

REMAINDERS OF ERVEN 1339 AND 1316 KNYSNA

Subdivision, Rezoning, Consolidation, Road Closures, and Departure Applications



Planning  Space
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TABLE OF CONTENTS

1. INTRODUCTION	5
2. BACKGROUND.....	6
3. PROPERTY INFORMATION.....	7
3.1 LOCALITY	7
3.2 PROPERTY DESCRIPTION	8
4. PROPOSAL	8
4.1 DEVELOPMENT CONCEPT	8
4.2 PROPOSED PHASING OF THE DEVELOPMENT	11
4.3 PROPOSED SUBDIVISION AND CONSOLIDATION	11
4.4 PROPOSED ROAD CLOSURES	13
4.5 PROPOSED SUBDIVISION AND REZONING OF THE CONSOLIDATED STAND	15
4.6 HEIGHT DEPARTURE.....	16
4.7 SITE DEVELOPMENT PLAN (PORTION A).....	17
4.7.1 ACCESS	17
4.7.2 PARKING AND LOADING.....	17
4.7.3 COMPLIANCE WITH DEVELOPMENT PARAMETERS	18
4.8 SERVICES	18
4.8.1 ELECTRICAL SERVICES.....	18
4.8.2 WATER	19
4.8.3 SEWER	19
4.8.4 STORMWATER.....	19
4.8.5 SOLID WASTE	20
5. MOTIVATION.....	20
5.1 THE TENDER AND SALES AGREEMENT	20
5.2 HISTORY OF KNYSNA BOAT BUILDING	20
5.3 LOCATION OF THE PROPOSED FACILITY	21
5.4. BIOPHYSICAL SITE CONDITIONS.....	21

5.5 CURRENT LAND USE	21
5.6 BOAT CONSTRUCTION REQUIREMENTS.....	22
5.7 COMPATIBILITY WITH THE KNYSNA SPATIAL DEVELOPMENT FRAMEWORK (KSDF2020). 22	
5.8 CONSIDERATION OF POTENTIAL IMPACTS OF THE PROPOSAL.....	23
5.8.1 IMPACT ON MUNICIPAL SERVICES	23
5.8.2 TRAFFIC IMPACT.....	24
5.8.3 IMPACT ON THE CHARACTER OF THE AREA	24
5.8.4 IMPACT ON SURROUNDING PROPERTIES	24
5.8.5 VISUAL IMPACT	25
5.8.6 SOCIO-ECONOMIC BENEFITS.....	27
5.8.7 ENVIRONMENTAL IMPACT	28
5.9 CONSIDERATION OF SPLUMA PRINCIPLES	28
5.9.1 SPATIAL JUSTICE.....	28
5.9.2 SPATIAL SUSTAINABILITY	28
5.9.3 SPATIAL EFFICIENCY	29
6. SUMMARY.....	30

LIST OF PLANS:

Diagram 1: Locality Plan
Diagram 2: Aerial Photo
Diagram 3: Zoning Map
Diagram 4: Subdivision Plan (RE/1316)
Diagram 5: Subdivision Plan (RE/1339)
Diagram 6: Road Closure Plan for Road Portion on the RE/1316
Diagram 7: Road Closure Plan for Road Portion on the RE/1339
Diagram 8: Proposed Consolidation and Subdivision Plans
Diagram 9: Servitude Plan
Diagram 10: Site Development Plan for Portion A
Diagram 11: Site Development Plan in the context of the surrounding area
Diagram 12: Sections and Elevations

LIST OF ANNEXURES:

Annexure A: Tender Award Confirmation Letter
Annexure B: Signed Sales Agreement
Annexure C: Power of Attorney from the Municipal Manager
Annexure D1: Windeed Search (RE/1316)
Annexure D2: Windeed Search (RE/1339)
Annexure E1: Title Deed (RE/1316)
Annexure E2: Title Deed (RE/1339)
Annexure F1: SG Diagram (RE/1316)
Annexure F2: SG Diagram (RE/1339)
Annexure G1: Status Report (Portion of the RE/1316-Public Road)
Annexure G2: Status Report (Portion of the RE/1316-Ordinary Erf)
Annexure G3: Status Report (Portion of the RE/1339)
Annexure H: Civil Engineering Report
Annexure I: Electrical Engineering Report
Annexure J: Traffic Impact Assessment
Annexure K: Visual Impressions

1. INTRODUCTION

- i. In June 2022, Kinetic Catamarans SA Pty Ltd was awarded a tender by the Knysna Municipality to develop portions of the Remainder of Erf 1339 and Remainder of Erf 1316, Knysna (refer to the Tender Award Confirmation Letter from the Knysna Municipality dated 17 November 2022 and attached as Annexure A).
- ii. The sales agreement was signed by both parties in July 2023 (see Annexure B).
- iii. To implement this sale, Kinetic Catamarans appointed Planning Space to assist with obtaining the following land use applications and permissions in terms of Section 15 (2) and Chapter IV of the Knysna Municipality: Standard Municipal Land Use Planning By-Law:
 - a) Subdivision application in terms of Section 15 (2) (d) for the subdivision of the Remainder of Erf 1316 Knysna into Portion A ($\pm 3\,551\text{m}^2$) and the Remainder ($\pm 6\,258\text{m}^2$) as indicated on Subdivision Plan No. RE1316-SUB2 dated 16 April 2025 and attached as Diagram 4.
 - b) Subdivision application in terms of Section 15 (2) (d) for the subdivision of the Remainder of Erf 1339 Knysna into Portion A ($\pm 5\,357\text{m}^2$) and the Remainder ($\pm 67\,288\text{m}^2$) as indicated on Subdivision Plan No. RE1339-SUB2 dated 16 April 2025 and attached as Diagram 5.
 - c) Consolidation in terms of Section 15 (2) (e) of Portion B [a portion of the Remainder of Erf 1316 ($\pm 3\,551\text{m}^2$)] with Portion A [a portion of the Remainder of Erf 1339 ($\pm 5\,357\text{m}^2$)] as indicated in the Consolidation Plan No. RE1316/1339-CON1 dated 19 August 2025 and attached as Diagram 8A.
 - d) Subdivision application in terms of Section 15 (2) (d) for the subdivision of the consolidated erf as described above, into two portions [Portion A ($\pm 5\,862\text{m}^2$) and Portion B ($\pm 3\,046\text{m}^2$)] as indicated in the Subdivision Plan No. RE1316/1339-SUB3 dated 19 August 2025 and attached as Diagram 8B.
 - e) Council's consent in terms of Section 15 (2) (n) for the closure of Portions of the Public Road on the Remainder of Erf 1316 and the Remainder of Erf 1339, as indicated in the Road Closure Plan No. RE1316-RC dated 03 April 2025 and Plan No. RE1339-RC dated 03 April 2025, attached as Diagrams 6 and 7.
 - f) Rezoning of Portion A ($\pm 5\,862\text{m}^2$), which derives from the Remainder of 1316 and the Remainder of 1339 (refer to Diagram 8B) in terms of Section 15 (2) (a) from "Undetermined Use Zone" and "Transport Zone II" to "Industrial Zone I".
 - g) Rezoning of Portion B ($\pm 3\,046\text{m}^2$), which derives from the Remainder of 1316 and the Remainder of 1339 (refer to Diagram 8B) in terms of Section 15 (2) (a) from "Undetermined Use Zone" and "Transport Zone II" to Business Zone I.

- h) Height Departure application in terms of Section 15 (2) (b) from 8.5m restriction on the “Industrial zone I” portion to 12m to allow the new factory on Portion A to have the same building height as the approved buildings in Phase 1.
- i) In addition to the above, being within 50m of the Knysna lagoon, the land use applications for the implementation of the sale would also require approval from SANPARKS in terms of Section 50 (5) of NEMPAA. The necessary applications have been submitted to them simultaneously.
- j) The proposed development is within 100m of the highwater mark and may also trigger Listed Activity 19A of the NEMA Environmental Impact Assessment Regulations. This activity pertains to the infilling or depositing of more than 5 cubic metres of material, or the dredging, excavation, removal, or movement of more than 5 cubic metres of soil, sand, shells, shell grit, pebbles, or rock within 100 metres inland of the high-water mark of the sea or an estuary. The Subdivision and rezoning of the land as administrative decisions will not trigger any listed activities; however, the construction of buildings, specifically the excavation of more than 10m³, will require an Environmental Authorisation. Eco Route Environmental Consultants have been appointed to prepare and submit the necessary environmental applications. The Final SDP for both portions will be submitted when the Environmental Authorisation process is concluded.

