

SECTION A :**BACKGROUND****1. BACKGROUND**

The subject properties were created in 1994 when they were subdivided from Erf 1669 Sedgefield (refer to *ANNEXURE A: General Plan*), with the intention of including them within the Avimore housing development. To date all the erven on the subject property remain undeveloped, although some stands within Avimore, to the west, have had dwelling houses constructed on them.

Shoprite Checkers Pty. (Ltd.) purchased the property from the developer (refer to *ANNEXURE B: Title Deed*) and intends to construct a neighbourhood shopping centre on the site, consisting of a Checkers grocery outlet and some small ancillary retail spaces. **Mariko Vreken Urban and Environmental Planners** has been appointed to secure the necessary approvals for the development of the Neighbourhood Shopping Centre (refer to *ANNEXURE C: Power of Attorney & Company Resolution*).

2. THE APPLICATION

Mariko Vreken Urban and Environmental Planners has been appointed by SHOPRITE CHECKERS (PROPERTY) LIMITED, to prepare and submit the required application documentation (refer to *ANNEXURE D: Application Form*) for:

- The rezoning of Sedgefield Erven 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3504, from "Group Housing" zone to "Business" zone to allow for the proposed shopping centre in terms of Section 17 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985)
- The rezoning of Sedgefield Erf 3507 from "Service Station" zone to "Business" zone to allow for the proposed shopping centre in terms of Section 17 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985)
- The consolidation of Sedgefield Erven 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3504, 3505, 3506 and 3507.
- The closure of the 'Main Service Road' (a public road) at the Egret Drive intersection in terms of the Cape Municipal Ordinance, 1974 (Ordinance 20 of 1974).

3. PROPERTY DESCRIPTION SIZE AND OWNERSHIP

A copy of Title Deed T43866/2011 which includes all the subject properties is contained in *ANNEXURE B*. Surveyor General Diagrams for the subject properties are contained in *ANNEXURE A* and *ANNEXURE E*. The following information applies to all the subject properties:

Title Deed number: T43866/2011 (all the properties are contained within a single deed)

Bonds: None of the subject properties have any bonds registered over them.

Title Deed Restrictions: There are no title deed restrictions on any of the properties that would prevent the application

Servitudes: There are no servitudes registered over any of the subject properties

The following additional information applies to the individual erven that comprise the proposed development:

PROPERTY NUMBER	TITLE DEED DESCRIPTION	PROPERTY SIZE
Sedgefield Erf 3456	Erf 3456 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	467m ² (Four hundred and sixty seven square metres)
Sedgefield Erf 3457	Erf 3457 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	481m ² (Four hundred and eighty one square metres)
Sedgefield Erf 3458	Erf 3458 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	450m ² (Four hundred and fifty square metres)
Sedgefield Erf 3459	Erf 3459 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	466m ² (Four hundred and sixty six square metres)
Sedgefield Erf 3460	Erf 3460 Sedgefield in the Municipality and Division of Knysna, Western Cape Province.	476m ² (Four hundred and seventy six square metres)
Sedgefield Erf 3461	Erf 3461 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	473m ² (Four hundred and seventy three square metres)
Sedgefield Erf 3462	Erf 3462 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	435m ² (Four hundred and thirty five square metres)
Sedgefield Erf 3463	Erf 3463 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	480m ² (Four hundred and eighty square metres)
Sedgefield Erf 3464	Erf 3464 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	460m ² (Four hundred and sixty square metres)
Sedgefield Erf 3465	Erf 3465 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	461m ² (Four hundred and sixty one square metres)
Sedgefield Erf 3504	Erf 3504 Sedgefield in the Municipality and Division of Knysna, Western Cape province	574m ² (Five hundred and seventy-four square metres)
Sedgefield Erf 3505	Erf 3505 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	1078m ² (One thousand and seventy eight square metres)
Sedgefield Erf 3506	Erf 3506 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	1047m ² (One thousand and forty seven square metres)
Sedgefield Erf 3507	Erf 3507 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	2500m ² (Two thousand five hundred square metres)
Sedgefield Erf 4967	Erf 4967 (a portion of Erf 3508 Sedgefield) in the Municipality and Division of Knysna, Western Cape Province	2089m ² (Two thousand and eighty nine square metres)

SECTION B :**CONTEXTUAL INFORMANTS****4. LOCALITY**

(Plan 1: Locality Plan)

The subject properties are located within the town of Sedgefield, in the western portion of the main developed area of the settlement. The application area is located close to the N2 national road (NR208 at approximately km 4,75), although direct access is obtained via Egret Street and the Main Service Road. The GPS co-ordinates for the centre of the proposed development are 34° 1'4.67"S and 22° 48'57.78"E.

5. CURRENT LAND USE AND ZONING**5.1. Land Use**

(Plan 2: Land Use Plan)

The site is currently vacant and unused. Improvements on the site include the surfacing of Erf 4967, which was intended for use as a road within the Avimore development.



FIGURE 1: THE APPLICATION AREA

5.2. Zoning

(Plan 3: Zoning Plan)

The properties that constitute the proposed development are zoned in terms of the Sedgefield Zoning Scheme (1980), as per the following (see ANNEXURE F: Zoning Certificates):

- Group Housing Zone: Sedgefield Erf 3456 – 3465 and 3504
- Business Zone: Sedgefield Erf 3505 and 3506
- Filling Station Zone: Sedgefield Erf 3507

6. REGIONAL CONTEXT

Sedgefield is located in the Garden Route area of the Western Cape of South Africa. A popular seaside holiday town, the settlement is located between Knysna and George connected by the N2. George is the regional hub of the area and lies 35km to the west while Knysna, another seaside resort town that doubles as an important service and administrative centre is 25km to the east of Sedgefield.

The geographical and hierarchical position of the settlement means that Sedgefield is comparatively lacking in retail services and certainly in a choice of retail providers. This means that the inhabitants of Sedgefield must travel to surrounding centres in order to reap the benefit a complete for even low order common household items like groceries. This retail commute is not financially practical since any savings made on purchases are lost in the cost of transport.



FIGURE 2: REGIONAL CONTEXT

7. CHARACTER OF THE AREA

(Plan 4: Character of the Area)

The location of the application area means that it is well suited to a shopping centre development. The site is highly accessible, being located very close to the N2 National Road, and at a main intersection and access road leading to Myoli Beach and surrounding residential areas. The intersection at Egret Street is also the access point for residents of the Smutsville Sizamile low income residential area and will be able to provide this area with easy access to the proposed Checkers and convenience shops.



