SALDANHA BAAI BAY
MUNISIPALITEIT | MUNICIPALITY | uMASIPALA

REF NO:
Erven 1845 & 1846, VDB
TP/2026/959
ENQUIRIES:
Martin Botha
022-701 7107
Martin.Botha@sbm.gov.za

9 NOVEMBER 2026

REGISTERED MAIL

Dear Sir/Madam; *Geagte Meneer/Dame*

NOTICE OF LAND USE APPLICATION / *KENNISGEWING VAN GRONDGEBRUIKSAANSOEK*: ERVEN 1845 & 1846, VREDENBURG, APPLICANT/*APPLIKANT*: CREATIVE PROFILE TOWN PLANNERS: - CONTACT DETAILS/KONTAK BESONDERHEDE: FRANCOIS DU TOIT [082 771 4955 / PROFILE@NETACTIVE.CO.ZA]

Notice is hereby given in terms of Sections 46 and 47 of the Saldanha Bay Municipal Land Use Planning By-law that Saldanha Bay Municipality is considering the following:

a) Rezoning, in terms of Section 15(2)(a) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022, of Erven 1845 & 1846, Vredenburg from Residential Zone I to Institutional Zone III (hospital & medical consulting rooms).

b) Consolidation, in terms of Section 15(2)(e) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022, of Erven 1845 & 1846, Vredenburg to form a land unit measuring ±2 000m².

c) Permanent departure, in terms of Section 15(2)(b) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022, for the relaxation of the following building lines applicable to the consolidated property:

   (i) Street boundary building line from 5m to 2m along Voortrekker Road and Witteklip Street.
   (ii) South-eastern side boundary building line from 5m to 0m.

d) Registration of a 3m wide municipal services servitude across the consolidated property, in terms of Section 15(2)(d) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022.

e) Registration of a 3m x 6m right of way servitude for vehicle movement across the consolidated property, in terms of Section 15(2)(d) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022.

f) Registration of two 3m x 6m right of way servitudes for vehicle movement across unregistered Erf 20603, Vredenburg (being the consolidation of Erven 15451, 15452 & 15453, Vredenburg) in favour of the consolidated property (being Erven 1845 & 1846, Vredenburg) in terms of Section 15(2)(d) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022.

g) Approval, in terms of Section 15(2)(u) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022 of a concept Site Development Plan.

h) Removal, in terms of Section 15(2)(f) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022 of the following title deed conditions held by Deed of Transfer Number T82990/2025 applicable to Erf 1845, Vredenburg:

   Condition B5

B5. Geen gebou op hierdie erf mag gebruik word of van gebruik verander word vir 'n ander doel as wat in hierdie voorwaardes bepaal word nie.

Condition 6 (a)(b)(c) and (d)

6 (a) Dit mag nie onderverdeel word nie;
6 (b) Slegs een woning, tesame met die buitegebou wat gewoonlik in verband daarmee gebruik word, mag op die erf opgerig word en geen sodanige woning of buitegebou mag vir 'n ander doel gebruik word as waarvoor dit opgerig is nie;
6 (c) Nie meer as helfte van die oppervlakte daarvan mag bebou word nie;
6 (d) Geen gebou of struktuur of enige gedeelte daarvan, behalwe grensmure en heinings, mag nader as 4,72 meter van die straatlyn wat 'n grens van hierdie erf uitmaak, opgerig word nie, asook nie binne 3,15 meter van die agtergrens of 1,57 meter van die sygrens gemeen daaraan en aan 'n aangrensende erf nie; met dien verstande dat 'n buitegebou van nie hoër as 3.15 meter nie, gemeet van die vloer tot by die muurplaat, met die toestemming van die plaaslike owerheid, binne die hierbo voorgeskrewe agterruimte opgerig mag word.

i) Removal, in terms of Section 15(2)(f) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022 of the following title deed conditions held by Deed of Transfer Number T15275/2006 applicable to Erf 1846, Vredenburg:

Condition C5

C5. Geen gebou op hierdie erf mag gebruik word of van gebruik verander word vir 'n ander doel as wat in hierdie voorwaardes bepaal word nie.

Condition 6 (a)(b)(c) and (d)

6(a) dit mag nie onderverdeel word nie;
6(b) slegs een woning, tesame met die buitegeboue wat gewoonlik in verband daarmee gebruik word, mag op die erf opgerig word en geen sodanige woning of buitegebou mag vir 'n ander doel gebruik word as waarvoor dit opgerig is nie;
6(c) nie meer as helfte van die oppervlakte daarvan mag bebou word nie;
6(d) geen gebou of struktuur of enige gedeelte daarvan, behalwe grensmure en heinings, mag nader as 15 voet van die straatlyn wat 'n grens van hierdie erf uitmaak, opgerig word nie, asook nie binne 10 voet van die agtergrens of 5 voet van die sygrens gemeen daaraan en aan 'n aangrensende erf nie; met dien verstande dat 'n buitegebou van nie hoër as 10 voet nie, gemeet van die vloer tot by die muurplaat, met die toestemming van die plaaslike owerheid, binne die hierbo voorgeskrewe agterruimte opgerig mag word.

Details are available for scrutiny on the website of Saldanha Bay Municipality at the following link: https://sbm.gov.za/notices/

The above application is available for inspection during weekdays between 08:30 and 16:30 at the Town Planning Department, 17 Main Street, Vredenburg. Any **written comments** may be addressed in accordance with Section 50 of the said legislation to the Municipal Manager, Private Bag X12 / 17 Main Street, Vredenburg, 7380 / amanda.meyer@sbm.gov.za on or **before 30 days from the date of registration of this notice,** quoting your, name, address, contact details, interest in the application and reasons for your comments. Enquiries can be made to Martin Botha at Tel: 022-701-7107 or martin.botha@sbm.gov.za The Municipality may refuse to accept any comments received after the closing date. Any person who cannot write will be assisted by a Municipal official by transcribing their comments. Comments/objections will be forwarded to the applicant for his/her response.

Kennis word hiermee gegee, ingevolge Artikels 46 en 47 van die Saldanhabaai Munisipale Grondgebruik beplanningsverordening dat Saldanhabaai Munisipaliteit die volgende oorweeg:

a) *Hersonering, ingevolge Artikel 15(2)(a) van die Saldanhabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, vanaf Residensiële Sone I na Institusionele Sone III (hospitaalbeddens & mediese spreekkamers).*

b) *Konsolidasie, ingevolge Artikel 15(2)(e) van die Saldanhabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, van Erwe 1845 & 1846, Vredenburg, om 'n grondeenheid van ±2 000 m² te vorm.*

c) *Permanente afwyking, ingevolge Artikel 15(2)(b) van die Saldanhabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, vir die verslapping van die volgende boulyne wat op die gekonsolideerde eiendom van toepassing is:*

   (i) Straatgrens-boulyn vanaf 5m na 2m langs Voortrekkerweg en Witteklipstraat.
   (ii) Suidoostelike kantgrens-boulyn vanaf 5m na 0m.

d) *Registrasie van 'n 3m-wye serwituut vir munisipale dienste oor die gekonsolideerde eiendom. ingevolge Artikel 15(2)(d) van die Saldanhabaai Munisipale Verordening op Grondgebruikbeplanning, 2022.*

e) *Registrasie van 'n 3m x 6m-serwituut vir voertuigbeweging oor die gekonsolideerde eiendom, ingevolge Artikel 15(2)(d) van die Saldanhabaai Munisipale Verordening op Grondgebruikbeplanning, 2022.*

f) *Registrasie van twee 3m x 6m-serwitute vir voertuigbeweging oor ongeregistreerde Erf 20603, Vredenburg (synde die konsolidasie van Erwe 15451, 15452 & 15453, Vredenburg) ten gunste van die gekonsolideerde eiendom (synde Erwe 1845 & 1846, Vredenburg), ingevolge Artikel 15(2)(d) van die Saldanhabaai Munisipale Verordening op Grondgebruikbeplanning, 2022.*

g) *Goedkeuring, ingevolge Artikel 15(2)(u) van die Saldanhabaai Munisipale Verordening op Grondgebruikbeplanning, 2022 van 'n konsep-terreinontwikkelingsplan.*

h) *Skrapping, ingevolge Artikel 15(2)(f) van die Saldanhabaai Munisipale Verordening op Grondgebruikbeplanning, 2022 van die volgende titelaktevoorwaardes vervat in Transportakte Nommer T82990/2025, van toepassing op Erf 1845, Vredenburg:*

   Voorwaarde B5

   B5. Geen gebou op hierdie erf mag gebruik word of van gebruik verander word vir 'n ander doel as wat in hierdie voorwaardes bepaal word nie.