2. BACKGROUND

Established in 2018, Kinetic Catamarans has rapidly emerged as a premier manufacturer of exceptional, high-quality catamarans. Originating from the USA, the South African company operates its shipyard on the shore of Knysna Lagoon. They have occupied the current premises on Erven 3416 and 3417 since 2018, when they took over the shipyard from a previous shipbuilding company called Harvey Yachts. These properties are owned by Kiwisaffa Alliance Pty Ltd, the property holding company of Kinetic Catamarans.

Harvey Yachts entered into an encroachment agreement with the Municipality in 2016 to erect a temporary structure on a portion of Council land to the east of Erf 3416, facilitating the temporary extension of the shipyard. The new owners have taken over the agreement and are still paying annual encroachment fees.

In November 2022, the Kinetic Catamarans Company was awarded a tender by the Knysna Municipality to develop the surrounding area, which includes a portion of Remainder of Erf 1316 and a portion of the Remainder of Erf 1339 (see Annexure A: Tender Award Confirmation Letter). The Sales Agreement was signed by both parties in July 2023 (see Annexure B).

At the time, the portion that is subject to the Encroachment Agreement was not part of the tender to buy the land, but did form part and parcel of the Kinetic Catamaran tender proposal. They have recently applied to purchase this additional portion of land from the municipality. If successful, this land will link the existing factory with the newly acquired municipal land.

This application only focuses on the portions of land that form part of the awarded tender.



Figure 1: Location of tender land in the context of the existing Kinetic Facilities.

3. PROPERTY INFORMATION

3.1 LOCALITY

The land parcels in question are strategically located within the south-eastern section of central Knysna, positioned along the Knysna lagoon within an established commercial and industrial precinct. The properties extend from the area directly east of the existing Kinetic Catamarans Facility (currently occupied by the municipal vehicle testing facility), following the lagoon edge and encompassing the Sea Cadets building situated south-east of the newly developed Food Lovers Market. The area also includes a portion of New Street, which is proposed to be closed as part of the development initiative.



Figure 2: Approximate position of the development sites.

3.2 PROPERTY DESCRIPTION

Title Deed Description	A portion of the Remainder of Erf 1316 Knysna	A portion of the Remainder of Erf 1339 Knysna
21-Digit Code	C03900050000131600000	C03900050000133900000
Title Deed Number	T13589/1942	T315/1889
GP/SG Diagram No.	SG 4358/1938	SG 4137/1884327/1873
Title Deed Restrictions	None	None
Property Size	±3551m ²	±5357m ²
Property Owner	Knysna Municipality (to be transferred to Kinetic Catamarans Pty Ltd upon successful subdivision).	Knysna Municipality (to be transferred to Kinetic Catamarans Pty Ltd upon successful subdivision).
Zoning	Split Zoning (including “Undetermined Use Zone” and “Transport Zone II”)	Split Zoning (including “Undetermined Use Zone” and “Transport Zone II”)
Land Use	Sea Cadet Building and Public Road	Vehicle Testing Facility and Public Road

4. PROPOSAL

4.1 DEVELOPMENT CONCEPT

The study area is currently underutilised and poorly maintained, representing a valuable but neglected asset within the municipality. Recognising the need for meaningful revitalisation, the Municipality has acknowledged that a viable and sustainable turnaround can only be achieved through private sector investment and innovation. Kinetic Catamarans was awarded the tender on the strength of a compelling development concept that balances economic activity with public benefit. Their proposal includes three key components: the expansion of the existing shipyard, the creation of a public park, and the transformation of the Sea Cadet building into a vibrant mixed-use facility.

➤ Marine Manufacturing Expansion

From Kinetic Catamarans’ perspective, the main reason for acquiring the land is to be able to extend the existing shipyard. A new factory is planned on the footprint of the Driver’s Licence Testing Ground, which is capable of accommodating a structure required for the construction of larger catamarans (up to 90 feet). The planned structure will be ± 2390m² and will be contained within the footprint of the concreted testing facility. Section 2.2.1 of the Sales Agreement requires that the testing facility be relocated by the buyer to a site identified by the Municipality. It is understood that the municipality has approved the relocation of the vehicle testing facility to a portion of the Remainder of Erf 1390, Knysna, in Vigilance Drive.



Figure 3: Existing Driver's Licence Testing Facility.

The new manufacturing facility will support business growth, enabling the company to increase staff from 45 to 150 and expand production capacity.

➤ **Public Park**

The proposal includes the development of a linear public park along the lagoon frontage, aimed at beautifying the area. The park will be fully landscaped and easily accessible from both the existing Lagoon Walkway and Union Street. While a basic walkway currently exists, the surrounding area is poorly maintained and does not offer an inviting or enjoyable environment.

The intention is to transform the space through comprehensive landscaping, the installation of appropriate lighting for nighttime use, and the creation of a safe, attractive public realm. The adjacent catamaran factory will feature a well-designed façade facing the lagoon, further enhancing the visual quality and overall appeal of the area.

➤ **Sea Cadets and Mixed-Use Facility**

The existing Sea Cadets building is currently in a state of disrepair and stands out as an eyesore among the recently developed commercial and Industrial buildings in the area. The initial tender proposal included the possible relocation of the Sea Cadets to an alternative site, such as Loerie Park. However, it was ultimately concluded that the current centrally located site, with its proximity to the lagoon, is the most appropriate and functional location for the Sea Cadets. The site is easily accessible and aligns well with the marine-themed environment that will be established by the adjacent yacht factory.

At this stage, the proposal is limited to the refurbishment and aesthetic improvement of the existing building. The current floor area calculates to be $\pm 500\text{m}^2$ with an additional fenced-in area for boat storage, etc. The longer-term vision is to redevelop the site into a mixed-use building that would continue to accommodate the Sea Cadets, while also potentially incorporating a small restaurant, tourist-oriented retail shops, and residential apartments on the upper floor. The details of this redevelopment concept do not form part of the current application. The intention is to subdivide and rezone this section of the tendered land to "Business Zone 1" so that it can be developed separately in a future phase.



Figure 4: New Street.



Figure 5: Sea Cadet Building.

➤ Taxi Holding facility

Condition 2.2.5 of the Sales Agreement states that the developer must make provision for a taxi holding area, preferably in New Street. No specifications were provided regarding the number of taxis to be accommodated, the design standards, or the operational requirements of such a facility.

At present, the site adjacent to the lagoon is being used informally as a taxi waiting area. This has resulted in numerous problems, including significant traffic congestion, environmental degradation, such as pollution of the lagoon, and general public nuisance. These issues have had a negative impact on the surrounding properties and the broader public environment.

Due to the severity of these impacts, the owners of the surrounding properties successfully obtained a court interdict prohibiting the continued use of the area as a taxi holding area. This legal development now renders it impossible to accommodate taxis on the site as initially contemplated without receiving huge opposition from the surrounding landowners.

It is submitted that it is neither reasonable nor fair to expect a private landowner or developer to resolve what is fundamentally a public transport and urban management issue. The need for formalised taxi infrastructure is a municipal responsibility, as it involves broader questions of route planning, traffic regulation, and public safety, matters that lie squarely within the jurisdiction of the local authority.

We believe that a taxi holding area on the lagoon front is not the most optimal land use for the area. The developer supports future engagement between stakeholders and the municipality to find a suitable off-site location for a formal taxi facility.

4.2 PROPOSED PHASING OF THE DEVELOPMENT

This proposal forms part of a broader, multi-phase development initiative. To provide context, the first Phase involves the upgrade of the existing catamaran factory located on Erf 3417, which is already underway. The second includes the refurbishment of the existing building on Erf 3416 (now consolidated with Erf 3417), and once the portion of land currently under lease has been secured, Phase 2B will allow the extension of the building on the consolidated site onto the land that is currently under lease. Phase 3 will be the construction of a new building on the current testing facility grounds. The final phase will be the upgrade of the Sea Cadet building.

