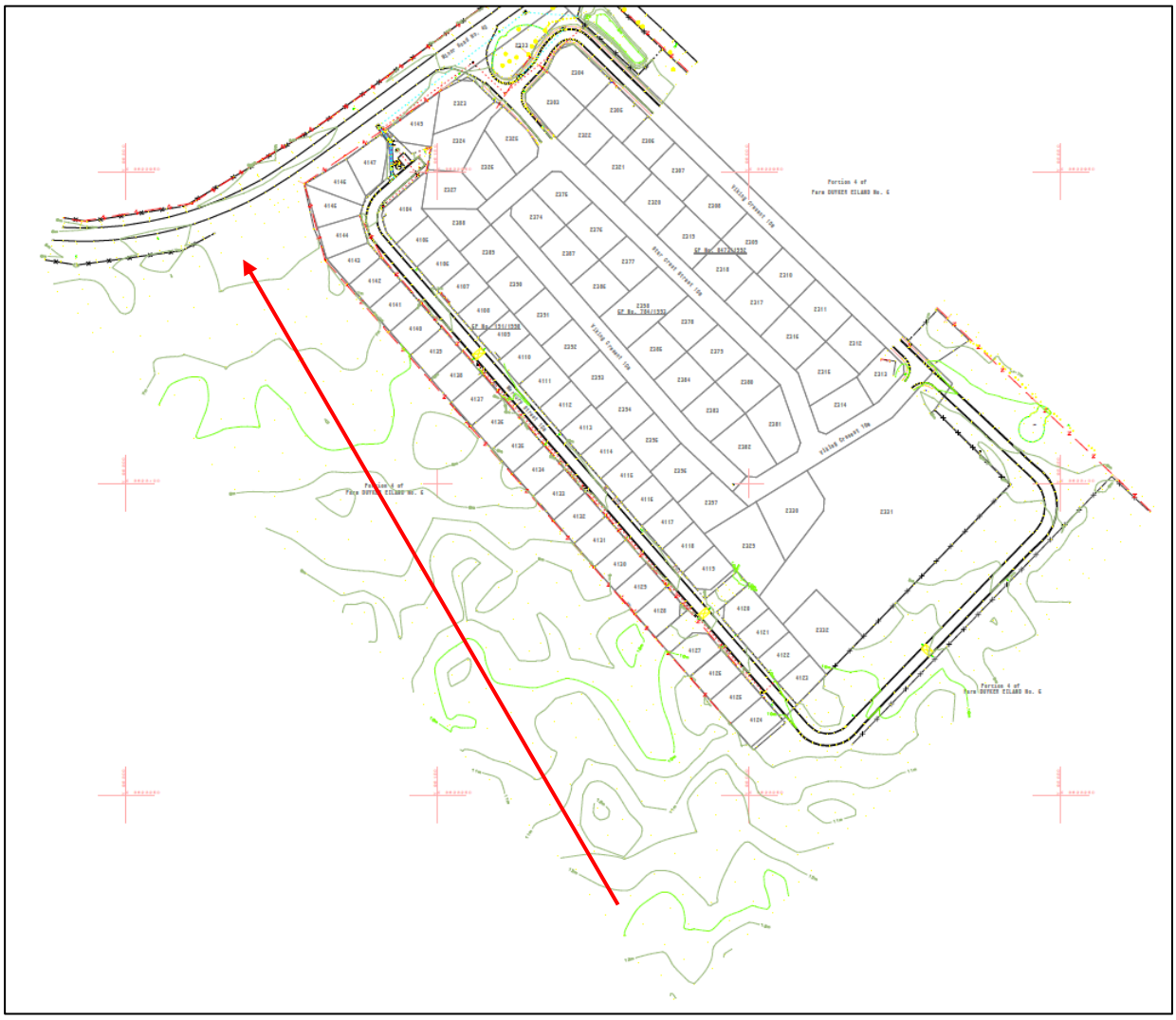


Figure 2: Topographical survey

8. THE DEVELOPMENT

8.1. GENERAL

The Stompneus Bay IRDP housing application is for the establishment of a total of 185 residential serviced erven and supporting uses like open space, crèche and church erven within a ±5.4ha area. The erven will be created and serviced within the vacant portion next to the existing neighbourhood on Farm 6/4, Malmesbury, and will accommodate people from the housing waiting list. The development will make provision for medium-high density housing opportunities which will include serviced erven with top structure. The development will integrate with the existing residential area to the east of the development area.

8.2. REZONING

To allow for the subdivision of the properties, all properties will be rezoned to **Subdivisional Area** as required in Section 20(2) of the *Saldanha Bay Land Use Planning By-Law 2022.* The following rezonings are applied for in terms of *Section 15(2)(a) of the Saldanha Bay Land Use Planning By-Law 2020* and will be allocated per the site development plan:

Property	Current Zoning	Rezoning to Subdivisional area to include:
Portion 4 of Farm 6, Malmesbury	Agriculture Zone	• Residential Zone IV • Open Space Zone I • Institutional Zone I • Institutional Zone II • Transport Zone II • Agriculture Zone (remainder and Farm 6/4)

The specific allocation of zoning to erven will be discussed further down in this document.

8.3. SUBDIVISION

The following subdivision is applied for in terms of *Section 15(2)(d) of the Saldanha Bay Land Use Planning By-Law 2022* to create Portion A and a Remainder of Portion 4 of Farm 6. The subdivision map is attached as **Annexure F1.**

Land Parcel	Size
Portion A of Farm 6/4	±5.4583 ha
Remainder Farm 6/4	±613.0077 ha