   Voorwaarde 6 (a)(b)(c) and (d)

   6 (a) Dit mag nie onderverdeel word nie;
   6 (b) Slegs een woning, tesame met die buitegebou wat gewoonlik in verband daarmee gebruik word, mag op die erf opgerig word en geen sodanige woning of buitegebou mag vir 'n ander doel gebruik word as waarvoor dit opgerig is nie;
   6 (c) Nie meer as helfte van die oppervlakte daarvan mag bebou word nie;
   6 (d) Geen gebou of struktuur of enige gedeelte daarvan, behalwe grensmure en heinings, mag nader as 4,72 meter van die straatlyn wat 'n grens van hierdie erf uitmaak, opgerig word nie, asook nie binne 3,15 meter van die agtergrens of 1,57 meter van die sygrens gemeen daaraan en aan 'n aangrensende erf nie; met dien verstande dat 'n buitegebou van nie hoër as 3.15 meter nie, gemeet van die vloer tot by die muurplaat, met die toestemming van die plaaslike owerheid, binne die hierbo voorgeskrewe agterruimte opgerig mag word.

i) *Skrapping, ingevolge Artikel 15(2)(f) van die Saldanhabaai Munisipale Verordening op Grondgebruikbeplanning, 2022 van die volgende titelaktevoorwaardes vervat in Transportakte Nommer T15275/2006, van toepassing op Erf 1846, Vredenburg:*

Voorwaarde C5

C5. Geen gebou op hierdie erf mag gebruik word of van gebruik verander word vir 'n ander doel as wat in hierdie voorwaardes bepaal word nie.

Voorwaarde 6 (a)(b)(c) and (d)

6(a) dit mag nie onderverdeel word nie;
6(b) slegs een woning, tesame met die buitegeboue wat gewoonlik in verband daarmee gebruik word, mag op die erf opgerig word en geen sodanige woning of buitegebou mag vir 'n ander doel gebruik word as waarvoor dit opgerig is nie;
6(c) nie meer as helfte van die oppervlakte daarvan mag bebou word nie;
6(d) geen gebou of struktuur of enige gedeelte daarvan, behalwe grensmure en heinings, mag nader as 15 voet van die straatlyn wat 'n grens van hierdie erf uitmaak, opgerig word nie, asook nie binne 10 voet van die agtergrens of 5 voet van die sygrens gemeen daaraan en aan 'n aangrensende erf nie; met dien verstande dat 'n buitegebou van nie hoër as 10 voet nie, gemeet van die vloer tot by die muurplaat, met die toestemming van die plaaslike owerheid, binne die hierbo voorgeskrewe agterruimte opgerig mag word.

Nadere besonderhede lê ter insae op die webblad van Saldanhabaai Munisipaliteit by die volgende skakel: https://sbm.gov.za/notices/

Die bogenoemde aansoek is ter insae beskikbaar gedurende weeksdae tussen 08:30 and 16:30 by die Departement Stadsbeplanning, Hoofstraat 17, Vredenburg. Enige ***skriftelike kommentaar*** *kan ooreenkomstig Artikel 50 van die genoemde wetgewing gerig word aan die Munisipale Bestuurder, Privaatsak x 12 / Hoofstraat 17, Vredenburg / amanda.meyer@sbm.gov.za op of* ***voor 30 dae vanaf die datum van registrasie van hierdie kennisgewing****, met vermelding van u naam, adres of kontakbesonderhede, belang in die aansoek en redes vir kommentaar. Navrae kan gerig word aan Martin Botha by Tel: 022-701-7107 of martin.botha@sbm.gov.za Die Munisipaliteit mag weier om kommentaar te aanvaar wat na die sluitingsdatum ontvang word. Enige persoon wat nie kan skryf nie, sal deur 'n Munisipale amptenaar bygestaan word deur hul kommentaar oor te skryf. Besware sal aan die applikant gestuur word vir sy/haar repliek.*

Regards / Die Uwe



pp MUNICIPAL MANAGER / MUNISIPALE BESTUURDER



ERVEN 1845 & 1846

SCALE 1:2500 (A4)