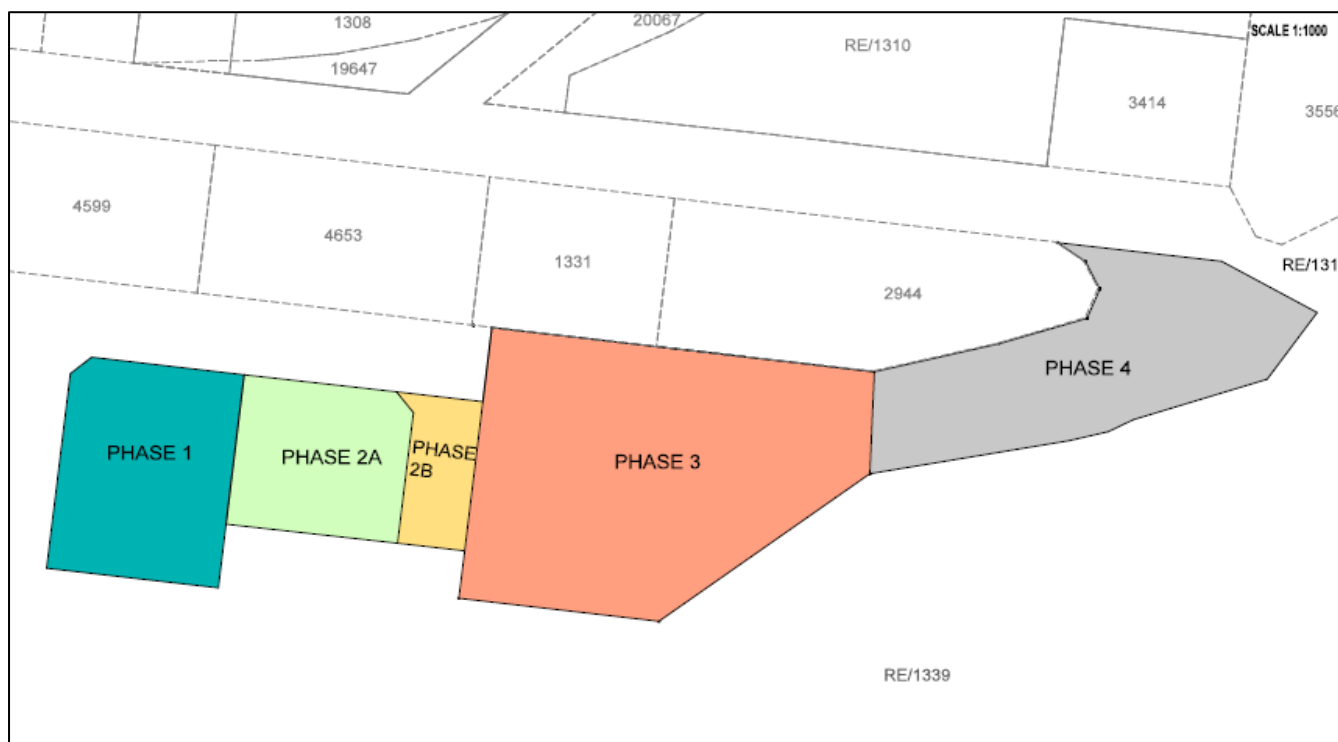


Figure 6: Phasing of the development.

4.3 PROPOSED SUBDIVISION AND CONSOLIDATION

The land that has been put out for tender has not been cadastrally defined and is broadly described as “Portions of the Remainders of Erven 1316 and 1339 and a portion of New Street” as indicated in the sketch labelled as Figure 7 that was attached to the tender document and also the Sales Agreement. The purpose of this application is to create a new Erf that can be transferred to the Kinetic Catamarans, as agreed to in the Sales Agreement.



Figure 7: Spatial indication of land sold.

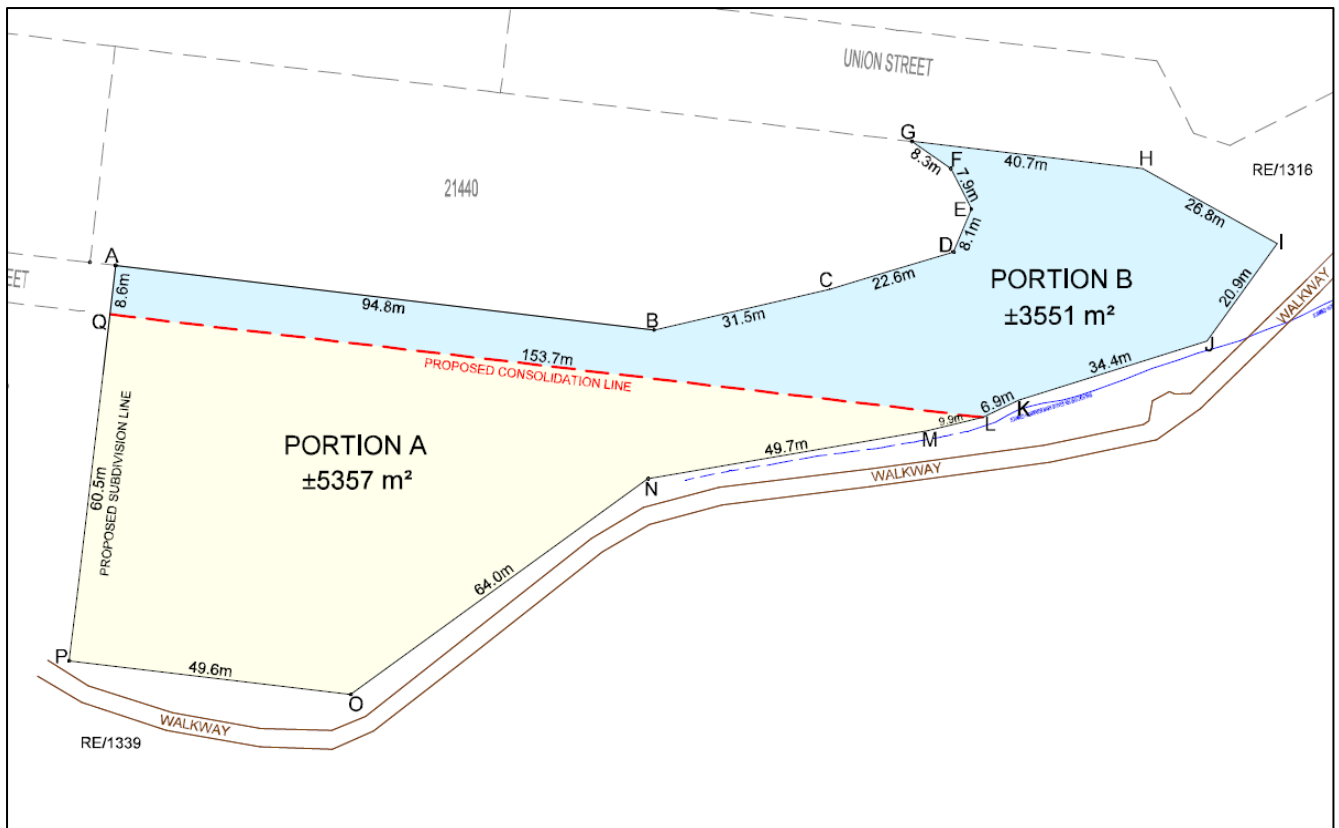


Figure 8: Proposed cadastral for the land sold.

In order to create the new property, the following applications are required:

- a) Subdivision application in terms of Section 15 (2) (d) for the subdivision of the Remainder of Erf 1316 Knysna into Portion A ($\pm 3\,551\text{m}^2$) and the Remainder ($\pm 6\,258\text{m}^2$) as indicated on Subdivision Plan No. RE1316-SUB2 dated 16 April 2025 and attached as Diagram 4.
- b) Subdivision application in terms of Section 15 (2) (d) for the subdivision of the Remainder of Erf 1339 Knysna into Portion A ($\pm 5\,357\text{m}^2$) and the Remainder ($\pm 67\,288\text{m}^2$) as indicated on Subdivision Plan No. RE1339-SUB2 dated 16 April 2025 and attached as Diagram 5.
- c) Consolidation in terms of Section 15 (2) (e) of the subdivided portion of the Remainder of Erf 1316 ($\pm 3\,551\text{m}^2$) with the subdivided portion of the Remainder of Erf 1339 ($\pm 5\,357\text{m}^2$) as indicated in the Consolidation Plan No. RE1316/1339-CON1 dated 19 August 2025 and attached as Diagram 8A.

The proposed boundary of the subdivision used the alignment of the existing fence around the Testing Facility to define the western boundary QP and the southern boundary PO. The line ONM follows the alignment of the walkway ($\pm 1\text{ m}$ to the north), and once the line reaches the Remainder of Erf 1316, the southern boundary follows to $\pm 1\text{m}$ north of the highwater mark as

defined by Survey Record 2475/1966 (LK). From here, the boundary is once again defined by the fence around the Sea Cadet Building (KJI). The rest of the boundary alignment follows the southern and eastern boundary of Erf 21440.



Figure 9: Existing fence around the testing ground (southern boundary).

The consolidated site will measure approximately 8 908m². The Sales Agreement references a size of 8 600m², reflecting a 3% deviation. This variance is considered reasonable, given the approximate nature and lack of a formal survey of the sketch plans that accompanied the agreement.

4.4 PROPOSED ROAD CLOSURES

The sale of the land includes a portion of New Street that traverses over both the Remainder of Erf 1316 and the Remainder of Erf 1339. The Status Reports received from the Surveyor General are attached as Annexures G1, G2 and G3, confirming the position of the section of public road.

It is proposed that a section of New Street, approximately 185m in length, traversing over both Erf 1316 and Erf 1339 (see Figure 10 below), be closed and converted into a private parking facility for the site. This section of New Street is currently unpaved and is mostly being utilised as an informal and unauthorised minibus taxi parking area.

