

**REMAINDER OF  
ERF 193 KNYSNA**

## **Rezoning and SDP Approval Applications**



**Planning  Space**  
Town and Regional Planners

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# 1. INTRODUCTION

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Planning Space has been appointed by Nanini 109 CC, the registered owner of the Remainder of Erf 193 Knysna, to prepare and submit the following applications to the Knysna Municipality in terms of Section 15 (2) and Chapter IV of the Knysna Spatial Planning and Land Use Management By-Law 2021 (see Power of Attorney and Company Resolution attached as **Annexure A**).

- i. Section 15 (2) (a): Application for the rezoning of the property from “**Single Residential Zone I**” to “**Business Zone I**” in order to permit the establishment of a restaurant on the premises.
- ii. Section 15 (2) (g): Application for approval of Site Development Plan No. ZZ, dated 18 May 2026, attached as Diagram 6.

# 2. BACKGROUND

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The Remainder of Erf 193 is currently zoned “Single Residential Zone I” and is developed with an existing dwelling house. The structure is of historical significance and forms part of the established heritage character of Knysna, having been constructed many years ago.

The landowner intends to retain and renovate the existing building, preserving its architectural and heritage value, while adapting it for use as a restaurant.

It should be noted that there are currently no approved building plans on record for the existing dwelling house. As part of the proposed development, the landowner intends to regularise the building through the submission of the necessary building plans to Western Cape Heritage and the Knysna Building Control Office following approval of the subject application. Any alterations and renovations associated with the conversion of the dwelling into a restaurant will be undertaken in accordance with applicable building regulations and heritage requirements.

In support of the heritage-related aspects of the proposal, a Notice of Intent to Develop (“NID”) will be submitted to the relevant heritage authority for consideration in terms of the National Heritage Resources Act, 25 of 1999.

Under the current zoning, the proposed restaurant use is not permitted. Accordingly, the property must be rezoned to Business Zone I to accommodate the intended land use.

The proposed development is discussed in detail in paragraph 4 of this motivating memorandum.

## 3. PROPERTY INFORMATION

### 3.1 LOCALITY

The subject property is situated at No. 151 Old Cape Road, Paradise, in Knysna. It is directly adjacent to Muse Fusion Food and On The Estuary Accommodation. A Locality Plan is attached as Diagram 1.