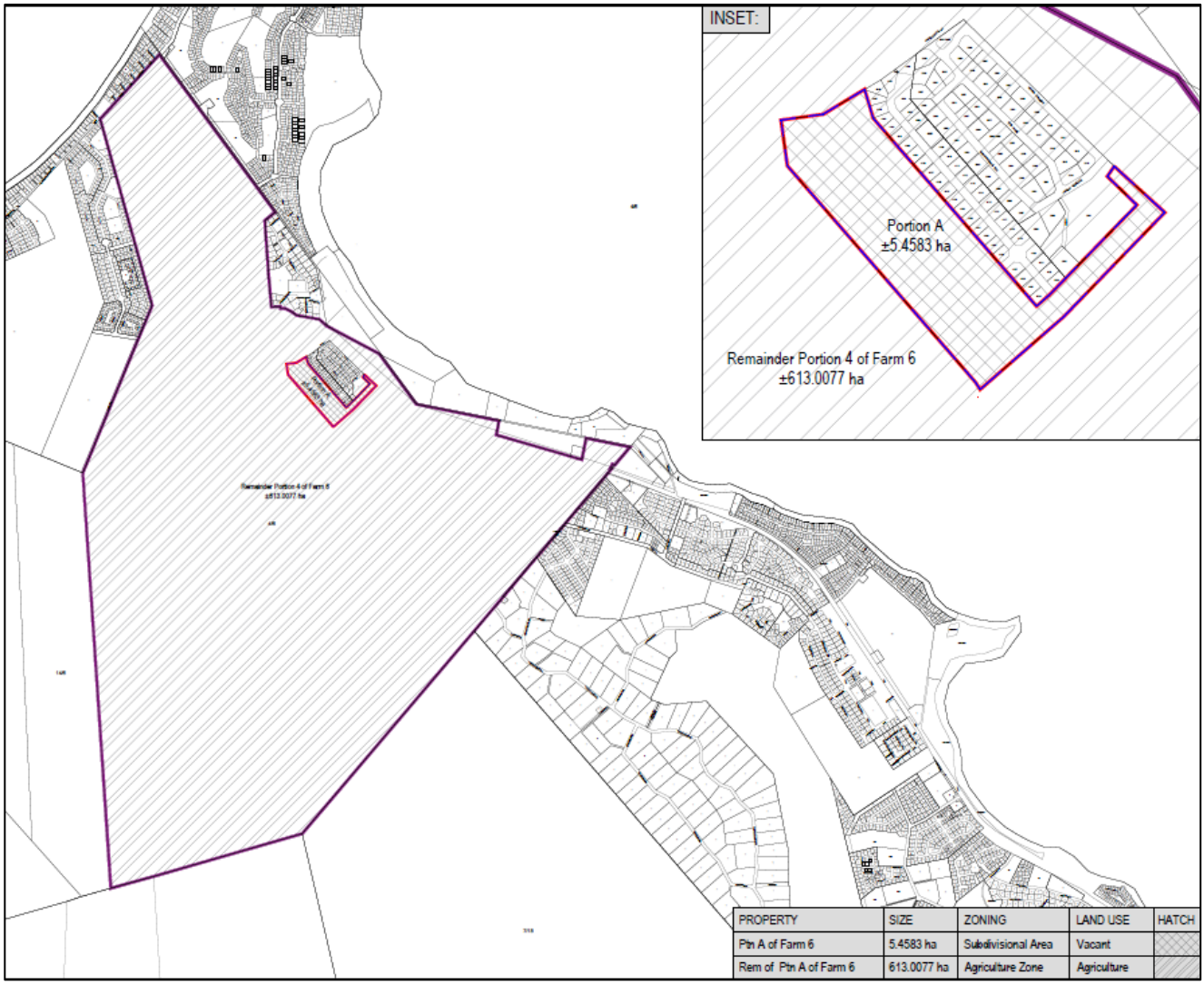


Figure 3: Subdivision of Farm 6/4, Malmesbury

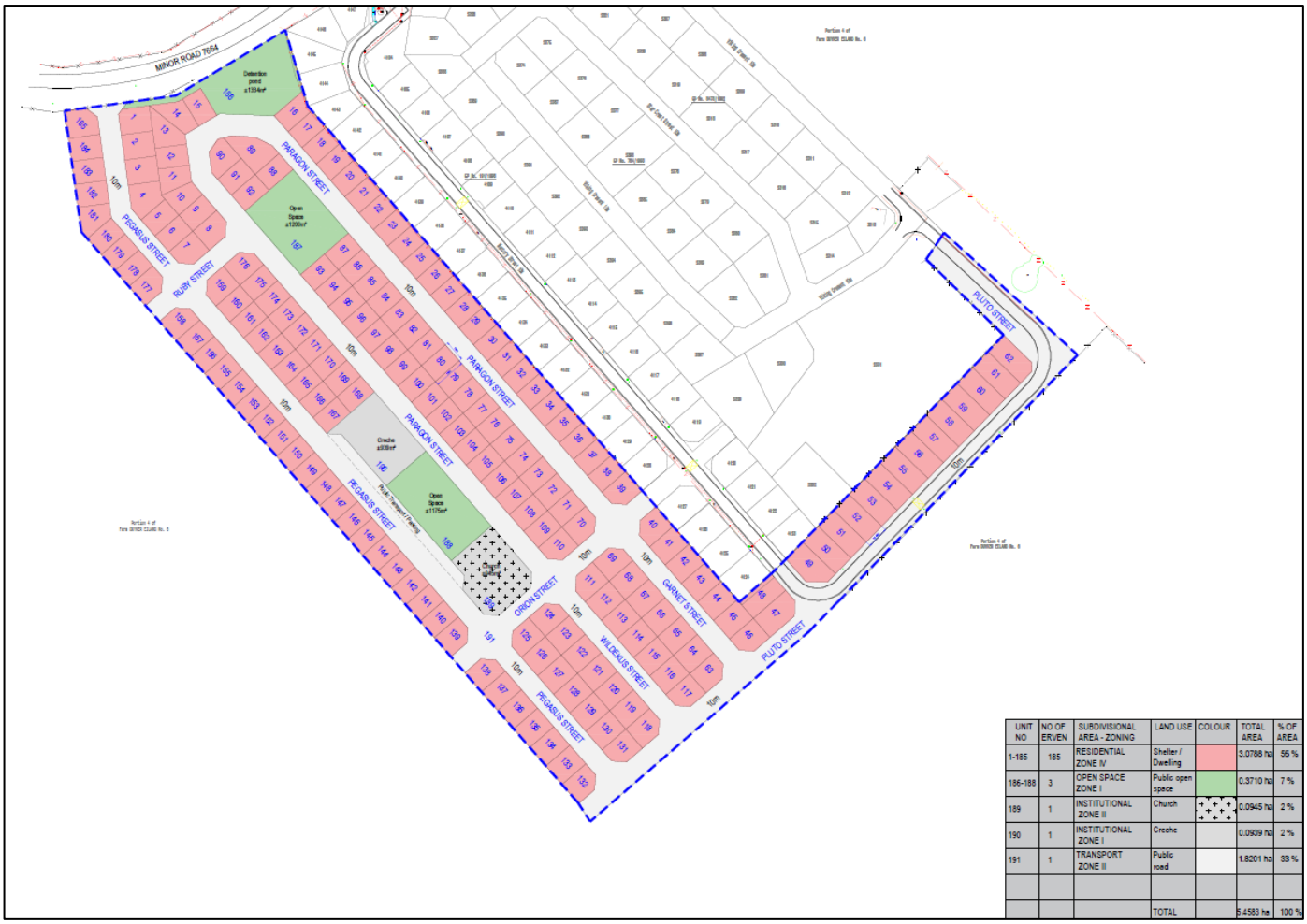
8.6. STOMPNEUS BAY LAYOUT DESIGN

Portion A of Portion 4 of Farm 6 is proposed for further subdivision to accommodate the **STOMPNEUS BAY HOUSING PROJECT** on a total area of ±5.4ha and the subdivision will create the following erven (Amended Site Development Plan attached as **Annexure G1**):

Stompneus Bay Housing Project
○ 185 Residential Zone IV erven
○ 3 Open Space Zone I erven
○ 1 Institutional Zone I erf (Crèche)
○ 1 Institutional Zone II erf (Church)
○ 1 Transport Zone II

Various layout alternatives were considered and assessed against the various infrastructure and site limitations within the development footprint. A look at the need and desirability input indicate popular local support for both the concept, density and place. The proposed layout plan is based on a planning analysis, topographical survey, infrastructure constraints and other design considerations which were identified as part of the investigation process. The proposed site is considered suitable for the development of a residential development within the St Helena Bay Urban Edge.