This application includes a request for Council's consent, in terms of Section 15 (2) (n), for the closure of Portions of Public Road as identified by the Surveyor General over the Remainder of Erf 1316 and the Remainder of Erf 1339 as indicated in the Road Closure Plan No. RE1316-RC dated 03 April 2025 and Plan No. RE1339-RC dated 03 April 2025, attached as Diagrams 6 and 7.

There is only one property, Erf 21440, that gains access off New Street. Access to this property will be secured via a private access servitude, as indicated in the proposed Servitude Plan attached as Diagram 9.

New Street will be closed to through traffic but will function as a private parking area with public access, similar to the operation of any other commercial parking area, such as the Food Lovers Market parking area.

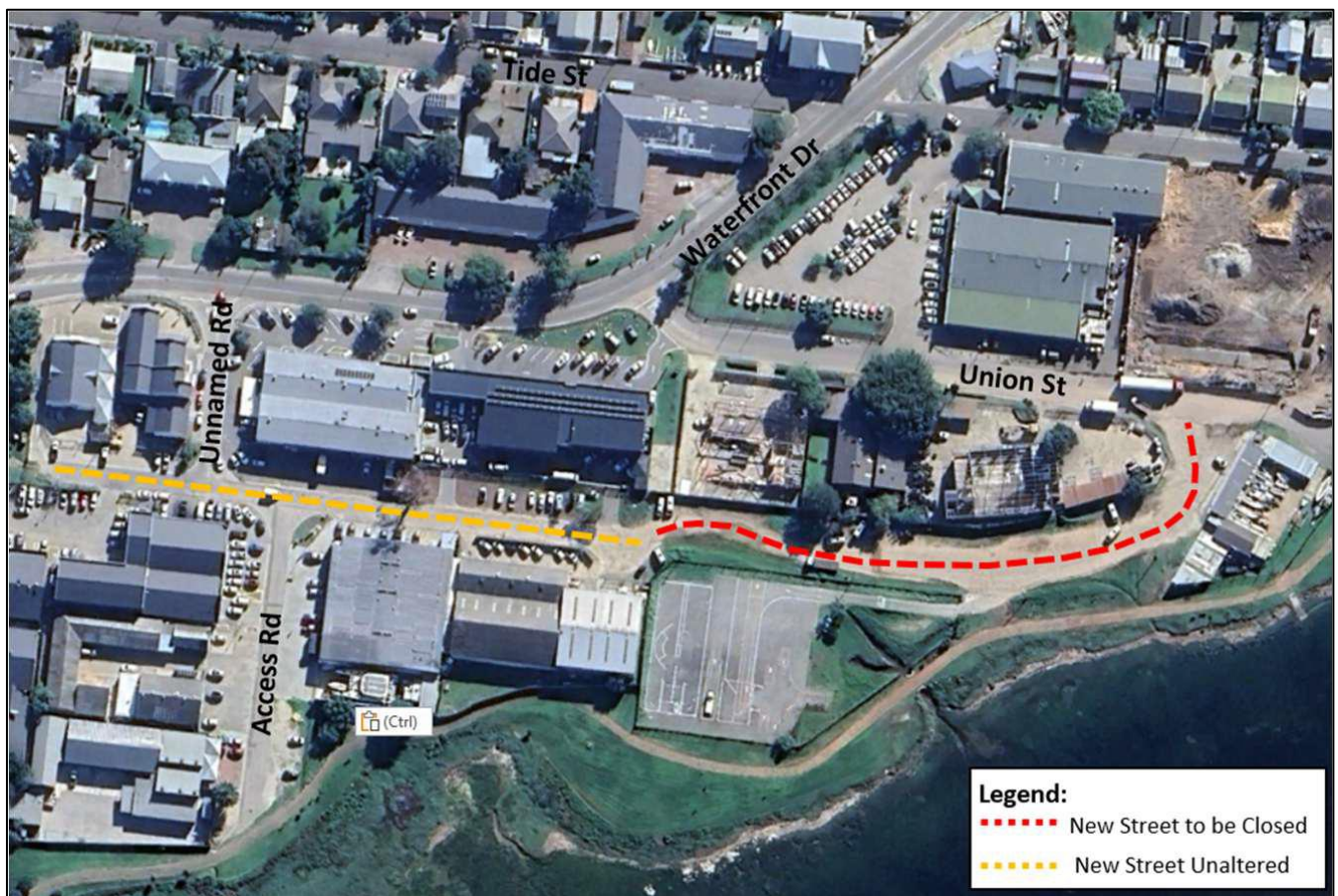


Figure 10: Section of New Street to be closed.

To ensure that the proposed road closure does not negatively impact traffic flow, especially considering the recent development of several buildings in the area, such as Food Lovers Market and Nissan, a Traffic Impact Assessment has been conducted. The study is attached as Annexure J. The Traffic Assessment concluded that the expected development traffic and planned closure will not have a significant impact on the external road network and will not require any intersection upgrades.

Additionally, several municipal infrastructure services are located on New Street. All the services have been surveyed and will be protected in a Municipal Services Servitude (See Diagram 9: Servitude Plan). The servitude area will be used for parking and circulation purposes.

4.5 PROPOSED SUBDIVISION AND REZONING OF THE CONSOLIDATED STAND

➤ Current Zoning

The consolidated stand will be transferred to Kinetic Catamarans as per the Sales Agreement. The Sales Agreement states that it is the purchaser's responsibility to obtain the necessary land use, building control and environmental applications. To ensure that the buyer purchases a viable property that can be developed as envisaged in the tender proposal, the land will need to be rezoned simultaneously with the subdivision and consolidation applications. Presently, the land has a split zoning that consists of "Transport Zone II" (Public Road) and "Undetermined Use Zone" as indicated in the Zoning Map attached as Diagram 3.

The Undetermined Use zoning comprises most of the Remainder of Erf 1339 (except for the sliver of New Street along the northern boundary). According to the Knysna Zoning Scheme, this zoning permits only existing buildings. The objective of this zone is to enable the Municipality to defer a decision regarding specific land use and development management provisions until the circumstances affecting the land unit have been properly investigated, or until the owner of the land makes an application for rezoning.

The sections of New Street (including the Sea Cadet Building) are currently zoned for "Transport Zone II" purposes according to the Knysna Zoning Map (refer to Diagram 3). With the sale of the land to a private company, and the formal closing of the road in the Surveyor General Office, this zoning becomes obsolete as it only permits Public Roads which is defined in the zoning Scheme as *"any land, owned by or vesting in the Municipality, indicated on an approved plan, diagram or map as having been set aside as a public thorough way for vehicles and pedestrians"*.

A rezoning of this land is therefore essential for the sale of the land. Without the zoning in place, the land is worthless.

➤ Proposed Industrial I Zoning

It is proposed that the consolidated site be subdivided into two portions [Portion A ($\pm 5\,862\text{ m}^2$) and Portion B ($\pm 3\,046\text{ m}^2$)] as indicated in the Subdivision Plan No. RE1316/1339-SUB3 dated 19 August 2025 and attached as Diagram 8B.

It is further proposed that Portion A be rezoned from "Undetermined Use Zone" and "Transport Zone II" to "Industrial Zone I" (light Industry) and that Portion B be rezoned from "Undetermined Use Zone" and "Transport Zone II" to "Business Zone I" (Business premises).

Knysna Zoning Scheme By-Law defines light industry as *"an industry that is not hazardous or offensive and does not involve the use or storage of hazardous or offensive materials or substances, and where the processes carried on, or the transportation involved, do not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise"*.

The current catamaran production facility operates from Erven 3416 and 3417, which are zoned “Industrial Zone I”. Approved Building Plans for this facility confirm that the land use complies with the above light industry description as it involves non-hazardous processes and does not entail the storage or use of materials considered hazardous or offensive. Furthermore, the operations associated with yacht building are not expected to disrupt the surrounding neighbourhood in terms of noise, odours, emissions, or other nuisances.

➤ **Proposed Business 1 Zoning**

The future development of Portion B into a mixed-use business building will require rezoning to “*Business Zone I*”. A “*business premises*” is described in the Zoning Scheme as a property from which business is conducted and includes a shop, supermarket, restaurant, sale of alcoholic beverages, plant nursery, office, funeral parlour, financial institution and building for similar uses, place of assembly, institution, place of instruction, hotel, hospital, conference facility, indoor sport and recreation centre, and multiple parking garages.

The current land use, being the Sea Cadet, can fit into this zoning category under the description of either a place of instruction or an indoor sport and recreation centre. The future development of this land will also fit into this description, but will be subject to a Site Development Plan.