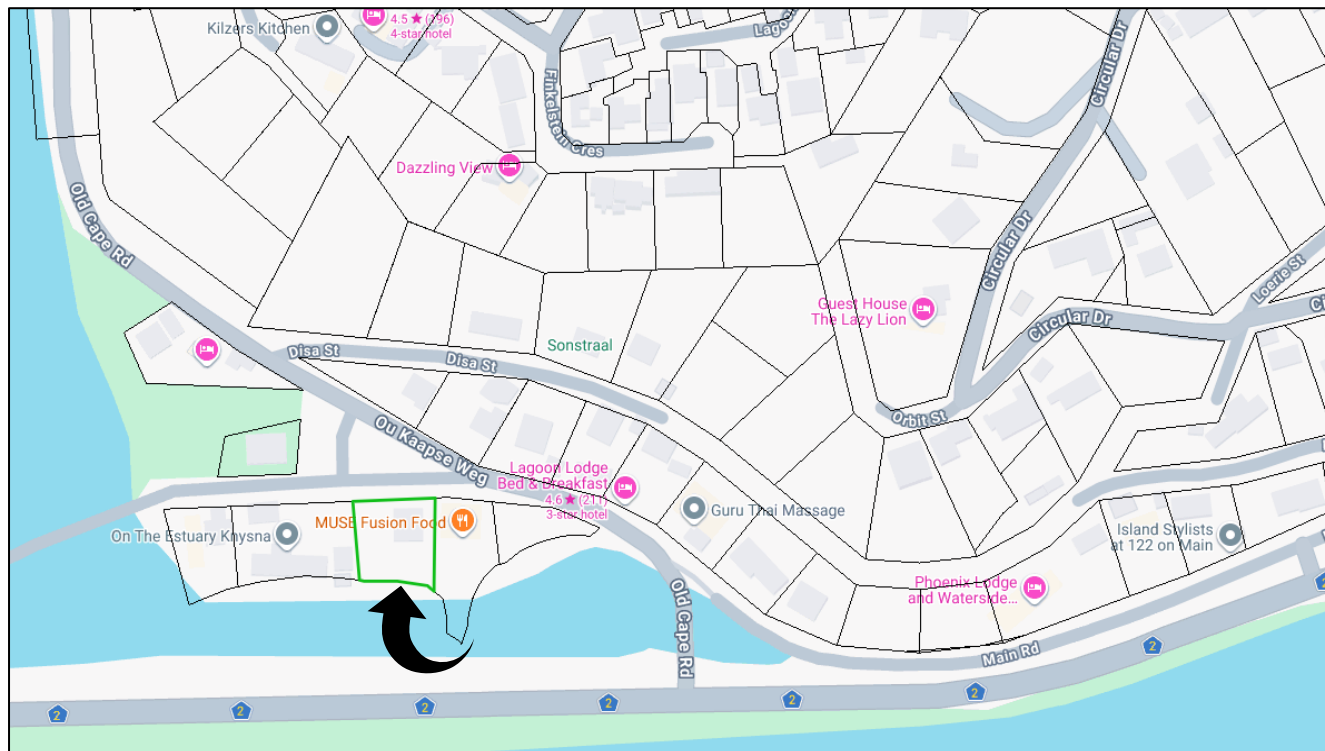


Figure 1: Extract indicating the locality of the subject property.

### 3.2 BIO-PHYSICAL SITE CONDITIONS

#### 3.2.1 Topography

The Surveyed Site Plan (refer to Diagram 5) indicates that the subject property is characterised by a gentle and relatively even slope, situated between 3.46m and 4.20m above msl. The even topography is ideal for the proposed development and will require minimal earthworks to create access and parking.

From a topographical perspective, the property is well-suited to accommodate the proposed development. The terrain presents no significant physical constraints and supports the feasibility of the intended land use, subject to standard engineering and stormwater management measures.

### 3.2.2 Vegetation

The property is already developed and comprises existing building improvements, landscaped garden areas, lawn, and a number of established trees. Of particular importance is a mature Milkwood tree located along the northern boundary of the site, in front of the existing building.

The proposed development has been carefully designed to ensure the retention and protection of this tree. No development activities are proposed within its critical root zone, and appropriate mitigation measures will be implemented during construction to prevent damage.



**Figure 2: Existing Milkwood Tree.**

### 3.2.3 Proximity to the highwater mark

The Knysna Lagoon forms the southern boundary of the property, with the site being situated within approximately 100 metres of the high-water mark of the estuarine system. The property also falls within the Coastal Management Line established in terms of the National Environmental Management: Integrated Coastal Management Act, 24 of 2008 ("ICMA").

The inclusion of the property within these overlay areas does not prohibit development or urban land uses. Rather, these mechanisms serve to ensure that development occurs in a responsible and environmentally sustainable manner, with due consideration given to potential impacts on the lagoon system, including stormwater runoff, water quality, flooding risk, visual character, and ecological functioning.

The subject property is already developed and forms part of the established urban footprint of Knysna. The site does not constitute an undisturbed or environmentally pristine area. The surrounding context is characterised by existing residential, tourism, hospitality, accommodation, and commercial land uses associated with the broader Paradise and lagoon-front precinct.

The existing building platform is situated at approximately 4m above mean sea level. To the knowledge of the owner, the property has not historically experienced flooding. The proposed additions and alterations associated with the restaurant development will largely utilise the existing development footprint and established platform level. Apart from the proposed timber deck, no significant encroachment toward the lagoon edge is proposed.

The primary environmental considerations associated with the site relate to the management of stormwater runoff and the protection of the water quality and ecological functioning of the Knysna Lagoon system. These matters are addressed further in paragraph 5.5.2 of this report.

### 3.3 PROPERTY DETAIL

|                                |                                                                               |
|--------------------------------|-------------------------------------------------------------------------------|
| <b>Title Deed Description</b>  | Remainder of Erf 193, in the Municipality & Division of Knysna, Western Cape. |
| <b>21 Digit code</b>           | C03900050000019300000                                                         |
| <b>Title Deed Number</b>       | T000020941/2006 (attached as <b>Annexure B</b> )                              |
| <b>SG/GP Diagram No.</b>       | SG A3083/1927 (attached as <b>Annexure C</b> )                                |
| <b>Title Deed Restrictions</b> | None                                                                          |
| <b>Property Size</b>           | 1180m <sup>2</sup>                                                            |
| <b>Property Owner</b>          | Nanini 109 CC                                                                 |
| <b>Bonds</b>                   | None                                                                          |
| <b>Land Use</b>                | Residential                                                                   |
| <b>Zoning</b>                  | Single Residential Zone I                                                     |

## 4. PROPOSAL

### 4.1 DEVELOPMENT PROPOSAL

The proposal entails the conversion of the existing residential property to a business use through the establishment of a small-scale, 45-seater restaurant on the Remainder of Erf 193, Knysna.

