



19 OCTOBER 2026

REGISTERED MAIL

Dear Sir/Madam; *Geagte Meneer/Dame*

NOTICE OF LAND USE APPLICATION / KENNISGEWING VAN GRONDGEBRUIKSAANSOEK: PORTION 4 OF THE FARM DUYKER EILAND NO. 6, APPLICANT/APPLIKANT: CK RUMBOLL & PARTNERS: - CONTACT DETAILS/KONTAK BESONDERHEDE: NJ DE KOCK [022 482 1845/ planning2@rumboll.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 Portion 4 of the Farm Duyker Eiland No. 6 from Agriculture to a Subdivisional Area to allow for business, public streets and agriculture.
- b) Subdivision, in terms of Section 15(2)(d) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022, of Portion 4 of the Farm Duyker Eiland No. 6 into the following:

(i)	Portion A (±4.2685ha)	-	Business Zone I
(ii)	Portion B (±1.1148ha)	-	Business Zone I
(iii)	Portion C (±1.9490ha)	-	Transport Zone II
(iv)	Portion D (±40.8011ha)	-	Agriculture
(v)	Remainder (±572.1197ha)	-	Agriculture
- c) Consent Use, in terms of Section 15(2)(o) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022, to allow for a service station for the selling of fuel on Portion B.
- d) Consent Use, in terms of Section 15(2)(o) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022, to allow for utility services (stormwater retention pond) on Portion A.
- e) Consent Use, in terms of Section 15(2)(o) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022, to allow for utility services (wastewater treatment plant) on the Remainder of Portion 4 of the Farm Duyker Eiland No. 6.
- f) Permanent departure, in terms of Section 15(2)(b) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022, to allow for 12 taxi bays in lieu of 48 on-site parking bays on Portion A and 6 taxi bays in lieu of 24 on-site parking bays on Portion B.
- g) Permission required in terms of the Saldanha Bay Municipality Integrated Zoning Scheme By-law, 2021, in terms of Section 15(2)(g) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022, to pay a cash amount to the Municipality, in terms of Clause 46(13) of the Saldanha Bay Municipality Integrated Zoning Scheme By-law, 2021, for the shortfall of 17 parking bays on Portion A.
- h) Approval of a Site Development Plan, in terms of Section 15(2)(u) of the Saldanha Bay Municipality By-law on Land Use Planning, 2022, for Portions A & B.

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 Saldanhaabaai Munisipale Grondgebruik beplanningsverordening dat Saldanhaabaai Munisipaliteit die volgende oorweeg:

- a) *Hersonering, ingevolge Artikel 15(2)(a) van die Saldanhaabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, van Gedeelte 4 van die Plaas Duyker Eiland Nr. 6 vanaf Landbou na 'n Onderverdelingsgebied om voorsiening te maak vir besigheid, openbare strate en landbou.*
- b) *Onderverdeling, ingevolge Artikel 15(2)(d) van die Saldanhaabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, van Gedeelte 4 van die Plaas Duyker Eiland Nr. 6 in die volgende:*
 - (i) Gedeelte A (±4,2685 ha) - *Besigheidsone I*
 - (ii) Gedeelte B (±1,1148 ha) - *Besigheidsone I*
 - (iii) Gedeelte C (±1,9490 ha) - *Vervoersone II*
 - (iv) Gedeelte D (±40,8011 ha) - *Landbou*
 - (v) Restant (±572,1197 ha) - *Landbou*
- c) *Vergunningsgebruik, ingevolge Artikel 15(2)(o) van die Saldanhaabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, om voorsiening te maak vir 'n diensstasie vir die verkoop van brandstof op Gedeelte B.*
- d) *Vergunningsgebruik, ingevolge Artikel 15(2)(o) van die Saldanhaabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, om voorsiening te maak vir nuts-dienste (stormwaterretensiedam) op Gedeelte A.*
- e) *Vergunningsgebruik, ingevolge Artikel 15(2)(o) van die Saldanhaabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, om voorsiening te maak vir nuts-dienste (afvalwaterbehandelingsaanleg) op die Restant van Gedeelte 4 van die Plaas Duyker Eiland Nr. 6.*
- f) *Permanente afwyking, ingevolge Artikel 15(2)(b) van die Saldanhaabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, om voorsiening te maak vir 12 taxistaanplekke in plaas van 48 parkeerplekke op die perseel op Gedeelte A, en 6 taxistaanplekke in plaas van 24 parkeerplekke op die perseel op Gedeelte B.*
- g) *Toestemming, ingevolge die Saldanhaabaai Munisipaliteit se Geïntegreerde Soneringskema Verordening, 2021, ingevolge Artikel 15(2)(g) van die Saldanhaabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, om 'n kontantbedrag aan die Munisipaliteit te betaal, ingevolge Klousule 46(13) van die Saldanhaabaai Munisipaliteit se Geïntegreerde Soneringskema Verordening, 2021, vir die tekort van 17 parkeerplekke op Gedeelte A.*
- h) *Goedkeuring van 'n Terreinontwikkelingsplan, ingevolge Artikel 15(2)(u) van die Saldanhaabaai Munisipale Verordening op Grondgebruikbeplanning, 2022, vir Gedeeltes A & B.*

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

*Die bogenoemde aansoek is ter insae beskikbaar gedurende weekdae 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**

Locality of Portion 4 of Farm No. 6, Malmesbury District

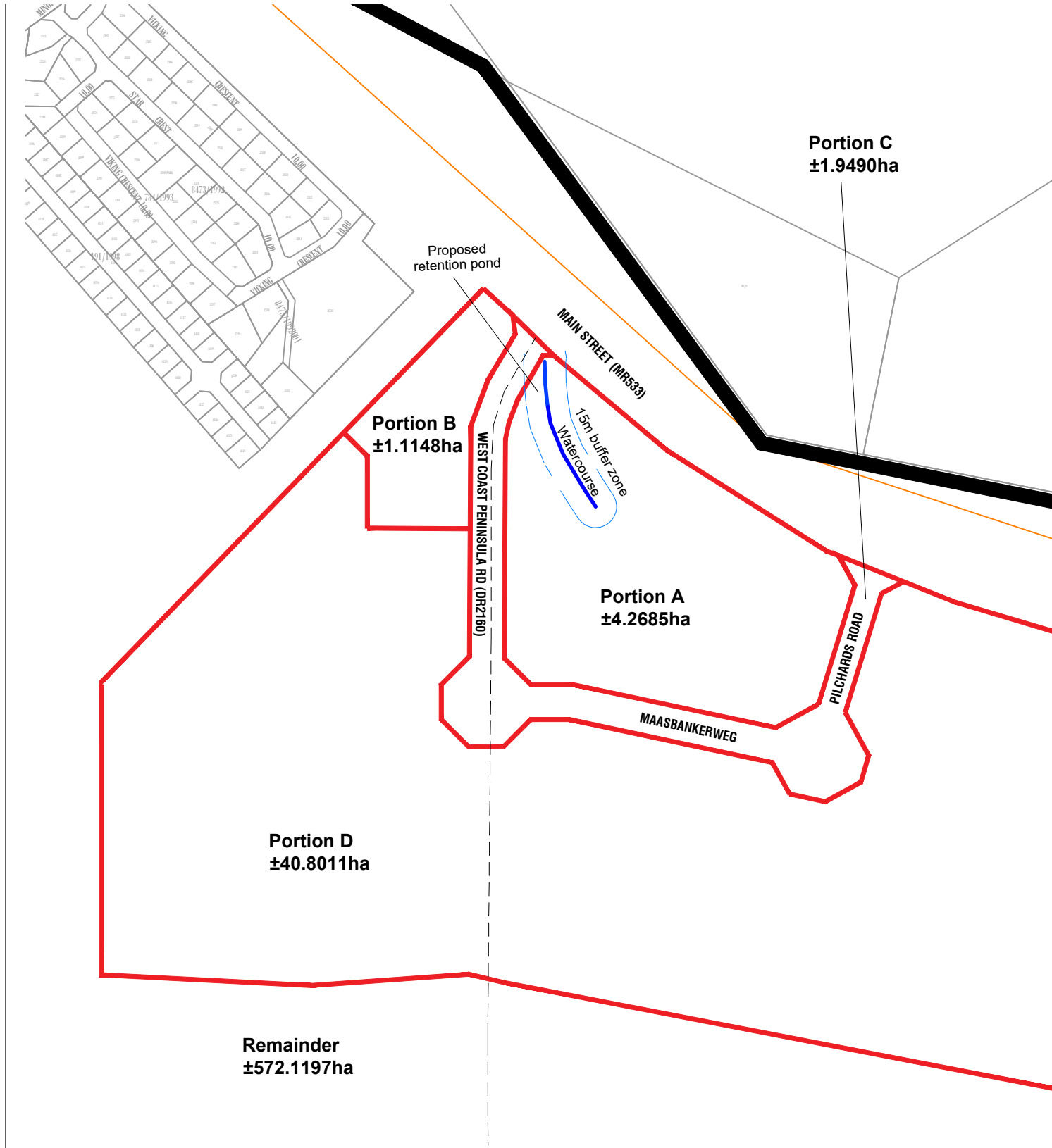
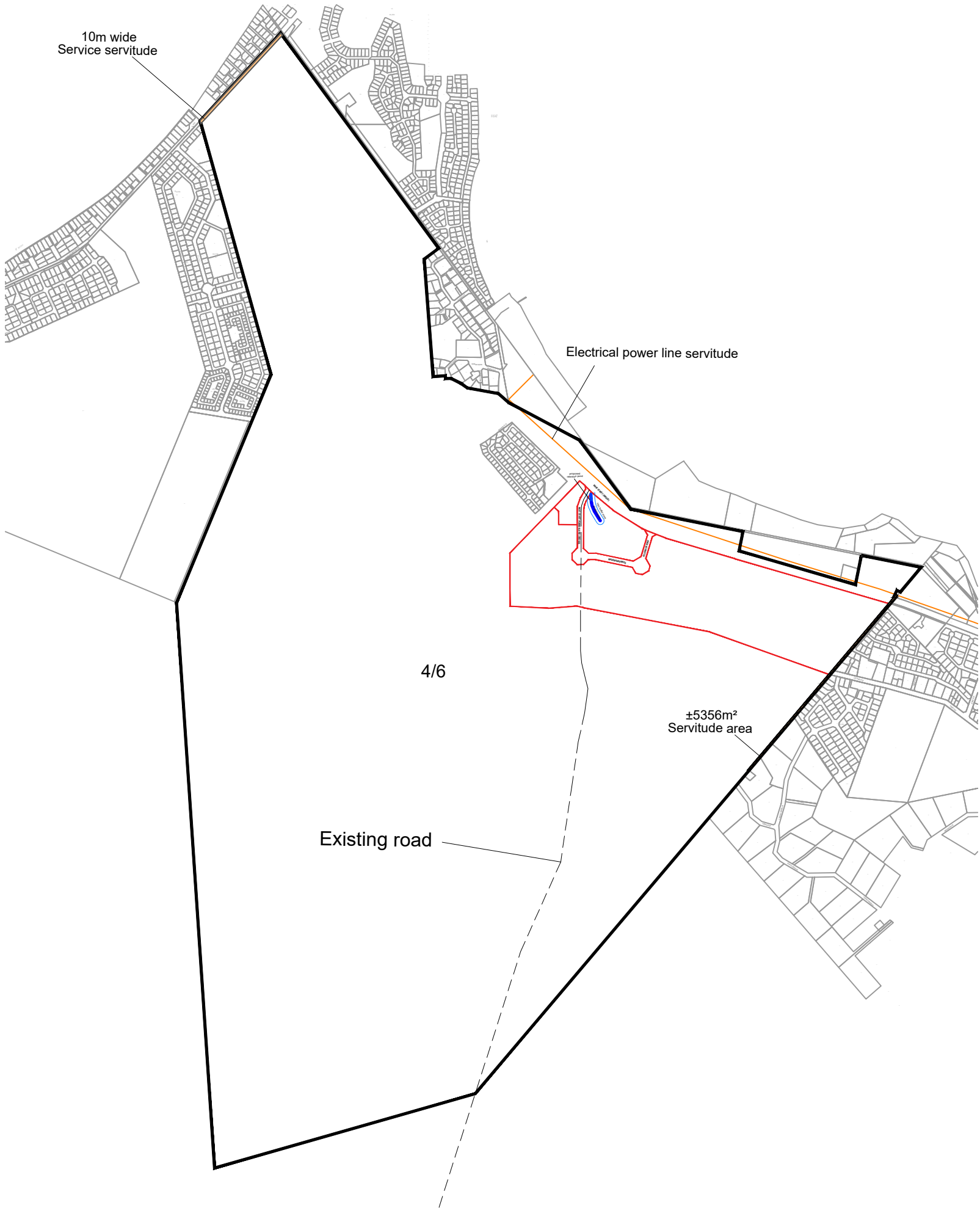


Map Center: Lon: 17°58'15.3"E
Lat: 32°43'43.7"S

Scale: 1:36,112
Date created: 2026/06/03



PLAN OF SUBDIVISION: PORTION 4 OF FARM NO 6, MALMESBURY RD



LEGEND:

Subdivision Line
Portion 4 of Farm No 6

Current Zoning:
Agriculture Zone

Proposed Zonings:
Business Zone I, Transport Zone II, Agriculture

SUBDIVISION:

Portion A: ±4.2685Ha
Portion B: ±1.1148Ha
Portion C: ±1.9490Ha
Portion D: ±40.8011Ha
Remainder: ±572.1197Ha

Total Size: ±620.2531Ha

PTN	ZONING	SIZE
A & B	Business Zone I	±5.3833ha
C	Transport Zone II (Public Street)	±1.9490ha
D	Agriculture	±40.8011ha
REM	Agriculture	±572.1197ha
Subdivision Line		



CK RUMBOLL & PARTNERS
16 Rainier Street Malmesbury
T: 022 482 1845
E: planning2@rumboll.co.za

PLAN OF SUBDIVISION: PORTION 4 OF FARM NO 6, MALMESBURY RD

PAPER SIZE: A4 scale n.t.s

DEVELOPMENT DATA- FUEL STATION, CAR WASH, TAKE AWAYS			
PORTION OF (PORTION 4 OF FARM DUYKER EILAND NO.6)			
SITE AREA- 11 152.3m²			
	GLA	PARKING REQ	
SERVICE STATION	1709 m²	@ 4 bays + 1/25m²	
FUEL STATION	228 m²		
CAR WASH	123m²	6 designated wash bays	
TAKE AWAYS	500 m²		
RETAIL	858 m²		
Total	1709 m²	73 bays@ 4 bays + 1/25m²	
ACCESSIBLE PARKING TO SANS10400-S		3 bays@ 51 to 75 bays provided	
	COUNT	RATIO	
PARKING REQUIRED	73 bays	4.27/100m²	
PARKING PROVIDED	Standard bays	80 bays	
ACCESSIBLE PARKING PROVIDED TO SANS10400-S	Accessible bays	4 bays @ 75 to 100 bays provided	
PARKING PROVIDED	TOTAL Standard + Accessible bays	84 bays	
	Taxi bays	6 bays (equivalent to 4 std bays) = 24 std bays	
	108 bays	6.3/100m²	

PARKING SCHEDULE		
BAY TYPE	USE	PHASE
STANDARD PARKING BAY	RETAIL PARKING	Phase 1
270		
STANDARD PARKING BAY	RETAIL PARKING	Phase 2
226		
ACCESSIBLE PARKING BAY	RETAIL PARKING	Phase 2
4		
PARKING SCHEDULE - TAXIS		
BAY TYPE	USE	PHASE
TAXI BAY	RETAIL PARKING	Phase 1
12		
Grand total: 12		