4.6 HEIGHT DEPARTURE

The current Light Industrial zoning limits building height to 8.5 meters, which is a notable reduction from the previous height restriction of 16 meters permitted under the “Industrial Zone” of the former Knysna Zoning Scheme. Recognising the operational requirements of modern boat manufacturing, the renovations of Erf 3417 obtained Building Plan approval for a 12m high building. Construction is currently underway.

The need for additional height is driven by the nature of the activities taking place on site. The construction of large catamarans and yachts demands substantial vertical clearance for the efficient assembly of hulls, installation of mast systems, and fitting of overhead equipment. A building height of 12 meters significantly enhances the functionality of the space, allowing for streamlined production processes, safe working conditions, and the indoor storage of essential components such as masts, keels, and sails. This height relaxation is therefore not only practical but essential to support the operational requirements of the growing marine manufacturing sector.

Diagram 12 attached hereto provides elevations and sections of the planned building.

The sectional drawings demonstrate that the height of the portion of the building facing the lagoon has been deliberately reduced. This design approach is intended to soften the building’s visual impact on the lagoon frontage and to create a more appropriate and welcoming interface with the public realm.

4.7 SITE DEVELOPMENT PLAN (PORTION A)

The proposed Site Development Plan has been prepared by Markitech Architects and is attached as Diagram 10. The SDP has also been contextualised into the larger area, showing the planned phases of the Kinetic Factory as well as footprints of surrounding developments (see Diagram 11). The Proposed Portion A that will be rezoned to "Industrial Zone I" contains an industrial building with a ground floor (factory floor of about 1560m² with a mezzanine level of about 423m²) that will provide for the administrative portion of the factory.

4.7.1 ACCESS

Access to Portion A will be via New Street, while Portion B will be accessed from Union Street. An access servitude over Portion B in favour of Portion A has been provided to accommodate exceptionally large trucks that are unable to use the turning facility on Portion A. Existing access to Erf 21440 will be secured through a private access servitude.

4.7.2 PARKING AND LOADING

The planned industrial building will require 2 bays per 100m² GLA, and the commercial section will require 4 bays per 100m² GLA. This calculates to 48 parking bays for the new industrial building (Portion A) and 20 for the commercial section (Portion B).

The Site Plan for Portion A makes provision for about 78 parking bays in total. This includes space allocated for future parking for the planned Phase 2B that will later be formalised by a notarial tie or the consolidation of the entire development area. Portion B makes provision for about 49 parking bays, which can accommodate the future extension of the business building.

The Knysna Zoning By-Law prescribes a minimum of 1 loading bay for an industrial premise with a floor factor of 1000-2500m². The following minimum requirements apply to loading bays:

- (a) a loading bay must measure not less than 4,5 metres x 10 metres for perpendicular loading, and 2,5 metres x 12 metres for parallel loading;
- (b) no carriageway crossing to be accessed by loading vehicles may be less than 3 metres in width, and no combined entrance and exit way may be less than 6 metres in width; and
- (c) covered loading areas must have a minimum headroom of 3,7 metres.

The proposed Site Development Plan includes one loading bay, measuring 4.5m by 12m, parallel to the building. The existing driveway to the testing facility will be retained and repurposed as a service delivery lane running alongside the building, with a turning area that allows smaller delivery vehicles to exit via the internal parking area (closed portion of New Street). However, larger trucks making occasional deliveries will not be able to utilise the turning facility. These vehicles will need to access the site from New Street and exit via Portion B onto Union Street. The proposed access servitudes are indicated on the servitude plan.

4.7.3 COMPLIANCE WITH DEVELOPMENT PARAMETERS

The provisional SDP for Portion A (Light Industry) complies in all respects with the development parameters applicable to Light Industrial Buildings, except for the height departure that has been applied for. The final SDP will be submitted once Environmental Authorisation has been issued, to ensure full compliance.

PARAMETER	KNYSNA ZONING SCHEME BY-LAW		COMPLIANCE
BUILDING LINES	Street	5m	The proposal complies with the Zoning Scheme By-Law.
	Lateral	3m	The proposal complies.
HEIGHT	8.5m		A departure application is required to allow a 12m high building.
COVERAGE	75%		The attached SDP indicate coverage area for Portion A to be 1961m ² . Erf Size for Portion A is ±5,862 m ² , which calculates to about 33% coverage.
FLOOR FACTOR	1.5		Total floor area for Portion A is ±2,384 m ² , which calculates to a floor factor of 0.4

4.8 SERVICES

4.8.1 ELECTRICAL SERVICES

CKR Consulting Engineers has been appointed as the project's Electrical Engineers. Their report is attached as Annexure I.

Portion A is currently used as a driver's testing area and is not connected to an electrical supply. Although provision was previously made for a connection from the Council's overhead lines, it was never commissioned. A new 60A three-phase electrical connection will be required for the Industrial Site (Portion A). This application for connection will be submitted to Knysna Municipality following the approval of the town planning application. Provision has been made to service the stand from the existing overhead infrastructure. In addition, it is intended that the building will be equipped with solar power to ensure a continuous and uninterrupted power supply—critical for the efficient operation of the production line.

Portion B, which accommodates the South African Sea Cadet Corps, is currently serviced by an existing 80A three-phase connection from the Council's overhead lines, which traverse Portion A, as shown in the attached Electrical Supply Diagram (see Annexure I). This arrangement will remain unchanged for the purposes of this application, as no land use change is proposed, and the current electrical demand will remain the same until a new SDP is submitted.

No additional electrical connections are required for the remaining portions of Erven 1339 and 1316.

The existing overhead cable that traverses over the property will be protected by a Municipal Services Servitude as proposed on the Servitude Plan attached as Diagram 9.

4.8.2 WATER

Hofmeyer and Associates have been appointed as the Civil Engineers for the project. The Services Report is attached as Annexure H.

The anticipated demand for Phase 2 of the development has been calculated in accordance with industry standards set out in the Red Book, which assumes a design population of one person per 15m² of industrial floor space. Based on this guideline, the expected occupancy of the planned building on phase 2 is approximately 137 people. The report confirms that the municipal water mains located along the northern boundary of the property have sufficient capacity to meet the calculated Annual Average Daily Demand (AADD) of 3 040 litres per day.

In addition, the development will include seven 10 000-litre rainwater storage tanks, which will collect roof runoff from the proposed building. The harvested rainwater will be integrated into the factory's internal water reticulation system via a pressure pump. A filtration system will be installed on the lines feeding the taps in the ablution facilities to ensure water quality.

Municipal water will only be used as a backup when the rainwater supply is depleted and for fire protection systems such as fire hydrants and fire hose reels.

4.8.3 SEWER

Portion A is not currently connected to the municipal sewer network but can be easily linked to the existing 160mm municipal sewer line in New Street, via the manhole located to the northwest of Portion A. The sewer demand has been calculated using the same methodology as the water demand calculation, based on an estimated population of 137 people.

Portion B is already connected to municipal services, and its sewer demand will remain unchanged until a revised Site Development Plan is submitted and approved.

Two municipal sewer rising mains (350mm Ø and 375mm Ø), along with a section of gravity sewer, traverse the property. These services will remain in place and will be protected within a general services servitude in favour of the municipality.

4.8.4 STORMWATER

The existing stormwater system, comprising catch pits, pipes, and open unlined channels draining into the lagoon, will remain largely unchanged. The proposed brick-paved parking area will include kerbs and shaping to direct stormwater to existing catch pits. In heavy rainfall, excess water will flow safely over the paving into the channels. Stormwater quality will improve due to the elimination of silt currently washed in from the dirt road.

Stormwater from the currently impermeable paved test area flows overland into adjacent open space near the lagoon. A natural soakaway depression exists south of Portion A. The new factory building is situated on the footprint of the testing facility. The building will be equipped with gutters and downpipes to collect roof runoff into seven 10,000-litre tanks. This water will be reused for ablutions and cleaning. Tank overflows, designed at 70% capacity, will help buffer stormwater surges during intense rainfall events.

4.8.5 SOLID WASTE

The Industrial building will be used for the construction of yachts, and as such, the waste created is industrial in nature. The solid waste is loaded into skips on site. These skips are removed and replaced with empty skips by a private company contracted to service the solid waste disposal system.

5. MOTIVATION

5.1 THE TENDER AND SALES AGREEMENT

The Municipality issued a tender for the revitalisation of the area, aiming to attract investment that would bring long-term economic and social benefits to the town. When the tender was awarded to Kinetic Catamarans, it was done with a clear understanding that the expansion of the existing yacht-building facility and the commercial development of the Sea Cadet area formed a key part of the development proposal. This concept had already been considered by the Council during the tender evaluation process and was recognised as a strategic opportunity to stimulate local economic growth, create employment, and enhance the industrial and tourism base of the town.