The locality of the development site was created around the existing neighbourhood to support natural expansion of the area and to promote integration. The main access points will be from Mercury Street and Concorde Drive, also known as provincial Minor Road 7664. Mercury Street is already built in a loop to give access to the most western row of erven of the existing neighbourhood and erven was created next to this road to gain direct access of it. The road is then further proposed to create a grid pattern with a secondary loop that will connect to Concorde Drive in the north. This will create an effective transport route for public transport vehicles like taxi mini busses.



UNIT NO	NO OF ERVEN	SUBDIVISIONAL AREA - ZONING	LAND USE	COLOUR	TOTAL AREA	% OF AREA
1-185	185	RESIDENTIAL ZONE IV	Shelter / Dwelling		3.0788 ha	56 %
186-188	3	OPEN SPACE ZONE I	Public open space		0.3710 ha	7 %
189	1	INSTITUTIONAL ZONE II	Church		0.0945 ha	2 %
190	1	INSTITUTIONAL ZONE I	Creche		0.0939 ha	2 %
191	1	TRANSPORT ZONE II	Public road		1.8201 ha	33 %
			TOTAL		5.4583 ha	100 %

Figure 4: Stompneus Bay Site Development Plan

8.7. RESIDENTIAL ERVEN

The main focus of the layout design was to create an integrated neighbourhood area as an expansion of the existing residential area that will effectively accommodate beneficiaries on the waiting list within an area where employment and social uses are in close proximity and provided for. The purpose was to create a safe living environment with centrally placed open spaces and social uses. This development will relieve and solve the urgent housing need in the St Helena Bay area. The use of mixed uses promotes integration within the residential area and the connection with the surrounding neighbourhoods.

The purpose of an IRDP residential erf is to develop serviced erven with a single formal dwelling unit. These erven will be for single residential use and the top structure can be either a single standing house, Semi-detached dwelling with the neighbouring property. The average size of these erven will be ±150 m² and will be zoned Residential Zone IV for the purpose of incremental housing. The zoning makes provision for shelters and dwelling houses as a primary right. The erven are large enough to accommodate a standard subsidised house of ±49m² and a parking bay within the building lines and coverage.

8.8. COMMUNITY FACILITIES

The Western Cape Development Parameters Guideline and community needs were used to determine the need for community facilities within the development. Community services includes Crèche and Church erven to provide in the social and recreational needs of the community.

Early Childhood Development Centres (ECD) (crèche)

The following sets out the number of people / dwelling units that will justify the need for an ECD:

- 2400 people (600 dwelling units) for low income areas.
- 3600 people (900 dwelling units) for high income areas.

The development does not require an ECD centre according to the parameters of the WC Guidelines, but looking at the community, there are sufficient residents to warrant an ECD centre (crèche). The development provides for 1 Crèche site to be zoned Institutional Zone I.

Place of Worship

The following sets out the number of people / dwelling units that will justify the need for a place of worship:

- 2000 people (500 dwelling units)

The development does not warrant a church, but as mentioned there are sufficient residents in the surrounding area which will support a church. The development makes provision of 1 church erf with the zoning Institutional Zone II.

8.9. PUBLIC OPEN SPACES

The Western Cape Development Parameters Guideline was used as a guide to determine the need for open space erven within the development as well as the Saldanha Bay Integrated Zoning Scheme.

The following sets out the number of people / dwelling units which will justify the need for a small neighbourhood play plot according to the Western Cape Development Parameters Guideline:

- Minimum 400 m² sized play lots for every 1000 people or 250 dwelling units

The development includes a total of 185 residential units, thus a total of 1 play lot 400m² in size needs to be provided for according to the development guide. Due to the profile of the area and prospecting amount of people to move into the area, provision was made for 2 play lots / natural recreational erven. This allows for a total of ±2375m² area of Open Space erven which is zoned Open Space Zone I. A separate open space erf was created for the storm water detention pond, which will not be included in the total open space calculation for the development. The placement of open space areas within the neighbourhood area is to provide for a safe area for recreation activities, relaxation and pedestrian movement within walkable distances.

According to the Saldanha Bay Integrated Zoning Scheme open spaces should be provided at 10% of the area being developed. The Open Space provided in the layout accumulate to 4% of the development area as below:

Total Development area: ±5.4583 ha
10% of Total development area: 5458 m²
Open Space area provided: 2375 m²
Percentage open space provided: 4**%**

Thus application is being made for **Permanent Departure** of **Open Space parameter,** in terms of *Section 15(2)(b) of the Saldanha Bay Municipal Land Use Planning By-Law 2022*, from 10% to 4%.

The departure from open space provision to allow smaller open spaces can be motivated as follow:

- The development is located within 500m if the beach of Stompneus Bay, which is public coast property. The beach is a natural open space accessible to the residence, although swimming in the area is not recommended, residents can walk and play on the beach. This is sufficient open space within the vicinity of the development and within walking distance, allow for less required open space within the development.

- Smaller open spaces also allow for more visual surveillance from the residents. This ensures a safe environment for children to play and encourages residents to maintain and protect the spaces with community-driven initiates like clean-up projects.
- Smaller open spaces are also more cost effective in terms of maintenance, upkeep and landscaping. Public open spaces are maintained by the Municipality and mostly plants are watered by a water tanker, the smaller the area to be watered, the more often it can be done and managed. It also allows for better water saving options in an area known for water scarcity and drought in the summer months.
- One of the open spaces is located between the crèche and church to allow for a multi-functionality of the open space. This allows for a smaller open space which will be more effective and used for multiple purposes like a play area for the children from the crèche during the day or family gathering event by the church. If a space is multi-functional it is more likely to be used often and looked after by the community.