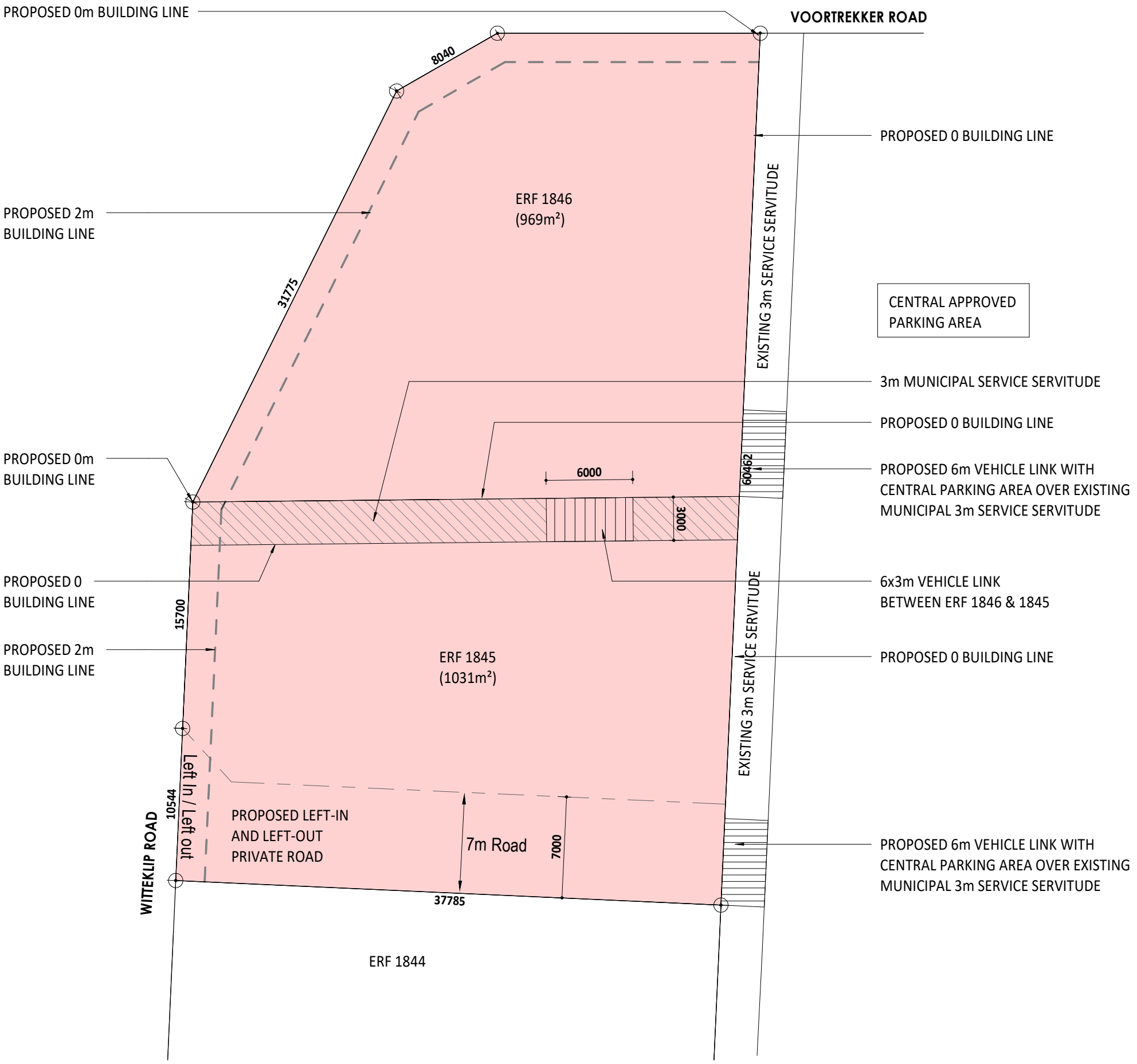
24/08/2024

CREATIVE PROFILE

LOCALITY PLAN

PLAN NO 1

OUTEURSREG VOORBEHOU
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09 August 2026

LIFE WEST COAST PRIVATE HOSPITAL

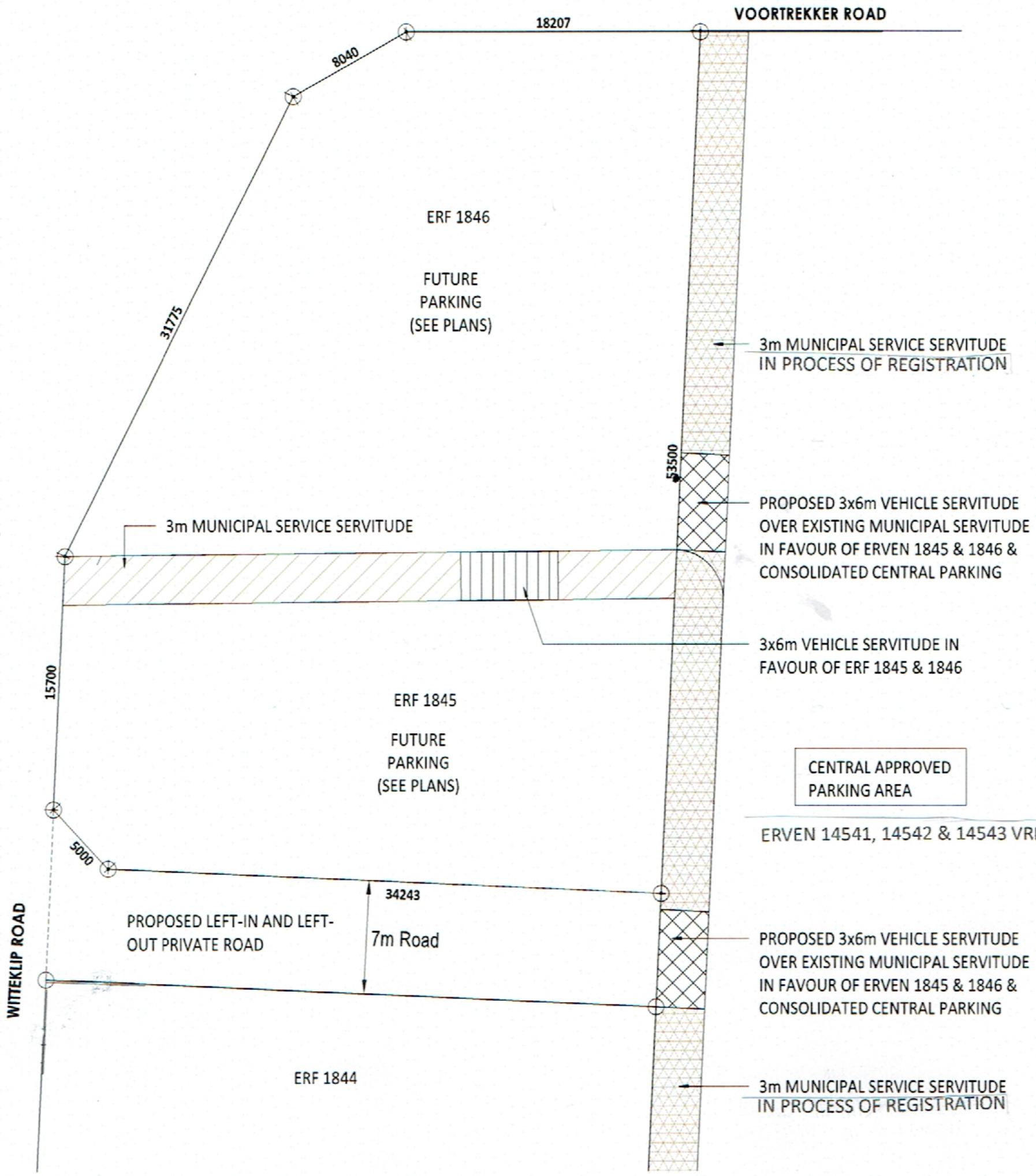
PROPOSED REZONING AND CONSOLIDATION OF ERVEN 1845 & 1846 VREDENBURG FROM RESIDENTIAL ZONE I TO INSTITUTIONAL ZONE III (HEALTH)

PROPOSED INSTITUTIONAL ZONE III (HEALTH) ERVEN 1846 & 1845 FOR SPECIAL MEDICAL ROOMS

PLAN 4
SCALE: 1 : 300

TOWN PLANNING & ARCHITECTURE
CREATIVE PROFILE
PO Box 6590 * Welgemoed * 7538
email - profile@netactive.co.za
Fax: 088 021 552 9463
Cell: 082 771 4955
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PROPOSED DEVELOPMENT PLAN FOR ERVEN 1845 & 1846

- 3m EXISTING MUNICIPAL SERVICE SERVITUDE
- 3m EXISTING MUNICIPAL SERVICE SERVITUDE
- PROPOSED 3x6m VEHICLE SERVITUDE IN FAVOUR OF ERVEN 1845 & 1846 (OVER MUNICIPAL 3m SERVICE SERVITUDE)
- PROPOSED 3x6m VEHICLE SERVITUDE OVER EXISTING MUNICIPAL SERVITUDE IN FAVOUR OF ERVEN 1845 & 1846 & CONSOLIDATED CENTRAL PARKING

09 August 2026

LIFE WEST COAST PRIVATE HOSPITAL

EXISTING AND PROPOSED SERVITUDES

PLAN 6
SCALE: 1 : 300

TOWN PLANNERS & ARCHITECTURE
CREATIVE PROFILE
PO Box 6990 * Welgemoed * 7538
email - profile@mweb.co.za
Fax: 088 021 552 9463
Cell: 082 771 4955
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INSTITUTIONAL ZONE: CONSULTING ROOMS & HOSPITAL	
PARKING REQUIRED: 4 CONSULTING ROOMS @ 4 BAYS PER CONSULTING ROOM AND 8 HOSPITAL BEDS @ 1 BAY PER BED	24
EXCESS	1
TOTAL BAYS PROVIDED	25

PROPOSED DEVELOPMENT PLAN FOR ERVEN 1845 & 1846

PROPOSED BUILDING AREA FOR FUTURE INSTITUTIONAL ZONE III (HEALTH) DEVELOPMENT *(SCHEMATIC SKETCH FOR ARCHITECTS TO FINALIZE BUT SHOWS THE INTENTION OF FUTURE HOSPITAL DEVELOPMENT FROM AN URBAN DESIGN VIEW - BUILD TO THE SIDEWALK, PARKING AT THE BACK)*

PROPOSED PARKING AREA FOR FUTURE INSTITUTIONAL ZONE III (HEALTH). DEVELOPMENT ACCORDING TO SCHEME REGULATIONS
(THE PROPOSED PARKING AREA WOULD LINK WITH THE EXISTING ZONED PARKING AREA CENTRAL BETWEEN THE HOSPITAL AND ERF 1846 & ERF 1845 EXTENSION.)