While it is acknowledged that any rezoning application must undergo careful scrutiny to address a range of planning and environmental considerations, the fact remains that the sale of the land was not a neutral transaction. Council decided to dispose of the land with the express intent of enabling the expansion of the yacht-building operations. This stated purpose is a material consideration in the rezoning process, as it reflects the broader municipal vision for the site and underlines the alignment between public and private sector interests in promoting sustainable, job-creating development.

5.2 HISTORY OF KNYSNA BOAT BUILDING

Knysna has been synonymous with boat building since the early 1800s, when its natural deep-water estuary and access to indigenous timber first attracted shipwrights and craftsmen to the area. Over the decades, this rich tradition has evolved into a thriving modern industry, with Knysna now recognised as one of South Africa's premier boat manufacturing hubs.

Internationally acclaimed companies such as Kinetic Catamarans, Knysna Yacht Company, and Vision Yachts continue to uphold this legacy, producing world-class, bespoke luxury vessels that are shipped to destinations across the globe. The town's strategic coastal location near the powerful Agulhas Current enables direct sea delivery of these yachts and ensures its standing in the global sailing and maritime market.

The land use applications currently under consideration are essential to support this industry's continued growth. In particular, the expansion will enable the production of larger, more technically advanced yachts, a segment of the market that is growing rapidly. The enhanced facilities will increase production capacity, improve efficiency, and allow for technological innovation, positioning Knysna to compete more effectively on the international stage.

By supporting this proposal, Council will be reinforcing a key sector of the local economy, creating skilled employment opportunities, encouraging foreign investment, and strengthening Knysna's identity as a centre of excellence in yacht manufacturing. This initiative not only honours the town's proud history but also actively shapes its future as a modern, export-oriented, and economically resilient community.

5.3 LOCATION OF THE PROPOSED FACILITY

The properties are ideally situated within Knysna's central industrial area, adjacent to the existing yacht manufacturing facility. This creates an ideal opportunity to have a large, consolidated facility within the lower central industrial area of Knysna. Their proximity to the boat launching area at the yacht club proves advantageous, particularly for the manoeuvring of larger boats, which would otherwise require road closures and disrupt traffic if transported from the main Industrial Area via George Rex Drive.

5.4. BIOPHYSICAL SITE CONDITIONS

The site consists of a flat, low-lying area, making it ideal for this type of development. The site is approximately 2m above natural ground level, and the engineering report recommends raising the floor level within the building to prevent flooding. This is, however, not a building that will be used for human habitation.

The majority of the vehicle driver test station area is paved, with the balance covered in grass, mainly Kikuyu, which is landscaped and maintained as open space. There are some indigenous trees in the area which will be retained where possible, and additional indigenous trees will be planted for shading and aesthetic purposes.

As the site is located within 100 metres of the high-water mark of the Knysna Lagoon, a precautionary approach to construction will be adopted. The appointed environmental consultants will prepare an Environmental Management Plan (EMP), similar to the one implemented during the construction of Phase 1 (Erf 3147), to ensure no pollution to the lagoon.

5.5 CURRENT LAND USE

The property is currently used as a driving license testing area and consists of a fenced-in concrete area of about 2200m² in size on the western section and the Sea Cadet Corps area with a fenced-off footprint of about 1200m² on the eastern side. There is an existing footpath that follows the lagoon edge. This footpath falls outside the boundaries of the properties. The proposed new development will remain on the existing development footprint, ensuring limited environmental impacts.

5.6 BOAT CONSTRUCTION REQUIREMENTS

The Kinetic Catamaran has been operating from the adjacent properties (Erven 3416 and 3417) for 7 years. Presently, the company is constructing yachts of 54-62 feet in size. Their high-quality yachts are world-renowned and have led to an increased popularity of their yachts. They would like to increase their production line by including the construction of larger yachts up to 90 feet.

The construction of these larger boats requires ample horizontal and vertical space, which is not readily available in the town. This land presents the ideal opportunity to expand the footprint of the existing facility. A height relaxation of 12m will facilitate the construction process and optimise the production workflow. With the increased height, the property can accommodate the storage of the boat's essential components.

5.7 COMPATIBILITY WITH THE KNYSNA SPATIAL DEVELOPMENT FRAMEWORK (KSDF2020)

At the time of submitting this application, the KSDF2020 is still the relevant Spatial Development Framework, although it is acknowledged that a new Draft SDF has been drafted, but has not been adopted by the Council at the time of writing this report.

In terms of the 2020 SDF, the property is situated in an industrial precinct within the identified Central Business District (CBD) of Knysna. The KSDF promotes the continual enhancement of the Knysna CBD to support a dynamic blend of residential, commercial, office, and public amenities. This proposal is completely in line with the CBD enhancement strategy set out in the SDF.

Furthermore, the KSDF identifies the Knysna CBD as a key focus for detailed planning efforts, emphasising the importance of infill development and optimal development of underutilised land, and enhancing the overall streetscape.

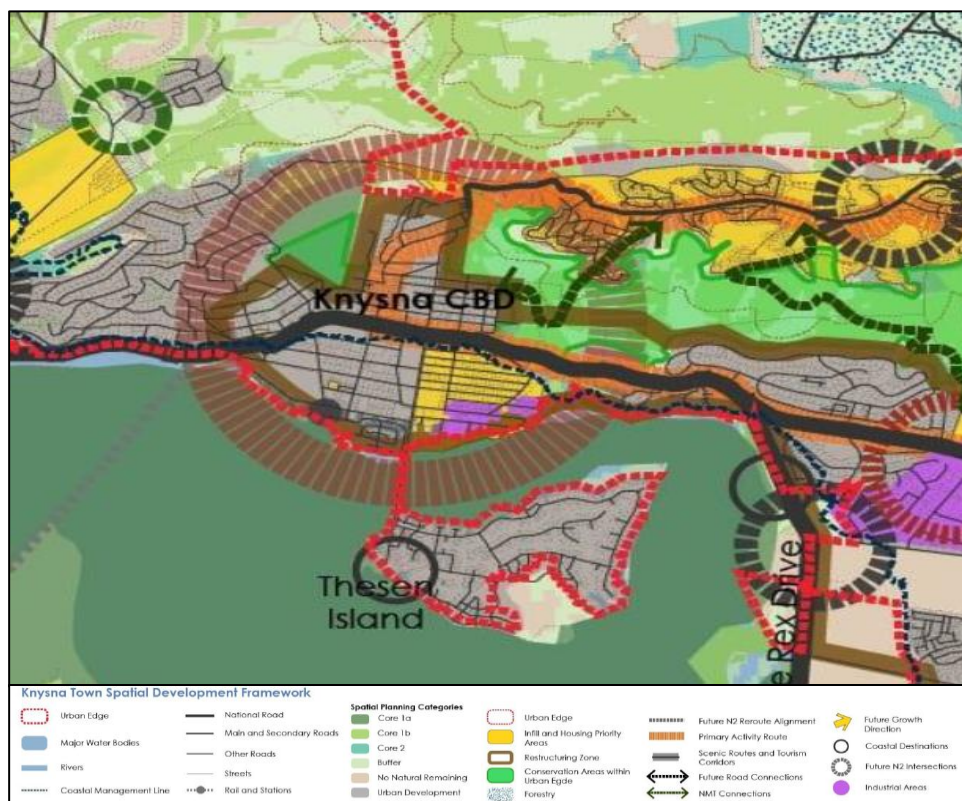


Figure 11: Extract from the KSDF 2020.

A compact urban form is promoted throughout the document. Building heights to a maximum of four storeys (12m) are allowed in terms of the Municipal Zoning Scheme By-Law for business and residential premises, and also promoted in the SDF as increased building height promotes compact urban form, especially in the CBD.

Policy E. I of the KSDF further outlines that the Knysna Industrial Areas should be protected for industrial purposes. The document also emphasises the importance of preserving the Knysna Industrial Area for its intended industrial functions. It advocates for the promotion of inclusive economic growth within this zone. The framework encourages the development of light industrial projects to capitalise on existing competitive advantages and to create employment opportunities.

Policy F6.VI encourages Light Industrial infill development to build on existing competitive advantages and support job creation. The planned project will enhance Knysna's competitive advantage as a world-class yacht manufacturing hub. The incorporation of additional underutilised municipal land will allow the planned extension of the existing boat-building facility and will create more sustainable job opportunities that will contribute to the local economy.

In all of the settlements in the KMA but in particular, Knysna town, this MSDF promotes linking the public coastal recreational destinations and biodiversity corridors with the non-motorised transport network and formal/informal (active and passive), hard and soft recreation spaces, to form a public open space system that knits the surrounding natural environment with an urban green network that flows through the town linking it to its surroundings. This will contribute to Knysna town's sense of place. The proposal includes the upgrade of a section of a future linear park along the lagoon that connects Long Street with George Rex Drive.