DEVELOPMENT DATA- RETAIL CENTRE - TOTAL			
PORTION OF (PORTION 4 OF FARM DUYKER EILAND NO.6)			
RETAIL SITE AREA - 42 687.135m²			
	GLA	% of GLA	Parking required
ANCHORS	6464.4 m²	48%	259 bays @ 1/25m²
LARGE SHOPS	4391 m²	31%	176 bays @ 1/25m²
LINE SHOPS	1939.8 m²	13%	78 bays @ 1/25m²
RESTAURANTS	847.3 m²	5%	60 bays @ 1/10m² (seating area: 593.11m²)
Total	13 642.5 m²		573 bays
ACCESSIBLE PARKING TO SANS10400-S			12 bays @ 2% of 573 bays (501-1000 parking bays)
	COUNT	RATIO	
PARKING REQUIRED	573 bays	4.2/100m²	
PARKING PROVIDED	Standard bays	496 bays	
ACCESSIBLE PARKING PROVIDED TO SANS10400-S	Accessible bays	12 bays @ 508 (501-1000 bays provided)	
PARKING PROVIDED	TOTAL Standard + Accessible bays	508 bays	
	Taxi bays	12 bays (equivalent to 4 std bays) = 48 std bays	
	556 bays	4.1/100m²	

GLA AREA SCHEDULE_P1 & P2					
SHOP NO	TYPE	AREA	PHASE	% TOTAL	% PER PHASE
P1					
ANCHOR					
1	ANCHOR 1	3141.8 m²	P1	32%	38.6%
LARGE SHOP					
2	SHOP	518.2 m²	P1	3.8%	4.4%
6	SHOP	331.9 m²	P1	2.4%	4.1%
7	SHOP	375.2 m²	P1	2.8%	4.8%
10	SHOP	338.8 m²	P1	2.5%	4.1%
11	SHOP	322.5 m²	P1	2.4%	4%
106	SHOP	838.3 m²	P1	6.1%	10.2%
RESTAURANT					
17	RESTAURANT	241.7 m²	P1	1.8%	3%
18	RESTAURANT	185.5 m²	P1	1.4%	2.4%
19	RESTAURANT	135.1 m²	P1	1%	1.7%
20	RESTAURANT	105.3 m²	P1	0.8%	1.3%
27	RESTAURANT	168.8 m²	P1	1.2%	2.1%
RESTAURANT-5					
3	SHOP	110.6 m²	P1	0.8%	1.4%
4	SHOP	75 m²	P1	0.5%	0.9%
5	SHOP	89 m²	P1	0.7%	1.1%
8	SHOP	78 m²	P1	0.6%	0.9%
9	SHOP	74 m²	P1	0.5%	0.9%
12	SHOP	60 m²	P1	0.4%	0.7%
13	SHOP	179 m²	P1	1.3%	2.2%
14	SHOP	55 m²	P1	0.4%	0.7%
15	SHOP	75 m²	P1	0.5%	0.9%
16	SHOP	49 m²	P1	0.4%	0.6%
21	SHOP	37.5 m²	P1	0.3%	0.5%
23	SHOP	155.7 m²	P1	1.1%	1.9%
24	SHOP	115.2 m²	P1	0.9%	1.4%
25	SHOP	112.5 m²	P1	0.8%	1.4%
35	SHOP	123.8 m²	P1	0.9%	1.5%
SHOP-15					
P1		8082.2 m²		58.5%	100%
P2					
ANCHOR					
34	ANCHOR 2	1863.3 m²	P2	13.2%	32.5%
35	ANCHOR 3	1513.3 m²	P2	11.1%	27.4%
LARGE SHOP					
33	SHOP	303.1 m²	P2	2.2%	5.5%
36	SHOP	253.1 m²	P2	1.9%	4.6%
37A	SHOP	565.1 m²	P2	4.1%	10.1%
37B	SHOP	565.6 m²	P2	4.1%	10.1%
LARGE SHOP-4					
28	SHOP	209.3 m²	P2	1.5%	3.8%
29	SHOP	112.3 m²	P2	0.8%	2%
30	SHOP	75 m²	P2	0.5%	1.4%
31	SHOP	110.6 m²	P2	0.8%	2%
32	SHOP	42 m²	P2	0.3%	0.8%
SHOP-5					
P2		548.5 m²		4%	9.9%
		555.8 m²		40.7%	100%
		13946.1 m²		100%	
Grand total: 38					



1. All work is to be done in accordance with the National Building Regulations.
2. All materials and workmanship are to comply with the relevant S.A.S. codes and/or the specified international codes where applicable in the Architectural specifications. Where relevant South African National Standards, British Standards, BS codes of practice, or Agreement Certificates applicable to the design exist, the recommendations and requirements of such documents to be considered a minimum standard for the works.
3. The contractor shall in all aspects of the works comply with the provisions of the Occupational Health and Safety Act, 1993 (Act No. 95 of 1993) and any regulations promulgated in terms of that Act or the Factories Machinery and Building Works Act of 1941.
4. The contractor shall set up, document and maintain a quality assurance and quality control system, in accordance with SANS 9001 ISO 9001, able to be checked to the satisfaction of the Architect, that all materials and workmanship, whatever their source, meet the requirements of the Specification. Should the Contractor or any of his sub-contractors be certified to the SANS 9000 family of standards then monitor these works accordingly.
5. This drawing must be read in conjunction with all the relevant drawings, schedules and specifications from B-LP and all other consultants related to the project.
6. All portions of the works related to any service or consultant's information is to be done in accordance with the National Building Regulations.
7. This drawing is not to be scaled. Figured dimensions to be used in dimensions are in millimetres unless otherwise stated.
8. All dimensions and levels must be checked on site by the contractor before putting work in hand.
9. All work to be executed by competent persons qualified for the nature of the work.
10. This drawing is copyright reserved and remains the property of Boogertman + Partners Architects.

REV	DATE	DRAWN	DESCRIPTION
A	26/10/2025		INITIAL DESIGN PACKAGE
B	22/01/2026		ROADS AND ACCESS
C	08/03/2026		DESIGN LAYOUT
D	24/03/2026		DESIGN LAYOUT
E	25/03/2026		DESIGN LAYOUT
F	02/04/2026		DESIGN LAYOUT
G	16/04/2026		SHOP FOR LUMS APPLICATION
H	17/04/2026		SHOP FOR LUMS APPLICATION
I	2026.07.03	LWVW	SHOP FOR LUMS APPLICATION

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DEVELOPMENT DATA- RETAIL CENTRE - TOTAL			
PORTION OF (PORTION 4 OF FARM DUYKER EILAND NO.6)			
RETAIL SITE AREA - 42 687.135m²			
	GLA	% of GLA	Parking required
ANCHORS	6464.4 m ²	48%	259 bays @ 1/25m ²
LARGE SHOPS	4391 m ²	31%	176 bays @ 1/25m ²
LINE SHOPS	1939.8 m ²	13%	78 bays @ 1/25m ²
RESTAURANTS	847.3 m ²	5%	60 bays @ 1/10m ² (seating area: 593.11m ²)
Total	13 642.5 m²		573 bays
ACCESSIBLE PARKING TO SANS10400-S			12 bays @ 2% of 573 bays (501-1000 parking bays)
COUNT		RATIO	
PARKING REQUIRED		573 bays	4.2/100m ²
PARKING PROVIDED	Standard bays	496 bays	
ACCESSIBLE PARKING PROVIDED TO SANS10400-S	Accessible bays	12 bays	12 bays @ 508 (501-1000 bays provided)
PARKING PROVIDED	TOTAL Standard + Accessible bays	508 bays	
	Taxi bays	12 bays (equivalent to 4 std bays) = 48 std bays	
556 bays			4.1/100m ²

GLA AREA SCHEDULE_P1 & P2						
SHO	N	TYPE	AREA	PHASE	% TOTAL	% PER PHASE
P1						
ANCHOR 1	34	ANCHOR 1	31418 m ²	P1	23%	36.8%
ANCHOR 1	35	ANCHOR 1	31418 m ²	P2	23%	36.8%
LARGE SHOP						
2	SHOP	2	5182 m ²	P1	3.8%	6.6%
3	SHOP	3	331.6 m ²	P1	2.4%	1.1%
7	SHOP	7	376.2 m ²	P1	2.8%	4.6%
10	SHOP	330	330.8 m ²	P1	2.5%	4.1%
11	SHOP	330	330.8 m ²	P1	2.4%	3.9%
105	SHOP	330	603.3 m ²	P1	6.1%	10.0%
RESTAURANT 6						
17	RESTAURANT	211	211.7 m ²	P1	1.6%	2.5%
18	RESTAURANT	18	193.5 m ²	P1	1.4%	4.4%
19	RESTAURANT	133	133.1 m ²	P1	1%	1.7%
20	RESTAURANT	160	160.0 m ²	P1	1.2%	1.9%
27	RESTAURANT	168.8	168.8 m ²	P1	1.2%	2.1%
RESTAURANT 5						
8	SHOP	8	847.3 m ²	P2	6.2%	10.5%
SHOP						
3	SHOP	3	110.6 m ²	P1	0.8%	1.4%
4	SHOP	4	72.0 m ²	P1	0.5%	0.8%
5	SHOP	93	93.0 m ²	P1	0.7%	1.1%
6	SHOP	6	74.0 m ²	P1	0.5%	0.8%
9	SHOP	74	74.0 m ²	P1	0.5%	0.9%
12	SHOP	61	179.0 m ²	P1	1.3%	2.2%
13	SHOP	49	49.0 m ²	P1	0.4%	0.7%
14	SHOP	49	49.0 m ²	P1	0.4%	0.7%
15	SHOP	31	31.5 m ²	P1	0.2%	0.6%
16	SHOP	49	49.0 m ²	P1	0.4%	0.6%
21	SHOP	31	31.5 m ²	P1	0.2%	0.5%
22	SHOP	33	153.7 m ²	P1	1.1%	1.9%
24	SHOP	116.2	116.2 m ²	P1	0.9%	1.4%
25	SHOP	115.6	115.6 m ²	P1	0.8%	1.4%
26	SHOP	120.8	120.8 m ²	P1	0.9%	1.5%
SHOP 15						
P1	30	SHOP	1980.0 m ²	P1	15.0%	24.2%
			8202.8 m ²	P2	56.3%	100%
P2						
34	ANCHOR 2	34	1893.3 m ²	P2	13.2%	32.5%
35	ANCHOR 3	35	1523.0 m ²	P2	11.1%	27.4%
LARGE SHOP						
33	SHOP	33	303.1 m ²	P2	2.2%	5.5%
36	SHOP	16	243.0 m ²	P2	1.7%	4.6%
37A	SHOP	963.1	963.1 m ²	P2	7.4%	18.1%
37B	SHOP	963.1	963.1 m ²	P2	7.4%	18.1%
LARGE SHOP 4						
38	SHOP	1681.8	1681.8 m ²	P2	12.3%	30.3%
SHOP 3						
29	SHOP	29	206.0 m ²	P2	1.5%	3.8%
29	SHOP	112.5 m ²	P2	0.8%	2%	
30	SHOP	112.5 m ²	P2	0.8%	2%	
31	SHOP	112.5 m ²	P2	0.8%	2%	
32	SHOP	112.5 m ²	P2	0.8%	2%	
32	SHOP	545.5 m ²	P2	4%	9.8%	
P2	32	SHOP	5550.3 m ²	P2	40.7%	100%
Grand Total 34						

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REV	DATE	DRAWN	DESCRIPTION
A	20/10/2025		INITIAL DESIGN PACKAGE
B	22/01/2026		ROADS AND ACCESS
C	09/03/2026		DESIGN LAYOUT
D	24/03/2026		DESIGN LAYOUT
E	25/03/2026		DESIGN LAYOUT
F	02/04/2026		DESIGN LAYOUT
G	16/04/2026		SDP FOR LUMS APPLICATION
H	17/04/2026		SDP FOR LUMS APPLICATION
I	2026.07.03	LYDW	SDP FOR LUMS APPLICATION

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1 | RETAIL CENTRE

REVISIONS

KEY PLAN

CLIENT

PROJECT

TLE

AGHL-0101	AR	1001	I
DRAWN BY: LvdW		CHECKED BY: .	
DATE: 03-07-2026		SIGNED:	



1. All work to be done in accordance with the National building code of Canada.

2. All materials and workmanship are to comply with the relevant standards and specifications as set out in the Specification and applicable in the Architectural specifications. Where relevant, the following standards and specifications shall apply: Canadian Standards Association (CSA) standards, Canadian Council of Ministers of the Environment (CCME) standards, and the International Building Code (IBC) 2006 edition, as applicable. Where not specified, the design engineer shall specify the applicable standard.

3. The design engineer shall provide the necessary documents to the contractor to ensure that the work is done in accordance with the provisions of the Occupational Health and Safety Act, 1993 (Act No. 85 of 1993) and any regulations promulgated in terms of a certificate of approval issued by the relevant authority.

4. The contractor shall set out, document and maintain a quality management system in accordance with the requirements of ISO 9001:2000. It may be checked to the satisfaction of the design engineer that the contractor has implemented the necessary measures, meet the requirements of the Specification. Should the design engineer find that the contractor is not complying with the ISO 9001 family of standards then monitor those measures accordingly.

5. The contractor shall ensure that the work is done in accordance with the relevant standards and specifications, including drawings, schedules and specifications from B-1 and all other relevant documents.

6. All portions of the works requiring any service or consultant's approval shall be submitted to the relevant authority for Building Regulations.

7. The contractor shall not be sued, fined, penalized or otherwise be liable for any damages or losses if the contractor is not liable to be sued.

8. All dimensions are in millimetres unless otherwise stated.

9. All dimensions and levels must be checked on site by the design engineer.

10. All work to be executed by competent persons qualified for the work.

11. This drawings is copyright reserved and remains the property of the design engineer.

12. NOTE THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE BOOPEERMAIN + PARTNERS ARCHITECTURAL SPECIFICATION.

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OCEANA GROUP

Σ som

Boogertman
Partners

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13500

0.5mm Thick KLB-122 Profile Rock Sheeted Dymosk Finish on Insulation Fixed to Purkins on Roof Structure as per Structural Engineers Drawings & Spec.

Vertical Siding to Match Roof Siding

Aluminium Windows to Later Schedule

Vertical Siding to Match Roof Siding

Signage to Later Detail

Timber Louvre Perisla on Structure as per Structural Engineers Drawings & Spec.