Although the open space provided does not comply with the Zoning Scheme parameters, the open spaces provided will be more effectively used and complies with the Western Cape Development Parameters Guidelines.

8.10. SOCIO-ECONOMIC ENVIRONMENT

The proposed development will have the following Socio-economic benefits for the town of St Helena Bay and the direct area:

- Economic growth and job creation: the project will create local construction jobs during implementation and the upgrading of services will attract business opportunities in the surrounding precinct.
- Improved living standards: the project will provide the residents with a safer and healthier living environment, for example it reduce overcrowding and disposal of waste in the streets.
- Social stability and community development: the provision of serviced erven will in turn reduce poverty and improve stability for low-income families and it will create a sense of community and belonging.
- Social services and amenities: the development creates opportunities for a crèche and church which will further promote the sense of community and promote social well-being.

8.11. PUBLIC FACILITIES AND SERVICES

There will also be no significant cumulative impact on communications, or other public services such as schools, recreational facilities, police, fire protection, or emergency services. This much needed development will make a significant contribution to the local economy and human wellbeing by addressing the basic need for services and thereby improving the lives of the community and providing for economic

and social incentive. The development will accommodate people already in the area, meaning they are already using most of the existing facilities.

8.12. STREET NAME AND NUMBERING

Council approved the following street names, Street name map attached as **Annexure K1:**

- Paragon
- Pegasus
- Garnet
- Ruby
- Pluto
- Orion
- Wildekus
- Emerald Isle (back up)

9. OTHER LEGISLATION

National Environmental Management Act (Act 107 of 1998) (NEMA)

Enviro-EAP Environmental Consultants were appointed to obtain Environmental Authorisation for the proposed development.

Section 53 of the Land Use Planning Act (Act 3 of 2014) (LUPA)

Application in terms of Section 53 of *LUPA* is not needed, seeing that the development area has not been farmed in the preceding 10 years and is located within the urban edge of St Helena Bay.

Section 21 of the National Water Act (Act 36 of 1998)

No water resources will be negatively impacted by the proposed development and a Water Permit will not be needed.

Section 53 of Mineral and Petroleum Resources Development Act (Act 28 of 2002)

Application in terms of Section 53 of the *Mineral and Petroleum Resources Act (Act 28 of 2002)* is not needed, as the proposed residential use is included in an approved town planning scheme.

Section 38 of the National Heritage Resources Act (Act 25 of 1999) (NHRA)

A Notice of Intent to Develop (NID) in terms of Section 38 (8) of the *NHRA (Act 25 of 1999)* and the Western Cape Provincial Gazette 6061, Notice 298 of 2003, will be submitted to Heritage Western Cape.

Subdivision of Agricultural Land Act (Act 70 of 1970)

The *Subdivision of Agricultural Land Act, Act 70 of 1970*, controls the subdivision of agricultural land. Farm 6/4 is exempted from the need for approval in terms of this act, due to the locality of the erven within the urban area of St Helena Bay.

Civil Aviation Act (Act 13 of 2009)

Application in terms of the *Civil Aviation Act (Act 13 of 2009)* is not needed, as the proposed development is not located within 5km of an airstrip; nor are any objects taller than 8m proposed. There is an old airstrip directly north of the site but it is not in use anymore.

Roads and Ribbon Development Act (Act 21 of 1940)

Application for access on a provincial road will be submitted for approval to Department of Transport and Infrastructure.

National Roads Traffic Act (Act 93 of 1996)

The development is not bordered by a national road, thus no further action is required in terms of this act.

10.SERVICES

A civil services report was drafted by iX Engineers Pty Ltd and is attached as **Annexure H**. The report also includes the findings of the GLS bulk capacity study. Civil services are summarised below;

WATER RETICULATION

Bulk water is supplied to Vredenburg and surrounding townships from the Berg River Water Scheme via the Withoogte Treatment Works and Besaansklip Reservoir. The master plan shows the development area should be accommodated in the Midwest PRV distribution zone from the Blueberry Hill reservoir.

It is proposed that new pipelines be installed within the road reserve and then connected to the existing main supply water pipeline situated east of the proposed development adjacent to Boundary Road and Main Street. New fire hydrants will also be installed at a maximum of 180m from each other. According to the GLS report the existing bulk water system from Vergeleë reservoirs and the Blueberry Hill reservoir needs to be improved.

SANITATION RETICULATION

The development falls within the existing Smartie town pumping station drainage area. The existing sewer network gravity mains drains to the existing Smartie Town pump station in Mercury Street / Viking Crescent, from where it is pumped through a rising main to the Ocean Brands pump station.

New proposed pipelines will be installed for internal sewer network with a minim pipeline gradient of 1:180 and maximum of 1:10. The sewer network will connect at various places to the existing outfall sewer running through the development.

The existing bulk sewer reticulation system between the proposed development and existing WWTW has the capacity required.

ROADS INFRASTRUCTURE

The main access roads to the proposed development will be from Minor Road 7664 (Concorde Drive), Mercury Street and Viking Crescent. These streets are surfaced and have road furniture. The existing road consists of a mixture of asphalt and chip & spray surfacing. Mercury Street runs over a portion of erf no 2331 (existing church) and plot needs to be subdivided. Saldanha Bay Municipality property section will have to enter into negotiations with the landowners (Church) and obtain the POA before final design / construction of the development commences.

Proposed new roads situated in the 10m road reserves will be 5.5m and 5.0m wide. The roads will have kerbs installed on both sides. Parking should be addressed at the detailed design stage and satisfy the relevant parking requirements of the Zoning Scheme.

STORMWATER MANAGEMENT

Storm water of the section of Mercury Street drains via the roads to catch pits, from where it is drains through underground stormwater pipelines. The stormwater discharges into existing stormwater pond to the north-eastern side of the site. Storm water of the surrounding Viking Crescent and section of Mercury Street drains via the roads to catch pits (end of road), from where it drains through underground stormwater pipes. The stormwater discharges into existing stormwater pond to the north-eastern side of the site. No subsoil storm water drainage system exists next to the existing roads.

Run-off peaks with return period of the 1:5-year flood frequency will be used in the stormwater run-off calculations to confirm the required pipeline diameters. The site is situated above the 1:100 flood line of the ocean. The stormwater system will drain to the new retention pond proposed on the northern corner of the site.

With reference to the stormwater management report, the following external stormwater attenuation dams and networks is proposed to be upgraded:

- An earth berm/cut-off channel is recommended along the south-west boundary of the proposed development to prevent runoff from the larger catchment area to enter the development properties.