09 August 2026

LIFE WEST COAST PRIVATE HOSPITAL

PROPOSED CONCEPT SITE DEVELOPMENT PLAN FOR ERVEN 1845 & 1846, VREDENBURG. (SCHEMATIC ILLUSTRATION)

PLAN 5
SCALE: 1 : 300

TOWN PLANNING & ARCHITECTURE
CREATIVE PROFILE
PO Box 6090 * Welgemoed * 7538
email - profile@iafrica.co.za
Fax: 088 021 552 9463
Cell: 082 771 4955
CK 98/08659/23

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List of abbreviations

LWCPH	Life West Coast Private Hospital
SBM	Saldanha Bay Municipality
SBMSDF	Saldanha Bay Municipality Spatial Development Framework
SBMLUF	Saldanha Bay Municipality Land Use Framework
LUPA	Land Use Planning Act
SDF	Spatial Development Framework
SDP	Site Development Plan
UCT	University of Cape Town

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1. INTRODUCTION AND PROPERTY DETAILS

1.1 Purpose of the application

This application is made on behalf of Life West Coast Healthcare (Life West Coast Private Hospital) the owner of Erf 1845 Vredenburg in terms of Section 15 of the Saldanha Bay Municipal By-law on Municipal Land Use Planning. The purchase of Erf 1846 Vredenburg is currently in its negotiation phase and as such is included in this application as set out below:-

1. The rezoning of Erf 1845 & 1846 Vredenburg in terms of Section 15 (2)(a) from Residential Zone I to Institutional Zone III (Health);
2. The consolidation of Erf 1845 & 1846 Vredenburg in accordance with Section 15 (2)(e) of the Saldanha Bay Bylaw on Land Use Planning;
3. The registration of a 3m municipal service servitude in terms of Section 15 (2)(d) of the Saldanha Bay Bylaw on Land Use Planning;
4. The relaxation of the street building line in accordance with Section 15 (2) (b) to two meters in lieu of 5 meters to allow for the placement of future buildings adjacent to Witteklip Road and Voortrekker Road. The southern sections of Erven 1845 & 1846 will be used for parking and will be linked via a notarial tie with Erven 15451, 15452 & 15453 (currently in consolidation process) to create a larger parking area;
5. The relaxation of a side building line of Erven 1845 & 1846 in accordance with Section 15 (2) (b) from 5m to nil to accommodate future buildings (next to Erf 15451) across Erven 1845 & 1846 and to accommodate parking at the back (southern side as shown on sketches);
6. Council's consent for an additional exit of 7m on Witteklip Road to avoid potential traffic congestion and to encourage easier circulation;
7. The registration of three X 6m servitude right of ways over the existing 3m municipal servitudes in favor of Erven 1845 & 1846 in terms of Section 15 (2)(d) of the Saldanha Bay Bylaw on Land Use Planning;
8. The removal of restrictive conditions in respect of land units Erf 1985 & 1986 Vredenburg in accordance with Section 15 (2)(f) of the Saldanha Bay Bylaw on Land Use Planning;
9. The approval of a concept site and parking development plan.

The applicant erven mentioned above are referred to as the property or LWCPH in the remainder of this document.

1.2 Locality

Erven 1845 & 1846 Vredenburg are situated to the south of Witteklip Road which gives direct access to the aforementioned properties. Together with Witteklip Road which is adjacent to Voortrekker Road (an 18m wide mixed use traffic collector) which form part of a ring road around the greater area earmarked as the Central Business District of Vredenburg, which also includes the medical sub-node.

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The property forms part of the medical node and has indeed been used for doctors consulting rooms and supporting medical services for two decades or 20 years.

Refer **Plan 1**.

1.3 Background and the Developer

Life West Coast Private Hospital (LWCPH) forms part of the Saldanha Bay Municipality's forward planning (SDF) and together with the Vredenburg Provincial Hospital, they form a **medical node** for the local community of Vredenburg town and the West Coast Region at large.

A vast majority of previous residential homes along Voortrekker Road have been converted into professional properties with many comprising medically related support services to the actual hospitals.

The LWCPH has over time and as the need has increased, extended in size and medical services offered. As with all organic growth related to such community facilities, **parking has become the greatest challenge** and a much-needed increase in availability has now reached epic proportions.

This application attempts to address this much needed parking for the hospital as well as **the vision to centralize the private parking zone**.

The Life Hospital Group is a national and established supplier of medical care across South Africa. It may be worth mentioning that the LWCPH is extremely proud to be part of the West Coast, however they still require support from the staff, patients and more importantly the local authority for the services they provide to the community and more specifically support for all the attempts they are making to **address and solve their parking constraints**.

Hereunder a short summary of the processes and actions taken by the LWCPH to date:-

a) The purchase of and subsequent application to rezoning and consolidation of three vacant erven (15451, 15452 15453 Vredenburg) with a concept Site Development Plan which was approved by the SBM with approval conditions on **7 July 2025 and 30 January 2026** respectively.
b) However, there were additional changes that the SBM requested on the concept SDP (i.e to include a servitude, fewer access points, loading zone on the right hand side of Vredenzicht Street and an additional pedestrian route over abovementioned street were to be added.
c) **The amended SDP was re-submitted and finally endorsed on 4 February 2026**.
d) The endorsed SDP now permits for the formalization of the parking area with the establishment of a permanent surface with entrances and exits, fencing, demarcated parking bays and tree planting. This process is however going to take time since engineers have to be appointed and the construction process must go out on tender for a contractor after which the civil plans will have to be re-submitted to the SBM engineering department for approval.

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e) It was also decided that the cost of a mutli-storey parking garage as an alternative would be too expensive to construct and that parking on a **ground floor basis would be far more economical and aesthetic in appearance**.

f) In the interim Erf 1845 Vredenburg has been purchased by LWCPH and was registered in the deeds office in December 2025. This application specifically pertains to the rezoning of Erf 1845 and the **integration of Erf 1845 Vredenburg** with the other parking areas and services of the hospital (see proposed Vision **Plan 3**).

g) Erf 1846 Vredenburg has been identified as critically important to the success of the LWCPH's vision of providing top-class, special medical services, the provision of additional parking **and by redeveloping the existing buildings to improve the streetscape of Witteklip Road**. Negotiations with Dr Boer (owner Erf 1846 Vredenburg) are currently underway and **Dr Boer has already provided us with a Power of Attorney to carry out the necessary town planning actions** (**Annexure 1**).

h) Erf 1844 will form part of the vision for the prominent corner of Voortrekker Street and Witteklip Road as indicated on the schematic Plan 3, although no negotiations have yet commenced with the owner in this regard. This erf is currently utilized by members of the medical faculty of UCT.