Signage to Later Detail

Entrance to Dxt Room to Later Specification

Bagged Plaster and Painted Masonry Wall

Vertical Siding to Match Roof Siding

05 TOP OF ENTRANCE CANOPY

04 ANCHOR PARAPET

03 LINE SHOP PARAPET

02 ANCHOR U/S RINGBEAM

01 LINE SHOP U/S RINGBEAM

00 GROUND LEVEL

FUEL STATION

CAR WASH

RETAIL

13.5m HEIGHT RESTRICTION

FORECOURT CANOPY AND STRUCTURE TO LATER DETAIL

PLASTER AND PAINTED MASONRY WALL

COLUMNS TO ENGINEER DETAIL & SPECIFICATION

ALUMINIUM SHOPFRONT

BAGGED PLASTER AND PAINTED MASONRY WALL

CLADDING - TIMBER SLATS TO LATER DETAIL

VERTICAL SHEETING TO MATCH ROOF SHEETING

LOUVER WINDOW TO LATER SPECIFICATION

0.8mm THICK KLP-TITE PROFILE ROOF SHEETING CHROMADEK FINISH ON INSULATION DECS TO PERFORM ON ROOF STRUCTURE AS PER STRUCTURAL ENG'S DWS & SPEC IN ACCORDANCE TO MANUFACTURERS SPEC

LOUVER WINDOW TO LATER SPECIFICATION

VERTICAL SHEETING TO MATCH ROOF SHEETING

LOUVER WINDOW TO LATER SPECIFICATION

DOWNADE TO LATER DETAIL

CLADDING - TIMBER SLATS TO LATER DETAIL

BAGGED PLASTER AND PAINTED MASONRY WALL

0.8mm THICK KLP-TITE PROFILE ROOF SHEETING CHROMADEK FINISH ON INSULATION DECS TO PERFORM ON ROOF STRUCTURE AS PER STRUCTURAL ENG'S DWS & SPEC IN ACCORDANCE TO MANUFACTURERS SPEC

VERTICAL SHEETING TO MATCH ROOF SHEETING

BAGGED PLASTER AND PAINTED MASONRY WALL

STORAGE SIGNAGE

ALUMINIUM SHOPFRONT

9360	O4 TOP OF ENTRANCE CANOPY
5770	O3 LINE SHOP PARAPET
4760	O2 ANCHOR U/S RINGBEAM
3220	O1 LINE SHOP U/S RINGBEAM
1000	O0 GROUND LEVEL

13.5m HEIGHT RESTRICTION

Architectural elevation drawing of the Anchor and Entrance area. The drawing shows a cross-section of the building with various levels and materials indicated. Key features include:

- Anchor Structure:** A large, curved structure with a steel roof and masonry walls. It is labeled "ANCHOR" and "STEEL ROOF STRUCTURE TO ENGINEER'S DESIGN".
- Entrance Canopy:** A structure above the entrance, labeled "ANCHOR ENTRANCE". It features a timber slatted canopy and vertical sheeting.
- Levels:** The drawing includes a vertical scale on the right with levels: 000' (TOP OF ENTRANCE CANOPY), 04' (ANCHOR PARAPET), 03' (LINE SHOP PARAPET), 02' (ANCHOR U/S RINGBEAM), 01' (LINE SHOP U/S RINGBEAM), and 00' (GROUND LEVEL).
- Materials and Finishes:**
 - Roof: 0.58mm thick KLP-TITE profile roof sheeting, chromadek finish on insulation fixed to purlins by roof structure as per structural engineer's spec. in accordance to manufacturer's spec.
 - Walls: 20mm plastered and painted masonry wall with concrete coping.
 - Floor: Floor finish to later specification on surface bed.
 - Foundation: RC foundations to structural engineer's drawings.
- Other Details:**
 - Aluminum shopfront to later schedule.
 - Signage: "SIGNAGE" and "WALKWAY" signs.
 - Timber slatted entrance canopy onto steel structure to engineer's specifications.
 - Vertical sheeting to match roof sheeting, same to later detail.
 - Subroad to later detail and specification.

13.5m HEIGHT RESTRICTION

0.58mm THICK KLP-TITE PROFILE ROOF SHEETING CHROMADEK
FINISH ON INSULATION FIXED TO PURLIN ON
ROOF STRUCTURE AS PER STRUCTURAL ENGS DWGS & SPEC.
IN ACCORDANCE TO MANUFACTURERS SPEC.

STEEL SHEETING FIXED
TO PURLIN ON STRUCTURE AS PER
STRUCTURAL ENGINEERS DWGS & SPEC.

VERTICAL SHEETING TO
MATCH ROOF SHEETING

CEILING

STEEL ROOF STRUCTURE TO ENGINEER'S DESIGN

200 MASONRY WALL
PLASTERED AND PAINTED
WITH CONCRETE CORNING

TILING ON SURFACE BED

LINE SHOP

WALKWAY

PARKING

TILING ON SURFACE BED TO DETAIL
WITH FALL AWAY FROM SLOPEPOINT

POWER PLANTED CONCRETE SURFACE BED ON
APPROVED WATERPROOFING MEMBRANE ON
COMPACTED FILL AS PER STRUCTURAL ENG.

ALL RC COLUMNS, RINGBEAMS, ROOF SLABS AND
FOUNDATIONS AS PER STRUCTURAL ENGINEERS DRAWINGS

13500
5000
5800
5750
4250
3750
10000

TOP OF ENTRANCE CANOPY

04 ANCHOR PARAPET

03 LINE SHOP PARAPET

02 ANCHOR U/S RINGBEAM

01 LINE SHOP U/S RINGBEAM

00 GROUND LEVEL

VERTICAL SHEETING TO MATCH ROOF SHEETING
DRAINAGE TO LATER DETAIL

RC RING BEAM TO ENGINEER'S DESIGN & SPECIFICATION

TIMBER LOUVER PERGOLA OR STEEL SHEETING FIXED TO PURLIN
ON STRUCTURE AS PER STRUCTURAL ENGINEER'S DWGS & SPEC.

STEEL EDGE BEAM

CUSTOM STEEL COLUMN AS
PER DETAIL & ENG. SPEC.

A collage of eight images showing various textures and materials. From left to right: a vertical strip of dark wood grain; a vertical strip of light-colored stone with visible mortar; a vertical strip of grey concrete with a rough texture; a vertical strip of white brick; a vertical strip of a blue and white patterned wall; a vertical strip of red brick; a vertical strip of a modern building facade with green corrugated metal; and a vertical strip of a modern building facade with green corrugated metal and a wooden door.

HISTORICAL CONTEXT

REVISIONS

KEY PLAN

CLIENT

PROJECT

TITL

[illegible][illegible]

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mail@boogieinmanet.co.za

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PRETORIA
Tel: (012) 429 7300

DURBAN
Tel: (031) 265 1805

ST HELENA BAY RETAIL
FOR
SOM Group
Portion of (PORTION 4 OF FARM
DUYKER EILAND NO.6)

St. Helena Bay

SCALE: As indicated @ A0

PROJECT	PHASE	DISCIPLINE	BLOCK / SERIES / SUFFIX	REVISION
AGHL-01	01	AR	2100	B
DRAWN BY:			CHECKED BY:	
LvdW			*	
DATE:			SIGNED:	
03/07/2026				

DRAWN BY: **LvdW** CHECKED BY: *****
DATE: **03/07/2026** SIGNED:



DATE: 03/07/2026 SIGNED:

DATE: 03/07/2026

MOTIVATIONAL REPORT

Proposed subdivision, rezoning, consent use, departure, permission in terms of the zoning scheme and approval of a site development plan on Portion 4 of Farm No 6 Malmesbury District

Application in terms of
the Saldanha Bay
Municipal By-Law on Land
Use Planning (PG 8679 of
11 November 2022)

Authority:

Saldanha Bay Municipality

Our Reference:

STH/14245/NJdK

Date:

April 2026

Compiled By:

NJ de Kock for

CK Rumboll & Partners

Town Planners

Professional Surveyors

16 Rainier Street, Malmesbury

Tel: 022-4821845

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- ❖ Power of Attorney and resolution
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- ❖ Title Deed
- ❖ SG Diagrams
- ❖ Civil Services Report
- ❖ Electrical Services Report
- ❖ Traffic Impact Statement
- ❖ Heritage Western Cape Approval
- ❖ Environmental Impact Assessment

1. SECTION 1 INTRODUCTION

CK Rumboll and Partners have been approached by Lucky Star Ltd, the registered owners of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, to attend to all town planning and land surveying actions regarding the subdivision, rezoning, consent use and approval of the site development plan on the mentioned property. The project will comprise a mixed-use commercial development within the existing mixed-use area of St Helena Bay. Copy of the power of attorney and resolution are attached.

Background:

A land use approval was granted by Saldanha Bay Municipality on 7 October 2023 to accommodate a renewable energy facility on a portion of Portion 4 of Farm No. 6. However, the facility was never implemented. Due to changing market dynamics and the development of new road infrastructure linking St Helena Bay and Vredenburg with St Helena Bay, the development potential of the property has shifted significantly. Consequently, a master site development plan was prepared to guide the future development of this portion of land. For the purposes of this application, only Phase 1 of the proposed development is being considered. The master site development plan is attached for reference.



Figure 1: Master SDF of Farm Duyker Eiland No 6, Malmesbury District

This application therefore proposes a mixed-use commercial development to address the current and future commercial need within the area.

1.1 Purpose

It is the purpose of this report to apply in terms of:

- Section 15 (2) (a) of *Saldanha Bay Municipality: By-law on Municipal Land Use Planning* (PG 8679 of 11 November 2022) for the **rezoning** of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, from Agriculture to Subdivisional Area to accommodate:
 - Business Zone I (± 5.3833 ha)
 - Transport Zone II (± 1.9490 ha)
 - Agriculture zonings (± 612.9208 ha)
- Section 15 (2) (d) of *Saldanha Bay Municipality: By-law on Municipal Land Use Planning* (PG 8679 of 11 November 2022) for the **subdivision** of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, into:
 - Portion A (± 4.2685 ha in extent) – Business Zone I
 - Portion B (± 1.1148 ha in extent) – Business Zone I
 - Portion C (± 1.9490 ha in extent) – Transport Zone II
 - Portion D (± 40.8011 ha in extent) - Agriculture
 - Remainder (± 572.1197 ha in extent) - Agriculture
- Section 15 (2) (o) of *Saldanha Bay Municipality: By-law on Municipal Land Use Planning* (PG 8679 of 11 November 2022) for a **consent use** on the proposed B of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, to accommodate a service station for the selling of fuel.
- Section 15 (2) (o) of *Saldanha Bay Municipality: By-law on Municipal Land Use Planning* (PG 8679 of 11 November 2022) for a **consent use** on the Portion A of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, to accommodate a stormwater retention dam as a Utility Service.
- Section 15 (2) (o) of *Saldanha Bay Municipality: By-law on Municipal Land Use Planning* (PG 8679 of 11 November 2022) for a **consent use** on the Remainder of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, to accommodate a waste-water treatment plan as a Utility Service.
- Section 15 (2) (b) of *Saldanha Bay Municipality: By-law on Municipal Land Use Planning* (PG 8679 of 11 November 2022) for the **permanent departure** of the required on-site parking bays (taxi bays) on the proposed Portion A and B.

- Section 46 (13) of *Saldanha Bay Municipality: Integrated Zoning Scheme By-Law* for the permission in terms of the zoning scheme **for the parking shortfall** on the proposed Portion A.
- Section 15 (2) (u) of *Saldanha Bay Municipality: By-law on Municipal Land Use Planning* (PG 8679 of 11 November 2022) for the **approval of a Site Development Plan** to accommodate the proposed commercial development on Portion 4 of Farm Duyker Eiland No 6, Malmesbury District.

The completed **Application Form** is attached.

1.2 Restrictions

A Conveyancer has been appointed to review the title deed for any restrictive title conditions. The conveyancer certificate to confirm if there are any restrictions.

1.2.1 Bonds

Portion 4 of Farm Duyker Eiland No 6, Malmesbury District is not encumbered by a bond.

1.2.2 Existing Servitudes

A servitude area on the north western boundary of Farm 6/4

A service servitude on the north western boundary of Farm 6/4

1.3 Property Description

Table 1: Property Details

Portion 4 of Farm Duyker Eiland No 6, Malmesbury District	
Registered Owner	Lucky Star Ltd
Extent	±620.2531ha
Title Deed no.	T7326/1952
Title Deed Restrictions	Conveyancer certificate to confirm
Zoning	Agriculture
Land Use	Vacant

Copies of the **Title Deed** and **SG Diagrams** are attached.

2. SECTION 2 CONTEXTUAL ANALYSIS

2.1 Locality

Portion 4 of Farm Duyker Eiland No. 6, Malmesbury District, is situated within St Helena Bay, located between Stompneus Bay, Sandy Point and the Golden Mile coastal area. The property shares boundaries with existing developed areas along various edges, reflecting its position at the interface between established urban development and surrounding rural land.

Given the substantial extent of the farm, multiple access points exist to the property. The proposed development area will specifically obtain vehicular access from Divisional Road (DR2160), which provides direct connectivity to the surrounding road network and neighbouring settlements. Figure 2 below illustrates the location of the property.



Figure 2: Locality of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District

2.2 Existing Zoning and Surrounding Uses

In terms of the Saldanha Bay Integrated Zoning Scheme By-law, Portion 4 of Farm Duyker Eiland No. 6 is currently zoned Agriculture. The property is bordered by residential developments to the west and east, while the northern boundary adjoins a mixed-use area comprising residential, authority, and industrial land uses. Agricultural land is located to the south of the property.

The site is presently vacant, with several existing roads traversing the farm. Given the property's location within an established mixed-use environment, the proposed development of a portion of the property for mixed-use commercial purposes is considered compatible with the surrounding land use pattern and will further reinforce and strengthen the existing mixed-use character of the area.

2.3 Topography

The site is situated on a gentle slope that descends toward the ocean and rises to the south, and is largely covered by dense grassland vegetation. The lower area of the property is generally very flat with slopes of 1:7 to the southern side of the property.

Development opportunities on the slopes will need to take into consideration the slope as well as the rock outcrops. The topographical Survey Plan is attached.



Figure 3: Topographical Survey on Portion 4 of Farm Duyker Eiland No 6, Malmesbury District

3. SECTION 3 DEVELOPMENT PROPOSAL

3.1 DEVELOPMENT OVERVIEW

The proposed development will be a modern neighbourhood commercial hub on a portion of Portion 4 of Farm Duyker Eiland No. 6 in St Helena Bay. The proposed retail centre (Portion A) spans a total area of approximately 4.2685ha, while the service station and business node (Portion B) will be approximately 1.1148Ha in extent. These portions are strategically located along Main Road (533), offering excellent visibility, accessibility, and connectivity to the town's residential areas, surrounding communities, and nearby coastal attractions. Currently zoned for Agricultural use, but positioned within the urban edge, the proposal seeks appropriate rezone, subdivide, depart from the required parking spaces and apply for consent uses to enable the mixed-use commercial development.

The proposed retail centre will deliver a total Gross Lettable Area (GLA) of approximately 13 647m², delivered in two phases to allow staged implementation. Phase 1 will establish the core retail building, six large shops, five restaurants, 15 smaller shops, an operation building (office) and the bulk of parking areas. The total GLA for phase 1 will be approximately 8089m². Phase 2 will add an addition two anchor shops together with four large shops and five small shops, and complete the parking provision. The site development plan may slightly change due to the need of the proposed tenants, but will remain within the ±13 647m² GLA area. The tenant mix will be balanced to create a one-stop neighbourhood hub.

To the west from the mixed-use retail centre, a service station & kiosk is proposed together with a car wash, two drive through restaurants and two retail shops. These uses will be complementary to the proposed mixed-use retail centre to form a complete commercial hub.

The access and circulation system for the proposed mixed-use retail centre has been carefully optimised to prioritise safety, efficiency, and smooth multi-modal flow for vehicles, pedestrians, and public transport users. The primary access point will be from Main Street (also referred to as the "Main Road 533"), where two internal roads branch off to serve the site. These internal roads will consist of Divisional Road (2160) and a new proposed access road to the east. Divisional Road (2160) will be utilised as the main access point to both the retail centre and the service station and business hub. The newly proposed access road to the east, will serve as a secondary access to the retail centre to ensure controlled vehicle movement.

Overall, the commercial hub will operate as a convenient daily destination, reducing residents' need to travel to larger centres like Vredenburg for groceries, daily needs and dining. It supports community wellbeing by providing essential services, job opportunities during construction and ongoing operations, and a social gathering space with restaurants and café areas. Overall, the proposal contributes to economic growth, rates revenue for the municipality, and enhanced liveability in this expanding coastal town, fully compliant with relevant planning frameworks and specialist assessments as required for approval.

This section broadly explains what is being applied for in terms of the *Saldanha Bay Municipality: By-law on Land Use Planning (2022)* and how it complies with the *Integrated Zoning Scheme By-Law (2021)*. Figure 4 below illustrates the proposed site development plan.