- Catchment A (new facility): A new attenuation facility (with new fencing) is proposed for the new development area which will reduce up to the 1 in 100-year post-developed peak runoff to the 1 in 2-year pre-developed runoff. An emergency overflow will also form part of the design of the storage facility should a storm exceeding the 1 in 100-year storm occur.
- Catchment B (existing facility): It is recommended that the existing attenuation facility be extended, an emergency overflow be constructed, and the extended facility be fenced off.

The three above-mentioned points will have to be taken into consideration by the next appointed Consultant for the Detail Design phase.

MASS EARTHWORKS

The topography of the proposed development area is very flat with several low and high points, on average gradient is approx. 1.5% and from southwest to northeast of approx. 1.0%. The natural gradient falls form the south-eastern side to the northern western side.

Mass earthworks will be limited to cuts and fills not exceeding 1.5m in height. It is recommended that all earthworks be carried out in accordance with SABS 1200 DM.

AMENDED UNITS

The total units were decreased from 214 to **185** residential erven. Although the civil service report was done on the larger amount of units, the decrease in units will not impact the results of services report.

11. TRAFFIC IMPACT STATEMENT

A Traffic Impact Statement (TIS) was done by Sturgeon Consulting and attached as **Annexure I**. The TIS recommendations are summarised below.

a) This TIS is in support of the application for the proposed development on Portion 4 of Farm 6 in St Helena Bay, Western Cape.
b) The proposed development will consist of 214 IRDP residential units (now 185 units), a crèche (±50 learners) and a church (±200 seats).
c) Main Street (MR533) in the vicinity of the site is currently being upgraded, due to be completed early December 2024.
d) A Stop/Go was in place at the Main Street (MR533) / Concorde Drive (OP7664) intersection during the site visit and traffic counts.
e) The capacity analyses of the existing 2024 traffic operations indicated that both of the study intersections are currently operating at acceptable levels of service (LOS) with minimal average delays during both peak hours.

f) The proposed development has the potential to generate 76 new trips during the AM peak hour (22 in, 54 out) and 74 new trips during the PM peak hour (50 in, 24 out).
g) The proposed development will be accessed via two locations.
h) The proposed main access will be located along Concorde Drive (OP7664) approximately 85m east of the Concorde Drive (OP7664) / Concorde Drive (north-south) intersection and approximately 190 southwest of the Concorde Drive (OP7664) / Star Crescent intersection.
i) Star Crescent, located approximately 80m southwest of the Main Street (MR533) / Concorde Drive (OP7664) intersection, will be utilised as a secondary access for the proposed development via Smartie Town.
j) The proposed main access will have a two-lane cross-section with one lane per direction.
k) The proposed main access will be stop-controlled on the development side.
l) Star Crescent, the secondary access, has a two-lane cross-section with one lane per direction and is stop-controlled on the Smartie Town side.
m) The proposed main access will have sufficient access spacing available along Concorde Drive (OP7664) in both directions.
n) No dedicated right- or left turn lanes are warranted at the Main Street (MR533) / Concorde Drive (OP7664) intersection, the Concorde Drive (OP7664) / Star Crescent intersection or the Concorde Drive (OP7664) / Proposed Main Access intersection.
o) No upgrades are necessary at any of the intersections.
p) Sufficient SSD is available at the proposed main access along Concorde Drive (OP7664) in both directions.
q) The capacity analyses of the total 2024 traffic operations indicated that both study intersections and the Concorde Drive (OP7664) / Proposed Main Access intersection is expected to operate at acceptable levels of service (LOS) with minimal average delays during both peak hours.
r) Parking should be addressed at the detailed SDP stage and satisfy the relevant parking requirements contained in the *Saldanha Bay Municipality Integrated Zoning Scheme By-Law, March 2020*.
s) No sidewalks are present along Main Street (MR533) / Concorde Drive (OP7664) in the vicinity.
t) Low volumes of pedestrians were observed walking in the gravel shoulders of the roads.
u) Public transport shelters were observed along Main Street (MR533) in the site vicinity.
v) Minibus taxis were observed operating along Main Street (MR533) and OP7664.
w) No additional non-motorised – or public transport facilities are proposed in the vicinity of the site.
x) A public transport stop/embayment will be constructed along Main Street (MR533), approximately 300m southeast of the Main Street (MR533) / Concorde Drive (OP7664) intersection, as part of the planned upgrading with Ero Engineers
y) The detailed design of the proposed main access on OP7664 is approved by the responsible Road Authority.

This report has shown that the proposed development will have an insignificant traffic impact and can be accommodated by the adjacent transport network. From a traffic engineering perspective, the approval of the application for this development is supported and it is recommended that the development be approved.

AMENDED UNITS

The total units were decreased from 214 to **185** residential erven. Although the traffic impact assessment was done on the larger amount of units, the decrease in units will not impact the results of services report.

12. PLANNING POLICY

PROVINCIAL POLICY CONTEXT

The **Western Cape Provincial Spatial Development Framework (PSDF)** was approved and published in 2014 and Chapter 4 was amended in 2020. The main guiding principle on which the PSDF is based is the need to achieve sustainable development. Development proposals are only seen as being sustainable when they are ecologically justifiable, socially equitable and economically viable, or otherwise referred to as the triple bottom line approach.

The PSDF supports and contributes to the National Development Plan (NDP) of 2012 which strives to eliminate poverty and reduce inequality by creating jobs and livelihoods, transform urban spaces, expand infrastructure, provide capable public services, etc. The proposed housing project will support the NDP initiative by creating a sustainable settlement in a suitable location and improving the infrastructure increasing the availability to more people in the area. The PSDF further supports the OneCape 2040 initiative on the following key transition areas of the OneCape vision:

- Integrated neighbourhoods and upgrading the built environment
- Integrated services planning and provision
- Design and produce settlements that addresses resource scarcity
- Healthy, accessible, liveable, multi-opportunity communities

The proposed development focus on the integration of different land uses to create integrated sustainable settlements. The design of the development incorporated the use of the natural fall of the land and service-effective blocks to ensure the sustainable use of service resources.

The proposed housing development further comply with the PSDF's spatial agendas, key transitions, themes and resources as follow:

- Develop mixed-use and compact settlements through competitiveness, social inclusion, quality of life, efficient delivery of affordable services and resilience to environmental hazards and human safety.
- Increase densities in appropriate locations aligned with resources and space economy.
- Integration of complementary land uses.
- Public transport orientation and walkable neighbourhoods.
- Integrated, clustered and well located community facilities.
- Connect economic and social opportunities.
- Cluster activities and promote urban settlements rather than suburban settlements.
- Settlements that include sense of place, accessible settlement patterns, mixed land uses and densities, facilities and social services.
- Improving the efficiency and inclusivity of urban space economies, and the quality of their living environments to attract and terrain the skills required by the services orientated urban economy.