1.4 Property Information

ERF NO	OWNER	EXTENT	TITLE DEED NO	RESTRICTIVE CONDITIONS	EXISTING ZONING	PROPOSED ZONING
1845	LWCPH	1031m^2	T14290/2022	Yes – see paragraph 3.6	Residential	Institutional
1846	DR P BOER	969m^2	T15275/2006	Yes – see paragraph 3.6	Residential	Institutional

The title deeds for both properties are attached hereto as **Annexures 3**. We are in receipt of the Conveyances Certificates for Erf 1845 & 1846 Vredenburg (**Annexure 3**).

1.5 The Applicant

Creative Profile Town Planners have been appointed by the owners of Erf 1845 and Erf 1846 to prepare and submit a land use planning application for rezoning & consolidation of Erf 1845 & 1846 Vredenburg. The centrally approved vision of a parking area and any other planning actions that may be deemed necessary for both LWCPH and Dr Piet Boer have been incorporated into the Powers of Attorney from both land owners (see **Annexure 1** – Power of Attorney).

1.6 Surrounding Land Uses

The immediate surrounding land area/uses (as indicated on Plan 2) are characterized by the southern border being a consolidated parking area – (the consolidation of the centrally approved parking area is currently undergoing registration) of approximately 52 parking bays,

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1.8m high built wall on the north- western side and a 3m wide servitude separating the parking area from Erven 1845 & 1846's southern boundaries.

From site inspections it is clear that this part of town on both sides of Voortrekker Road, has developed over time into a medical services node with the public and private hospitals the focal point on the western side of Voortrekker Road. Erven 1846, 1845 (both with a Residential Zone I) are occupied as medical suites with specialist offices and other medical occupations that include

- Health therapy
- Dr Piet Boer
- Health Clinic

To the north and northwest of the two erven, Voortrekker and Witteklip Roads form the respective boundaries.

1.7 Proposed zoning definitions and use

The property resorts under the jurisdiction of the Vredenburg-Saldanha Integrated Scheme Regulations which defines the proposed Institutional Zone III (Health) as follows:-

Institutional Zone III	health and welfare etc including accompanying buildings, associated with social, welfare and physical health such as clinics and nurses homes
Primary Use	Institution
Consent Use	Cemetery, correctional facility, Place of Assembly, place of education, place of worship, psychiatric hospital, sanitarium, special use, Telecommunication infrastructure, utility service
Development Rules	Parking:1 parking bay per bed 4 parking bays per consultation room
Site development plan	A concept site development plan is included in this document with an explanation of the broader vision of LWCPH's future plans that will be developed over time

Definition of institution:-

"Institution" means a charity institution, hospital, nursing institution, clinic, frail care centre, children's home, home for the aged, retired, indigent or handicapped, a social facility including a counselling centre, orphanage and rehabilitation centre, or any other similar or ancillary use that promotes the health and welfare of the community and may, additional to the main use, include ancillary facilities, shops, medical offices, ancillary accommodation, administrative, health care, training and support services and facilities or any other buildings/uses normally associated with the main use, whether private or public. The following uses are, however, excluded:

(a) a sanatorium, public dispensary or clinic for the treatment of infectious or contagious diseases;
(b) premises licensed under relevant health legislation for the caring of mentally handicapped persons;
(c) a psychiatric hospital, and
(d) a correctional facility.

Medical offices not forming part of an institution, are offices (refer to "Offices" and "Business").

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2. STATUTORY FRAMEWORK

The following statutory and conceptual documents together with sound planning principles that will be used by the professional team in the design and planning process are applicable to this proposal.

The following additional planning information must be considered by the municipality to see if there are any inconsistencies with approved planning legislation:-

2.1 SALDANHA BAY MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (SBMSDF)

2.1.1 The Saldanha Bay Municipality is guided by a planning document called the Saldanha Bay Municipal Spatial Development Framework Plan. This document serves to ensure optimum spatial and socio-economic integration and to improve the overall efficiency of development within the region.

2.1.2 This approved forward planning document and plan gives Council, officials, the community, developers and consultants the necessary guidelines for future development, scale and densification.

2.1.3 This approved document for this specific area in Vredenburg earmarks the property for a development node for medical related facilities. This application is therefore in line with the SDF principles.

Further broad guidelines for the area that are applicable to this application include: -

- that sustainable developments must be initiated;
- compact developments must be initiated to create walkable towns;
- quality developments must be developed;
- create work opportunities/ job creation to initiate economic progress.

For decades the use of Erven 1845 & 1846 Vredenburg indicates the potential of the properties which does not resort in residential but rather through formalization thereof as part of the LWCPH's hospital function.

One must give consideration to the fact that these application erven have been utilized for years now by medical practitioners and do indeed form part of the medical node along with Erf 1844 (also used for medical purposes) thus forming a "super block" containing the hospital node.

2.2 SALDANHA BAY MUNICIPALITY LAND USE PLANNING (SBMLUP)

This application is submitted in terms of Section 15 of the Saldanha Bay Municipal Land Use Planning By-Law 2015.

The application requires the Saldanha Bay Municipality to advertise and serves notices to identified neighbours for this land use application.

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A telephonic pre-consultation and email consultation was held with Lindsey Gaffley of the Saldanha Bay Municipality to discuss the merits of the application in February 2025.

2.3 SALDANHA BAY LAND USE PLANNING ACT 2013 (ACCT 3 OF 2013 – LUPA)

Section 53

Not applicable

The nature and scale of the proposal is not of Provincial importance.

Section 45 (1)

Not Applicable:

This section of LUPA states that a Municipality must refer a land use application to Province for comment if:

a) a development is outside outer limit of urban expansion;
b) the local authority has no approved Spatial Development Framework;
c) rezoning of land for Agricultural or conservation purposes;
d) a development as determined by the Municipal Manager;
e) a development that affects a provincial functional area; and
f) any land use application as may be prescribed for the purpose of supporting and strengthening the capacity of the Municipality.

The property is currently zoned Minor Business and situated within the Saldanha Bay Municipality's jurisdiction area, inside the greater urban edge of Vredenburg as per the approved Saldanha Bay Municipality Spatial Development Framework Plan.

It is our opinion than none of the above listed criteria are applicable to this application, and it is therefore unnecessary to direct the application to other external government departments for comment.