Figure 4: Development proposal on Portion 4 of Farm Duyker Eiland No 6, Malmesbury District



Figure 5: Schematic representation of the proposed development

In order to achieve the proposed development, application is made for the following:

3.1.1 PROPOSED REZONING

It is the purpose of this report to apply in terms of:

- Section 15 (2) (a) of Saldanha Bay Municipality: By-law on Municipal Land Use Planning (PG 8679 of 11 November 2022) for the **rezoning** of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, from Agriculture to Subdivisional Area to accommodate the following zonings:
 - Business Zone I (± 5.3833 ha)
 - Transport Zone II (± 1.9490 ha)
 - Agriculture zonings (± 612.9208 ha)

The objective of each of the following zonings are listed below:

Business Zone I:

The purpose of this zone is to make provision for:

- *A variety of business based and other land uses to address needs in the local context.*
- *Development with a high intensity and high activity situated within central business areas. An urban form which represents high intensity built areas, consists of high buildings and reflects a fine urban fabric.*
- *Development with a mixed-use character situated in areas with characteristics similar to current / future activity streets.*

Transport Zone II:

The purpose of this zone is to make provision for streets and parking areas publicly owned for:

- *Public road and transport purposes.*
- *Parking of vehicles and public pedestrian areas.*

Agriculture:

The purpose of this zone is to make provision for:

- *The use of land for the purposes of bona fide agricultural production and sustainable agricultural units.*
- *Conservation of suitable agricultural land.*
- *Buildings and structures which can be erected for reasonable and normal use for agricultural purposes.*

Table 2: Proposed Rezoning

Property	Current Zoning:	Proposed zoning:
Portion 4 of Farm Duyker		Business Zone I
Eiland No 6, Malmesbury	Agriculture	Transport Zone II
District		Agriculture



Figure 6 Proposed Rezoning of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District

3.1.2 PROPOSED SUBDIVISION

With the proposed rezoning from Agriculture to Subdivisional Area, the application also seeks approval for the subdivision of Portion 4 of Farm Duyker Eiland No. 6 into four separate portions and a Remainder. The primary objective is to establish distinct cadastral boundaries for the service station and associated shops and the main commercial retail centre, thereby enabling clear title, separate ownership, and efficient management of each component in line with municipal zoning requirements.

Application is thus made in terms of:

- Section 15 (2) (d) of *Saldanha Bay Municipality: By-law on Municipal Land Use Planning* (PG 8679 of 11 November 2022) for the **subdivision** of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, into:
 - Portion A (± 4.2685 ha in extent)
 - Portion B (± 1.1148 ha in extent)
 - Portion C (± 1.9490 ha in extent)
 - Portion D (± 40.8011 ha in extent)
 - Remainder (± 572.1197 ha in extent)

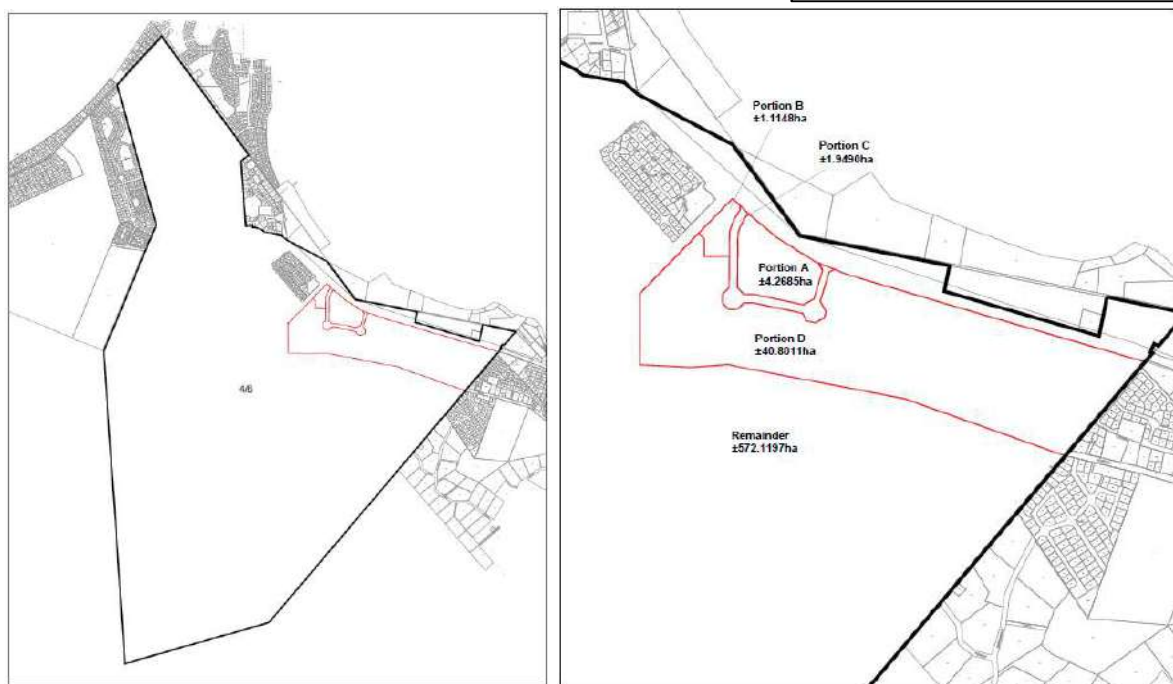


Figure 7: Proposed subdivision of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District

3.1.3 PROPOSED CONSENT USE

In order to accommodate all the proposed uses under the proposed Business Zone I zoning, consent is required from the municipality in terms of:

- Section 15 (2) (o) of *Saldanha Bay Municipality: By-law on Municipal Land Use Planning* (PG 8679 of 11 November 2022) for a **consent use** on the proposed B of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, to accommodate a service station for the selling of fuel.

The proposed consent use for the service station is essential to fully realize the mixed-use commercial vision on the rezoned Business Zone I portion. While Business Zone I permits primary retail activities such as supermarkets, shops, restaurants, offices, etc, the service station (on proposed Portion B) require specific municipal consent as they fall outside standard primary rights but are allowable as complementary uses.

The consent use for the service station on Portion B (±1.1148 ha) is highly motivated by its strategic role in serving the transitional context of St Helena Bay. Positioned in the northwestern corner of the development, adjacent to the main access road and roundabouts, this facility will provide fuel sales, a convenience shop, and a car wash to service commuters, and tourists along the West Coast corridor. In an area bordered by residential to the west and mixed-use developments to the north, the service station addresses a key service gap, reducing the need for longer trips to distant facilities and promoting convenience for the underserved community. Its compact design, minimizes environmental and visual impacts, while aligning with SPLUMA principles of spatial efficiency and economic inclusion by generating jobs and supporting passing trade without encroaching on valuable agricultural land.

Granting this consent use will ultimately elevate the desirability of the entire application, creating a cohesive mixed-use hub that reinforces St Helena Bay's evolving character while preserving over 90% of the farm in agriculture. The service station will add value by addressing practical needs within a phased development (P1 and P2). This approach not only complies with municipal by-laws but advances broader policy goals under LUPA and SPLUMA, promoting resilient, inclusive growth that benefits residents, stimulates the local economy, and respects the area's agricultural and heritage.

In order to accommodate the sewerage services of the proposal, consent is required from the municipality for a waste water treatment plant (WWTP) under the Agriculture zoning. Consent use made in terms of:

- Section 15 (2) (o) of *Saldanha Bay Municipality: By-law on Municipal Land Use Planning* (PG 8679 of 11 November 2022) for a **consent use** on the Remainder of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, to accommodate a waste-water treatment plant as a Utility Service.

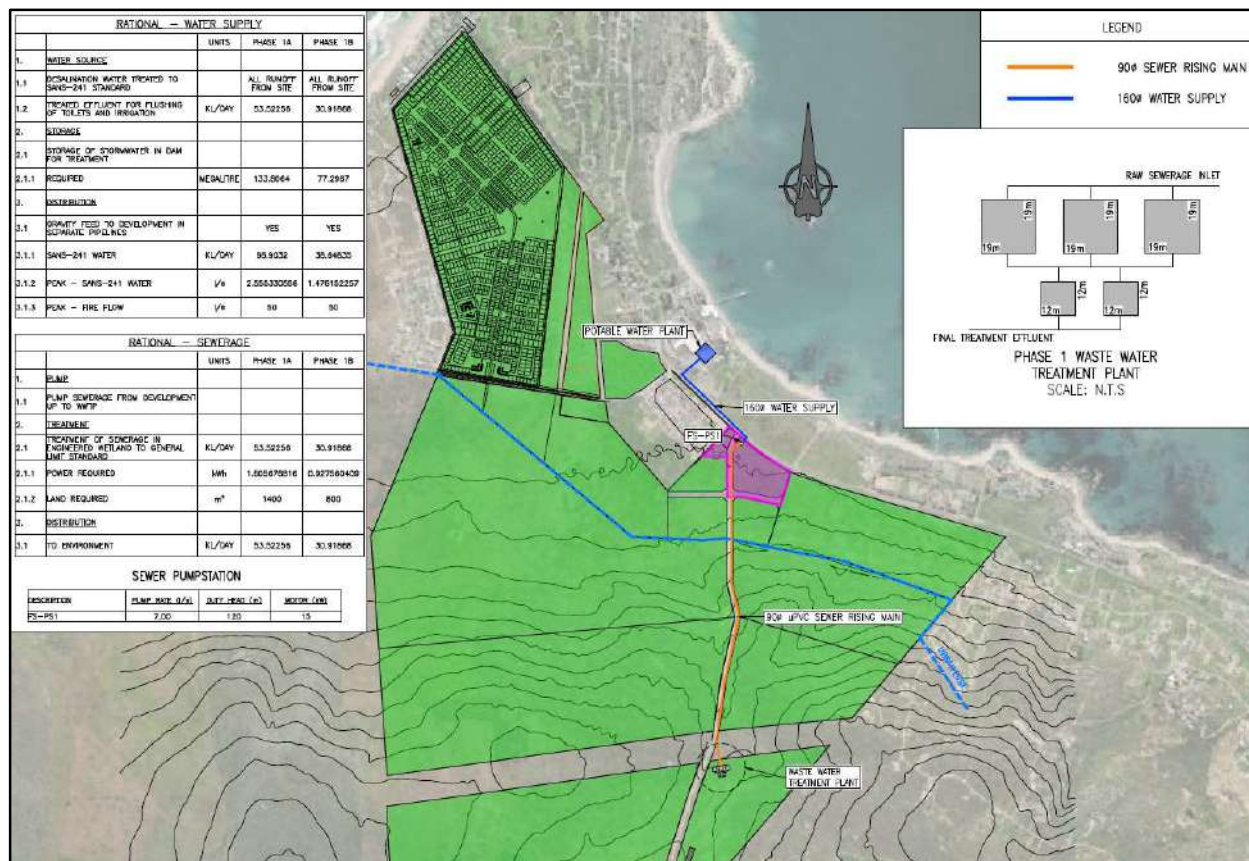


Figure 8: Proposed waste-water treatment plan (WWTP)

The primary driver for an independent, on-site system is that the existing municipal sewer system lacks the spare capacity to accommodate the new development. Capacity analysis indicates that the substantial bulk upgrades required to connect to the municipal network are cost-prohibitive at this stage of the project. By implementing an independent WWTP, the developer ensures the project's financial viability while creating a sustainable development environment. Beyond utility needs, the nature-based system is motivated by its ability to enhance biodiversity, attract bird life, and provide a minimal visual impact compared to conventional mechanical treatments.

The site is designed to be conventionally drained through a gravity sewer network that reticulates to a sewer pump station at the lower end of the site. From there, sewage is pumped via a rising main to the WWTP. The facility itself is proposed to be situated to the south of the development (See figure 8 above). The layout ensures that any potential overflow or discharge would be directed south of site, allowing it to flow naturally away from the primary development areas.

The WWTP is a critical component of the development's dual water supply system. The treated effluent will be processed to meet or exceed legislated General Limit standards. This high-quality recycled water will be distributed via a dedicated, clearly marked piped system to be harvested for non-potable uses, specifically toilet flushing and landscape irrigation. This approach significantly reduces the development's overall demand for potable water.

In order to accommodate all the proposed uses under the proposed Business Zone I zoning, consent is required from the municipality in terms of:

- Section 15 (2) (o) of *Saldanha Bay Municipality: By-law on Municipal Land Use Planning* (PG 8679 of 11 November 2022) for a **consent use** on the Portion A of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, to accommodate a stormwater retention dam as a Utility Service.

Application is hereby made in terms of Section 15(2)(o) of the Saldanha Bay Municipality: By-law on Municipal Land Use Planning (PG 8679 of 11 November 2022) for a consent use on the proposed A of Portion 4 of Farm Duyker Eiland No. 6, Malmesbury District, to accommodate a stormwater retention dam as a Utility Service. Situated within the north-western corner of Portion A, the proposed stormwater retention facility is strategically positioned within the Business Zone I development footprint to safely capture, attenuate, and manage surface water runoff generated across the commercial hub. By integrating this sustainable urban drainage system at the practical low point of the site, post-development stormwater discharge rates will be effectively controlled to match pre-development levels, thereby safeguarding adjacent properties, public thoroughfares, and municipal infrastructure from potential flooding, erosion, and environmental degradation.

Furthermore, the placement and design of this utility service have been carefully coordinated to function harmoniously with the overall commercial layout, parking areas, and access arrangements depicted on the site development plan (figure 4 above). The proposed stormwater dam aligns fully with the spatial planning principles

of desirability, safety, and environmental responsibility, ensuring that essential civil engineering and drainage services are provided efficiently without compromising the spatial efficiency or visual quality of the Business Zone I environment. Consequently, the granting of this consent use will facilitate vital infrastructural provisions essential for the successful, resilient, and sustainable functioning of the mixed-use development.

3.1.4 DEPARTURE OF REQUIRED ON SITE PARKING BAYS (TAXI BAYS)

Although the Saldanha Bay Integrated Zoning Scheme By-law does not contain an explicit mechanism to credit public transport facilities against standard off-street parking requirements, a departure is hereby requested to substitute standard parking bays with taxi bays. Departure for 72 parking bays is therefore requested. The relaxation is based on the following grounds:

a. Functional trip generation offset

Standard off-street parking ratios, specifically the requirement of 1 bay per 25 m² of Gross Lettable Area (GLA) for Business Zone I uses, are calculated on the assumption of low-occupancy private vehicle trips. Minibus taxis operate as high-occupancy public transport vehicles, typically transporting multiple passengers per trip, and each taxi bay therefore consolidates trips that would otherwise arrive as several separate private vehicles, each requiring its own bay for the duration of a shopping visit. A parking ratio is fundamentally a proxy for accommodating simultaneous vehicle presence on site; a taxi bay achieves the same functional outcome of delivering shoppers to the development while occupying only a fraction of the equivalent private-vehicle parking footprint. On this basis, the actual peak private-vehicle parking demand generated by the retail centre is materially lower than a mechanical application of the standard ratio would suggest.

b. Physical scale, passenger capacity and turnover

Minibus taxi drop-off lanes are designed to significantly larger physical specifications than standard light-vehicle bays, to allow for safe manoeuvring, passenger loading and waiting. A single minibus taxi carries up to 16 passengers, compared to four in a standard private vehicle, and the project has allocated parking area accordingly, at a ratio of 12x4 standard bay equivalents on Portion A and 6x4 standard bay equivalents on Portion B. This is reinforced by turnover: a standard bay is typically occupied for the full duration of a shopper's visit, often 30 minutes to two hours, whereas a taxi drop-off bay functions as a loading and unloading point that turns over within minutes. Over a peak trading period, the functional throughput of a single taxi bay therefore exceeds that of a standard bay many times over, which supports, and arguably understates, the 1:4 equivalence

being applied. Ignoring this substantial physical and functional provision fails to recognise the major spatial and financial investment made by the developer in support of the municipal public transport network.

c. Environmental and spatial sustainability considerations

Requiring the developer to pave additional land simply to meet rigid, underutilised peak-parking ratios would run directly counter to the environmental recommendations of the specialist assessments undertaken for the site. The site-specific Aquatic Biodiversity Screening Assessment has identified sensitive ephemeral drainage lines (Drainage Lines 3 and 4) on the property and has mandated the strict maintenance of a 15-metre ecological buffer zone. Protecting these corridors from excessive surface runoff and artificial hardening aligns with Sustainable Urban Drainage Systems (SUDS) principles and broader spatial sustainability objectives. Minimising unnecessary underutilised paved surfaces, through shared infrastructure and multi-modal transport provision, prevents the needless hardening of the St Helena Bay landscape while protecting the identified natural watercourses.

d. Alignment with parking demand management practice

Reduced parking or parking credit provisions in recognition of public transport infrastructure is a recognised feature of contemporary parking demand management practice, including various municipal spatial development frameworks, even where a specific by-law mechanism has not yet been formally adopted. The absence of an explicit clause in the current Zoning Scheme should accordingly not be read as a prohibition on recognising this infrastructure as a material planning consideration; rather, it reflects a gap that established planning practice elsewhere already addresses, and which the Municipality retains the discretion to take into account for the proposed departure of parking bays.

e. Legislative and policy alignment

This multi-modal transport integration aligns directly with the core principles of LUPA (Act 3 of 2014) and SPLUMA (Act 16 of 2013), as well as with local forward-planning policy. Under SPLUMA, land use planning must promote spatial justice and spatial efficiency. Because public transport is the primary means of mobility for lower-income shoppers and workers in St Helena Bay, the provision of dedicated taxi bays enhances social inclusion and equitable access to the development. Furthermore, the Saldanha Bay Municipal Spatial Development Framework (MSDF) of 2025 strongly advocates for functional integration and walkability, promoting commercial development, while reducing private vehicle trips and carbon emissions. Recognising the taxi bay infrastructure as a substitute for standard parking bays, directly supports these municipal planning

directives, and is consistent with the applicant's uniform application of the 1:4 equivalence across both Portion A (12x4=48 bays) and Portion B (6x4=24 bays), reflecting a defensible, formula-based approach rather than an arbitrary allowance.