The following aims of the PSDF are relevant to this application and the proposed development complies with these policies:

- **Policy R1: Protect Biodiversity and Ecosystem services:**
    - Delineate urban edges in municipal SDFs to divert urban growth pressures away from critical biodiversity areas – *the proposed development is located within the Urban Edge of St Helena Bay and will not affect any CBAs.*
- **Policy R3: Safeguard the Western Cape's Agricultural and Mineral resources, and manage their sustainable use:**
    - Reconcile ecosystem requirements with conflicting land development pressures through proactive spatial planning, and application of a land use management system that safeguards biodiversity, protects resources and opens up opportunities for improved livelihoods and jobs – *the development is located on vacant land and there is minimal loss of natural resources that forms part of an ecological system. The design incorporates efficient use of services and allocated erven for community uses that will contribute to job opportunities and healthy lifestyles.*
- **Policy R4: Recycle and recover waste, deliver clean sources of energy to urban consumers, shift from private to public transport, and adapt to mitigate against climate change:**
    - Provide low income areas with access to electricity and/or off grid renewable energy sources, and systematically upgrade informal settlements – *all erven within the development will be connected to electricity and this project supports the decreasing of informal settlements by providing housing in this area as part of an IRDP project.*

- Avoid developing new residential areas in proximity to agricultural areas that utilise crop spraying – *the development area is not within spraying distance of any agricultural land.*
- Protect agricultural land that holds long term food security value from urban encroachment – *the development land has not been cultivated in the last 10 years. This is one of the reasons the town expansion was proposed here, to ensure minimal loss of valuable agricultural land.*

- **Policy R5: Safeguard cultural and scenic assets:**
  - Protect heritage and scenic assets from inappropriate development and land use change – *the landscape does not have high heritage or scenic assets, although a heritage NID will be submitted for approval of said assumption.*
  - The delineation of urban edges have significant implications from a scenic perspective, especially with respect to the protection of natural and cultural landscapes from urban encroachment, defining an appropriate interface between urban development and significant landscapes, and protecting the visual and agricultural setting of historical settlements – *the proposed development area is on fairly even land and not visible from any major scenic routes.*
- **Policy E1: Use regional infrastructure investment to leverage economic growth:**
  - Promote denser settlement patterns to support the transition to public transport, and mixed land use patterns to reduce the need for travel and create walkable neighbourhoods – *sufficient social and economic opportunities are provided to create a walkable neighbourhood for basic needs.*
  - Designing human settlements to accommodate infrastructural smart grids – *the design includes a grid pattern as close as possible with smaller pockets to ensure sense place is not lost.*
  - Invest in public transport and non-motorised transport (NMT) infrastructure – *provision is made for sidewalks next to all roads to support and encourage NMT.*
- **Policy S1: Protect, manage and enhance the sense of place, cultural and scenic landscape:**
  - Prevent settlement encroachment into viable agricultural areas, scenic landscapes and biodiversity areas – *the developable area has not been farmed and is not high potential agricultural land or conservation worthy.*
  - Promote smart growth ensuring the efficient use of land and infrastructure by containing urban sprawl and prioritising infill – *the proposed development is located within the urban edge of St Helena B, although it is an expansion development. .*
- **Policy S2: Improve provincial, Inter and Intra-regional accessibility:**
  - Built environment projects should focus on compacting and connecting urban development and clustering public facilities along these connections – *the road system is*

designed for optimal movability and access to the surrounding neighbourhoods. The social uses are also located in close proximity to these main routes.

- Develop human settlement patterns that are compact and accessible so that all can access the opportunities of urban environments – *as mentioned the design of the development incorporated effective movement through road network design and NMT with small central nodes of mixed uses. All the erven is within walking distance of social opportunities.*

- **Policy S3: Promote compact, mixed use and integrated settlements:**
  - In order to secure a more sustainable future settlement planning and development should achieve higher densities – compact settlements save people time and money, as travel distances are shorter and cheaper – *the development is focussed on medium-high density development. It also allows for social services within walking distance of each erf.*
- **Policy S4: Balance and coordinate the delivery of facilities and social services:**
  - Use a set of facility provision guidelines and indicators namely the Development Parameters: a quick reference for the provision of facilities within settlements of the Western Cape – *the Development Parameters document was used to determine the social needs for the development.*
  - In order to ensure that current and future developments take place in a holistic, integrated and sustainable manner, equitable and accessible distribution of social services and facilities are required – *the development makes provision for all social uses needed in a sustainable human settlement of this size.*
  - Balance sustainable service delivery and equitable access to education and health services – *the development will be fully serviced and opportunities was created for an ECD.*
- **Policy S5: Promote sustainable, integrated and inclusive housing in formal and informal markets:**
  - Investment in housing must ensure optimal and sustainable use of all resources, including financial, land, social and infrastructure components – *the development is compact and cost effective and will decrease the housing backlog in St Helena Bay.*
  - Provide a wide choice of housing typologies and tenure options, based on economic, fiscal, and social affordability. Incremental housing development to be pursued, with phased service provision to accelerate housing provision – *there is opportunity for two alternative house typologies, although the zoning remains the same.*
  - Ensure that all housing delivery projects are founded on principles of sustainability and based on integrated development planning – *the development is mainly focused on integration between uses and the surrounding environment to ensure walkability and sustainability for future generations.*

- Provide households with the residential environments, mobility and access to opportunities that support productive activities and reduce levels of exclusion from opportunity – *all social opportunities are proposed within this development. Available opportunities is further strengthened by encouraging people to create economic opportunities from home.*
- Achieve a wider range of housing opportunities with regards to diversity of tenure, size, density, height and quality in order to promote a ladder of upward mobility for households to progress as economic circumstances change over time – *the development supplies housing that supports growth from IRDP to single residential.*

LOCAL POLICY CONTEXT

Saldanha Bay 2nd Review of the 5th Generation Integrated Development Plan (IDP) (2024)

There are currently 13 124 applicants on the waiting list, of which most of the applicants are in Vredenburg and then followed by Saldanha and St Helena Bay. The waiting list increases by 100 – 150 each month. This project will alleviate this number with 185 new opportunities for residential erven.

The IDP has identified strategic focus areas with strategic objective and the proposed housing project will support these focus areas as follows:

- Community collaboration; foster community development – the development creates community opportunities to grow the social uses in the area with the proposed crèche and church. The public open spaces will also support community gathering,
- Economic; diversify the economy and creation of sustainable jobs – the proposed development will create temporary jobs during construction and home occupation opportunities will be promoted.
- Safety; implement intervention for a safe community and environmental protection – the proposed development is on an area of less environmental importance which does not link to another biodiversity corridor.
- Services, provide reliable, effective and affordable services – the latest cost effective services will be supplied to the development during construction and the design supports natural flow of storm water and sewage as far as possible.