The Knysna 2023 IDP emphasises the need for the Government to create an environment for businesses to invest, grow and employ more people. By initiating the tender, the municipality has taken the first step to create an enabling environment for social development and economic growth.

Considering the draft Knysna Municipal Spatial Development Framework (MSDF) 2025, the proposed yacht and boat-building facility in the Knysna Lower Industrial Area aligns closely with the vision and strategic objectives of the new MSDF. This document explicitly identifies boat-building, including yacht manufacturing, as a key component of Knysna's economic identity, with significant potential for local job creation, skills development, and export growth. Supporting the expansion of this industry is consistent with the next generation MSDF's goal of strengthening the town's industrial base, particularly in sectors that build on Knysna's existing competitive advantages and natural assets.

5.8 CONSIDERATION OF POTENTIAL IMPACTS OF THE PROPOSAL

5.8.1 IMPACT ON MUNICIPAL SERVICES

In compliance with the provisions of Section 14 (1) of the Municipal Finance Management Act (MFMA), the Municipality shall not transfer ownership as a result of a sale or other transaction, or otherwise permanently dispose of a capital asset that is

needed to provide the minimum level of basic municipal services. Section 2.2.4 of the Sales Agreement requires that the developer be responsible for the relocation of any bulk services.

The municipal GIS indicates an existing electrical, water and sewer lines traverse the portion to be purchased. The position of the services has been surveyed by Eden Geomatics. These services are within areas that will be used for access, parking and open space, and at this stage, the developer has chosen not to relocate these services. It is proposed that these services be protected by servitudes as indicated in the proposed Servitude Diagram (see Diagram 9). Existing services will therefore not be impacted.

5.8.2 TRAFFIC IMPACT

A Traffic Impact Assessment (TIA), prepared by ITS Traffic Engineers and attached as Annexure J, evaluates the anticipated transport-related impacts associated with the proposed expansion of Kinetic Catamarans in Knysna. The report includes traffic volumes for both the existing facility and the planned extension. The primary objective of the assessment is to identify any potential constraints within the surrounding road network and to recommend appropriate mitigation measures, if necessary.

The capacity analysis found that all intersections assessed will continue to operate at acceptable Levels of Service (LOS), with sufficient spare capacity even after incorporating the additional traffic generated by the development. As such, no road network upgrades are deemed necessary. The assessment concludes that the proposed expansion will not result in any significant adverse impact on the external road network.

5.8.3 IMPACT ON THE CHARACTER OF THE AREA

The proposed yacht and boat-building facility is in Knysna's historic Lower Town Central Industrial Area, commonly referred to as the "old industrial area." This part of town has long maintained an industrial character, predominantly comprising service-related businesses and building industry uses. In recent years, the area has undergone a steady process of urban renewal, with several redevelopment projects transforming it into a vibrant, modern commercial and light industrial precinct.

Immediately to the north of the application site are Erf 4653 and Erf 21440 (consolidation of Erven 1331 and 2944). Both of these properties have recently been redeveloped into high-quality car dealerships, contributing significantly to the area's visual and functional revitalisation. Slightly further north, Erf 21439 has been developed into the new and modern Food Lovers Market, which serves as a commercial anchor and adds substantial value to the precinct's overall appeal. These contemporary developments have uplifted the character of the area and started a broader trend toward mixed-use, design-conscious commercial redevelopment.

5.8.4 IMPACT ON SURROUNDING PROPERTIES

Access to Erf 4653 and Erf 21440 is obtained from both New Street and Waterfront Drive. While a portion of New Street is proposed to be closed as part of this development, access arrangements for adjacent properties will remain unaffected. The

section of New Street fronting Erf 4653 will remain open, and a private access servitude will be registered over the new development to ensure continued vehicular access to Erf 21440.

The proposed development will be situated directly to the south of Erf 4653 and Erf 21440, both of which have been recently redeveloped into modern motor dealerships. These properties are oriented to face north towards Waterfront Drive—an intentional design decision that maximises visibility and commercial exposure to passing traffic. Their primary façades, signage, and customer entrances are positioned along this northern frontage, while their southern elevations (facing the development site) are used for back-of-house operations such as service bays, storage, and secondary access.

Given this orientation, the proposed building on the application site, though 12 metres in height, will have limited visual or functional impact on the primary commercial activities of Erf 4653 and Erf 21440.

Importantly, the proposed development includes the replacement of the existing temporary and visually unappealing structures with a purpose-designed, architecturally appropriate industrial building. The visual upgrade will directly benefit adjacent property values, and the controlled access through the closed new street will enhance security in the area.

To the west of the site are Erven 3416 and 3417, which currently host the operational Kinetic Catamarans facility. These erven will ultimately be integrated into the broader development footprint, creating a unified and consolidated boat-building complex. Further west, the area continues to accommodate small-scale industrial and service-related businesses, which are compatible with the proposed use.

To the south and east lies the Knysna Lagoon, an important environmental and recreational asset. The proposed development has been designed to respect this sensitive interface, with appropriate environmental management practices to be implemented to ensure the protection of the lagoon.

5.8.5 VISUAL IMPACT

While the increased height may introduce some visual prominence, the building has been carefully designed to integrate into its setting through the use of articulated rooflines, high-quality materials, and a palette of darker tones that allow it to recede visually into the landscape. Special attention has been given to the lagoon-facing façade, which complements Knysna's maritime heritage. This elevation will become a defining architectural feature, a contemporary marine gateway visible from the water that reflects the town's character and purpose.

The site falls within a designated industrial node and is surrounded by service-oriented businesses. The proposed industrial structure does not introduce a new or incompatible land use that will stand out in the area. Rather, it builds on the established industrial fabric of the area. Furthermore, height relaxation approvals have already been granted to neighbouring properties, including Erf 3417 itself (Phase 1), demonstrating clear precedent and municipal support for taller structures within this precinct.

The Knysna Zoning Scheme By-Law and the Spatial Development Framework both accommodate development up to 12 metres within this area. While many existing buildings have not yet reached this height, current urban renewal initiatives within the CBD are actively encouraging development up to 12 metres to maximise land efficiency, promote investment, and support sustainable densification.

Importantly, the proposed building is not visible from the N2 or from designated scenic routes. Visibility from sensitive receptors, such as Thesen Island and the lagoon itself, has been carefully considered and mitigated through design. The building is set back from the lagoon edge, the roof is broken into articulated sections to reduce massing, and its scale is moderated through vertical rhythm and material treatment. In addition, the building steps down toward the lagoon to reduce its perceived height when viewed from the water's edge or the adjacent public park and walkway.

The site also falls within the Conservation Area Overlay Zone, and final approval from the Aesthetic Advisory Committee will be required before any Building Plans are approved. This ensures an additional layer of visual scrutiny to protect the lagoon's character.



Figure 12: Visual Impression.

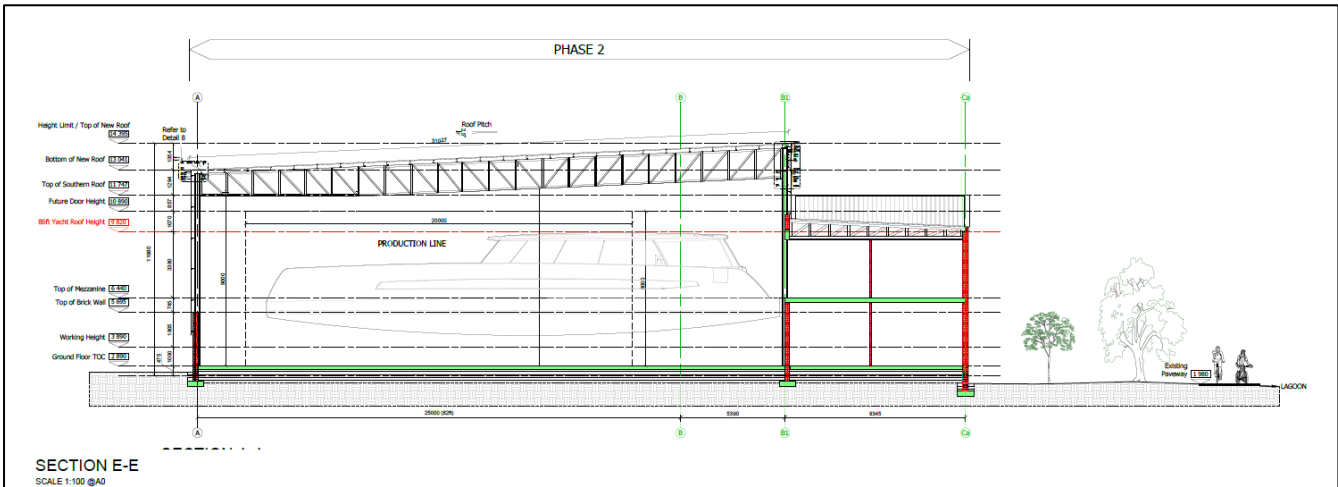


Figure 13: Section to illustrate the stepped-back nature of the building.