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3. PROPOSED DEVELOPMENT

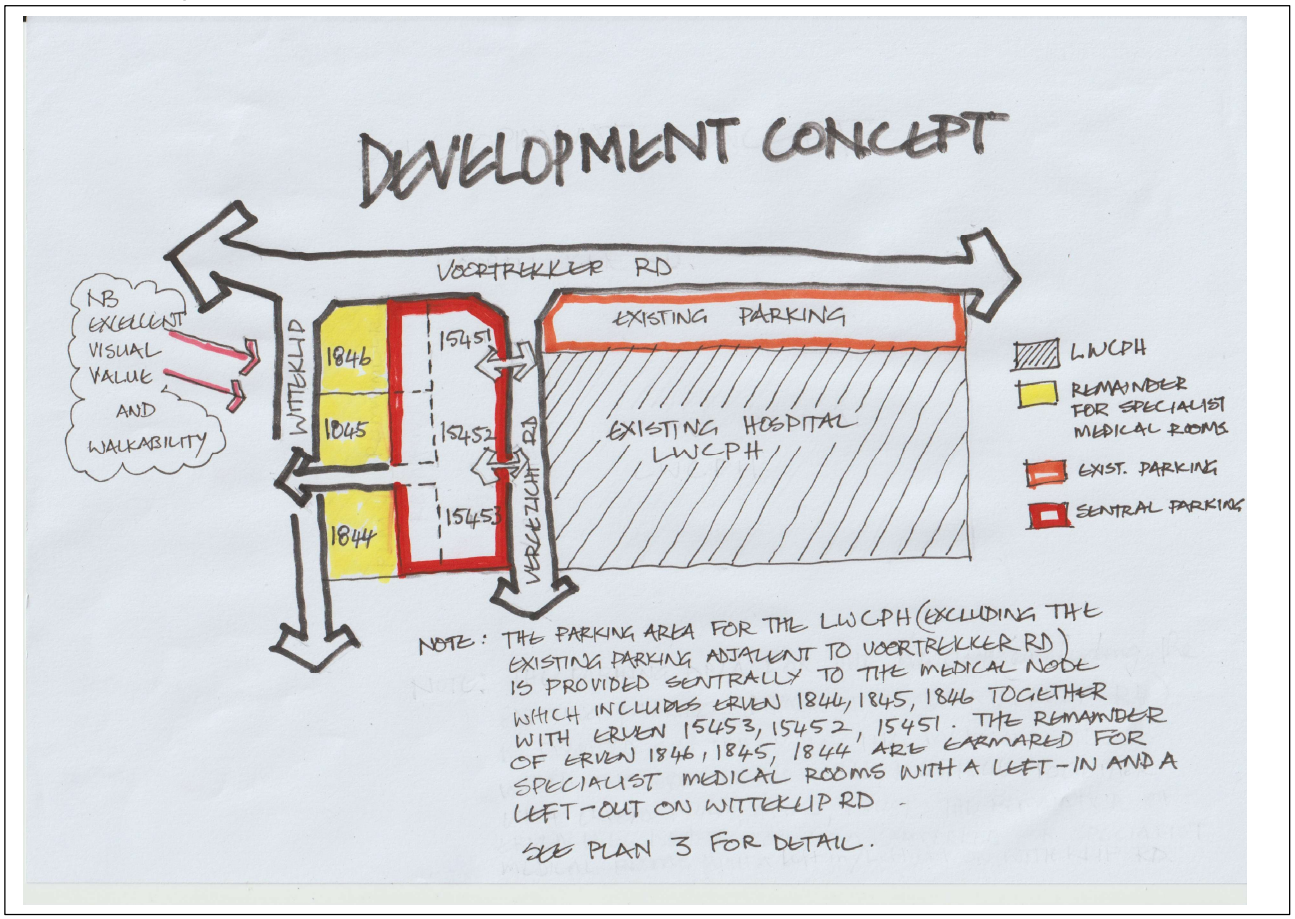
With this application, the intention is to set the property rights in place while the architects concentrate on the functionality and create different spaces for different medical purposes (**see Plan 4**).

Since the primary LWCPH property (Erf 10072) is being planned by South Architects (who specialize in hospital planning) are striving **to consolidate the majority of the medical functions that are needed and associated with this hospital.** It will therefore be necessary to provide the statutory parking in terms of the Vredenburg – Saldanha Integrated Scheme Regulations on the 5 properties specifically purchased by LWCPH or in process of being purchased, to meet this requirement.

As indicated on the **Plan 3** (Vision for future LWCPH development), **a proposed "buffer" building will conform to the existing residential units across Witteklip Road**.

From a town planning, urban design and aesthetic view, **the continuous structure will create a uniform image that will round off the form of the medical zone on the north-western edge**.

The proposed buildings will have an excellent position with regards to marketability and visual value (particularly from Voortrekker Road – southern approach) as can be seen from the schematic presentation hereunder.



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3.1 Urban design

The principles discussed below are of the **utmost importance to ensure that the direct area** around/ and on both sides of Voortrekker Road are upgraded in appearance from its current shoddy/untidy look.

The **three most important urban design rules in walkable nodes** are as follows (not only in this instance locally but also internationally) and proposed for Erven 1845. 1846 & 1844's future development:

i) Build to the sidewalk

People enjoy this design principle since the sidewalk entrance provides an air of accommodating visitors. The entrance court (building line) of 2m will create a permeable welcoming front door which creates connections between the inside and outside of the proposed future building.

This is the essence of pedestrian orientated streets at ground level.

The north-west facing façade of the proposed buildings will be permeable (glazed front doors and windows) allowing daily practice to become visible as part of the neighborhood activities. The latter qualifies as the third urban design principle (this permeable façade attracts people to the buildings – "life attracts life".

In other words, the concept SDP (**Plan 5**) sketch keeps the interior floor level as close to the sidewalk grade as possible, which will not only accommodate people with physical disabilities but significantly create a charming streetscape.

The schematic illustration (**Plan 5**) shows the northern portions of Erven 1846 & 1845 as a continuous buffer building (which will eventually replace the existing residential structures that have been converted into medical offices/practices)

ii) Parking at the back

In order to create a pedestrian orientated street with sidewalk appeal it is important to locate the **parking at the rear of the building**.

By introducing the buffer building adjacent to Witteklip Road leaves large areas behind the building (southern side) for parking adjacent to the existing consolidated and central zoned parking area on Vergezicht Street see **Plan 3** as attached.

These parking areas of erven 1845 & 1846 **will be added to the consolidated, central parking area on Vergezicht Road with a notarial tie registered in favor of the newly created parking erf number** and Erf 10072. As such we will end up with a **hidden courtyard of parking** versus a sea of parking bays on an open lot that looks more like a shopping mall parking area on the corner of Witteklip and Voortrekker Road's junction.

The additional proposed parking at the rear of the building (southern side) on Erf 1845 & 1846 is conveniently placed, easy to incorporate with the consolidated parking area and is accessible for both vehicle and pedestrian movement.

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- The number of onsite parking bays provided on future consolidated erven 1845 & 1846 is equal to **25 parking bays** plus additional circulation area as indicated on the schematic, concept site development **Plan 5** in the parking schedule.
- The number of bays is sufficient to accommodate the proposed specialist medical rooms of which the proposed design will accommodate 4 consulting rooms and 8 hospital beds. There is therefore an excess of 1 parking bay.
- As the architects must still design the actual building layout, it is important to note that the final design and building plans **will conform to the scheme regulations parking requirements for Institutional Zone III of the Saldanha Bay Scheme Regulations**.

The access from Vredenzicht Road to the additional parking proposed on Erven 1845 & 1846 will alleviate vehicle flow in Witteklip Road and reduce pedestrian & vehicular conflict points. The main access from Vredezicht Road which will accommodate 90% of visitors to the LWCPH, will also alleviate pedestrian, public and specialist (medical staff) vehicle parking. This is a more favorable situation vs the current situation with the number of medical practices and minor businesses that have direct access onto Voortrekker Road causing considerable vehicular conflict .

3.2 Vehicular Access

In order to support future vehicular circulation, an additional 7m Left in/ Left out from Erf 1845, north west of the junction of Seesig Street is proposed. Sufficient sight lines and even connection is available for a junction and stacking distances. If this junction is not to the satisfaction of the municipal engineers from a crossing distance point of view, then this matter will have to be addressed in the future with an exit possibly being placed on Erf 1844 (should the LWCPH decide to purchase this property - see **Plans 4 & 5**).

3.3 Architectural and Landscaping Image

As there is with any new building, there is a delicate balance between attracting too much attention and going unnoticed. South Architects opinion (who specialize in hospital design), and who are responsible for the hospital infill and extensions on Erf 10072, is that the proposed structures on erven 1845 & 1846 will “fit in” with the architectural context , when designed/ redeveloped.