The development will make use of the existing dwelling house, which will be retained and renovated to accommodate the primary indoor dining area and associated restaurant functions. Additional building work is proposed in the form of a new kitchen facility and an outdoor deck area intended to complement the operation of the restaurant and enhance the overall dining experience.



**Figure 3: Existing Dwelling House.**

A key objective of the proposal is the alteration of the existing heritage structure in a manner that preserves and enhances its historical and architectural significance. The design approach seeks to maintain the scale, form, and

visual character of the original building, while any new additions will remain architecturally complementary and clearly subservient to the existing structure.

The proposed restaurant is intended to operate as a low-intensity hospitality establishment that is compatible with the surrounding area and with the residential and heritage character. The development has been designed to minimise visual and environmental impacts while improving the long-term viability and maintenance of the property.

The proposal further represents an investment in the revitalisation and preservation of an existing historic building, thereby contributing positively to the built environment and tourism character of Knysna.

## 4.2 REZONING

Application is hereby made for the rezoning of the Remainder of Erf 193, Knysna, from “**Single Residential Zone I**” to “**Business Zone I**” in order to permit the proposed restaurant.

A “business premise” is the primary use in the “Business Zone I” zoning and is defined as a property from which business is conducted and—

- (a) 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;
- (b) includes also the following land uses above ground floor—
  - i. flats;
  - ii. caretaker’s quarters;
  - iii. backpackers’ lodge;
  - iv. youth hostel;
  - v. boarding houses;
  - vi. rooftop base telecommunication station and
- (c) does not include a gambling place, place of entertainment, motor repair garage, industry, noxious trade, risk activity, adult entertainment, adult services, or adult shop.

This is the only zoning category that permits a restaurant as a primary use.

Furthermore, the proposed rezoning will facilitate the adaptive conversion of an existing building within the urban area, thereby supporting principles of sustainable development, urban infill, and efficient land utilisation.

### 4.3 SITE DEVELOPMENT PLAN

The proposed development is confined to the existing building footprint and surrounding garden, thereby minimising environmental disturbance and maintaining the established spatial character of the site.

Vehicular access to the property is obtained from Old Cape Road. The development will utilise the existing access points, which are considered adequate and comply with the Knysna Zoning Scheme requirements.

In terms of parking provision, the applicable standard is 4 parking bays per 100m<sup>2</sup> of Gross Leasable Area (GLA). The proposed development has a GLA of 329.44m<sup>2</sup>, which results in a minimum parking requirement of 13 bays.

A total of 13 parking bays will be provided on-site along the western lateral boundary. The layout ensures safe, efficient, and convenient access and circulation for both patrons and service vehicles.



**Figure 4: Proposed parking area.**

The Site Development Plan further illustrates:

- the proposed building footprint and additions;
- internal circulation patterns;
- parking and access arrangements;
- landscaping elements;
- seating area; and
- the spatial relationship between the existing heritage structure and proposed additions.

The overall layout has been designed to achieve a functional, efficient, and contextually sensitive development that responds appropriately to both the physical characteristics of the site and the surrounding urban environment.

Council is respectfully requested to consider and approve Site Development Plan No. ZZ, dated 18 May 2026, attached hereto as Diagram 6, as part of this application.



Figure 5: Extract from the proposed Site Plan (see Diagram 6).

## 5. FACTORS TO CONSIDER

### 5.1 DESIRABILITY OF THE PROPOSED UTILISATION OF LAND

Desirability refers to whether the proposed land use is appropriate for the location and how it integrates with the surrounding urban and environmental context.