For these reasons, it is respectfully requested that the taxi bay infrastructure on site, though not creditable against the standard parking ratio under the current by-law, constitutes a substantial and relevant planning consideration that should weigh in favour of Council granting the departure of parking shortfall.

3.1.5 PERMISSION IN TERMS OF THE ZONING SCHEME - PARKING SHORTFALL

In order to accommodate the development, application is made in terms of:

- Section 46 (13) of *Saldanha Bay Municipality: Integrated Zoning Scheme By-Law* for the permission in terms of the zoning scheme **for the parking shortfall** on the proposed Portion A.

Notwithstanding the measures set out above to minimise the parking demand associated with the development, a shortfall of 17 parking bays remains against the statutory requirement of 573 bays. Rather than compromising the site layout, encroaching into the mandated watercourse buffer zones, or reducing functional open space to accommodate the outstanding bays on site, it is proposed that this shortfall be addressed by way of a financial contribution to the Municipality in terms of Section 46(13) of the Zoning Scheme, in lieu of physical provision.

This approach is consistent with the principles of efficient land use and spatial sustainability under SPLUMA and LUPA, and avoids the unnecessary consumption of land and hardening of surfaces for parking bays that, given the shared and staggered nature of parking demand across the retail and restaurant components, are unlikely to be fully utilised at any given time. The applicant is amenable to the Municipality's standard basis of calculating such a contribution, and requests that the parking shortfall be resolved on this basis, allowing the balance of the site to be developed in accordance with the approved layout.

3.1.6 DEVELOPMENT DEFINITIONS

The following definitions are extracted from the Saldanha Bay Integrated Zoning Scheme By-law and relate to the proposed land uses within the development, including both the primary use rights and consent use rights applicable to the Business Zone I zoning:

Primary rights:

Business:

means the use of a land unit for purposes of retail, commercial or professional operations which may, inter alia, include restaurants, shops, supermarket, showrooms, liquor stores, offices, medical offices that do not form part of an institution, parking garage or lot or any other use which, in the opinion of the Municipality, is reasonably connected to a business, but excludes a place of entertainment, institution, service station, filling station, pornographic / adult entertainment business, place of assembly, service industry, workshop, industry, fishing enterprise and crematorium.

Shop:

means a building or portion of a building where goods are displayed and sold, and: (a) includes a place where goods sold from the premises are manufactured or repaired provided that the manufacture or repair shall not be the dominant use, (b) excludes a restaurant, supermarket, place of entertainment, institution, service station, service industry, filling station, industry, pornographic / adult entertainment enterprise, crematorium, workshop, place of assembly, the sale of motor vehicles and any other use the Municipality may deem not to be in accordance with this definition

Supermarket:

means a shop having a total floor space in excess of 400 m², where a range of goods, including foodstuff and household goods, is offered for sale on a predominantly self-service basis.

Office:

means any building or part of a building where mainly professional, clerical and administrative work is done (refer to "Business")

Restaurant:

means a commercial establishment where meals and liquid refreshments are prepared or served or prepared and served to paying customers primarily for consumption on the property, and may include licensed provision of alcoholic beverages for consumption on the property, and the option for customers to purchase food for consumption off the property, and coffee shop has the corresponding meaning.

Consent use rights:

Service station:

means property for the retail supply of fuel, and—

(a) may include uses including washing of vehicles, a convenience shop and a fast food outlet; and

(b) does not include spray-painting, panel beating, motor repair garage, open air motor vehicle display or a truck stop.

Utility services:

means a use or infrastructure that is required to provide engineering and associated services for the proper functioning of urban development and

(a) includes a water reservoir and purification works, electricity substation, storm water retention facilities, and a waste-water pump station and treatment works, rooftop base telecommunication station and freestanding base telecommunication station; and

(b) does not include renewable energy structures or transport use; and (c) provided that a road is not regarded as a utility service.

3.1.7 APPROVAL OF SITE DEVELOPMENT PLAN

As part of the application for rezoning, subdivision and consent use application is also made for the approval of a Site Development Plan. According to the *Saldanha Bay Integrated Zoning Scheme By-Law*, the purpose of this zone (Business Zone I) is to make provision for:

- A variety of business based and other land uses to address needs in the local context.
- Development with a high intensity and high activity situated within central business areas. An urban form which represents high intensity built areas, consists of high buildings and reflects a fine urban fabric.
- Development with a mixed-use character situated in areas with characteristics similar to current / future activity streets

The proposed Site Development Plan (SDP) complies with the intent and purpose of the Business Zone I zoning as set out in the *Saldanha Bay Integrated Zoning Scheme By-Law*. The development introduces a variety of business-orientated land uses, which collectively respond to identified local commercial and service needs. These uses promote economic activity and provide convenient access to retail, services and employment opportunities within a single integrated development.

The proposed development further supports the objective of accommodating high-intensity and high-activity land uses typically associated with business environments. Although not located within an established central

business district, the site forms part of an emerging business node and is intended to function as a local commercial hub, creating an active built environment.

It should be noted that the specific mix and internal arrangement of uses reflected on the SDP may change over time depending on tenant demand and market conditions. However, all future uses will remain compliant with the permitted primary and consent uses applied for under the Business Zone I zoning and will be accommodated within the approved development footprint of $\pm 13\,647\text{m}^2$. The applicant therefore requests that the Municipality allow reasonable adjustments to the allocation and positioning of uses within the development, provided that the overall development extent does not exceed the approved footprint and remains consistent with the intent of the zoning scheme. The site development plan is attached as part of this application.

4. SECTION 4 SERVICES

4.1 SERVICES

Figure 9 below summarises the service requirements for the proposed development. Detail implementation is discussed below:

Item	Service	Response
1	Foul sewer	No municipal capacity available
2	Potable water	No municipal capacity available
3	Solid Waste	Capacity available
4	Stormwater	On-site treatment
5	Electrical	Awaiting feedback from Eskom

Figure 9: Service Inquiries

4.1.1 GEOTECHNICAL REPORT

A geotechnical desktop of the site was conducted with a walkthrough of the site. No soil samples were extracted, and no geotechnical laboratory tests were undertaken.

The development site is primarily underlain by coarse porphyritic granite from the Vredenburg Batholith, which is mantled by Quaternary age sediments including unconsolidated sand, crushed shells, and pebbles. While the development area is relatively flat with sand deposits, hard rock granite outcrops are visible at the southern ridge and beach head. These sandy subsoils vary from loose to dense consistency, and the underlying granite

layer is expected to be highly undulating due to its spherical formation nature. Preliminary assessments suggest that hard rock granite could be encountered at a shallow depth of approximately 1.0m beneath the transported sands.

Founding conditions differ greatly across the site, as hard rock granite can safely support bearing pressures between 500 and 2000kPa, whereas pressures in unconsolidated sands must be limited, with a recommended preliminary design value of 80kPa at a depth of 0.8m. Excavation in the sandy upper subsoil is classified as "Soft," but the underlying granite is considered "Hard" and may require drilling and blasting, though explosives must be used cautiously near existing infrastructure. Excavation side slopes in non-cohesive sands are at high risk of catastrophic collapse if they are unfavourably steep or saturated, while granite slopes can be cut vertically. Construction teams must also account for strong groundwater seepages in permeable profile areas, requiring specific dewatering solutions.

The site's transported sandy soils are suitable for use as Lower Selected Subgrade in roads or as Selected Fill and Backfill for pipes, while the granite can be processed into concrete stone or base coarse if a crushing plant is viable. Road subgrade conditions within sandy areas will likely require reworking and compaction to achieve G8 quality support. Groundwater often occurs as a perched water table on the impermeable rock and can be as shallow as 0.5m during periods of sustained rainfall. Due to the flat topography of the area, some level shaping may be necessary to facilitate the effective removal of surface water.

4.1.2 CIVIL SERVICES REPORT

- i) **Potable Water Requirement:** The water demand is calculated based on the 2019 "Red Book" guidelines. For development Portions A and B, the total average annual daily demand (AADD) is 106 kL/day, with a peak flow of 4.0 l/sec. Specifically, Phase 1A requires 67 kL/day, and Phase 1B requires 39 kL/day.

Site	Land Use	Total AADD (kL/day)	Peak Flow (l/sec)
Site 9A	8000m ² Retail (phase 1A)	53	2
	5950m ² Retail (phase 1B)	39	1.5
Site 10A	2000m ² Fuel station (phase 1A)	14	0.5
Sub-total Phase 1A		67	2.5
Sub-total Phase 1B		39	1.5
TOTAL		106	4.0

Figure 10: Potable Water Demand

- ii) **Fire Flows:** The development is categorised as Moderate Risk 1 for firefighting purposes. This necessitates a firefighting reticulation system capable of providing a total flow of 50 litres/sec with a minimum pressure of 15 meters at the fire node.
- iii) **Reservoir:** Due to the system's isolated nature and high dependency, 48 hours of storage is proposed. For Phase 1A, a 27 kL potable water reservoir is required, while Phase 1B requires a 15 kL reservoir. These will be supplemented by larger treated effluent reservoirs for non-potable use.

Phase	Potable Water Reservoir (SANS241) (kl)	Treated Effluent Water Reservoir (General Limit Standard) (kl)	Total Water Storage (kl)
1A	27	107	134
1B	15	62	77

Figure 11: Water storage

- iv) **Municipal Supply:** Saldanha Bay Municipality has confirmed that the existing municipal supply cannot accommodate the Phase 1 development, and that the bulk-supply upgrades required to service the broader precinct fall outside the Municipality's short- to medium-term capital programme. The applicant has therefore proposed an independent Phase 1 water-supply strategy that places no additional demand on the municipal network. Phase 1 will be designed to connect to the municipal grid once the bulk upgrades are delivered. The strategy is consistent with NWRS-3, the Western Cape Sustainable Water Management Plan and the Saldanha Bay Municipality Integrated Development Plan.
- v) **Water Sources and Alternative Supplies:** The Phase 1 water-supply strategy would utilise the surplus water from the Lucky Star desalination plant (190–220 kL/day against a Phase 1 demand of 106 kL/day). Other sources have been identified as rainwater harvested on site and treated to SANS 241;

and treated effluent reused for non-potable demand. The system will be operated under a Water Services Intermediary Agreement with the Municipality.

Desalination:

The Oceana Group have a desalination plant installed at the St Helena Bay Cannery – Lucky Star factory. The plant has a design capacity of 34 kl/hr although it is currently producing 39kl/hr. The plant is therefore producing between 800 and 915 kl/day. There is on-site storage in two reservoirs with a combined capacity of 2 Mega-litres (2000kl).

The plant currently produces in the order of 190 and 220 kl/day surplus water. It is proposed that this water be made available to the first phase of the development thereby not requiring any immediate bulk water supply upgrades as described in 6.3.1 of the services report (attached as an annexure). This approach would allow for the development of the retail and service station which require a combined capacity of 106 kl/day. Thereafter the bulk-upgrades as referred to in section 6.3.1 of the services report (attached as an annexure) will be required or alternative systems proposed in the report.

Therefore, there is the potential to use this source as a supply to the development. End use of the water would be subject to chemical analysis and compliance against SANS241 – Drinking Water. A specialist company would be responsible for ensuring water delivered to the development complied with the standards.

Dual system:

Due to the scarcity and value of water it is proposed that the development could consist of a dual water supply system which would assist in reducing the load on this re-source. Alternative water supply sources would consist of a combination of:

- **Rainwater Harvesting:** The proposed rainwater harvesting strategy involves directing stormwater runoff into local collection ponds, which will then be pumped to an open storage dam with a capacity ranging from 23 to 39 Megalitres depending on the development phase. This sizing accounts for local precipitation and evaporation rates to ensure a reliable three-year supply. Once harvested, the water will undergo treatment to meet SANS 241 drinking water standards before being stored in a dedicated reservoir for consumption and cooking purposes. This sustainable

approach requires a water services intermediary agreement with the local municipality and strict adherence to SANS quality control codes.

- **Re-use of treated effluent:** To further reduce the demand on scarce water resources, the development plans to implement an on-site treatment system for generated sewerage, processing it to legislated General Limit standards. This treated effluent will be distributed via a dual piped system, clearly marked to distinguish it from potable water, for non-potable uses such as toilet flushing and landscape irrigation. Utilising modular, engineered wetland technology, the system provides a sustainable, low-impact alternative to conventional municipal bulk infrastructure while contributing to long-term resource efficiency. This method aligns with increasingly common water reclamation practices in South Africa, ensuring the development remains viable and environmentally responsible.

Phase	Total AADD (kL/day)	Harvested Rainwater (kl/day)	Recycled Treated Effluent (kl/day)
Phase 1A	67	13	54
Phase 1B	39	8	31
TOTAL	106	21	85

Figure 12: Dual system water sources

The water would be reticulated and used in the following applications:

- Harvested rainwater:
 - For consumption and cooking
- Treated Effluent:
 - Flushing of toilets
 - Irrigation

It is therefore apparent that there are options available to supply water to the development. It is however proposed to utilise the option of Desalination water.

vi) Road infrastructure

The development site is well-served by the existing regional road network, primarily connecting through Main Road 533 (MR533), Divisional Road 2160 (DR2160), and Minor Road 7664 (OP7664). MR533 recently underwent extensive upgrades (completed in February 2025) to improve various segments between St Helena Bay and Stompneus Bay to higher-class urban and rural cross-sections. Both DR2160 and OP7664 tie into the newly upgraded Section 3 of MR533, and detailed traffic impact studies have been completed to ensure the network can handle the phased development.

Road Access:

The primary access points for the commercial, retail, and fuel station portions of the development will be situated on DR2160, approximately 300m from the MR533 intersection, with these two entrances positioned directly opposite one another. Additionally, a secondary public access point will be located to the east of Portion A, while a separate delivery-specific access is planned for the southern side of the site.

Road Upgrades:

To accommodate the anticipated traffic for the retail and commercial developments on Sites 9 (Portion A) and 10 (Portion B), the report specifies that dedicated right-turn lanes are required on DR2160 at the main access points. These upgrades are necessary to maintain safety and traffic efficiency as the site becomes operational.

vii) Foul Sewer

The following is a summary of the foul sewer infrastructure and requirements for the St Helena Bay development.