The development concept is to have a structure close to the sidewalk (2m in lieu of 5m) orientated to the north-east.

It must be emphasized that the detail design and planning of the concept unit proposed, is a considerable task outside the scope of this application and is merely being schematically indicated on plan.

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The above three urban design rules (i.e“leave the front for pedestrians and the back for vehicles”) are applicable to the basic arrangement of a building on the erf and is far more important than what usually passes for architecture, aesthetics, color, texture, etc.

3.4 Municipal Services

All municipal service connections are available in the immediate area (the existing erven and buildings on both application erven are fully serviced).

A provisional investigation indicates that the scale of the existing consulting rooms and parking is such that no additional services are required.

Any additional services requirement for the proposed building when re-developed , will be negotiated as soon as possible with the municipal engineers during the detail planning or drawing up of municipal plans and once all the purchase transactions for the various properties have been concluded.

3.5 Temporary Parking

The erven 15451 – 15453 (central approved parking area) will in the interim, be cleared of vegetation and debris so that visitors parking can **temporarily be provided** on this vacant land. It is going to take an extended period of time before construction can commence on the formalization of the parking area as the consulting engineer will have to do detail designs, stormwater, etc plus go out on tender to appoint contractors and other specialists.

For the above reasons it is proposed that in the interim, Erven 1845 & 1846 be rezoned to Institutional Zone III to accommodate specific medical uses/services that stand alone from the hospital functions, for example:- an ear institute or an eye institute, but visually and functionally form part of LWCPH.

In conclusion, the maximum number of parking bays created through the design of erven 15451, 15452, 15453, 1845, 1846 will create 161 parking bays for the LWCPH. Should Erf 1844 be combined as planned, the amount of parking would be 183 bays adjacent to Witteklip Road which should bring about an excess number of parking bays for the LWCPH node.

The buffer building as well as the infill at the hospital on Erf 10072 will comply with all parking requirements as stipulated in the Saldanha Bay Integrated Scheme Regulations when the detail municipal plans are finalized by the architects.

All different parking areas of Erven 1845 & 1846 will have a notarial link to the central parking area which is linked to Erf 10072 Vredenburg.

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3.6 Permanent Removal of Restrictive Title Deed Conditions

As can be seen from the title deeds, the following title deed restrictions on both Erf 1845 & 1846 will have to be removed in order to achieve the goals as set forth in the proposed development (in this application document) and indicated on the Concept SDP (**Plan 5**), thus ensuring that the properties can be utilized for Institutional Zone III (Health).

CONDITION	ERF 1845 T82990/2025	CONDITION	ERF 1846 T15275/2006
B5	Geen gebou op hierdie erf mag gebruik word of van gebruik verander word vir ‘n ander doel as wat in hierdie voorwaardes bepaal word nie.	C5	Geen gebou op hierdie erf mag gebruik word of van gebruik verander word vir ‘n ander doel as wat in hierdie voorwaardes bepaal word nie.
B6a	Dit mag nie onderverdeel word nie;	C6(a)	dit mag nie onderverdeel word nie;
B6b	Slegs een woning, tesame met die buitegeboue wat gewoonlik in verband daarmee gebruik word, mag op die erf opgerig word en geen sodandig woning of buitegeboue mag vir ‘n ander doel gebruik word as waarvoor dit opgerig is nie;	C6(b)	slegs een woning, tesame met die buitegeboue wat gewoonlik in verband daarmee gebruik word, mag op die erf opgerig word en geen sodandig woning of buitegeboue mag vir ‘n ander doel gebruik word as waarvoor dit opgerig is nie;
B6c	Nie meer as die helfte van die oppervlakte daarvan mag gebou word nie;	C6(c)	nie meer as die helfte van die oppervlakte daarvan mag gebou word nie;
B6d	Geen gebou of struktuur of enige gedeelte daarvan, behalwe grensmure en heinings, mag nader as 4,72 meter van die straatlyn wat ‘n grens van hierdie erf uitmaak, opgerig word nie, asook nie binne 3,15 meter van die agtergrens of 1,57 meter van die sygrens gemeen daaraan en aan ‘n aangrensende erf nie; met dien verstande dat ‘n buitegebou van nie hoër as 3,15 meter nie, gemeet van die vloer tot by die muurplaat, met toestemming van die plaaslike owerheid, binne die hierbo voorgeskrewe agterruimte opgerig word nie.”	C6(d)	geen gebou of struktuur of enige gedeelte daarvan, behalwe grensmure en heinings, mag nader as 15 voet van die straatlyn wat ‘n grens van hierdie erf uitmaak, opgerig word nie, asook nie binne 10 voet van die agtergrens of 5 voet van die sygrens gemeen daaraan en aan ‘n aangrensende erf nie: met dien verstande dat ‘n buitegebou van nie hoër as 10 voet nie, gemeet van die vloer tot by die muurplaat, met die toestemming van die plaaslike owerheid, binne die hierbo voorgeskrewe agterruimte opgerig mag word.”

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It is important to note that both the aforementioned applicant erven **have been used for decades for medical purposes** that supplement the LWCPH.

Furthermore, both erven 1845 & 1846 **visually form part** of the LWCPH node.

The potential and use of the two erven (including Erf 1844) is rather to integrate them into the hospital node as opposed to utilizing them for residential purposes with due consideration to

Section 33(5) of the Saldanha Bay Municipality By-law on Municipal Land Use Planning 2022:- (5) When the Municipality considers the removal, suspension or amendment of a restrictive condition, the Municipality must have regard to the following:

(a) the financial or other value of the rights in terms of the restrictive condition enjoyed by a person or entity, irrespective of whether these rights are personal or vest in the person as the owner of a dominant tenement;

(b) the personal benefits which accrue to the holder of rights in terms of the restrictive condition;

(c) the personal benefits which will accrue to the person seeking the removal, suspension or amendment of the restrictive condition if it is amended, suspended or removed;

(d) the social benefit of the restrictive condition remaining in place in its existing form; **NONE**.

(e) the social benefit of the removal, suspension or amendment of the restrictive condition; **THE COMMUNITY REQUIRE THE SPECIALIST FACILITIES AND PARKING FOR ADDITIONAL MEDICAL PURPOSES THAT THE LWCPH HAS TO OFFER**; and

(f) whether the removal, suspension or amendment of the restrictive condition will completely remove all rights enjoyed by the beneficiary or only some of those rights.

The 3 erven as already mentioned, have for many years been utilized as medical practitioners consulting rooms and other medical services, with no negative reaction or complaints from the surrounding single residential land owners or the municipality. It is also important to note that these medical functions are associated with specified appointments which ensures positive vehicular circulation.

With the proposed redevelopment of 3 additional, erven (we are including Erf 1844 into this proposal purely for discussion purposes indicates the medium to long term vision proposed for the LWCPH. However, negotiations around the purchase of Erf 1844 which is owned by UCT's medical faculty, have not yet been initiated) ensures that the coming and going of patients and visitors via Witteklip Road is reduced and circulation and parking is encouraged in the middle

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of a 'Central Parking Area' which creates a positive and more favorable situation for other properties which are used for residential purposes.

In addition to the aforementioned, this proposed redevelopment will provide a more uniform and aesthetic streetscape adjacent to Witteklip Road.

3.7 Servitudes

Discussions with the Saldanha Bay Municipal surveyor indicated that a 3m service servitude must be provided on the northern side of Erf 1845 (see **Plan 6**) in favour of the municipality.