FIGURE 3: PELICAN LODGE TO THE SOUTH OF THE APPLICATION AREA

The immediate surrounds of the application area is characterised by a mixture of middle to high income housing development and accommodation establishments. The Avimore Group housing development is to the east of the proposed development, while to the south of the N2 the area takes on a more business-orientated character with a proliferation of guesthouses and restaurants.



FIGURE 4: TOURIST ORIENTATED BUSINESSES TO THE SOUTH OF THE APPLICATION AREA

Although the application area is located in a middle to high income area, it is less than 850m from the Smutsville Sizamile Low income housing and informal settlement area, and along the main access route to the area from the N2 in either direction and Sedgefield CBD, this means that the application area is an ideal business location to serve all the inhabitants of the Sedgefield area, particularly those residing in the eastern part of the town.

The east of Sedgefield is the area where most of the town's growth is taking place. There are currently two comparatively large development proposals to the east of the application area that would mean the addition of approximately 240 households. The topography and environmental sensitivity of Sedgefield and its surrounds mean that there is likely to be little development of the town to the south or west while some development to the north and east

will be possible in the future. This means that the application area is ideally placed to service the potential expansion of the town.

8. SITE CHARACTERISTICS

(Refer to Plan 5: Site Plan)

The site is currently vacant with no existing structures. The only improvements on the application area consist of the tarred area within the current Erf 4967, which was to be part of the internal road system of the Avimore group housing development.

The total area of the site is 11,937m². The topography of the site is gently sloping from the north to south, from an elevation of approximately 17m to 13m, meaning that it exhibits an average gradient of 2,5%. The northern half of the proposed site is covered in dense bush with a few young trees whilst the remainder is covered in scattered bush and grass. The site has no established trees or sensitive vegetation.



FIGURE 5: THE SITE AS SEEN FROM EGRET STREET

9. HERITAGE RESOURCES

Perception Heritage Planning was appointed to investigate the heritage resources on the site, and prepare a Notice of Intent to Develop for submission to Heritage Western Cape. The report finds that a property that includes the application area was first recorded in 1918, and the property was used for 'grazing'. During field work, no heritage-worthy structures were found on the site, including ruins, foundations and/or grave sites. Analysis of aerial photography dated 1936 found that no historic structures are visible within the proximity of the site.

The report concludes that: *"Given the lack of heritage resources identified through this assessment and the fact that the site formed part of an existing (permitted) development, we are not convinced that further heritage-related studies would be warranted in this*

instance". Heritage Western Cape has issued a decision regarding the report, stating that no further investigation into the site is necessary.

Therefore it is clear that development on this site is highly unlikely to impact on any heritage resources.

10. EXISTING POLICY FRAMEWORKS

10.1. Western Cape Provincial SDF (2005)

The Provincial Government of the Western Cape approved the Western Cape Spatial Development Framework as a statutory structure plan in terms of the Land Use Planning Ordinance. The WCPsdf in general lays down broad policy, except on matters of provincial or regional interest which may be addressed in more detail.

Some of the proposals in this draft policy document that will inform any development proposal on the subject property include:

- (i) ***Urban Edges shall be defined around the boundaries of urban settlements*** to enable them to achieve an **average** settlement density of 25du/ha within 10 years in those settlements that do experience growth
- (ii) All land ***within an Urban Edge*** in those settlements where such a line is designated ***to be used for Urban Development purposes***. Settlements are to be restructured so as to break down the apartheid spatial patterns and increase urban functional efficiencies.
- (iii) Urban design and architectural guidelines should be prepared to control the function and appearance of the main street or streets and squares in all of the urban settlements of the Province. These should control, among others, building styles and heights, materials and colours, advertising, roadway and sidewalk pavements, encourage colonnades and other devices to shelter pedestrians and landscaping and tree planting, and respect historic buildings and precincts.
- (iv) 50% of the five major urban activities; public transport, (access points), ***residence, recreation, shopping, and employment should be accessible within walking distance (1000m) of residential dwellings***.
- (v) Road and rail linkage corridors (Southern Cape -Mossel Bay, George, Knysna, and Plettenberg Bay): The increase in traffic along these proposed corridors could serve as a booster to the economic potential of settlements along these routes.
- (vi) Policy support and particularly social, economic and infrastructural investment should be carefully assessed to ensure that the maximum economic growth and employment benefits are created.

It is clear that the proposed development will meet the above quoted policy guidelines of the draft Provincial SDF, and therefore the proposal could be considered to be consistent with the guidelines of this document.

10.2. Knysna SDF (2008)

During November 2008 the draft Knysna SDF was adopted for planning purposes as a statutory planning document although it has not yet been formally endorsed by the Provincial Government.

According to the Knysna SDF 2008, the Sedgefield Spatial Development Framework indicates that the application area is situated within the urban edge of Sedgefield. The Knysna SDF 2008 also indicates that the subject properties are located at the designated 'East End' local node in Sedgefield. The SDF describes local nodes as suitable for business uses and community development.

The SDF highlights that there is very little room for urban expansion in Sedgefield primarily as a result of sensitive natural features (dunes and wetlands). Hence the document details that development should be limited to urban densification and infill areas, within the urban edge.

The proposed development is therefore consistent with the proposals of the Knysna Spatial Development Framework, since the proposed development:

- is within the urban edge
- constitutes infill development within the urban fabric
- would satisfy the need for community and local services at the East End local node