- **Existing Service:** There is currently no existing municipal sewer connection at the development site, though municipal services do exist outside of the property boundaries.

Site	Land Use	Total PDWF (kL/day)	Peak Flow (l/sec)
Site 9A	8000m ² Retail (phase 1A)	42	0.9
	5950m ² Retail (phase 1B)	31	0.7
Site 10A	2000m ² Fuel station	12	0.3
Sub-total Phase 1A		54	1.2
Sub-total Phase 1B		31	0.7
TOTAL		85	1.9

Figure 13: Sewer demand

- **Foul Sewer Reticulation:**

It is proposed that the site will be conventionally drained in 160mm diameter gravity sewer network and reticulated to the lower end of the site into a sewer pumpstation. The sewer pumpstation would pump the sewerage to the Waste-Water Treatment Plant (WWTP).

- **Municipal system:** The GLS bulk-services assessment confirms the site falls within the gravity drainage catchment of the SBM network and that the existing municipal sewer system cannot accommodate the Phase 1 development. Phase 1 has therefore been designed as a self-contained system: all foul sewerage is treated on site by a Phragmifiltre engineered wetland to a quality equal to or exceeding the DWS General Limit standard, the treated effluent would be discharged into the environment, although it could be used for irrigation purposes or flushing of toilets in the future. No raw or treated effluent is discharged into the municipal sewer. The approach (i) retains capacity in the municipal system for other ratepayers, (ii) produces reusable effluent that displaces a portion of potable demand, and (iii) is reversible — the internal reticulation is designed to accept connection to a future municipal extension.

- **Alternative Treatment:** An alternative would be to construct a new Waste-Water Treatment Plant (WWTP) for the development. The WWTP will be designed to treat the sewerage volumes given in Table 5 to a quality equal to or better than the Department of Water Affairs & Environment's general limit standards allowing safe harvesting thereof for irrigation purposes / greywater re-use throughout the development. Depending on what sewage treatment plant is selected, it is envisaged that the sludge by-product of the sewage treatment process and/or the solids in the sewage will have to be removed off-site periodically.

Some additional broader requirements for the WWTP would be:

- Have a suitable manually operated screening plant and settling flume to remove unwanted solids from the wastewater, located upstream of the WWTP.
- Have components, which for breakdown and maintenance purposes, can be sourced within the province and replaced within a maximum period of three days.
- Operate and produce consistent, acceptable effluent quality in all weather conditions experienced on site with respect to rainfall, temperature, humidity and wind conditions. The WWTP shall take into account the variations in these aspects at this site between the summer and winter seasons.
- Handle the variability of the inflows (i.e. fluctuations) from the development at different times of the day

and seasonally.

- The day-to-day operation of the plant will be managed and/or monitored by personnel employed by the Homeowners Association who will pay for their services. However, the WWTP supplier shall be expected to train these employees and shall remain responsible to ensure that the quality of the effluent is acceptable.
- Be operated by unskilled personnel

The proposed wetland system will require the following land to treat the anticipated volumes of sewerage to be generated.

Phase	Volume of sewerage	Land Area required
1A	54m ³ /day	1400m ²
1BA	31m ³ /day	800m ²

Figure 14: Land required for sewerage treatment

viii) Stormwater Management

The following is a summary of the stormwater infrastructure and management for the St Helena Bay development:

- **Existing Stormwater Infrastructure:** The development site is currently undeveloped, and stormwater is conveyed overland to either infiltrate into the sandy soils or discharge naturally into the ocean.
- **Flood Lines:** A flood line determination has not yet been undertaken for the development site.
- **Stormwater Management:** The development is considered as green field site and would thus typically need to comply with the policy unless regional facilities are available. The development site would thus need to make provision to address the following SUDS requirements:
 - Improve water quality.
 - Control quantity and the rate of runoff.
 - **Minor Flows:** The internal stormwater system within the proposed development will consist of surface channels, a limited pipe network and inlet structures which will drain the roads and hard surface areas towards the stormwater collection areas. The sub-surface drainage system will typically be designed to have sufficient capacity to accommodate a 1:5-year return interval rainfall event. The proposed development will create impervious surfaces which will have an increase on the volume of stormwater runoff from the site. The stormwater system as described above will result

in concentration of stormwater and will thus require dissipation of the increased energy while at the same time controlling the rate of runoff to its pre-development rate of runoff.

- **Minor Flows:** During the rainfall events with a return period in excess of 1:5 years, the roads, walkways, channels and open spaces will act as overland escape routes to drain stormwater runoff towards the attenuation structures. The site layout and levels will need to make allowance for these escape routes in order to prevent possible flooding and damage to property. The collection structures will be designed to provide sufficient capacity to convey and attenuate the stormwater runoff from up to the 1:50 year return interval storm event. The attenuated stormwater flows will be released at or below the respective pre-development flow rates into the existing storm water systems thereby complying with WSUD best practices.
- **Stormwater Harvesting:** It is proposed that all overland and underground stormwater be intercepted and collected at the bottom of the site in a local pond before discharge.
If the stormwater is to be re-used as proposed, the pond would drain into a stormwater pumpstation and pump the stormwater for re-use. This approach would protect the valuable resource whilst at the same time reducing the load and costly bulk infrastructure which would be required.

ix) **Solid Waste**

The Saldanha Bay Municipality will be responsible for the collection of the solid waste generated by the development. Mr Wright of SBM has confirmed that they have adequate capacity for the collection and disposal of solid waste generated by the development. The site development layout will need to make provision for refuse collection areas. The solid waste to be generated during the construction will be collected by the contractor and disposed of at a registered landfill site as prescribed in the Construction Environmental Management Plan of the development.

Conclusion:

The engineering report concludes that the development can be successfully accommodated through independent, sustainable systems, as current municipal infrastructure for water and sewerage lacks the necessary capacity. For potable water, the proposal focuses on utilizing surplus supply from the existing Lucky Star desalination plant supplemented by rainwater harvesting into large-scale storage dams. To manage foul sewerage, an on-site modular engineered wetland will be constructed to treat waste to a standard suitable for non-potable re-use, such as irrigation and toilet flushing. Stormwater will be handled through Sustainable Urban Drainage Systems (SUDS), using a network of surface channels and attenuation structures to control runoff and prevent flooding for events up to a 1:50 year return interval. Ultimately, the report states that the development

is feasible from an engineering perspective, provided that these alternative infrastructure proposals receive regulatory approval.

4.1.3 TREATMENT OF WASTEWATER (WETLAND)

The Phragmifiltre engineered wetland is a proven, low-energy wastewater treatment system, consistent with NWRS-3, NEMA and Western Cape policy on circular water use. The technology is in operation at multiple South African and international precinct-scale developments and produces effluent equal to or exceeding the DWS General Limit standard. On-site treatment removes the development's projected sewer load from the Municipality's network, produces reusable effluent that displaces potable demand, and introduces a biodiversity-positive, low-visual-impact asset consistent with the West Coast coastal corridor.

Technologically, Phragmifiltre is distinguished as the first reedbed technology capable of providing complete treatment of raw sewage in a single system, eliminating the need for primary settlement or pre-treatment tanks. The process begins by directing raw, macerated sewage into a first-stage wetland consisting of multiple reedbeds fed in sequential rotation. These beds function as both mechanical and biological filters, de-watering and mineralising solids directly on the surface through natural aerobic processes.

The second stage of the system further refines the liquid filtrate using vertical down-flow reedbeds enhanced by Forced Bed Aeration (FBA). This specialized aeration technology significantly increases the efficiency of the microbes living on the stone media, allowing the plant to achieve a treatment footprint up to 10 times smaller than traditional, non-aerated reedbeds. The system is highly stable and designed to handle the variable sewage loads and seasonal fluctuations typical of a mixed-use development.

Operational efficiency is a key benefit, as the Phragmifiltre system requires minimal electricity and maintenance. The passive nature of the first stage ensures it is unaffected by power outages, while the second stage's high liquid retention time of approximately 38 hours mitigates the impact of temporary aeration loss. Furthermore, the system is designed to be operated by semi-skilled personnel, and the accumulated sludge only requires removal every 10 to 15 years, at which point it can be repurposed as agricultural soil conditioner.

Ultimately, this system allows the development to implement a dual water supply strategy by treating foul sewage to meet or exceed legislated General Limit standards. This high-quality treated effluent is harvested for

non-potable re-use, such as toilet flushing and landscape irrigation, which significantly reduces the overall demand for potable water. Beyond utility, the engineered wetland integrates seamlessly into the landscape, promoting biodiversity and attracting local bird life.

4.1.4 BULK SERVICES REPORT (GLS)

The bulk services report for the proposed development is included as an annexure.

4.1.5 ELECTRICAL SERVICES REPORT

Eskom has confirmed capacity at the distribution substations serving the precinct, and the application for the Phase 1 bulk supply of approximately 3.65 MVA is being progressed under Eskom's standard customer-connection process. The upstream 66 kV transmission corridor is approaching capacity; this is a regional constraint addressed under Eskom's planned grid-strengthening programme. The applicant's strategy reduces net peak draw on the upstream network through roof-mounted PV on Sites 9 and 10, standby generation at each miniature substation, and a configuration that prevents back-feed into Eskom's network. Phasing has been shared with Eskom to align the project programme with planned grid reinforcement.

Internal Reticulation:

The total estimated electrical demand for the first phase of the development is approximately 3.65MVA. This is divided between Site 9 (Portion A), which requires 3,150kVA (diversified) for its anchor stores, restaurants, and parking, and Site 10 (Portion B), which requires 500kVA for the fuel station and associated convenience outlets. Key aspects of the internal reticulation plan include:

- **Site 9 Development (Portion A): Proposed New Mall:**

Site 9 requires a new Medium Voltage (MV) electrical connection and a bulk meter, requiring an application to Eskom to evaluate if their existing infrastructure can accommodate the anticipated demand of 3150kVA. To support Phases 1A and 1B, a new brick-built substation will be constructed to supply MV power to miniature substations across the site via a new underground MV cable network. Designed to comply with Eskom's metering specifications, this substation will include an LV room, a Transformer room, a Metering room, and an MV room configured to accommodate future MV switchgear and expansion for the phased development.

Electricity will be distributed from the miniature substations using Low Voltage (LV) cables to distribution kiosks and floor-standing distribution boards, with the remaining boards throughout the Mall powered directly from a Main LV Distribution board inside the substation. The Developer will cover all installation and future maintenance

costs for this cabling and equipment infrastructure. To guarantee continuous power during outages, each miniature substation will be equipped with an emergency generator secured on concrete plinths with specific cabling openings, and the Developer may later provide generators for the entire Mall complex. Additionally, the miniature substations will power an underground stormwater and sewerage pumping system if it becomes a requirement.

The overall Development Plan must comply with SANS Codes and local supply authority energy efficiency regulations, prioritizing alternative energy technologies such as roof-mounted photovoltaic (PV) panels to convert solar energy into electricity. This PV system will interface with both the generators and Eskom's connection using a design that strictly prevents any electrical back-feed into Eskom's infrastructure. To manage billing, individual anchor shops, line shops, restaurants, and public areas will feature separate meters to record localized consumption, allowing Centre Management to settle the total monthly electricity bill with Eskom via the primary bulk meter.

- **Site 10 (Portion B) Development : Proposed Service Station and Commercial Outlets:**

Site 10 will require a new Medium Voltage (MV) electrical connection and a bulk meter, which involves submitting an application to Eskom to determine if their existing infrastructure can support the anticipated 500kVA demand. The required electrical setup will consist of a miniature substation accompanied by a distribution kiosk and a specialized metering kiosk built to Eskom's specifications. Power will be delivered to the site via a new underground MV cable network installed on the verge, terminating directly into the MV compartment of the miniature substation.

Electricity will be reticulated from the miniature substation using Low Voltage (LV) cables connected to various distribution kiosks, which then feed into the sub-distribution boards of individual facilities. To guarantee an uninterrupted power supply during outages, the miniature substation will be equipped with an emergency generator, with both the substation and generator mounted on properly sized concrete plinths designed with specific cable routing openings. Bulk metering equipment will be housed in an adjacent kiosk to track total usage, and a system will be established to ensure individual tenant sub-meter consumption is aggregated so that Centre Management can settle the bill with Eskom monthly.

To ensure compliance with SANS Codes and local supply authority energy efficiency regulations, the development will prioritize alternative energy technologies such as solar water heating and liquid or solid fuels for thermal applications. Roof-mounted photovoltaic (PV) panels will be integrated into the engineering design

to supplement the grid's power supply. This PV system will safely interface with both the emergency generators and the Eskom grid connection, specifically engineered to prevent any electrical back-feed from the tenants or development into the main Eskom infrastructure.

Description	Demand kVA	Total Demand kVA
Site 9 : Commercial and Retail :		
Phase 1A : Anchor, various large and small line shops, restaurants and parking bays. <i>(Demand includes estimated electrical consumption for common areas as well as for future anticipated loads)</i>	2 100	3 150 (Diversified)
Phase 1B : Anchors, large and small line shops and parking bays. <i>(Demand includes estimated electrical consumption for common areas as well as for future anticipated loads)</i>	1 050	
Site 10 : Commercial and Retail :		
Fuel Station, Convenience Store, Retail, Take Aways and Car Wash. <i>(Demand includes estimated electrical consumption for common areas as well as for future anticipated loads)</i>	500	500 (Diversified)
TOTAL		3 650

Figure 15: Estimated Electrical Demand

4.2.1 TRAFFIC IMPACT ASSESSMENT (TIA)

The site is well-served by existing roads, with primary access achieved via Divisional Road 2160 (DR2160) and Minor Road 7664 (OP7664), both of which connect to Main Street (MR533).

- **Trip Generation:** The development is expected to generate significant new traffic, estimated at 474 new vehicular trips during the AM peak hour and 1,205 new trips during the PM peak hour (accounting for pass-by and diverted trip reductions).
- **Traffic Impact:** The assessment found that the development will have a low impact on the surrounding road network. While the MR533 / DR2160 intersection will see increased delays (shifting some movements to Level of Service (LOS) C in the PM peak), overall operations remain within acceptable standards.
- **Access Spacing:** Primary access via DR2160 and secondary access via MR533 both comply with the

Western Cape Government Access Management Guidelines for their respective road classifications.

- **Parking and Transport:** The development provides sufficient parking (560 bays for Portion 9A and 109 bays for Portion 10B). It also supports public transport and non-motorised transport (NMT) by including designated minibus taxi drop-off areas and perimeter sidewalks.

Conclusions: The existing road network functions efficiently and can accommodate the projected growth and site-generated traffic. The proposed internal access points and roundabouts are expected to perform well. While geometric upgrades to intersections are not strictly required based on delay criteria, right-turn lanes on DR2160 are justified to enhance safety and mobility. The TIA recommends that the Saldanha Bay Municipality and Western Cape Government approve the application due to its low traffic impact.



Figure 16: Key intersections to the development

5. SECTION 5 ENVIRONMENTAL IMPACT

5.1.1 AGRICULTURE SCREENING ASSESSMENT

The report was prepared to determine the agricultural sensitivity of the site to guide the development's layout. The findings are based on an on-site investigation conducted on 14 February 2025, which included the study of soil exposures and strategically positioned auger samples to assess actual cropping potential.

Key Findings and Dispute of Sensitivity

While the national Department of Forestry, Fisheries and the Environment (DFFE) screening tool initially flagged parts of the site as "high" agricultural sensitivity, this specialist assessment disputes that classification. The specialist verifies the entire site as having low/medium agricultural sensitivity. This is because the site-specific data is more accurate than the coarse, modelled data used by the national screening tool. The assessment found that the land lacks the capability for viable, sustainable crop production. The primary constraint is the soil, which has a very low water and nutrient holding capacity, making the site too marginal for agriculture.

Implications for Land Use and Development

Since the entire area is verified as low/medium sensitivity, there are no parts of the site where development is prohibited due to agricultural concerns. There are no specific agricultural "no-go" areas or constraints that would require a modification of the development layout.