The proposed rezoning of the Remainder of Erf 193 from “**Single Residential Zone I**” to “**Business Zone I**”, to permit the establishment of a 45-seater restaurant, is considered both reasonable and desirable for the following reasons:

- The property is located along Old Cape Road within an area that is experiencing a gradual transition from purely residential uses to mixed-use and small-scale business activities.
- The surrounding context includes existing commercial and hospitality-related uses, including adjacent restaurant and accommodation facilities, which support the introduction of a compatible tourism-related land use.
- The property is visible and accessible from the N2, a recognised tourism route, which ensures a locational advantage for the restaurant.
- The proposed conversion of the existing dwelling house promotes the efficient utilisation of an existing structure, thereby avoiding unnecessary demolition and urban sprawl.
- The proposal aligns with broader spatial planning principles that encourage densification, infill development, and the adaptive reuse of existing built assets.
- The development has been designed to accommodate the existing heritage character of the site, with the existing building being retained and renovated rather than demolished.
- Existing environmental feature on the site, the Milkwood tree, will be retained and protected as part of the development proposal.

## 5.2 NEED FOR THE PROPOSED DEVELOPMENT

The proposed development responds to both local economic demand and the need for appropriately located small-scale hospitality facilities within the Knysna area.

Knysna is a well-established tourism destination where demand for unique, small-to-medium scale dining establishments continues to grow. The introduction of a 45-seater restaurant will assist in meeting this demand while contributing to local economic diversification.

The need for the development is further supported by the following:

- The transformation of an existing building promotes sustainable development by reducing the need for new construction and optimising existing urban land.
- The planned investment will ensure the preservation of the historical building and will allow the larger public to enjoy historical Knysna.

- The proposal will generate much-needed local employment opportunities during both the construction and operational phases of the development.
- The establishment of the restaurant will support tourism-related economic activity in the area, particularly given the property's location along a recognised tourism route.
- The development contributes to the strengthening of small business activity within an evolving mixed-use node.

## 5.3 AVAILABILITY OF ENGINEERING SERVICES

### 5.3.1 Water and Sewer

A Civil Engineering Report prepared by Hofmeyr and Associates Consulting Engineers (refer to Annexure D) confirms the engineering feasibility of the proposed development.

#### ➤ **Water Supply**

Water supply is available from the existing municipal water pipeline located along Old Cape Road. It is proposed that the existing municipal connection be upgraded where necessary to accommodate the anticipated water demand associated with the proposed restaurant.

The required infrastructure upgrades include:

- a valved off-take from the existing municipal pipeline;
- installation of a new 32–50 mm HDPE pipeline to the property boundary;
- integration of the proposed fire hose reel system into the same supply line; and
- installation of a new bulk water meter to municipal specifications.

The GLS-Element (2014) Water Master Plan for Knysna indicates that the existing municipal water infrastructure within the area ranges between 75mm and 110mm in diameter and that adequate water pressure is available to service the proposed development.

To support sustainable resource management and reduce reliance on municipal supply, rainwater harvesting systems will also be incorporated for non-potable uses such as irrigation and cleaning.

## ➤ **Sewer Services**

The nearest municipal gravity sewer main is located within Old Cape Road. In addition, the Salt River Pump Station (PS1) is situated in close proximity to the subject site, approximately 50m from the property boundary.

Although an existing septic tank is present on the property, the site is already connected to the municipal sewer network. The condition of the septic tank is currently unknown, and it has reportedly not been utilised in recent years.

The estimated sewer demand that will be generated by the proposed restaurant is approximately 3.6 kℓ/day, based on the anticipated water demand.

A new 110mm internal sewer connection is proposed to connect the development to the existing municipal sewer system. The existing municipal connection point and junction box will be inspected prior to connection to confirm suitability and structural condition.

A grease trap will be installed and appropriately sized to prevent oils, fats, and food solids from entering the municipal sewer system, thereby reducing the risk of blockages and operational impacts.

All sewer infrastructure will be designed and constructed in accordance with the applicable SANS standards and municipal requirements. Applicable municipal augmentation fees will be payable.

The engineering assessment confirms that sufficient municipal sewer capacity exists to accommodate the proposed development.

### **5.3.2 Solid Waste**

Solid waste generated by the proposed development will be managed in accordance with sustainable waste management principles and applicable municipal requirements.

Waste separation at source will be implemented to distinguish between recyclable, compostable, and general waste streams in order to minimise landfill disposal and encourage recycling practices.