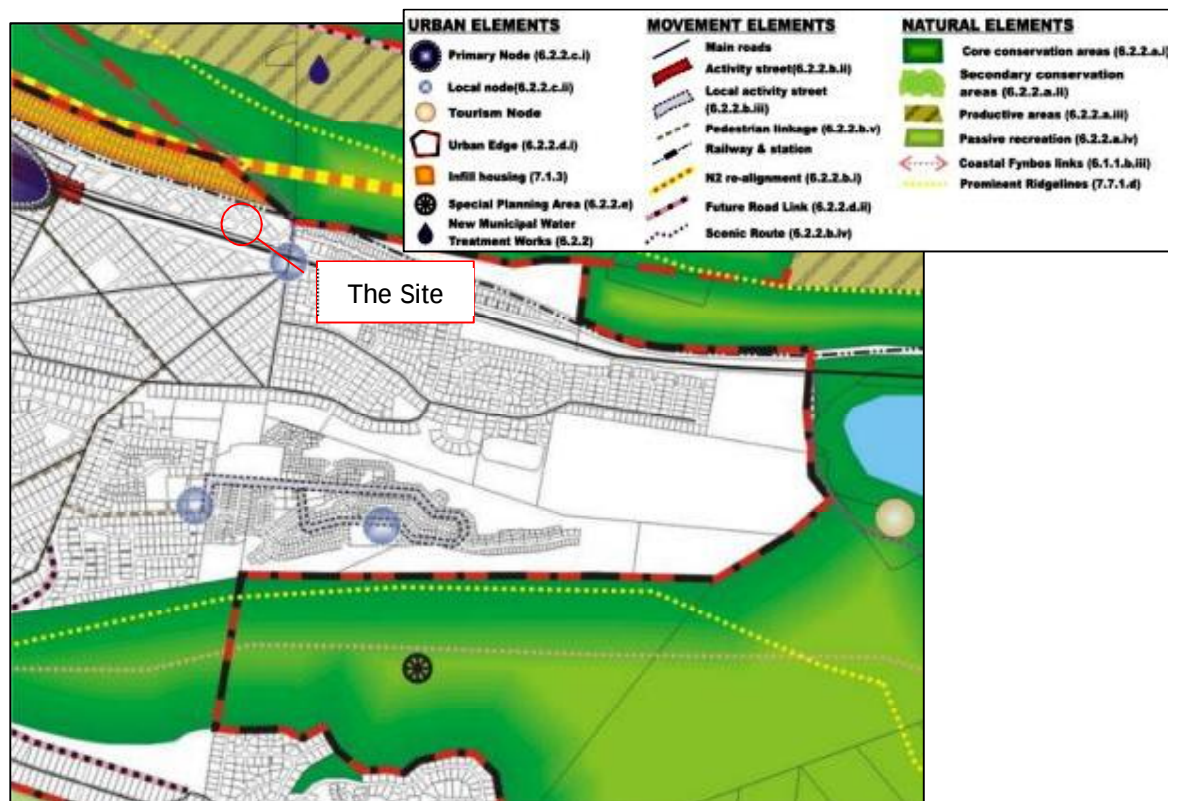


FIGURE 6: EXTRACT FROM THE KNYSNA SDF 2008 (SEDFIELD AREA)

10.3. Sedgefield CBD Enhancement Study (2007)

The Sedgefield CBD enhancement study specifically identifies the site as an important development opportunity.



FIGURE 7: EXTRACT FROM THE SEDGEFIELD CBD ENHANCEMENT STUDY

The study highlights that the Eastern node:

- is a gateway to strip service roads that extend to this point.
- provides potential future direct link to Smutsville / Sizamile
- contains strategic vacant properties

Given the fact that the application area is located within this area that is identified as a potential development focus for the Eastern Node, and that the site includes these 'strategic vacant properties' it is the considered opinion that the application is consistent with the proposals made in the Sedgefield CBD Enhancement Study.

SECTION C :

DEVELOPMENT PROPOSAL

11. DEVELOPMENT CONCEPT

The development proposal entails development of a neighbourhood business centre, comprising a Checkers supermarket, as well as some smaller line shops that will complement the neighbourhood, and community feel of the development while providing a convenient shopping experience for Sedgefield residents.

The development proposal strives to achieve a village design, drawing pedestrians into the centre and providing ample parking facilities.



FIGURE 8: ARCHITECTURAL CONCEPTUAL THEME

12. DEVELOPMENT SPECIFICATIONS

(Refer to Plan 6: Site Development Plan)

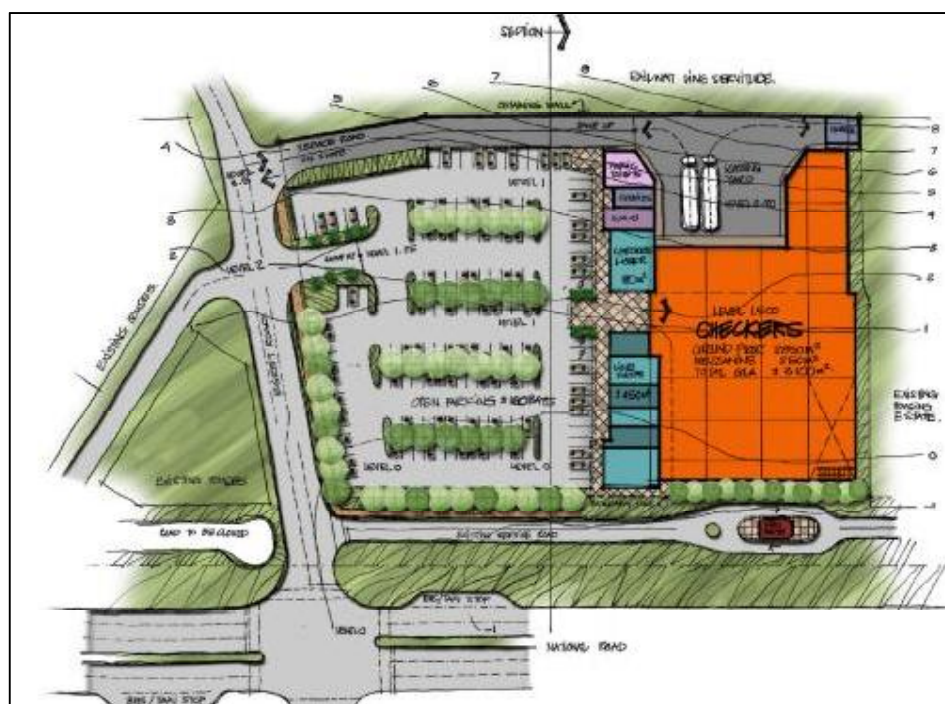


FIGURE 9: SITE DEVELOPMENT PLAN

12.1. Business Premises

The development will consist of a checkers grocery store measuring approximately 3 100m², this will include a ground floor of 2 850m² and a mezzanine level of 250m².

Checkers also intend to include a separate 'checkers liquor' outlet measuring 180m² in order to fully comply with the Western Cape Liquor Act (4 of 2008).

In addition to the main store, other retail spaces will be made available for rent to businesses. Approximately six line shops measuring a total of 450m² will be accommodated by the development. This will mean that the centre has a total business floor area of 3 730m².

In addition to business premises the development will include public toilets and storage areas totalling 190m², thus the total floor area will be 3 920m².