5.1.2 AQUATIC BIODIVERSITY SCREENING ASSESSMENT

The following summary provides the key findings and legislative implications from the Aquatic Biodiversity Screening Report for the proposed St Helena Bay Mixed-use Development:

Sensitivity Verification

While the national DFFE screening tool initially flagged the site as "Very High" sensitivity due to aquatic Ecological Support Areas (ESAs), the specialist assessment disputes this. Updated provincial planning data (WCBSP, 2023) and on-site field assessments (March 2025) confirm that the study area no longer coincides with aquatic ESAs. The specialist concludes that if the identified watercourses and their buffers are avoided, the site sensitivity is "Low". The assessment identified two specific watercourses within the proposed

development footprint that are considered "at-risk":

- Drainage Line 3: A small ephemeral drainage line flowing through the proposed Commercial Retail area.
- Drainage Line 4 (Stone Channel): An ephemeral drainage line that has been transformed into a stone-lined channel, flowing outside the proposed development area.

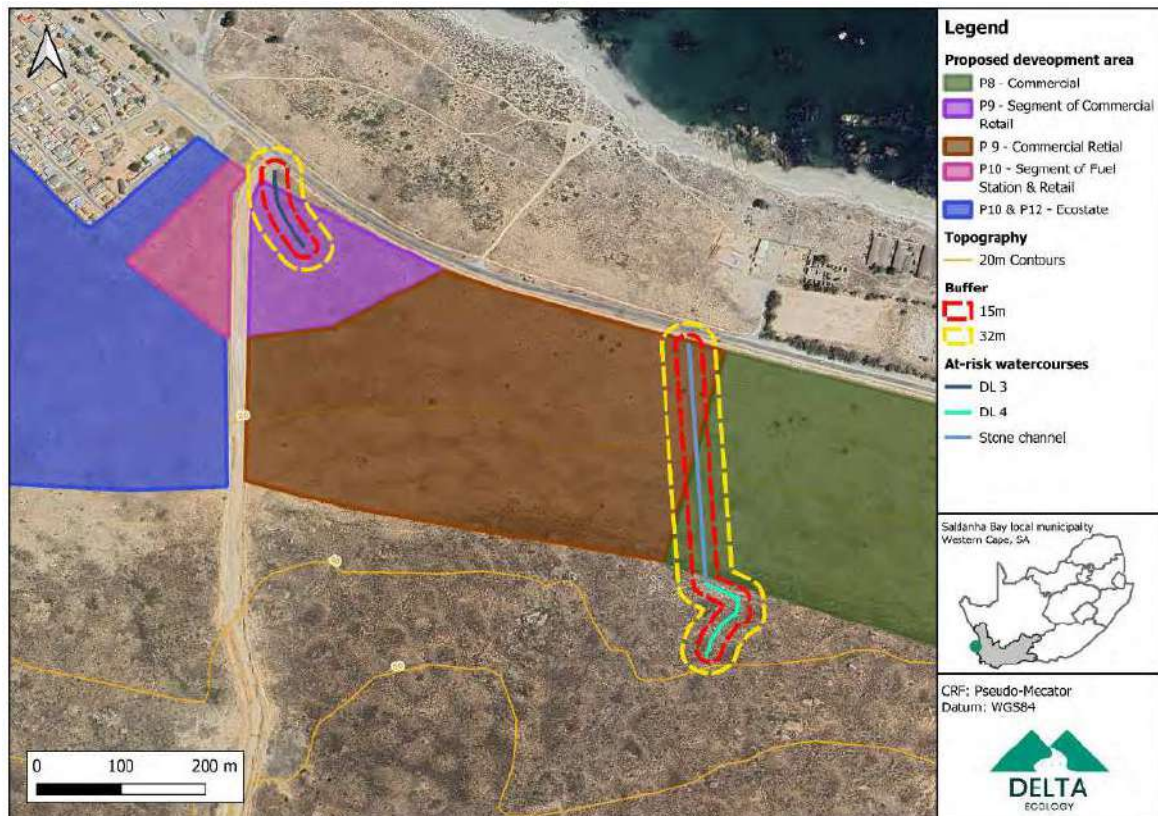


Figure 17: Aquatic sensitivity map indicating the watercourse with 15-meter buffer

Both features have been highly transformed by historical agricultural activities and currently function primarily as surface drains with limited to no riparian vegetation. An artificial NFEPA wetland was confirmed to be a disused dam with no wetland functionality and was excluded from the sensitivity analysis.

Recommendations

- Buffer Zones: The specialist stipulates a minimum buffer zone of 15 m for these ephemeral drainage lines.
- Mitigation: To minimise impact and simplify the authorisation process, it is recommended that both the

watercourses and their 15 m buffers be demarcated as "no-go" areas during both construction and operation.

5.1.3 TERRESTRIAL BIODIVERSITY AND FAUNAL SCREENING ASSESSMENT

The following summary details the key findings and requirements from the Terrestrial Biodiversity, Plant, and Animal Sensitivity Screening Report for the proposed St Helena Bay Mixed-use Development.

Verification of Sensitivity Themes

While the national DFFE screening tool initially flagged the site with various high-sensitivity ratings, the specialist verification refined these classifications as follows:

- Animal (Bird) Theme: Verified as Low sensitivity for all proposed development sites.
- Plant and Terrestrial Biodiversity Themes: Verified as Low sensitivity.

Because the initial site visit occurred in late summer (a dry phase), the specialist could not fully assess spring-flowering plants or breeding bird patterns. Seasonally-appropriate spring surveys are required to confirm the level of degradation or intactness of the sensitive areas. If the CBA areas are found to be ecologically intact during spring surveys, the development must follow a mitigation hierarchy:

- Adjusting the layout to exclude CBA1 areas.
- Maintaining ecological corridors and rehabilitating disturbed sensitive areas.
- If impacts cannot be avoided or significantly reduced, a biodiversity offset may be required.

For the areas verified as "Low" sensitivity (due to previous high levels of disturbance), there are likely to be very few constraints on development.



Figure 18: Botany theme sensitivity and Terrestrial biodiversity sensitivity

5.1.4 HERITAGE SCREENING ASSESSMENT

The following summary details the key findings and heritage sensitivities regarding Archaeology and Palaeontology for the proposed St Helena Bay Mixed-Use Development, based on the specialist screening report:

Palaeontology Findings

The site is situated on a marine, wave-cut platform overlain by fossiliferous deposits. The area contains Velddrif Formation deposits (Last Interglacial age, 128–120 thousand years ago) and Springfontyn Formation aeolian coversands. Marine fossil shells in the Velddrif Formation and ambient fauna (snails, moles, tortoises) in the coversands are of low sensitivity. There is a moderate sensitivity regarding fossil bones from whales, dolphins, seals, and seabirds which are sparsely scattered within the Velddrif Formation.

The area is considered to have low palaeontological sensitivity overall and should not constrain development, provided mitigation measures are implemented during earthworks.

Archaeology Findings

Field surveys conducted in 2021 and 2025 indicate that the project area is archaeologically poor. Most archaeological material consists of isolated stone artefacts (mostly Later Stone Age, with rare Middle Stone Age pieces) and thin, patchy scatters of broken marine shell. Only one very ephemeral scatter of lithics was formalised as a "site". No Early Stone Age (ESA) artefacts were recorded. The presence of marine shell in dune mole burrow casts suggests that buried archaeological sites may exist in certain areas.

The visible archaeological material is of low significance. The presence of such resources is rarely a "fatal flaw," as they can typically be mitigated through professional recording or sampling if impacted by development.

Graves and Burials (High Sensitivity)

While the general archaeology is of low significance, the report identifies specific high-sensitivity areas regarding burials: A historical cemetery with at least 100 identifiable graves (dating back to 1873) was recorded on the eastern side of the Shelly Point road. This graveyard, including a suitable buffer, must be excluded from the development footprint to avoid the high costs and social contention of exhumation. There is a possibility of encountering unmarked pre-colonial human remains. The project Environmental Management Programme (EMPr) must include a "chance find" procedure to manage this risk. It should be noted that the burial site was excluded from the development area.

Cultural Landscape and Built Environment

The cultural landscape is assessed as having relatively low significance because it has already been heavily altered by expanding residential and industrial developments. A disused aircraft landing strip (built between 1964 and 1971) is located outside the development footprint and is not protected by law as it is less than 60 years old.

6. SECTION 6

PLANNING LEGISLATION AND POLICIES

6.1 Saldanha Bay Integrated Zoning Scheme By-Law

6.1.1 Zoning Parameters

Portions A and Portion B of Portion 4 of Farm Duyker Eiland No 6, Malmesbury District, is proposed to be zoned as Business Zone I to the proposed mixed-use commercial development. Table 3 outlines the development parameters applicable on the proposed development and how it complies with the requirements.

Table 3: Compliance of the proposed development with development parameters of Business Zone I properties – **Proposed Portion A and Portion B**

Development Parameters	Development proposal Portion A	Compliance Portion A	Development proposal Portion B	Compliance Portion B
Primary uses: • <u>Business</u> • Dwelling house • Flats above ground floor • Hotel • Parking garage • Residential building above ground floor	Business: (Retail, office, supermarket, shops, liquor store, restaurants)	✓	Business (Shop, Restaurant)	✓
Consent uses: • Authority use • Day care facility (in dwelling house) • Utility services • Funeral parlour • <u>Nursery</u> • Pornographic / adult entertainment • Service industry • <u>Service station</u> • Special use • Tourist facility • Telecommunication infrastructure • Place of assembly • Place of education • Place of entertainment • Place of worship	NA	✓	Service station	✓
Building lines: Street building lines: 0m / 3m Side building lines: 0m / 3m		✓		✓

Rear building lines: 0m / 3m Filling stations: 3 metres on all boundaries on all storeys.				
Height: No buildings may exceed a height of 13.5 metres.	The height of the buildings will not exceed 13.5m.	✓	The height of the buildings will not exceed 13.5m.	✓
Coverage: The maximum coverage of all buildings is 80% of the area of the land unit.	Coverage = building size ÷ Erf size x 100 = $\pm 1.3643\text{ha} \div \pm 4.2685\text{ha} \times 100$ = $\pm 31.9\%$	✓	Coverage = building size ÷ Erf size x 100 = $\pm 0.2200\text{ha} \div \pm 1.1148\text{ha} \times 100$ = $\pm 19.7\%$	✓
Floor area: The maximum floor area is equal to 1.0 times the area of the land unit.	Floor Area= building size ÷ Erf size = $\pm 1.4206\text{ha} \div \pm 4.2685\text{ha}$ = ± 0.332 Should this change, it will still comply with the municipal requirements.	✓	Floor Area= building size ÷ Erf size = $\pm 0.2200\text{ha} \div \pm 1.1148\text{ha} \times 100$ = ± 0.197 Should this change, it will still comply with the municipal requirements.	✓
Parking: Business: 1 Parking space per 25 m ² floor area. Restaurant: 1 Parking space per 4 seats plus 1 for every two staff members of the restaurant. Service station: 4 parking spaces plus 1 parking space per 25m ² shop floor area	Business: 1 parking bay / 25m ² = $\pm 12798.8\text{m}^2 \div 25\text{m}^2$ = ± 511.95 parking bays required Restaurants: 1 per 4 seats = 41 parking bays + 1 per 2 staff members = 20 parking bays = 41 + 20 = 61 parking bays required	X	Business: 1 parking bay / 25m ² = $\pm 860\text{m}^2 \div 25\text{m}^2$ = ± 35 parking bays required Restaurants: 1 per 4 seats = 25 parking bays + 1 per 2 staff members = 5 parking bays = 25 + 5 = 30 parking bays required	✓

	Total of 573 parking bays required. 508 parking bays + 12 taxi bays (12x4 standard bays) are provided. = Total of 556 parking bays are provided. Permission in terms of Section 46(13) for the parking shortfall of 17 parking bays are required.		Service station + car wash: 4 parking spaces + 1 parking bay / 25m² = 8 + (800m² / 25m²) = 8 + 32 = 40 parking bays required. 35+30+40 = 105 parking bays required. 84 parking bays + 6 taxi bays (6x4 standard bays) are provided. = Total of 108 parking bays are provided.	
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Table 4: Compliance of the proposed development with development parameters of Agriculture zoned properties – **Proposed Remainder**

Development Parameters	Development proposal	Compliance
Consent uses: Agricultural industry, Agri-village, Airfield, Animal care centre, Animal sanctuary, Backpackers lodge, Camping site, Day care facility, <u>Utility services</u>, Farm stall, Game farm, Guest lodge, House shop, Nursery, Occupational practice, Quarry, Place of education, Place of worship, Renewable energy structures, Residential building, Resort accommodation, Riding school, Shooting range, Special use, Tourist facility	Utility services: (waste-water pump station and treatment works)	
Building lines: Street, side and rear building line: 30 metres	Complies with all building lines	

Considering the above, it is evident that the proposed development complies with the *Saldanha Bay Integrated Zoning Scheme By-Law* when taking into consideration the impact and scale of the development.

6.2 Provincial Policy Context

6.2.1 Western Cape Spatial Development Framework (2014)

The Western Cape Provincial Spatial Development Framework (PSDF) is a strategic, long-term planning tool that aims to guide how land is used across the province in an integrated way. It balances social, economic, and environmental goals by identifying key spatial assets, promoting inclusive economic growth through regional economic nodes, and steering infrastructure investment to where it can be most effective.

Alignment with Provincial Spatial Vision: Transitions to 2040

The Western Cape Government (WCG) and the City of Cape Town (CCT) mandated the Economic Development Partnership (EDP) to “scope a long-term economic vision and plan involving all key Western Cape economic leaders as well as citizens for the next 30 to 40 years.” This Provincial initiative, referred to as OneCape 2040, complements the NDP, and builds on the WCG’s Provincial Strategic Objectives (PSOs). It sets the goal of “creating a resilient, inclusive and competitive Western Cape with higher rates of employment producing growing incomes, greater equality and an improved quality of life”. The proposed development aligns with the vision of the Western Cape Government Provincial Spatial Development Framework to create a resilient, inclusive and competitive province with higher employment and improved quality of life. The development strengthens the local economic base by diversifying commercial opportunities beyond traditional sectors such as fishing and seasonal tourism, while reducing economic leakage to neighbouring centres like Vredenburg and Saldanha. By attracting investment, accommodating SMMEs, and formalising retail and service activities within a consolidated urban area, the proposal enhances regional competitiveness and contributes to a more resilient local economy.

Furthermore, the development advances spatial inclusion and socio-economic upliftment by creating both construction and permanent employment opportunities, thereby contributing to income growth and local empowerment within the broader Western Cape. Its mixed-use nature improves accessibility to goods, services and commercial opportunities closer to residential areas, reducing transport costs and promoting more compact settlement patterns. In doing so, the proposal supports greater equality, stimulates local enterprise participation, and enhances overall quality of life through improved convenience, place-making and economic vibrancy, consistent with the strategic intent of the PSDF.

Support for regional growth: the Saldanha Bay growth management zone

St Helena Bay is part of the broader Saldanha Bay regional economic node, which the PSDF identifies as a primary urban concentration and a "Growth Management Zone". The PSDF spatial logic dictates that government and the private sector should prioritise consolidated investment in economically vibrant areas like the Saldanha Bay region. Under Policy E1, infrastructure investment should be used to leverage economic growth. The proposal aligns with SIP 5 (Saldanha Bay-Northern Cape corridor), which anticipates rapid growth in the region due to industrial and port expansion. A local commercial hub is necessary to support the secondary service needs of a growing regional population.

Support for tourism

The Western Cape's tourism economy is nature and heritage-based, relying on the integrity of its unique coastal environment. The PSDF acknowledges that a "unique lifestyle offering" is a comparative strength that attracts the skills required for a modern economy. High-quality restaurants and retail outlets enhance this offering for both visitors and residents.