A dedicated refuse storage area will be provided on-site adjacent to the kitchen area along the northern boundary facing Old Cape Road, as illustrated on the Site Development Plan. The refuse area will be appropriately screened and designed to ensure hygienic storage and efficient waste handling.

Municipal refuse collection services will continue to service the property from the existing collection point.

### **5.3.3 Stormwater Network**

The proposed stormwater management system has been designed in accordance with Sustainable Drainage Systems (SuDS) principles to manage runoff responsibly and minimise impacts on surrounding properties and the environment.

There is currently no nearby municipal stormwater system available for direct connection. As such, stormwater generated on-site will be managed internally through a combination of attenuation, rainwater harvesting, and controlled discharge measures.

Rainwater from roof areas will be collected in on-site storage tanks with a proposed minimum storage capacity of approximately 10 000 litres. Harvested rainwater will be reused for irrigation and supplementary non-potable purposes.

Overflow from the storage tanks will discharge through dissipating structures designed to reduce flow velocity and prevent erosion.

Given the limited available open space on the property, traditional soak-away systems are not considered feasible. Concentrated stormwater flows will therefore be safely directed to dissipating structures before being discharged toward the adjacent branch of the Knysna Lagoon along the southern boundary.

Appropriate measures will also be implemented to prevent stormwater runoff from surrounding properties and roads from entering the site and increasing stormwater demand.

### **5.3.4 Electricity**

De Villiers & Moore Consulting Engineers have confirmed that the required bulk electricity supply for the proposed development can be adequately accommodated. Capacity confirmations are attached hereto as Annexure E.

Knysna Municipality has verified that the existing local electrical network has sufficient capacity to accommodate the anticipated demand associated with the proposed restaurant.

The proposed development will utilise the existing electrical infrastructure network, including the existing cable connection from the mini-substation. The existing metering kiosk will be upgraded and replaced with a new glass fibre kiosk incorporating a three-phase 60A MCB and meter. A new underground low-voltage cable connection will be installed to service the development.

Detailed electrical and earthing designs will be submitted to the Municipality for approval prior to construction.

The developer will be responsible for all costs associated with electrical infrastructure upgrades and any applicable municipal capital contributions.

In support of sustainable development principles, the proposal will incorporate energy-efficient technologies and systems, including:

- LED lighting;
- motion sensor lighting controls;
- energy-efficient water heating systems such as heat pumps or gas systems; and
- provision for future photovoltaic (solar) installations where feasible.

The proposed development is not expected to place undue strain on the municipal electrical network or negatively affect existing consumers, as the required capacity is available and has been confirmed by the relevant consulting engineers and municipal authority.

Accordingly, the proposal is considered adequately serviceable from an engineering infrastructure perspective.

#### 5.4 APPLICABLE PROVISIONS OF THE ZONING SCHEME

| DEVELOPMENT<br>PARAMETER      | RESTRICTION                                                                                                                                                                                                  | COMPLIANCE                                                                                                                                                             |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Coverage</b>               | The maximum coverage for all buildings on a land unit is 100%.                                                                                                                                               | The proposed development maintains a total coverage of approximately 27.92%, which is below the maximum allowable limit of 100% and therefore fully compliant.         |
| <b>Height</b>                 | The highest point of a building may not exceed 12 m.                                                                                                                                                         | The proposal is for a single-storey building, and the height will remain well below the 12m limitation, ensuring compatibility with the surrounding built environment. |
| <b>Building<br/>Lines</b>     | The street building line is 0 m.                                                                                                                                                                             | The development complies with the street building line restriction.                                                                                                    |
|                               | Side and rear building lines are 0 m, provided that the Municipality may lay down more restrictive building lines in the interest of public health and safety or in order to enforce any other law or right. | Lateral and rear building lines are complied with.                                                                                                                     |
| <b>Parking and<br/>access</b> | 4 bays per 100 m <sup>2</sup> Gross Leasable Area                                                                                                                                                            | 13 parking bays are provided for ±329.44m <sup>2</sup> GLA, ensuring full compliance.                                                                                  |