12.2. Access

The development will be accessed from Egret Street. Public vehicles will be provided with an entrance opposite Hammerkop Street. Service vehicles will use an entrance on the northern boundary of the development, approximately 30m away from the public entrance, which leads directly to a loading yard.

The public access will require the upgrading of the Hammerkop Street / Egret Street intersection. This intersection is currently a T-junction without turning lanes and is not controlled. It will become the only Checkers Sedgfield access for customers. A schematic layout of the proposed future configuration is shown below:

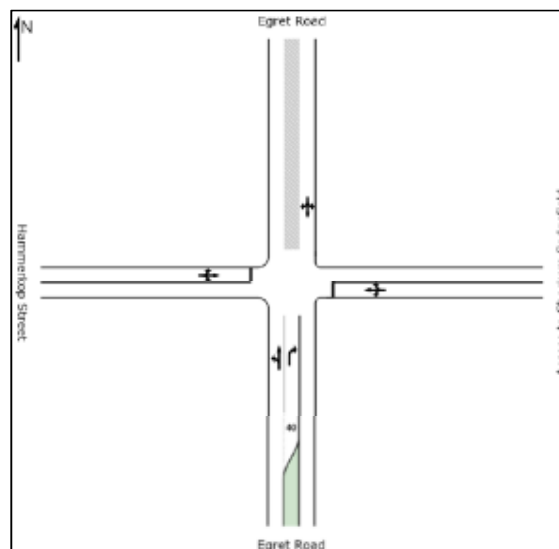


FIGURE 10: PROPOSED LAYOUT OF EGRET ROAD/HAMMERKOP STREET/ACCESS TO CHECKERS

The Traffic Impact Assessment concluded that with an upgrade to the configuration proposed above there would be sufficient access to the development.

12.3. Parking

As described above, the total business area for Checkers Sedgfield will be ±3 730m². According to the Sedgfield Zoning Scheme (1980) one parking bay for every 60m² business use is required; this translates into a minimum of 63 (3730/60) parking bays. The Site Development Plan indicates that at least 160 parking bays can be provided

which exceeds the minimum requirement by almost 100 bays; and is equal to a parking provision of one parking bay per 23.3m² floor area.

The parking provision for Checkers Sedgefield is therefore well in excess of that required and is hence deemed sufficient.

13. CIVIL SERVICES

13.1. Status Quo

A civil services report was compiled by EFG Engineers and is attached here as *ANNEXURE G*. The report highlights that it is based on drawings and information acquired during discussions with officials of the Department of Technical Services of the Knysna Municipality.

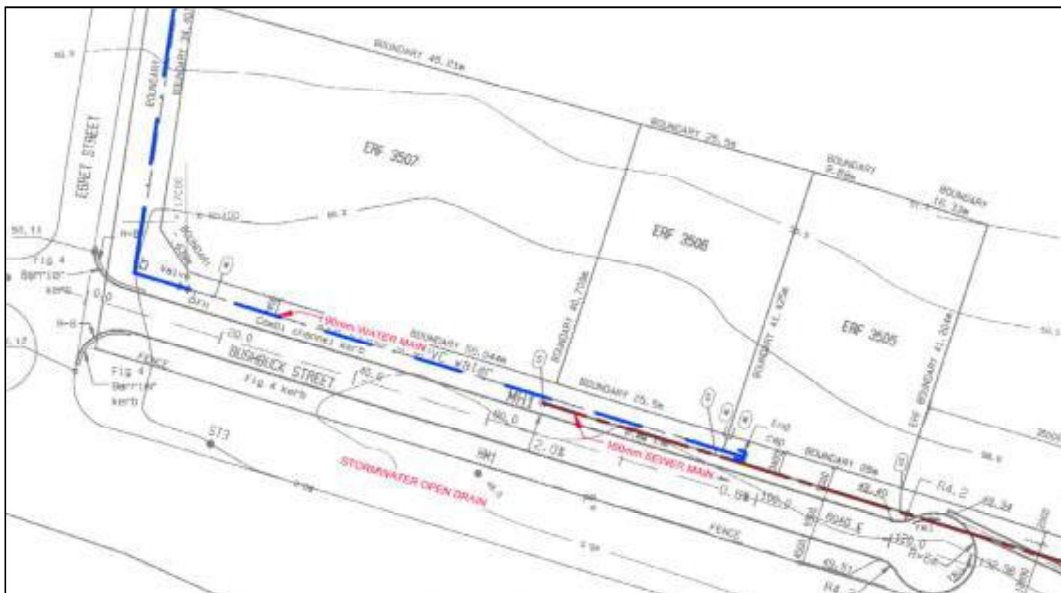


FIGURE 11: EXISTING CIVIL SERVICES

The report includes the following information regarding existing civil services available at the site:

- **Water:** The erven are currently supplied with potable water from an internal water reticulation system as well as from the 90mm municipal main in Egret and Bushbuck Streets.
- **Sewer:** Erven 3505-3507 are served by the 160mm sewer in Bushbuck Street and the remainder by the estate's internal system. The main in Bushbuck Street runs in an easterly direction to a pump station adjacent to Erf 3502.
- **Stormwater:** There is no existing stormwater network and runoff from the properties is currently intercepted by an open drain in the northern verge of the N2.

The above information shows that the property is within the urban civil services system for Sedgfield and therefore there is potential to connect a development on the site and integrate it within the system.

13.2. Water Provision

The expected water demand for the proposed development has been calculated to equal 8 kilo-litres per day with a peak flow of approximately 1.2 litres per second. The expected demand for the individual residential erven that would have formed part of the Avimore development was calculated at 14.6kl/d. Therefore the proposed development will *require less water than the development for which rights are already in place on the property.*

It has been confirmed by officials of the Knysna Municipality that the 90mm diameter water main in Egret and Bushbuck Streets can provide the necessary flow and pressure to the proposed development. A connection that will provide adequate pressure to all portions of the site can be made to this main. It is proposed that an 80mm bulk metered connection will be made to the water main to provide for the development. Therefore the proposed development will *require less water than the development for which rights are already in place on the property.*

Knysna Municipality's Department of Technical Services has confirmed that there is sufficient water capacity to accommodate the development.

13.3. Sewerage Provision

The expected daily flow of sewerage from the development was calculated by EFG Engineers to be at 5.6 kl/d, while the expected flow from the individual residential erven would have been approximately 10kl/d. Therefore the proposed development will *require less sewerage provision than the development for which rights are already in place on the property.* The department of Technical Services at Knysna Municipality confirmed that the anticipated flow can be accommodated in the existing municipal sewer system.

