

SECTION 4**ENGINEERING SERVICES AND TRANSPORT INFRASTRUCTURE**

A bulk services investigation and transport impact assessment were undertaken by GIBB to determine the availability of services capacity in terms of sewer, water, storm water and roads and to determine the impact of the proposed development on transport infrastructure, i.e. traffic, roads and intersections.

4.1 CIVIL SERVICES**4.1.1 FOUL SEWER & WATER SUPPLY**

According to the civil services report (refer Annexure K) by GIBB (October 2015), the proposed development will require some sewer and water supply network upgrades, which will be implemented as per the master planning for the area.

Furthermore, the report states that an internal sewer and water supply network will be installed, which will consist of:

- 110mm diameter house connections discharging into 160mm diameter sewer mains;
- 110mm diameter water supply mains; house connections; while
- Fire hydrants will be strategically positioned to meet fire requirements.

4.1.2 STORM WATER

According to the services report by GIBB (October 2015), the proposed development will result in increased volumes of storm water drainage due to increased hardened surfaces. In this regard, it is proposed that storm water retention facilities be implemented as per the master planning for the area.

The layout plan was designed to provide open spaces in the lowest lying areas to facilitate maximum natural infiltration and to make adequate provision for establishing retention ponds in the development.

4.1.3 ROADS

The access roads in the proposed development will all connect to Kampeer, Ridderspoor and Angelier Streets from the existing residential areas. The proposed roads will have standard road reserves widths with sufficient space for services and pedestrians along the edges of the asphalt driving surface.

4.1.4 CONCLUSION

The services report by GIBB concludes that once the upgrading of the existing bulk civil infrastructure has been completed, there will be sufficient capacity to accommodate the additional demands of the proposed developments and that sewer, storm water and water connections can be provided.



4.2 TRAFFIC AND TRANSPORT CONSIDERATIONS

GIBB Pty (Ltd) was appointed by the Overstrand Municipality to undertake a Transport Impact Assessment (TIA) for the proposed Blompark low cost housing development, as an extension to the existing Blompark residential area, in Gansbaai, Western Cape.

The key findings, conclusions and recommendations of the Transport Impact Assessment (TIA) are as follows (refer Annexure L):

Public Transport

- Public transport facilities, in the form of sheltered stops or bus embayments, are provided along the R43, in Blompark and Masakhane. The acceptable walking distance to public transport facilities according to the Pedestrian and Bicycle Facility Guidelines⁵ should be 500m. Part of the proposed developments is within walking distance to the nearest public transport facility, as per the guidelines;
- The public transport services should, however, be extended into the proposed Blompark extension for the public transport services to be more accessible to the majority of the proposed development. Public transport facilities, such as minibus taxi stops should be provided within the proposed development.

Pedestrian Movement (NMT)

- According to the TIA, the existing NMT facilities in the area are considered adequate for the current amount of pedestrian activities. It is, however, recommended that pedestrian facilities, such as sidewalks, be provided as an extension to the existing facilities and as part of the proposed development with a minimum sidewalk width of 2m.

Intersection Upgrades

- The TIA assessed traffic conditions at the surrounding intersections in Blompark and concluded that the Kapokblom Street / Unknown Road intersection should be converted to a two-way stop-controlled intersection with priority along Kapokblom Street to alleviate expected delays.

4.3 CONCLUSION

Following the services investigation and the transport impact assessment by GIBB, it can be concluded that the proposed development will be provided with adequate and sufficient services infrastructure. All service infrastructure upgrades that are necessary to accommodate the development will be implemented accordingly.



SECTION 5**MOTIVATION & DESIRABILITY**

The proposed human settlement development, as assessed and presented in this report, can be motivated as follows:

5.1 HOUSING DEMAND

It is the intention and vision of the National and Provincial Governments to prioritise the provision of housing opportunities to all people, especially the poor and disadvantaged communities. On this basis, it is now critical to proceed with the proposed human settlement development in order to address the growing number of people on the housing waiting list of Gansbaai.

The Overstrand Municipality identified this project as a housing development site where an integrated human settlement development can be established. The proposed development includes approximately 640 residential opportunities, which will contribute most positively towards addressing the housing demand in the area, empowering the local community and alleviating poverty in the area.

5.2 APPLICATION

The proposed application can be motivated as follows:

5.2.1 Rezoning & Subdivision

The application site is currently zoned Undetermined Zone.

It is proposed that an area of ±16.60 ha will be subdivided from Erf 210 Gansbaai to establish the application site for the proposed development. The site will then be rezoned to establish a combination of uses, namely: single residential, community uses, open spaces, public roads and local business opportunities. The proposed zoning categories are consistent with the Zoning Scheme of the Overstrand Municipality and with the existing zonings of surrounding properties with the town of Gansbaai.

5.2.2 Building Line Departure

The Overstrand Zoning Scheme (2013) specifies the following building lines for single residential even smaller than 400 m² in extent:



- Street building line - 2m
- Side & Rear building line - 1m

It is proposed that the lateral building line of 1m be relaxed in order to accommodate semi-detached houses. On this basis, every second lateral building line will comply with the zoning scheme requirement, as no row-houses are proposed. The proposed semi-detached housing typology is an acceptable and efficient built form, contributing to more cost effective construction and more effective site layouts.