An additional 3X6m vehicle servitude must be provided to accommodate internal vehicular movement as shown on Plan 6. The 3 servitudes are mainly for linking vehicles and pedestrians from the parking areas of Erven 1845 & 1846 to the centrally approved parking area over the municipal service servitudes (see diagram from SBM offices below).



As can be seen on **Plan 6** there are three 6m X 3m **vehicle links or proposed servitudes that are to be registered** , 2 of which are clearly marked over a yet to be registered 3m municipal service servitude on the "**CENTRAL APPROVED PARKING AREA**" otherwise described as Erven 15451, 15452 & 15453 Vredenburg" (currently in process of registration and consolidation by LWCPH attorneys), and

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one6m X 3m vehicle link in the 3m municipal services servitude located on the north-eastern boundary of Erf 1845 Vredenburg to be consolidated with Erf 1846 Vredenburg.

4. MOTIVATION & DESIRABILITY

The following broad principles, goals and parameters support the motivation and proposals for the property:

4.1 Need for parking facilities –

it is general knowledge that the **existing LWCPH is in great need for expansion of medical facilities which relate to more parking needs**. The LWCPH have indicated their willingness to address the problem of parking shortages by purchasing 4 adjacent land parcels (erven) of which 3 erven are vacant and 1 erf (Erf 1845) with a structure on it, while another 1 erf is currently in negotiations with the owner (Erf 1846). The above erven which will be primarily utilized for parking by reducing the building footprint.
Erven 15451, 15452 &15453 Vredenburg (the 3 vacant erven) have already been granted approval by the SBM for **private parking purposes** and the consolidation thereof.
Furthermore this new central parking area will also have a notarial tie with the primary hospital Erf 10072.
The need for parking (Private) is being addressed by the LWCPH in favour of the public, doctors and medical personnel.

4.2 Urban identity/ consolidation –

To ensure that the proposed development contributes positively to the urban structure of Vredenburg, one must understand the existing purpose and future expansion or shortcomings. The LWCPH decided to appoint South Architects, who specialize in hospital design and development **to consolidate all medical facilities on Erf 10072**. This proposal will ensure an **integrated approach of medical facilities / departments** and that the parking aspect will be accommodated on separate erven i.e Erven 15451, 15452, 15453 (to be consolidated) and Erf 1845 and Erf 1846 (the latter belonging to Dr Piet Boer which forms part of this application).
In other words, the hospital activities will occur on their own premises (Erf 10072) with a notarial tie to a consolidated parking area on the opposite side of Vergezicht Rd from the hospital premises.
The consolidation of medical facilities ensures a compact and easily accessible hospital for patients, general public visiting the hospital.

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4.3 Forward Planning –

The Saldanha Bay Spatial Development Framework 2025 (an approved statutory planning document) stipulates the way forward in future land uses for the officials, public and consultants.

From studying the document and other previous statutory documents (SDF's) it is clear that the two hospitals (LWCPH and the adjacent Vredenburg Provincial Hospital) together with the surrounding properties are being developed as a medical node or for supporting medical facilities and a mixed land use area.

The small scale mixed use node around the two hospitals have gradually altered the residential character.

The formalization and re-development of the existing medical facilities and buildings along Voortrekker Road will upgrade the current streetscape in the short to medium term.

Therefore, one can conclude that the proposed parking facility and future consolidation of medical facilities at the LWCPH are in line with the approved forward planning for the area. Furthermore, this forward planning document recommends that medical practices and **related uses be encouraged to support the existing medical node**.

4.4 Accessibility of the Node –

Voortrekker Road functions as a high order road in the Vredenburg Road hierarchy with higher traffic generation.

The steady increase in traffic over the years has had a negative impact on the directly adjacent residential homes to the extent that the residential functions have become unbearable in many instances due to vehicle and pedestrian noise.

It is therefore logic that the residential homes potential was replaced through rezonings and mixed land uses which includes minor business and medical facilities.

Voortrekker Road with an 18m road reserve therefore forms the backbone of the node with several other residential feeder roads, i.e Hospital, Witteklip and Vredenzicht that provides access to the hospital and the proposed parking facilities.

The LWCPH has excellent accessibility as part of a medical and mixed use node via a variety of hierarchical routes mentioned above.

4.5 Access to the property –

With the **consolidation proposal of Erf 1845 and Erf 1846** with the central parking area (Erven 15451, 15452 &15453) creates the opportunity for circulation and parking to be re-distributed versus encouraging potential traffic congestion at the entrance to Voortrekker Road. As such, it is proposed that the current Erf 1845 is granted an "LEFT IN/ LEFT OUT ONLY" to ensure that any congestion pressure on Voortrekker and Vergezicht Roads are avoided.

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4.6 Potential of the Property –

The property (Erf 1845 & 1846) which is currently used for medical purposes has a far greater potential by utilizing the properties for institutional use which includes their statutory parking requirements put together with the currently approved parking proposal as (shown on **Plan 3** at the back of the buildings), versus residential use that is subject to more noise pollution and does not make a positive contribution to the planned medical node.

As previously mentioned, the existing hospital facility on Erf 10072 is going to extended on a large scale to provide the community with updated and more facilities to create a more compact medical node.

4.7 Sustainability of the node –

As mentioned above, the management of LWCPH, together with specialist architects, have proposed the concentration of the medical facilities within the available space and parameters of Erf 10072.

The above-mentioned insight makes a great deal of sense versus providing a series of scattered facilities spread around a greater area. The logistics of the latter do not support each other and also create scattered parking requirements. This complicates vehicular and pedestrian circulation and obstructs sustainability.

4.8 Integration –

This private parking application together with the proposed concept site development plan and consolidation of medical facilities strives to ensure that the scale of the extensions and different medical characteristics of the area will be appropriate to the immediate context and spatial integrity.

4.9 Work and Training Facilities –

The proposed development at the main hospital facility as discussed above will lead to the creation of a variety of job and training opportunities over a broad section of the community, while the construction of the parking areas, security and cleaning sectors will be actively involved in developing the node

4.10 Amenity Value of the Region –

The application entails the further of a designated parking and medical facilities for the LWCPH that serve the greater West Coast region and addresses the need normally associated with a medical node.

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5 CONCLUSION & RECOMMENDATION

From the aforementioned it is clear that the following key objectives are evident which are positive for Vredenburgs social and economic growth:-

a) The LWCH together with the Provincial Hospital, form Vredenburg's heartbeat and is an imperative and essential human reliance, **while this application is making every attempt to improve the facilities to this medical node for the benefit of the local community and region as a whole and more importantly, to get all development rights in place that will make it possible to achieve the proposed re-development**.
b) The LWCPH urgently needs additional parking bays to serve the local community and professional medical doctors and specialist personnel - **this application strives to accomplish this.**
c) The application property will be integrated with the surrounding parking and medical node to form a positive and workable environment.
d) The application provides a solution for the negative comments received from the public regarding the shortage of and struggle to find parking. The aim is to find a balance over time regarding the extensions and the necessary parking in accordance with municipal scheme regulations. The LWCPH has a long term plan that will comply with these regulations whilst ensuring that the medical extensions remain sustainable.
e) The LWCPH has injected considerable capital into the medical node over the years to create a strong medical landmark for the region.
f) As already mentioned this application directly and indirectly brings a lot more medical specialists and job opportunities for the local community members.
g) The application supports the SDF guidelines to strengthen existing nodes and to have a positive influence on mixed uses (mainly medical) along Voortrekker Road.
h) The application is a natural extension to address the need at the hospital of parking facilities.

With the above in mind, we respectfully request that the proposed application be approved to address the parking and medical challenges at the LWCPH.

Should you have any queries, please contact the writer.

Yours sincerely,

Francois du Toit

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