A connection will be made to the existing 160mm sewer main in Bushbuck Street to serve the proposed development. It has been confirmed by the Knysna Municipality that sufficient capacity will be available at the Treatment Works to accommodate the proposed development.

13.4. Stormwater

The property is currently undeveloped and the natural runoff causes no flood related problems.

It is proposed that an underground pipe system be provided for the 2-year flows and all larger flows will be accommodated on the driveways and parking areas which will have kerbs and channels to allow for the collection and controlled flow of surface water.

The future run-off will be discharged into the existing open drain in the N2 road reserve. Flows will be limited to the pre-developed flows by applying attenuation on site. The parking areas will provide the necessary attenuation of the stormwater runoff by limiting outflow through the catch pits to not exceed the pre-developed flows.

Due to the magnitude of the development, the Civil Engineering Report concluded that it is not deemed necessary that any further retention will be required on site.

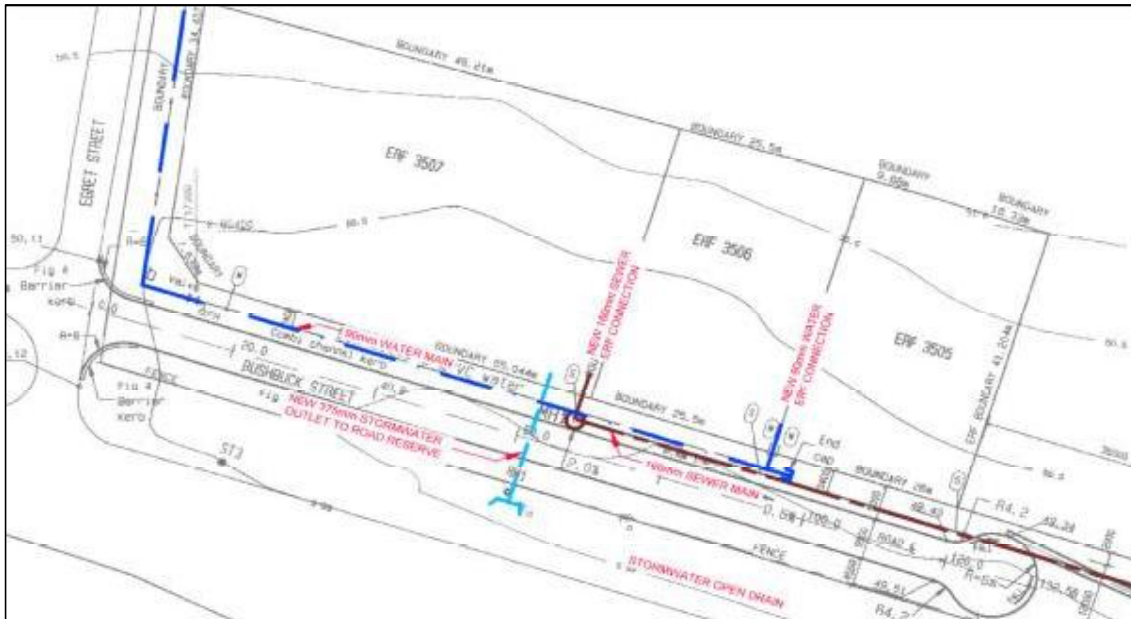


FIGURE 12: PROPOSED NEW SERVICES CONNECTIONS

13.5. Conclusion

From the above information it can be seen that the development will in general have a lower demand on civil services than would have been experienced had it been incorporated in the approved residential development. Further, the civil services report states that *“based on the information received there are adequate bulk services available to serve the proposed development”*.

14. TRAFFIC

14.1. Status Quo

EFG Engineers were also appointed to investigate the traffic in the area. Their Traffic Impact Assessment is attached here as *ANNEXURE H*.

Traffic counts were undertaken on a Friday afternoon at month-end (30 March 2012), and a Saturday morning (31 March 2012). During the Friday count, a total of 504 vehicles travelled in a westerly direction along the N2 in one hour, while 438 travelled in the easterly direction. Only 25 vehicles used the Egret Road/Main Service Road intersection in any direction during the same period.



FIGURE 13: FRIDAY PM TRAFFIC COUNTS
 (E/W MOVEMENTS SHOWN IN BLUE, N/S MOVEMENTS SHOWN IN RED)

The Saturday morning count showed a greater volume of westerly moving traffic, likely indicative of a George commute (658 westerly and 342 easterly). Saturday usage of the Egret Road/Main Service Road intersection showed a similar pattern as the Friday count, with almost no traffic continuing onto Egret Road (N), or using the Main Service Road (Aviemore entrance) in an easterly direction.

This data indicates that although there is moderate traffic along the N2 National Road, there is currently very low usage of this intersection.

The investigation compared the volumes of pedestrian activity exhibited at the N2/Kingfisher Drive intersection and at the N2/Egret Drive intersection, and found a wide disparity between the two.

The N2/Egret Drive intersection exhibited very little pedestrian activity on either count day.

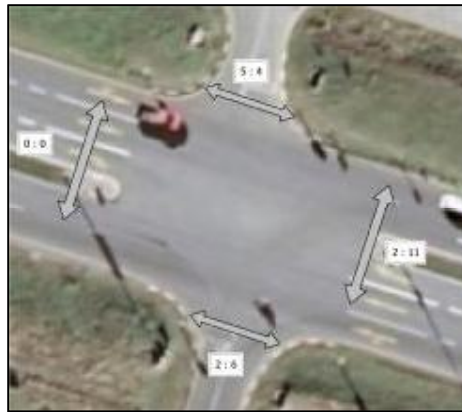


FIGURE 14: PEDESTRIAN MOVEMENT AT THE N2/EGRET DRIVE INTERSECTION
(SHOWN "FRIDAY: SATURDAY" COUNT)



FIGURE 15: PEDESTRIAN MOVEMENT AT THE N2/KINGFISHER DRIVE INTERSECTION
(SHOWN "FRIDAY: SATURDAY" COUNT)

N2/Kingfisher Drive is a signalised intersection surrounded by business and retail uses, which likely accounts for the increased pedestrian activity. Signals allow pedestrians to easily and safely traverse the N2, while the proliferation of businesses in the area provides motivation for pedestrian activity. This pedestrian flow at the N2/Kingfisher Drive intersection is indicative of the change likely at the N2/Egret Drive intersection should the area be developed for business uses, therefore this increased use should be taken into consideration.