5.8.6 SOCIO-ECONOMIC BENEFITS

➤ No Financial Burden on the Municipality

There will be no negative financial impact on Knysna Municipality arising from this development. All costs associated with the purchase of the municipal land, as well as any required planning, environmental, and engineering processes, will be borne by the applicant. This ensures that the development proceeds without placing strain on municipal budgets or infrastructure commitments, while still generating substantial capital and long-term revenue.

➤ Job Creation and Economic Stimulation

The extension of the Kinetic Catamarans facility represents a significant economic opportunity for Knysna. The company currently employs 85 staff members and, with the planned expansion of Phases 2 and 3, anticipates increasing its workforce to at least 150 people. This represents almost a 100% increase in employment, with jobs spanning a wide range of skill levels, from highly skilled artisans, engineers, and laminators to administrative and support staff.

The marine manufacturing sector is labour-intensive and well-suited to the local context, offering long-term, stable employment. It also supports indirect job creation through demand for suppliers, transport services, maintenance providers, and various professional services.

➤ Skills Development and Capacity Building

Boat-building is a highly skilled industry requiring training in various fabrication techniques, engineering, joinery, rigging, systems installation, and quality assurance. The expansion of the Kinetic Catamarans facility will enhance opportunities for local skills development and apprenticeships, particularly for young people entering the labour market. The company is known to employ unskilled labour for junior jobs and provides training so the staff can become trained artisans with a career path.

The developer has indicated an ongoing commitment to local training and skills transfer, which is aligned with national and provincial goals for inclusive economic growth.

➤ Strengthening Knysna's Industrial Identity and Tourism Linkages

Knysna has a long-standing reputation as a hub for yacht and boatbuilding, and this development reinforces that legacy. A growing and visible marine manufacturing presence on the waterfront not only strengthens the town's economic base but also contributes to its tourism offering. Visitors are increasingly drawn to experiential tourism, and the presence of a modern boat-building facility may open opportunities for factory tours, open days, or even collaborative branding with Knysna's waterfront and marine tourism businesses.

➤ Contribution to Export Earnings and Regional Economic Growth

The yachts and catamarans produced by Kinetic Catamarans are high-value export products. This positions the facility as a contributor to foreign direct earnings, which benefits the broader regional economy. Export-oriented production also insulates the business from local market fluctuations and seasonal demand and helps stabilise employment over the long term.

5.8.7 ENVIRONMENTAL IMPACT

Although the site itself is not environmentally sensitive and the planned development will be contained within the existing built footprints, the proximity to the lagoon does make the site environmentally significant. The construction may trigger listed activities in terms of NEMA as it is within 100m of the high-water mark, and the necessary authorisations will have to be obtained from the National Department of Environmental Affairs.

The boat construction facility will adhere to environmentally sustainable practices, utilising eco-friendly materials, waste management systems, and energy-efficient technologies.

5.9 CONSIDERATION OF SPLUMA PRINCIPLES

The proposed subdivision, rezoning, road closures and departure on portions of the Remainders of Erven 1339 and 1316 Knysna align with the five development principles set out in Section 7 of the Spatial Planning and Land Use Management Act (SPLUMA), 2013.

5.9.1 SPATIAL JUSTICE

The principle of spatial justice requires that past spatial and other development imbalances be redressed through improved access to land and inclusive planning. This proposal supports spatial justice in the following ways:

- It redevelops underutilised municipal land that is currently inaccessible or poorly maintained into productive, inclusive, and publicly beneficial spaces.
- The development includes the creation of a park along the lagoon, contributing to equitable access to open space for all residents and visitors, regardless of socio-economic status.
- It improves pedestrian connectivity and the public realm around the lagoon, directly supporting the objectives of urban inclusivity and access.

5.9.2 SPATIAL SUSTAINABILITY

The principle of spatial sustainability seeks to encourage land development in locations that are environmentally responsible, economically efficient, and aligned with long-term planning goals. This application supports and complies with this principle in the following ways:

- The site is located within the established urban edge and falls within a designated industrial precinct as identified in the Knysna Spatial Development Framework (KSDF). This reinforces the principles of infill development and a compact urban form, limiting urban sprawl and optimising existing infrastructure.

- The proposal involves the repurposing and upgrading of the existing Sea Cadet building and testing ground, as well as the expansion of the current yacht-building facility. This approach avoids the need to extend urban development into unserviced or environmentally sensitive areas and makes optimal use of underutilised urban land.
- The proposed building will incorporate environmentally sustainable features, including solar power generation and rainwater harvesting. These measures contribute to reducing the development's carbon footprint and water demand, aligning with broader goals of environmental responsibility and resilience.

5.9.3 SPATIAL EFFICIENCY

SPLUMA requires that land development optimally use existing resources and infrastructure. The proposal complies with this principle in the following ways:

- The new development is connected to existing municipal service networks (water, electricity, sewer) and protects these services through servitudes, as shown in the engineering reports.
- By consolidating fragmented land parcels and incorporating the road closure area, the project enables a more efficient land use pattern and optimises land value.
- The height departure to 12m allows the development to increase vertical efficiency, supporting economic productivity without horizontal sprawl.
- The site's location close to the lagoon and yacht launching facilities minimises the logistical impact of transporting large vessels and avoids traffic disruption in other areas.

5.9.4 SPATIAL RESILIENCE

This principle promotes development that can withstand social, economic, and environmental shocks. The project contributes to resilience as follows:

- It supports economic diversification and resilience by strengthening Knysna's marine manufacturing sector, one of the town's non-seasonal and globally competitive industries.
- The expansion of the yacht-building facility allows the construction of larger vessels, helping the industry adapt to global market trends and future-proofing local manufacturing.
- Environmental resilience is addressed by raising floor levels to reduce flood risk and incorporating eco-sensitive practices in waste management and design.

5.9.5 GOOD ADMINISTRATION

SPLUMA emphasises transparent, consultative, and integrated development decision-making. This principle is supported through:

- A clear tender process and a signed Sales Agreement with specific development intentions are outlined.
- The developer (Kinetic Catamarans) has followed due process through the submission of a comprehensive land use application that includes subdivision, rezoning, road closures, and height departures.
- Stakeholders, such as adjacent property owners, were consulted.
- The proposal aligns local and provincial planning policy documents, including the Knysna SDF and IDP, and responds to the municipality's stated aim of urban revitalisation.

6. SUMMARY

This application seeks approval for the subdivision, rezoning, consolidation, road closure, and height departure on portions of the Reminders of Erven 1339 and 1316 Knysna, in line with a tender awarded to Kinetic Catamarans. The application will enable the expansion of the Kinetic Catamarans yacht-building facility and the regeneration of an underutilised area in Knysna's Lower Town Industrial precinct.

The proposed development is aligned with municipal objectives and is considered desirable and appropriate for the following reasons:

- **Tender and Sales agreement:** The proposal aligns with the tender proposal and Sales Agreement.
- **Compliance with the Spatial Development Plan:** The site is located within the urban edge and in an area identified for industrial use in both the current and draft Knysna Spatial Development Frameworks (KSDF2020 and MSDF 2025), promoting infill development and compact urban form.
- **Economic Development and Job Creation:** The expansion will increase direct employment from 75 to at least 150 people while generating indirect jobs in supporting sectors. It positions Knysna as a global leader in luxury catamaran manufacturing.
- **No Cost to Municipality:** All development, servicing, and purchase costs will be borne by the applicant. The municipality incurs no financial liability while gaining a capital injection, ongoing revenue, and improved urban infrastructure.
- **Urban Revitalisation:** The development replaces temporary and visually poor structures with architecturally designed high-quality buildings that enhance the character and value of the surrounding precinct.

- **Environmental Sensitivity:** The design respects the proximity to the Knysna Lagoon and its environmental impact by limiting the development footprint to existing development footprints. Construction will be managed in accordance with a formal Environmental Management Plan prepared by specialists.
- **Improved Public Access and Amenities:** The proposal includes landscaping and the upgrading of the public realm along the lagoon, enhancing access to quality open space in the town centre.
- **Minimal Negative Impact:** A Traffic Impact Assessment confirms no negative impact on the surrounding road network. All municipal infrastructure is protected, and services are adequate for the proposed use. Visual impressions indicate that the visual impact will be positive in comparison with what is there at the moment.
- **Policy Compliance:** The application aligns with the principles of SPLUMA, particularly in terms of spatial justice, sustainability, efficiency, and resilience, and complies with the Knysna Zoning Scheme and other relevant planning frameworks.

In light of the above, it is respectfully submitted that the application should be considered for approval.