In our opinion, the proposed building line relaxation to accommodate semi-detached houses will have no negative impact and will in fact contribute to a finer scale residential development, contributing to sense of place and sense of community.

5.3 DESIRABILITY

Section 36 of the Land Use Planning Ordinance stipulates that applications may only be refused if it lacks desirability or if it impacts negatively on existing rights. Furthermore, the ordinance prescribes that, when a decision is made, regard must be had to the health, welfare and safety of the community, and the built and natural environment.

The development as proposed in this document meets the following desirability criteria:

5.3.1 CHARACTER OF THE SURROUNDING AREA & IMPACT ON EXISTING RIGHTS

The existing properties located in the vicinity of the application area are characterised by residential neighbourhoods as well as other mixed uses like community facilities, local businesses, authority uses and public roads. The proposed development is considered consistent with the surrounding residential and mix-use character, is considered as a logical urban extension, and will be most compatible with the character of its surroundings. No negative impacts are envisioned on the existing rights of surrounding landowners.

5.3.2 CONSISTENT WITH SPATIAL PLANNING POLICIES

The proposed development is consistent with existing spatial planning policies applicable to the study area, as follows:

- The application site is located within the demarcated urban edge (SDF, 2006);
- The application site is designated for urban extension (SDF, 2006);



- Will contribute to poverty alleviation, employment creation and integrated human settlement development, which are consistent with overarching policies and objectives of the Provincial Spatial Development Framework (PSDF, 2014) and with the National Development Plan (2011).

Furthermore, the Breaking New Ground and Western Cape Human Settlement Strategy both advocate the delivery of sustainable housing to communities in need. The development of the application area will ensure access to affordable well-located housing.

The proposed development requires an amendment of the Overstrand Growth Management Strategy (2010) to allow 39 units per hectare in lieu of 30 units per hectare proposed in the GMS (2010). In this regard, the increased density is considered consistent with acceptable built form and trends in the surrounding areas. The proposed erf sizes in the layout are 120 m².

5.3.3 SAFETY AND WELFARE OF THE COMMUNITY

The safety and the welfare of the community will at all times be prioritised during the implementation and operational phases of this proposed housing project. Furthermore, the proposed provision of acceptable level of services will contribute to a safe environment and will enhance the welfare and livelihoods of the community, which will positively contribute to social and economic upliftment of the local communities.

Development of this vacant site also ensures the establishment of a formalised built environment, less conducive to crime, illegal dumping and vagrant activities than the likelihood of such activities on vacant land portions. In this regard, the safety of the community, especially children, is most positively improved.

5.4 CONCLUSION

When considering the aforementioned desirability criteria, it can be concluded that the proposed housing development at Gansbaai (Blompark) is fully consistent with these criteria and can therefore be motivated and recommended as desirable. No negative implications are envisioned in terms of the character of the surrounding area, existing development rights, existing spatial policies, safety and welfare of the community as well as the conservation of the natural and built environment.



SECTION 6**CONCLUSION & RECOMMENDATION****6.1 CONCLUSION**

The application as motivated in this report provides an excellent opportunity for an affordable/subsidised housing development. The site is regarded as a logical urban extension, which integrates well with the existing surrounding residential and mix-use areas.

The desirability of this proposal can further be motivated through the following considerations:

- The proposal will contribute towards alleviating the growing need for affordable housing in the area;
- The integration of the proposed land uses with the surrounding development;
- Consistency of the proposal with all the draft and approved policy plans for the area;
- The improvement in quality of life of the local communities.

When taking the aforementioned motivational report into account it is our considered opinion that the proposed development will not have a negative impact in its surrounding spatial context, will provide ± 640 residential erven in an area where it is sorely needed, and incorporates sufficient provision for local business opportunities and for community facilities. Furthermore, the development includes the formalisation of the existing Beverley Hills township, which will contribute positively to the living conditions of the community.

6.2 RECOMMENDATION

Given the aforementioned, it is our considered opinion that the proposed application will have no negative impact in its surrounding environment and can be *recommended for approval* in terms of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985), as follows:

- The **subdivision** of Erf 210 Gansbaai to create 1 new portion (Portion A of ± 16.60 ha) and the Remainder (± 711.68 ha) in terms of Section 24 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985);
- The **rezoning** of Portion A from Undetermined Zone to subdivisional area in terms of Section 17 and 22, and the simultaneous subdivision in terms of Section 24, of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985) to create the following:
 - 639 Single Residential Erven (SR1);
 - 2 Business Zone 3 Erven (LB);



- 15 Open Space Zone 2 Erven (OS2);
 - 3 Community Zone (CO1) erven to accommodate community facilities, i.e. church, crèche, etc.;
 - 1 Transport Zone 2 (TR2) erf to accommodate a road.
- **Departure from Section 6.1.2 (B) (Building Lines) of the Overstrand Zoning Scheme (2013) in terms of Section 15 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985) to allow for the following:**
 - **Lateral building lines:** 0.0m in lieu of 1.0m on one lateral boundary of all 620 of the proposed residential erven, to accommodate semi-detached dwellings.
 - **Amendment of the Overstrand Growth Management Strategy (2010) to provide a gross residential density of 39 units per hectare in lieu of the designated density of less than 20-30 units per hectare, in terms of the Municipal Systems Act (Act 32 of 2000).**