The traffic report concluded that the status quo for the intersections leading to the site exhibits low to moderate activity for both motorised vehicles and pedestrians.

14.2. Traffic Impact

EFG Traffic Engineers used the South African Trip Generation Rates manual and the size of the shopping centre to calculate that a total of 398 vehicular trips (Friday PM) and 638 vehicular trips (Saturday AM) can be anticipated. This translates to 109 new trips along the N2 in both directions during the Friday PM peak, and 175 new trips during the Saturday AM peak.

The TIA investigated the impact on traffic for the N2 based on a 3% growth rate year-on-year to 2017. The report found that by 2017 the highest traffic peak (Sat AM) would reach 319 vehicles entering and existing Checkers Sedgefield, with 825 vehicles per hour travelling eastbound on the N2 and 405 travelling westbound.

14.3. Impact on Roads

The development is likely to mainly impact on the N2/Egret Road intersection, where traffic from the Checkers development will be entering and exiting the national road. The TIA found that the intersection performs at an acceptable level of service currently and in the future (to at least 2017), without the development. When the development trips are added, an alternative method of control (traffic signals or a traffic circle) is required to operate at an acceptable level of service.

14.4. Proposed Upgrades

14.4.1. Traffic Signals at the N2 / Egret Drive Intersection

It is proposed that the N2/Egret Drive intersection be signalised. The upgraded geometry of traffic signal control involves constructing turning lanes on the side road approaches to the intersection. A right-turn lane of $\pm 40\text{m}$ is proposed on the northern approach of Egret Road and a right-turn lane of $\pm 30\text{m}$ is proposed on the southern approach of Egret Road.

There are three main reasons for the use of traffic signals (robots) rather than a traffic circle:

- (i) During annual peak traffic a single lane traffic circle would not be sufficient, therefore two lanes would have to be constructed. The close proximity of the Main Service Road to the N2 means that there will not be sufficient space to facilitate this layout.
- (ii) The layout would not be consistent with the layout at the N2/Kingfisher Drive, and therefore would be awkward and or confusing to motorists.
- (iii) A traffic circle would not provide good accommodation to pedestrians, since traffic would be flowing constantly. A traffic circle would not allow for a pedestrian phase to facilitate pedestrian priority.

14.4.2. Egret Road/Hammerkop Street/Access Intersection

The configuration of the Egret Road/Hammerkop Street/Access to Checkers Sedgfield intersection will have to be upgraded as shown in Figure 10. There is currently no right turning lane on Egret Street, therefore the road will have to be widened to accommodate this.



FIGURE 16: EGRET DRIVE SHOWING THE EGRET/N2 INTERSECTION & EGRET HAMMERKOP INTERSECTION IN THE EXTREME FOREGROUND

Hammerkop Street is not currently surfaced, therefore surfacing will also constitute part of the upgrade in this area.

14.4.3. Closure of Public Road

The Main Service road will be closed at the Egret Drive / Main Service Road intersection and converted into a cul-de-sac. The Main Service Road will then be linked through Hammerkop Street to Egret Drive opposite the proposed access of the shopping centre.

The re-configuration at this point is a recommendation proposed by EFG Traffic Engineers based on traffic safety considerations. With the closure of the intersection the number of conflict points at the Egret Drive / Main Service Road intersection would be significantly reduced.

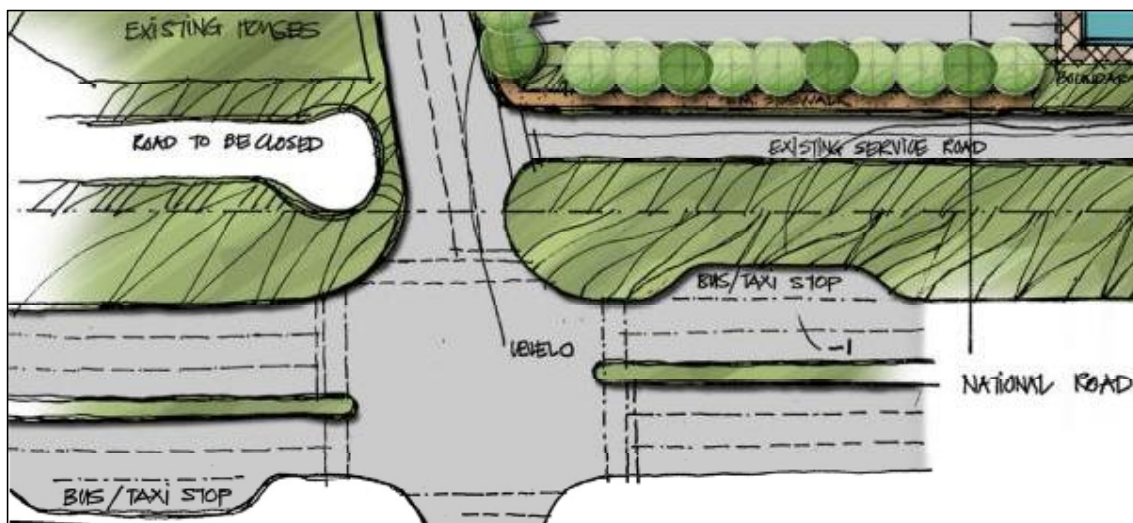


FIGURE 17: CLOSURE OF PUBLIC ROAD

14.5. Public and Non-Motorised Transport

Currently the number of buses and taxis on the N2 in the vicinity of Egret Road is very limited. In total two buses and four taxis were observed per peak hour during the traffic engineers' counts. According to the Knysna Municipal Manager there are currently 8 taxis in Sedgefield and it is projected that the number of taxis will increase to 12 in five years.

A number of employees and customers of Checkers Sedgefield who will make use of public transport and/or non-motorised transport could originate from areas such as Smutsville within Sedgefield, or from further afield. Provision has therefore been made for taxi embayments at the N2/Egret Road intersection and safe crossing opportunities (via pedestrian phases in traffic lights) will be provided across the N2 at Egret Road, as can be seen in Figure 17.