Housing is not a municipal mandated function, and Human Settlements Department fulfils an implementing role on behalf of the Western Cape. The development of the Stompneus Bay housing project services, have been specifically identified in the IDP as a Western Cape Government funded project. Due to an escalating housing demand in St Helena Bay the Housing Department approached the council to utilise the subject property for housing development as expansion to the Stompneus Bay residential neighbourhood.

Saldanha Bay Spatial Development Framework (SDF) 2019

The *Saldanha Bay Spatial Development Framework (SDF)* of May 2019 determines the strategic policy guidelines for future development in Saldanha Bay region and in this case, in St Helena Bay. St Helena Bay compromises a long coastal strip around bays and small fishing harbours. These harbours are strung out along the coastline between two and five kilometres apart, creating a series of nodes with small convenience retail and staff housing. The 1990s and 2000s saw attempts to realise the tourism and holiday accommodation and housing potential in town.

The Saldanha Bay Municipality (SBM) is a caring institution that excels through:

- Accelerated economic growth for community prosperity
- Establishment of high quality and sustainable services
- Commitment to responsive and transparent governance
- The creation of a safe and healthy environment
- Long term financial sustainability

The proposed Stompneus Bay Housing project complies with all these municipal aims of service provision to the community.

The SDF list a few principles and tools to be used for future development and the proposed development complies as follows:

- Appropriate walking distance – a desirable walking distance is between 1 and 2kms: *the proposed development is within 2km walking distance from social and economic opportunities.*
- Functional integration – 50% of all urban destinations within walking distance: *employment, worship, educational, social, recreational and education opportunities are within 2km walking distance which is more than 50% of the proposed urban destinations.*
- Infill, densification and suburbs – significant infill and densification is required in order to restructure the settlements in the area: *the proposed development is an excellent example of effective and sustainable infill development on underutilised land within the Urban Edge.*

The proposed development further complies with the following Goals and Objectives of the SDF:

- Goal 4: to address the social needs and expectations of all sections of the community to;
  - Provide all sections of the community access to a full spectrum of social services and facilities – *the future residents will have access to community facilities in close proximity to their homes.*
  - To ensure the provision of basic housing and services to all sections of the community – *Additional housing opportunities will be made available to all sectors of the community.*

- Encourage public participation in all issues of public concern – *the application will be taken through public participation by Saldanha Bay Municipality where the public will have the opportunity to comment on the development.*

➢ Goal 6: to ensure that ongoing development pressure and its spatial implications are managed in a sustainable manner that protects the unique character of the existing cultural landscape and the place-specific character and form of the existing settlement pattern to;

- Retain and strengthen the unique identity of the municipal area and its districts – *the proposed development will be expansion of the existing community of Stompneus Bay, which supports appropriate location of the project.*
- To improve the aesthetic quality of the built environment – *the proposed development will fit into the character and aesthetics of the surrounding built environment.*

The Saldanha Bay SDF identifies Farm 6/4 as a New Development Area (NDA), number 7. NDA 7 is identified for Residential Development with a density of 20 units/ha. The development proposal suggests a 36 unit/ha density which is higher than the proposed density. The proposed density of 20 units / ha is identified as low-medium density and there are only a few areas identified for higher density development.

It is important to use higher densities for housing projects to ensure a compact sustainable development, too large erven creates opportunities for backyard dwellers, creating additional pressure on the municipal systems. The housing project can be seen as a site specific project to ensure denser sustainable human settlement projects.

It is thus the purpose of this application to request a site-specific deviation from the Saldanha Bay SDF 2019 in terms of Section 22(2) of the Spatial Planning and Land Use Management Act, Act 16 of 2013. The following criteria motivates the site specific reasons:

- The proposed deviation from 20 units/ha to 36 units/ha is not excessive, seeing that it is close to the highest density allowed being 35 units/ha.
- By densifying the development it creates additional alternative housing opportunities within the St Helena Bay town, which is also located close to business and social uses.
- Higher densities flourish in housing projects, as it ensures that the space on the erven are sustainable but does not support space for backyard dwellers.
- The density further supports walkability for a more sustainable neighbourhood by providing smaller street frontages the length of the street to accommodate the units are smaller and more walkable.
- By densifying it ensure that less valuable natural environment is lost and ensure optimal use of land, as land is a scare commodity en land for housing development even more so.

- Although the proposed development does not comply with the density proposal for NDA 7, it supports the overall SDF initiative of densification and promoting compact settlements which takes the natural environment into consideration.
- The locality of the site is also ideal, as it is located within walking distance of business and social opportunities supporting integration of the proposed development and the existing town.