|                                         |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------------------|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Single entrance or exit way</b>      | Minimum: 2.7m<br>Maximum: 4m                                                    | Access arrangements comply with the prescribed dimensional requirements for entrance and exit ways as illustrated in the proposed Site Plan (Diagram 6).                                                                                                                                                                                                                                                                       |
| <b>Combined entrance and exit way</b>   | Minimum: 5m<br>Maximum: 8m                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Loading bay</b>                      |                                                                                 | Given the scale of the development (below 1000m <sup>2</sup> ), a loading bay is not required.<br><br>Notwithstanding this exemption, a dedicated delivery area is provided adjacent to the refuse area and in close proximity to the kitchen. This area is located along the northern boundary and will be accessed via Old Cape Road, ensuring efficient service delivery without impacting customer parking or circulation. |
| <b>Floor area (m<sup>2</sup>)</b>       | <b>Number of loading bays</b>                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 0–1 000                                 | 0                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1 001–2 500                             | 1                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2 501–5 000                             | 2                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 5 001–10 000                            | 3                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Every additional 10 000 or part thereof | 1 additional bay                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Refuse Room</b>                      | A refuse room must be provided on the land unit in accordance with this By-Law. | A dedicated refuse area will be provided on-site, as indicated on the proposed Site Plan, and will be appropriately located to allow for safe, convenient, and hygienic waste management operations.                                                                                                                                                                                                                           |

## 5.5 ANTICIPATED IMPACTS OF THE PROPOSAL

### 5.5.1 Impact on the character of the area

The proposed development is expected to have limited and manageable impacts on the surrounding area due to its small scale, contained footprint, and compatibility with existing surrounding land uses. The introduction of a 45-seater restaurant is consistent with the gradual shift towards mixed-use and hospitality-related activities along Old Cape Road and will not introduce a land use that is new or out of character with the area.

The subject property is situated directly to the west of an existing restaurant and directly east of a hotel. Several guesthouses and accommodation establishments are found in the area. These surrounding land uses already generate hospitality-related activity and contribute to the tourism-oriented character of the area. The introduction of a small-scale 45-seater restaurant on the subject property is therefore not considered to be out of character with the existing development pattern or land use context, but can rather be viewed as supporting existing tourism infrastructure in the area.

Old Cape Road further functions as an important tourism movement corridor within Knysna, providing access to various tourism destinations and facilities, including Simola Hotel, Country Club & Spa, which includes a golf course, restaurants, spa facilities, and tourism accommodation and the Gouna forest area. The surrounding area, therefore, already accommodates a strong hospitality and visitor-related component, and the proposed development is viewed as a logical extension of this established character.

### **5.5.2 Environmental Impact**

The subject property is situated within the Coastal Management Line associated with the Knysna Lagoon estuarine system and within approximately 100m of the high-water mark of the lagoon.

The property itself is, however, already fully developed and transformed in character and forms part of the established urban footprint of Knysna. The proposal primarily entails the adaptive reuse and renovation of the existing building, together with limited additions associated with the proposed restaurant use.

The primary environmental consideration associated with the proposal relates to the proximity to the lagoon and the potential impacts that the intensified use may have on the lagoon. In this regard, the management of stormwater runoff and the protection of the water quality and ecological functioning of the Knysna Lagoon are the most important mitigation measures.

A detailed stormwater management approach has been incorporated into the engineering design prepared by Hofmeyr & Associates Consulting Engineers. The proposed stormwater system is based on Sustainable Drainage Systems (SuDS) principles aimed at mimicking natural drainage conditions and minimising post-development runoff impacts.

Mitigation measures incorporated into the proposal include:

- rainwater harvesting tanks for the collection and reuse of roof runoff;
- attenuation and controlled discharge of stormwater;
- dissipating structures to reduce runoff velocity and erosion potential;
- the possible use of permeable grass block paving within parking areas to promote infiltration;
- measures to prevent external runoff from entering the property and increasing stormwater demand; and

The engineering report further confirms that concentrated stormwater flows will be discharged through dissipating structures prior to entering the adjacent lagoon system, thereby limiting erosion and potential environmental impacts.

Furthermore, the existing building floor level is situated at approximately 4m above mean sea level, and the property has not historically experienced flooding according to the owner. The proposed kitchen extension and deck area will be constructed on the same established platform level as the existing building and does not involve significant encroachment toward the lagoon edge.

Potential temporary impacts associated with construction activities, including dust, noise, and sediment movement, can be effectively managed through standard construction management practices during implementation.