14.6. Conclusion

The Traffic Impact Assessment found that:

- The intersection of N2/Egret Road will have to be upgraded when the development proceeds. Traffic signal controls are recommended in addition to exclusive right turn lanes on Egret Road.
- The proposed layout of the Egret Road/Hammerkop Street/Access to Checkers intersection is sufficient to accommodate the development trips.
- The parking provision for Checkers Sedgefield is sufficient.
- Provision should be made for taxi embayments at the N2/Egret Road intersection and safe crossing opportunities (via pedestrian phases) should be provided across the N2 at Egret Road.

15. ELECTRICAL INFRASTRUCTURE

E4M Consulting Engineers was appointed to provide electrical inputs into the development. There is currently electrical connection for 12 residential erven and three business erven. However, in order to provide additional electricity necessary for the development proposal the following improvements to the electrical reticulation system will be provided by the developer in order to meet the new demands:

- 300m extension of the existing 300mm²/3 core cable to Brick Substation
- Provision of a new 800Kva Mini Sub within boundary of proposed development
- Provision of 260m of new 70mm²/3 core cable from Sedge Oos to new Mini Sub
- Provision of 140m of new 70mm²/3 core cable from new Mini Sub to existing Mini Sub 'Bush Buck'

During consultation with the Knysna Municipality's Electrotechnical Services Department Municipal officials stated that sufficient power is available at this stage to supply the new development.

SECTION D :

MOTIVATION

16. LOCATION AND ACCESSIBILITY OF THE SITE

The application area is located at a very favourable position within the Eastern Node of Sedgefield, visible and accessible from the N2 and at a strategic intersection en route to the Myoli Beach high income residential area, a main beach access route, and the Smutsville Sizamile low income residential area.

The application area is located to the east of the central part of Sedgefield town and could be regarded as the "gateway" to Sedgefield from Knysna and the Eastern Cape. It is therefore imperative that this strategic site be developed in an aesthetically sound manner to ensure a positive first impression when arriving in Sedgefield.

The Traffic Impact Assessment concluded that ample and safe access could be provided for the proposed development.

17. CONSISTENCY WITH SPATIAL POLICY DIRECTIVES

This development application is consistent with all of the approved spatial policy frameworks that apply to the area:

17.1. Western Cape Provincial SDF

The Provincial Spatial Development framework policy (policy number UR12) states that 50% of the five major urban activities; public transport, residence, recreation, shopping, and employment should be accessible within walking distance (1 000m) of residential dwellings.

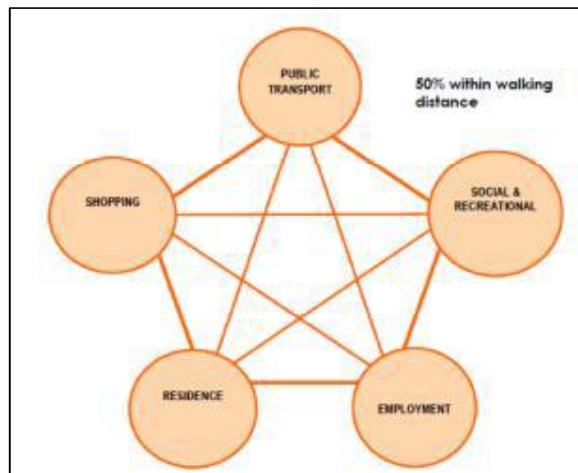


FIGURE 18: EXTRACT FROM PSDF SHOWING IMPORTANCE OF URBAN INTEGRATION

This application will further this aim by bringing convenience retail outlets closer to the residents of Sedgfield. The Figure below shows the proposed development site with a 1 000m radius circle surrounding it, the image indicates all the residences that will now be within walking distance of a supermarket and convenience shops as a result of the development.



FIGURE 19: RESIDENTIAL PROPERTIES WITHIN 'WALKING DISTANCE' (1000M) OF THE SITE

17.2. Knysna SDF and Sedgefield CBD Enhancement Study

The Knysna SDF and Sedgefield CBD Enhancement Study specifically identify the property and the area around it as a strategic location for business development. The development is in line with the policies of the Knysna SDF, including the promotion of infill development and sequential retail development. This eastern node is identified as a potential neighbourhood centre.

The CBD Enhancement Study also highlights the importance of Aesthetics and consistency with the look and feel of Sedgefield. The document details the following as important in retaining this sense of place:

- natural materials, wood, stone, clinker brick
- earthy colours
- tree planting and landscaping
- sheltered sidewalks
- unobtrusive parking

The development has been specifically designed with these principles in mind, as can be seen from Figure 20. The development has been designed to maintain a rustic appearance with the use of natural timber and stone finishes. A covered colonnade is included along the western side of the building, either side of the main entrance to the Checkers supermarket; this feature is in line with the CBD enhancement study's policy of promoting these covered sidewalks.



FIGURE 20: WEST ELEVATION

The parking area has also been sensitively designed in order to be practical and aesthetically pleasing. Green spaces and landscaping will ensure that it becomes a “pleasant outdoor space”. Appropriate planting will ensure that there is shade for vehicles and that the parking area is interspersed with natural elements to avoid the appearance of a vast expanse of concrete.



FIGURE 21: PROPOSED PARKING LAYOUT

18. VISUAL & AESTHETIC IMPACT

The proposed development site occupies a prominent position along the N2 national road at the eastern end of Sedgemoor's urban area, and as such the visual impact of the development is particularly important. Clearly the desirability of the site as a retail venture is linked to this high visibility and accessibility, but the importance of visual integration into the landscape and character of Sedgemoor is recognised as a design imperative of the development.

The topography of the site provides an opportunity to decrease the impact of the building. Since there is a fall of approximately four metres from the northern to southern boundary of the property, the building will be approximately level with natural ground level in its northernmost face (this can be seen by observing the western elevation and the dotted line indicating natural ground level (NGL) shown in Figure 20). This design will mean that a large part of the development will not be visible particularly when viewed from the east, which will provide mitigation for the size and scale of the development. The structure will also appear to have a less harsh impact on the landscape as a result of this characteristic, resulting in a more organic feel.



FIGURE 22: MODEL SHOWING THE PROPOSED DEVELOPMENT WITHIN THE LANDSCAPE

As discussed in section 17.2 above the proposed development has also been specifically designed to be in keeping with the aesthetic character of the local area and its sense of place, therefore where the development is visible it will provide a positive impact on the visual amenity of the town. This will ensure that there is no negative impact on the built environment of Sedgfield.