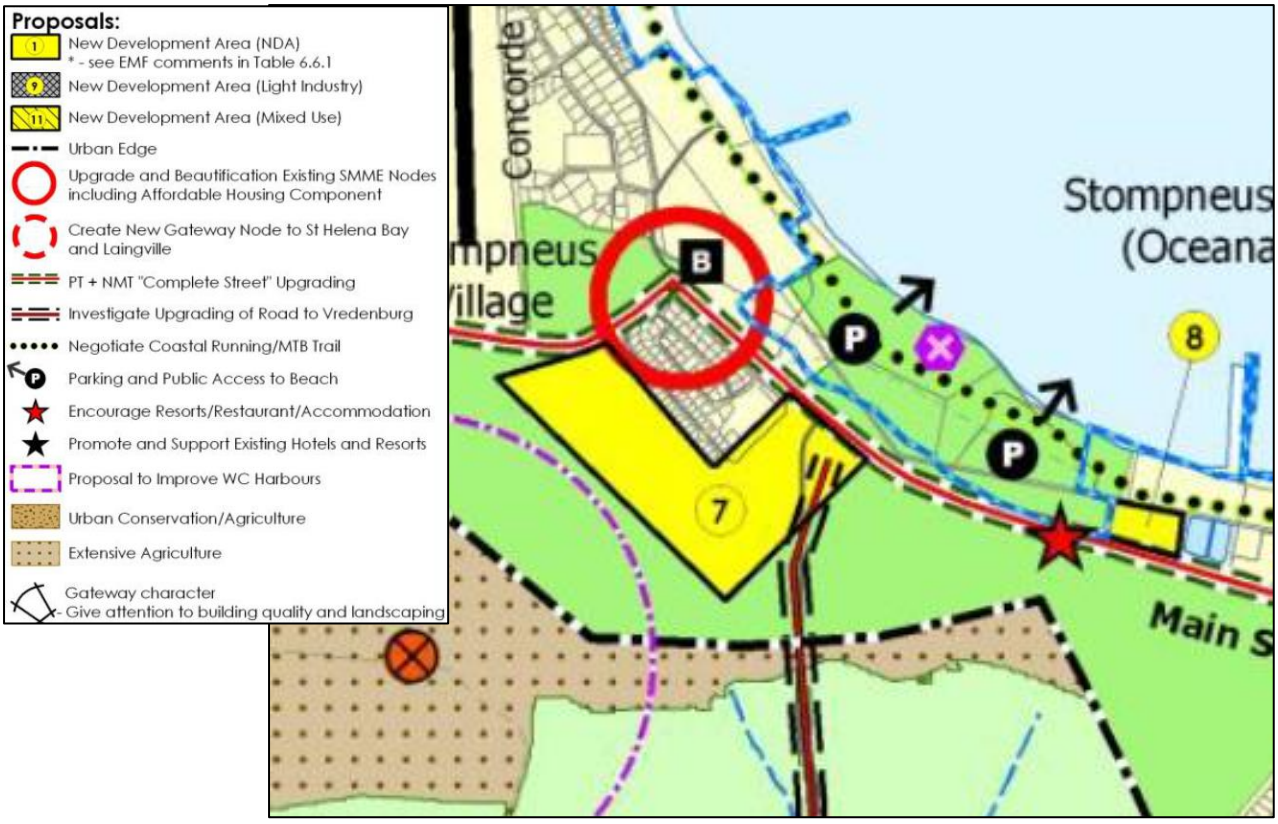


Figure 5: Extract of the land use map in the Saldanha Bay SDF 2019

Saldanha Bay Human Settlement Plan (HSP) 2022

The Saldanha Bay Municipality IDP has identified land for housing as one of its key capital and operational priority needs. The provision of housing is not enough to ensure a healthy functioning community. The appropriate location and range of housing types play a key role in creating a well-connected and spatially, functionally and socially integrated settlement.

Stompneus Bay IRDP project was on the list of housing projects from WC Department of Human Settlements Business Plan 2022. The following numbers were shown on the Western Cape Housing Demand Database for St Helena Bay:

- Military Veterans – 2
- Disabilities – 0
- Housing waiting list – 560

The proposed development will decrease the waiting list by 185. This project, Stompneus Bay IRDP, is also a listed project on the current projects of St Helena Bay.

The proposed residential development is therefore consistent with the PSDF and the Saldanha Bay SDF, IDP and HSP in terms of the policy goals, strategies and objectives.

13. PRINCIPLES FOR LAND USE PLANNING

The criteria for the assessment of application as per Chapter VI Section 59 of the Land use Planning Act, 2014 (Act 3 of 2014) and Chapter 2 Section 7 of the Spatial Planning Land Use Management Act, 2013 (Act 16 of 2013) are addressed as follows:

- **Spatial Justice**

  The proposed development will create an opportunity to cater for the growing need of informal settlers with the intention of a better living environment. The development also addresses the inclusion of persons and areas that was previously excluded, by creating erven for people in informal settlements, it will give families a chance to own property and rise above poverty and deprivation. The Stompneus Bay housing project focusses on delivering serviced erven which provides land for disadvantaged communities and persons with low restriction to formalize informal settlements. The erven created by this housing project will be distributed by the Saldanha Bay Municipality accordingly, taking into account the housing waiting list of the area. A socially just society is based on the principles of equality, solidarity and inclusion, the proposed development targets the marginalised and disadvantaged groups in the society, providing them with opportunities like serviced erven. The past spatial and other imbalances are being redressed by this development and its design by creating access to land for the disadvantaged communities.

- **Spatial Sustainability**

  The proposed development promotes spatial compactness and sustainable resource use. More innovative planning methods were also utilised to create a high density but safe workable living environment. The IRDP development will cater for a total of 185 erven to address the immediate need in the area. The infrastructure that will be provided will be sufficient in the future when erven are fully formalized. The development is designed to ensure that the basic needs of the residents will be met and the development will be viable and sustainable in the future.

  The development will not have a negative effect on the environment and viable agricultural land. The housing project provide for quicker solutions to the housing need by providing for serviced

erven within the neighbourhood where people from disadvantaged communities can relocate and can be assured of social, economic and environmental benefits on a long-term basis.

- **Efficiency**

  The development also supports integrated development with the provision of mixed uses that include residential, social and open space erven. The creation of these serviced erven within a centrally located area that is still within close proximity to existing infrastructure and services, will allow people to still live within their neighbourhoods. Employment opportunities within the residential area is promoted under the zoning and residents are motivated to create their own employment opportunities at home by means of day-care centres, house shops, etc. The development will be integrated with the existing residential areas by means of social services and economic opportunities in the area. The compact design of the development supports viable public transport, reduce overall energy use, and lower user costs as travel distances are shorter and cheaper.

- **Principles of good Administration**

  The application will be taken through the public participation process and all relevant departments will be informed by the Saldanha Bay Municipality.

- **Spatial resilience**

  By creating additional erven for informal dwellers it promotes sustainable livelihoods in the community and long-term resilience for the previously disadvantage communities. The proposed development is a complex, diverse and resilient spatial system that are sustainable in all contexts.

14.CONCLUSION

This application for the implementation of the Stompneus Bay housing project on a ±5.4ha area consisting of Farm 6/4, Malmesbury, complies with the goals of the Local and Provincial Planning Policy with regards to housing provision as follows:

- It offers an integrated housing solution with a strong emphasis on focusing on the needs of the local community with regards to ownership and the development of a secure and socially cohesive neighbourhood in both form and desirability.
- The implementation of this housing development will effectively integrate with the existing and future residential areas to ensure the sustainability of the proposal and to allow the viability of the town.

- The development supports and is consistent with the Western Cape Provincial Spatial Development Framework, Saldanha Bay Spatial Development Framework, Saldanha Bay Human Settlement Plan and the Saldanha Bay Integrated Development Plan.
- The development also supports and comply with the criteria for the assessment of an application as per the Land use Planning Act, 2014 (Act 3 of 2014) and the Spatial Planning Land Use Management Act, 2013 (Act 16 of 2013).
- The development is accessible and there will be no major negative effects on the surrounding built environment, natural environment or economic environment.
- The development improves access to services, facilities, housing and opportunity to create a sustainable human settlement.
- The development supports a good enrolment that is liveable, legible, diverse, varied and unique.

This office is of the opinion that the proposed application is sustainable and will not have a negative effect on the area. The development poses to be a positive contribution due to the optimal use of the erven and services. The proposed application is thus fully supported by this office.

Zanelle Nortjè
For CK Rumboll and Partners