Developing integrated settlements (Policy S3)

The proposed mixed-use commercial hub complies with Policy S3, which promotes compact, mixed-use, and integrated settlements. The PSDF logic seeks to "Cluster" economic infrastructure and facilities along movement routes to maximise accessibility and public surveillance. The proposal moves away from segregated land-use activities toward integrated complementary land uses. This provides residents access to opportunities that support productive activities and reduce levels of exclusion. By providing shops and supermarkets locally, the project reduces the need for residents to travel to Vredenburg or Saldanha for basic goods, aligning with the goal of reducing average travel times and carbon emissions.

6.3 Local Policy Context

6.3.1 Saldanha Bay Spatial Development Framework (2025)

The *Saldanha Bay Spatial Development Framework (MSDF)* of 2025 determines the strategic policy guidelines for future development in Saldanha Bay region and in this case, in St Helena Bay. With regard to land use proposals applicable to St Helena Bay, the SDF identifies the area proposed for development located in Zone C, *"which has a "mixed-use character with varying residential densities. The zone encompasses Stompneus Bay and Midwest Caravan Park. This zone provides opportunities for the provision of further residential,*

institutional and business uses, to accommodate semigration and to maintain the economic self-sufficiency of the settlement. Non-coded proposals for Zone C include:”

- Allow for institutional and supportive business uses at identified mixed-use zones.
- Encourage tourism related activities.

The proposed development is further located within Zone SHC8, which “promote commercial development. (Provide an open space buffer with the perennial watercourse flowing northwards).”

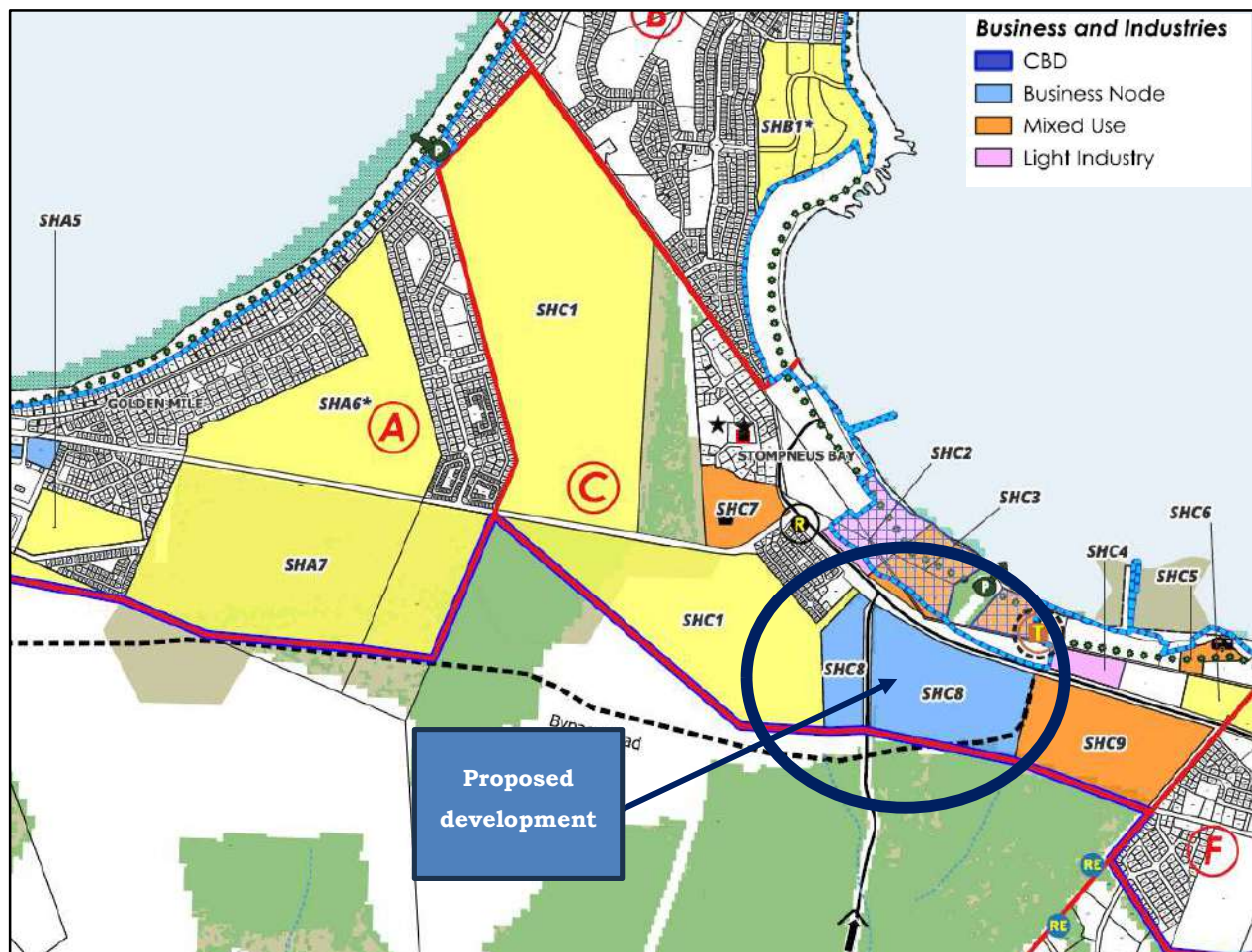


Figure 19: Extract from the Saldanha Bay SDF

Direct compliance with Zone SHC8 directives

The Municipal Spatial Development Framework (MSDF) explicitly designates Zone SHC8 as an area intended to “promote commercial development,” thereby establishing clear policy support for intensified business activity within this node. The proposed mixed-use retail hub directly advances this directive by consolidating high-

intensity commercial uses in the precise location identified for such growth. Rather than introducing a new commercial footprint in an unplanned area, the proposal gives effect to the municipality's stated spatial intent and strengthens the planned hierarchy of activity nodes within St Helena Bay.

Importantly, the MSDF further requires the provision of an open space buffer along the perennial watercourse traversing the site. The proposal retains and protects this natural drainage channel, ensuring it remains unobstructed and appropriately buffered. This approach not only safeguards ecological functioning and stormwater management systems but also aligns with broader environmental management objectives of the Western Cape Government to protect sensitive landscapes and watercourses. The development therefore demonstrates compliance not only in land use intensity but also in environmental stewardship.

Strategic establishment of the development

The MSDF identifies the need to establish a cohesive Central Business Area (CBA) within St Helena Bay, recognising that the settlement currently consists of fragmented neighbourhoods separated by open land and lacking a functional urban core. Although the proposal is not suggested within the indicated CBD, it is proposed within an area earmarked as an "Business Node". The proposal can therefore be encouraged. With projected population growth placing increasing pressure on local services, the establishment of a consolidated business node is considered urgent and necessary. The proposed development contributes directly to this strategic objective by creating a structured, identifiable commercial hub.

At present, many residents rely on nearby towns such as Vredenburg for essential retail and commercial services, resulting in economic leakage and transport-related costs. By providing a full-service retail offering locally, the development strengthens the internal economy of St Helena Bay, enhances self-sufficiency, and reinforces its role within the broader West Coast settlement network.

Implementation of the "externalisation" structural tool

The MSDF's structural concept of "Externalisation" seeks to position high-intensity land uses at accessible, visible locations along key movement corridors rather than embedding them within low-density residential areas. The proposed development responds directly to this principle by situating retail, fuel, and dining facilities along an accessible activity street (Main Road), contributing to the formation of an "Activity Street" environment.

Enhancing tourism and economy

St Helena Bay is recognised as a recreation and tourism destination, with the holiday accommodation and retirement markets forming key economic drivers. The introduction of high-quality retail outlets, restaurants, and supporting amenities enhances the attractiveness of the town to visitors and seasonal residents. A well-designed commercial hub contributes positively to place-making, reinforces the coastal character of the settlement, and elevates the overall visitor experience. Improved commercial offerings reduce the need for tourists to travel outside the area for shopping, thereby retaining expenditure within the local economy. The proposal thus supports tourism-led economic development while strengthening the identity and long-term sustainability of the settlement.

Promoting functional integration and walkability

A core principle of the MSDF is Functional Integration, which aims to ensure that residents can access at least 50% of daily required services within walking distance. The proposed mixed-use hub advances this objective by locating essential retail services, including a supermarket and a service station, within proximity to surrounding residential areas. This reduces reliance on private vehicles and mitigates the impact of limited public transport availability in St Helena Bay.

From the above it is clear that the proposed development is fully supported by the Saldanha Bay MSDF for the area in which it is located and will even redress some of the challenges faced in town. The proposal can therefore be favourably considered.

6.4 Principles of Land Use Planning

The proposed development supports the principles of *Chapter VI (Article 59) of the Land Use Planning Act (LUPA), Act 3 of 2014, and Chapter 2 (Article 7) of the Spatial Planning and Land Use Management Act (SPLUMA), Act 16 of 2013*, as follows.

6.4.1 Spatial justice

The principle of spatial justice requires redressing past spatial imbalances through improved access to and use of land, promoting inclusion of previously disadvantaged communities and areas characterized by poverty or exclusion. This development contributes meaningfully by creating a convenient mixed-use commercial node in the underserved St Helena Bay area, bordered by residential and mixed-use zones to the north, west, and east. The compact retail centre provides essential services close to local residents, reducing travel burdens to distant

centres like Vredenburg or Saldanha. By generating construction and operational jobs, enhancing economic access for surrounding communities, and situating the node adjacent to existing urban fabric without displacing vulnerable groups, the proposal promotes equitable land use and inclusion, consistent with SPLUMA's emphasis on addressing historical disparities.

6.4.2 Spatial sustainability

The proposal supports spatial sustainability by introducing development in a location already influenced by surrounding residential, industrial, authority, and agricultural land uses, thereby reinforcing an existing mixed-use environment rather than promoting urban sprawl. The consolidation of multiple complementary land uses within a single development footprint encourages more sustainable land consumption and reduces fragmented commercial expansion along transport routes. The development further promotes sustainable settlement patterns by locating commercial services in proximity to existing communities, thereby reducing travel distances and associated environmental impacts over time.

6.4.3 Efficiency

The principle of efficiency calls for optimizing existing resources and infrastructure, minimizing negative financial, social, economic, or environmental impacts, and streamlining decision-making. The development optimizes underutilized land within the urban edge. The proposed development demonstrates spatial efficiency through the integration of a variety of compatible land uses within a commercial node. Shared infrastructure, internal circulation systems, and consolidated parking areas optimise land utilisation and reduce duplication of services. The clustering of retail, a service station, and restaurants uses around anchor tenants promotes efficient movement patterns and supports higher levels of activity within a compact development area. This approach ensures optimal use of available land and infrastructure while supporting functional and economically viable development.

6.4.4 Spatial resilience

The development contributes to spatial resilience by diversifying the local economic base and providing adaptable commercial infrastructure capable of responding to changing economic and community needs. The inclusion of a mix of retail, service, office, and specialised uses allows the development to remain functional under varying market conditions and seasonal population fluctuations typical of coastal settlements. By establishing a consolidated commercial node supported by accessible transport infrastructure, the proposal strengthens the long-term viability and adaptability of the local settlement structure.

6.4.5 Good administration

The application will be taken through the public process by Saldanha Bay Municipality and all relevant departments will be approached. Participation of different relevant departments and the public will ensure an informed decision.

7. SECTION 7 NEED AND DESIRABILITY

Need:

The proposed mixed-use commercial development on Portion 4 of Farm Duyker Eiland No. 6, Malmesbury District responds to a clear and growing need in St Helena Bay. Population growth, driven by nearby employment opportunities and tourism, has led to rapid residential expansion, including IRDP projects and private developments. However, the availability of everyday retail and essential services has not kept pace. At present, the area is spatially fragmented and lacks a functional urban core or a centralised retail hub. As a result, residents must travel long distances to larger centres such as Vredenburg to access basic goods and services. This not only increases travel time and transport costs, but also leads to economic leakage, as local spending is directed to other towns.

The proposed development aims to address these challenges by establishing a well-defined commercial node that offers a convenient, one-stop retail experience. By reducing reliance on distant centres, it will better meet the daily needs of local residents and tourists. In addition, the project will support socio-economic development by creating employment opportunities during both construction and operation. By formalising retail activity and supporting small, medium, and micro enterprises (SMMEs), the development will contribute to a more diverse and resilient local economy, reducing dependence on seasonal tourism and fishing.

Desirability:

The proposed development is strongly supported as it promotes local economic growth in line with the Saldanha Bay LED Strategy and the SDF (2025). By encouraging development around key nodes and focusing on job creation, the project will strengthen community resilience and attract much-needed investment to the area. Importantly, it responds to the structural challenges of the local economy, which currently relies heavily on seasonal fishing and tourism. The development will create a range of employment opportunities, from construction jobs during the building phase to long-term positions in retail, fuel services, and management. In

addition, the proposed hub is expected to capture spending from both local residents and West Coast tourists, reducing economic leakage and helping to establish St Helena Bay as a more self-sufficient coastal community. The site's location at the intersection of Main Road 533 and Divisional Road 2160 offers excellent visibility and accessibility, while remaining compatible with the surrounding area. The proposal achieves a balanced spatial outcome by intensifying land use within the urban edge without affecting high-value agricultural land. By concentrating higher-intensity activities along major routes, the development will help create a vibrant activity corridor, supporting long-term sustainability without compromising the area's rural character.

Overall, the application demonstrates strong alignment with the principles of spatial justice, efficiency, and resilience. It addresses existing service gaps in a growing community while promoting inclusive economic participation. By integrating modern service needs with environmentally responsible design, the development is positioned not only as a viable investment, but also as a catalyst for long-term economic growth, community wellbeing, and environmental stewardship.

8. SECTION 8 SUMMARY

The application for the proposed mixed-use retail development is considered desirable on the basis of the following;

- The proposed development aligns with and enhances the core principles of the Land Use Planning Act (LUPA) and the Spatial Planning and Land Use Management Act (SPLUMA).
- The proposal strictly adheres to the Saldanha Bay Municipal Spatial Development Framework, which serves as the primary forward-planning guide for the St Helena Bay region.
- By optimizing infrastructure and services within an urban context, the project fulfils the Western Cape PSDF policy initiatives. It promotes "smart growth" by prioritizing infill development and curbing urban sprawl through efficient land use.
- The site is located within the defined Urban Edge of St Helena Bay. Developing this specific area ensures that underutilized land is leveraged to its full potential rather than remaining dormant.
- All technical studies and specialist investigations conducted on Portion 4 of Farm Duyker Eiland No. 6 recommend the site as suitable for development.
- There are no physical or environmental restrictions on the property that would prevent or hinder the proposed construction.

- The development addresses a critical shortage of services in St Helena Bay. By providing these facilities locally, we can reduce "economic leakage" to neighbouring towns like Vredenburg.
- The project will be a significant driver of local employment, creating numerous job opportunities during both the initial construction phase and long-term operations.
- To minimize the load on municipal infrastructure, the project incorporates independent, sustainable systems. These include an engineered wetland for wastewater treatment and stormwater harvesting systems for potable water use.
- The proposal is designed to complement the existing character of the area. It ensures that surrounding residential neighbourhoods and natural conservation areas remain undisturbed and protected.
- The site is easily accessible and has been planned to ensure there are no significant negative effects on the surrounding built or natural environment

Given the comprehensive alignment with spatial planning frameworks, the positive results of specialist investigations, and the clear socio-economic benefits to St Helena Bay, it is evident that the application for the rezoning, subdivision, consent use, parking shortfall, and Site Development Plan approval for Portion 4 of Farm Duyker Eiland No. 6 is well-founded and merits support. By integrating sustainable infrastructure with responsible urban growth, the proposal ensures the optimal use of land without straining municipal resources or compromising the local environment.

We therefore respectfully request that this application be considered favourably for approval.



NJ de Kock

For CK RUMBOLL AND PARTNERS