19. EXISTING RIGHTS

There are significant existing rights available to some of the properties that constitute the proposed development site. During the course of investigations into the properties zoning certificates were requested and confirmed that Erf 3505 and Erf 3506 have existing business rights, while Erf 3507 is zoned 'service station' in terms of the Sedgfield Zoning Scheme Regulations (see ANNEXURE F.: Zoning Certificates).

The rights conferred with the 'service station' zoning are in excess of those allowable with a 'business' zoning. 'Service station' zone allows for the erection of a public garage. Facilities and services provided could therefore reasonably include:

- Petrol pumps and the storing and selling of fuel
- Trading and storing of motor vehicles
- Sale of oil, tires or motor spares
- The repair or overhauling of motor vehicles

- A restaurant or café,
- Spray painting, panel beating, blacksmithery or body work.

(Note: These activities are taken from the definition of “public garage included within the Section 8 Zoning Scheme Regulations since no definition is afforded by the Sedgefield Regulations).

Since Erf 3505 and Erf 3506 (that cover 17% of the site) are already zoned for business, no rezoning application or increase in rights is necessary on these properties.

The existing rights on Erf 3507, which covers over 20% of the site, and the semi-industrial uses that could be contemplated on the site without any land-use application mean that this application constitutes a *decrease in the rights on the property* and a use that is more in keeping with the area, with a decrease in possible nuisance generating activities.

Given the existing rights on these properties (Sedgefield Erf 3505-3507) that collectively cover almost half the area of the site, it should be noted that this application constitutes an increase in rights only on approximately half of the area contemplated.

20. SOCIO-ECONOMIC IMPACT

The presence of the Checkers grocery store alone would mean that approximately 100 permanent new job opportunities would be created in Sedgefield. Additional jobs would also be created through the presence of the new line shops that are planned to accompany the supermarket. These new jobs for local people would also have a knock-on effect on the prosperity of the town, meaning that other businesses in the area would benefit from the increased income and prosperity of Sedgefield residents.

This proposal will therefore most definitely contribute to *much-needed local economic development* for Sedgefield.

21. IMPACT ON SEDGEFIELD CORE CBD

Some concerns have been expressed that the proposed new development might impact negatively on the existing business activities of the Sedgefield CBD. It should be noted that the existing CBD is surrounded by residential development and neighbourhoods. If the services provided in the existing CBD are of the standard that is required by the consumers of these neighbourhoods, it is unlikely that residents from neighbourhoods such as Sedgefield Island, Montage Village, and large tourist resorts such as Pine Lake Marina and Garden Route Chalets would drive past the existing CBD to the new business centre for shopping. The target market of the new neighbourhood centre would be residents from Meedingsride, Smutsville / Sizamile, Myoli Beach and Cola Beach, the rural areas between Sedgefield and Knysna and possible passing trade from the N2.

It should also be noted that Section 36 of the Land Use Planning Ordinance states that “...any alleged right to protection against trade competition...” should not be used as a reason for refusing an application.

22. URBAN INTEGRATION

22.1. Neighbourhood Centres

The integration of working and living environments is a strategic town planning principle that promotes sustainable development (also discussed in section 17.1). Planning and development should address the separation of work place and residences in urban areas. The application area is bordered by business and residential properties.

The proposed development will therefore promote the integration of living environments and workplaces. In the retail sector, the focus on commercial property development is on providing convenience shopping. Hence, investment in this sector will increasingly move to neighbourhood shopping centres.

22.2. Activity Nodes & Corridors

An accepted planning principle, and one promulgated by the Knysna SDF, is that activity corridors and nodes encourage the efficient and cost effective provision of services. Higher densities and mixed land uses along the corridors are aimed at creating a more sustainable form that enables people to live closer to places of work, commercial/retail, recreational and social facilities and services. The purpose of activity corridors is to link activity nodes. With the strengthening of existing nodes, an activity corridor cannot be optimally developed. The existing business area in Sedgefield is stretched along the N2 National Road without any specific focus or form.

The application area is a currently underdeveloped, planned strategic node. If this node is strengthened, and existing businesses in the area is contained in a business node, development could be directed along the N2 corridor. It is therefore imperative to strengthen development nodes within the town before corridors are encouraged.

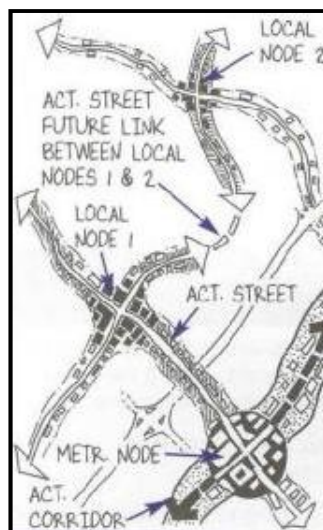


FIGURE 23: ACTIVITY NODES AND CORRIDORS

23. AVAILABILITY OF RETAIL SERVICES

Commercial and economic activities were left behind when Sedgefield's residential development boomed, meaning that many people living in Sedgefield currently commute to as far afield as Knysna or even George to do their grocery shopping. The proposed development will therefore contribute to the strengthening of the economic base of Sedgefield, and thereby also ensuring that the buying power (disposable income) of Sedgefield remains in Sedgefield and that it is not lost to other areas in the region.

There is currently considerable development planned for the east end of Sedgefield. Two major developments within Sedgefield's Urban Edge, but on the eastern boundary of the current built area will mean an additional 240 households in the vicinity of the proposed development; this will accentuate the need for a neighbourhood centre and improve the amenity for residents in this area, improving urban integration.

24. AVAILABILITY OF SERVICES

Several specialists have provided reports as to the availability of services, and in consultation with officials of Knysna Municipality have concluded that there is sufficient connection and infrastructure capacity for the provision of services to the proposed development. It should be noted that the developer will be responsible for the provision of services to the satisfaction of the local authority.

25. CONCLUSION

In light of this motivation, and the information contained within the foregoing report, it is clear that the application for:

- (i) The rezoning of Sedgefield Erven 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3504, from "Group Housing" zone to "Business" zone to allow for the proposed shopping centre in terms of Section 17 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985)
- (ii) The rezoning of Sedgefield Erf 3507 from "Service Station" zone to "Business" zone to allow for the proposed shopping centre in terms of Section 17 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985)
- (iii) The consolidation of Sedgefield Erven 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3504, 3505, 3506 and 3507.

Is desirable and it is therefore recommended that the application for the proposed amendment of the subdivision plan be supported by the relevant authorities and approved by Council.

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June 2012