It is acknowledged that future physical development activities associated with the implementation of the approved land use rights may require consideration in terms of environmental legislation, including the National Environmental Management Act, 107 of 1998 ("NEMA"), and the National Environmental Management: Integrated Coastal Management Act, 24 of 2008 ("ICMA"). In particular, certain construction-related activities associated with excavation, earthworks, or the movement and deposition of soil within proximity to the Knysna Lagoon may potentially trigger listed activities in terms of the NEMA EIA Regulations, including Activity 19 of Listing Notice 1, depending on the final construction methodology and extent of disturbance.

At this stage, the proposal before the Council relates to a land use application for rezoning and Site Development Plan approval only. The rezoning application in itself does not constitute a listed activity and does not trigger environmental authorisation in terms of the NEMA EIA Regulations. The landowner is currently considering a piling foundation approach for portions of the proposed additions, which may further limit ground disturbance and potentially avoid triggering certain construction-related listed activities. This will, however, be confirmed during the detailed design and building plan phase, at which stage any environmental authorisations or approvals, if required, will be attended to prior to commencement of construction activities.

From a planning perspective, the proposal is considered environmentally acceptable as it constitutes a modest intensification and adaptive reuse of an already-developed urban property within an established tourism and hospitality node, without resulting in significant additional environmental disturbance.

### **5.5.3 Traffic Impact**

The proposed 45-seater restaurant is anticipated to generate only a limited increase in vehicular traffic and is not expected to materially impact the surrounding road network.

Based on the scale of the proposed development, peak hour traffic generation is expected to be low and in the order of approximately 15–25 vehicle trips during the busiest hour of operation. Given the relatively small scale of the establishment and the nature of the surrounding area, this level of traffic generation is considered minor.

The property is situated within an established tourism and hospitality node where existing restaurants, guesthouses, accommodation establishments, and tourism-related activities already generate similar traffic patterns. The proposed development is therefore compatible with the existing traffic environment and will not introduce an unusual or incompatible traffic demand.

Vehicular access is obtained via the existing side road connecting to Old Cape Road. Old Cape Road connects to the N2 at a signalised intersection. The engineering services report confirms that the surrounding road network and intersections are capable of accommodating the anticipated traffic associated with the development and that no significant traffic impacts are expected.

Adequate on-site parking is provided in accordance with the requirements of the Knysna Zoning Scheme By-Law, thereby preventing overflow parking onto surrounding roads. Due to the modest scale of the proposal and the limited traffic increase anticipated, a Traffic Impact Statement is not considered necessary at this stage.

The application will be circulated to SANRAL for comment once confirmed complete by the Municipality.

## **5.6 COMPATIBILITY WITH THE KNYSNA SPATIAL DEVELOPMENT FRAMEWORK 2025**

The subject property is located within the urban edge of Knysna. The KSDF promotes a compact and efficient urban form, the optimal use of existing engineering infrastructure, and the concentration of development within established urban areas. It further encourages infill development, adaptive reuse of existing buildings, and the efficient utilisation of serviced land to support sustainable municipal service delivery and to limit urban sprawl.

A key component of Knysna's spatial and economic structure, as reflected in the KSDF, is the importance of tourism as a primary economic driver. The town's natural assets, heritage character, and scenic environment support a strong tourism economy, which in turn relies on appropriate supporting land uses such as hospitality, dining, and accommodation facilities. The KSDF therefore supports the development of tourism-related activities within suitable urban locations, particularly where such development contributes to local economic growth, job creation, and the enhancement of the visitor experience.

In this context, the proposed development is consistent with the spatial intentions of the KSDF. It involves the adaptive reuse of an existing structure within a serviced and established urban environment, in an area already characterised by a mix of residential, accommodation, and small-scale commercial and tourism-related land uses. The introduction of a small-scale restaurant is therefore compatible with the evolving tourism-oriented character of the area and supports Knysna's broader role as a regional tourism destination.

The site is located within an area that is already serviced or capable of being serviced by existing engineering infrastructure, including electricity. The proposal, therefore, represents a logical extension of urban development within an established service area rather than a leapfrog or isolated development.

Accordingly, the proposed land use is considered to be in accordance with the spatial intent of the KSDF, as it supports urban consolidation, strengthens tourism-related economic activity, promotes adaptive reuse of existing assets, and contributes to the efficient and sustainable development of Knysna as a key tourism destination.

## **5.7 POLICIES, PRINCIPLES, AND PLANNING AND DEVELOPMENT NORMS AND CRITERIA SET BY THE NATIONAL AND PROVINCIAL GOVERNMENT**

In considering the application, the decision maker needs to be guided by the DEVELOPMENT PRINCIPLES contained in (Chapter II) of the Spatial Planning and Land Use Management Act 2013 (Act no 16 of 2013) SPLUMA and Chapter VI of the Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA).

The Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) is a national Act that was passed by Parliament in 2013. SPLUMA aims to develop a new framework to govern planning permissions and approvals, set parameters for new developments, and provide for different lawful land uses in South Africa. SPLUMA is a framework law, which means that the law provides broad principles for a set of provincial laws that will regulate planning.

Section 7 of the Act describes a set of development principles that need to be considered when evaluating any development application. These principles include the following:

### **5.7.1 Spatial Justice**

Spatial justice requires that past imbalances in access to land and economic opportunity be addressed, and that land development decisions promote equitable access to urban opportunities. The proposed development supports this principle by enabling the adaptive reuse of an existing property within an established urban area, thereby contributing to inclusive economic participation and small business opportunity within Knysna.

### **5.7.2 Spatial Sustainability**

Spatial sustainability promotes development that minimises environmental impact, protects natural resources, and ensures the long-term viability of settlements. The proposal advances this principle through the reuse of an existing building, thereby reducing the need for new construction and limiting additional land disturbance. The development also incorporates measures for the protection of existing natural features, including mature vegetation on site.

### 5.7.3 Spatial Efficiency

Spatial efficiency requires that land development make optimal use of existing infrastructure, resources, and land. The subject property is located within a fully serviced urban area with existing water, sewer, electricity, and road infrastructure. The proposed development makes efficient use of these existing services without requiring significant infrastructure upgrades or extensions, thereby supporting compact urban form and infrastructure efficiency.

### 5.7.4 Spatial Resilience

Spatial resilience relates to the ability of settlements to adapt to changing economic, environmental, and social conditions. The proposed conversion of an underutilised residential property into a small-scale restaurant contributes to economic resilience by diversifying land use and supporting tourism-related economic activity, which is a key component of Knysna's local economy.

### 5.7.5 Good Administration

Good administration requires that planning processes be transparent, lawful, consistent, and based on sound information. This application has been prepared in accordance with the relevant municipal By-Laws, supported by technical inputs from qualified professionals, and includes all necessary supporting documentation to enable informed decision-making by the Municipality.

## 6. SUMMARY OF APPLICATION

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Council is respectfully requested to consider the proposed rezoning of the Remainder of Erf 193, Knysna, from **Single Residential Zone I** to **Business Zone I**, as well as the approval of the Site Development Plan to permit the establishment of a 45-seater restaurant on the premises.

The reasons for approving the development are summarised as follows:

- The property is located within the urban edge of Knysna in an area already characterised by a mix of residential, tourism, accommodation, and small-scale commercial land uses.
- The proposed development is consistent with the KSDF, which promotes infill development, adaptive reuse of existing buildings, and the intensification of appropriate mixed-use activities within established urban areas.
- The application supports Knysna's tourism-driven economy by introducing a small-scale restaurant that will contribute to the local hospitality offering and enhance visitor experience.
- The proposal represents efficient use of existing municipal infrastructure, including water, sewer, electricity, and road access, without requiring significant bulk service upgrades.
- The scale of the proposed restaurant is modest (45 seats) and is not expected to generate significant negative impacts in terms of noise, traffic, or environmental disturbance.

- Adequate on-site parking will be provided in full compliance with Zoning Scheme requirements, thereby preventing negative impacts on surrounding road infrastructure.
- The development is compatible with surrounding land uses and aligns with the gradual transition of Old Cape Road towards a mixed-use and tourism-supportive corridor.
- The proposal supports local economic development through job creation during both construction and operational phases.
- The development will largely utilise the existing building footprint and includes the protection of existing mature vegetation, including a protected Milkwood tree.
- The proposed development acknowledges the environmental sensitivity and proximity of the Knysna Lagoon estuarine system, and appropriate stormwater management measures, together with responsible operational controls, will be implemented to prevent pollution, erosion, and any significant adverse impact on the ecological functioning and water quality of the lagoon. The application is consistent with the development principles of SPLUMA.
- No significant engineering constraints have been identified, and all municipal services can adequately accommodate the proposed development.