

ERF 21523 KNYSNA

DEPARTURE AND SDP APPROVAL APPLICATIONS



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INFORMATION REQUIRED IN TERMS OF SECTION 38. OF THE BY-LAW

COMPULSORY INFORMATION AND DOCUMENTATION REQUIRED

	DEPARTURE	SDP APPROVAL	ANNEXURE REFERENCE
Completed & signed application form	√	√	T2
Power of Attorney / Owner's consent (1)	√	√	Annexure A
Resolution (2)	√	√	Annexure A
Proof of registered ownership (3)	√	√	Annexure B
Bondholder's consent (if any)	√	√	N/A
Written motivation (4)	√	√	Main document
S.G. diagram / Extract of the general plan	√	√	Annexure C
Locality plan	√	√	Diagram 1
SDP / conceptual layout plan	√	√	Diagram 4
Subdivision plan [incl street name(s) &no]	-	-	Not required
Proof of payment of application fees	√	√	Attached
Copy of title deed	√	√	Annexure B
Conveyancer certificate (7)	√	√	Not required
Minutes of pre-application meeting (8)	√	√	Not available
Zoning plan	-	-	Diagram 3
Phasing plan	-	-	No Phasing required
Consolidation plan	-	-	Not required
Proof of lawful use right	-	-	Not required
Proof of failure of HOA (9)	-	-	Not required
Copy of original approval letter (s)	-	-	Not required

ADDITIONAL INFORMATION

Consolidation Approval	√	√	Annexure D
Tender Award Confirmation Letter	√	√	Annexure E
Approved Building Plans (Erf 3416)	√	√	Annexure F
Encroachment Agreement (Remainder of Erf 1339)	√	√	Annexure G
Consent from SANParks and Draft EMP	√	√	Annexure H

1. INTRODUCTION

Planning Space Pty Ltd. has been appointed by **Kiwisaffa Alliance Proprietary Limited**, the owner of Erf 21523 Knysna, to prepare and submit the following applications in terms of Section 15 (2) and Chapter IV of the Knysna Spatial Planning and Land Use Management By-Law 2021:

- i. Section 15 (2) (b): Application for a departure from the provisions of the Knysna Zoning Scheme By-Law to relax the height of the planned yacht building facility that will be situated on the existing approved building footprint on a portion of Erf 21523 (previously known as Erf 3416) from 8.5m to 12m as indicated on the Site Plan No. 102 dated 01 April 2024 and attached as Diagram 4.
- ii. Section 15 (2) (b): Application for a departure from the provisions of the Knysna Zoning Scheme By-Law to relax the southern lateral building line from 3m to 1.5m in order to allow the planned yacht building facility on the existing approved building footprint on a portion of Erf 21523 (previously known as Erf 3416) as indicated on the Site Plan No. 102 dated 01 April 2024 and attached as Diagram 4.
- iii. Section 15 (2) (l): Approval of a Site Development Plan that is attached as Diagram 4.

2. BACKGROUND

Erf 21523 is a newly consolidated property formed from Erven 3416 and 3417. The Council approved the consolidation in April 2024 (see Annexure D), and the implementation process is currently underway. The Surveyor General Diagram has been approved (Annexure C), and the Conveyancing Attorneys are in the process of registering the consolidation, which will formally establish Erf 21523 (refer to Annexure B: Draft Deed and Letter from the Conveyancing Attorney). The new Title Deed will be submitted once it is issued.

Kiwisaffa Alliance Proprietary Limited acquired Erven 3416 and 3417 for the purpose of developing a yacht manufacturing facility. The consolidated site is zoned Industrial Zone I and has a longstanding industrial history, having previously housed a woodshed and a brewery. The site is currently occupied by Kinetic Catamarans, which operates a yacht-building facility.

Kinetic Catamarans was established in 2018 and has since become a prominent builder of high-performance, luxury catamarans. The company is headquartered in the United States, and its shipyard is located in Knysna, where it has operated from the current premises since 2018. In November 2022, Kinetic Catamarans was awarded a tender by the Knysna Municipality to develop the adjacent area, including parts of the Remainder of Erf 1339 and New Street (see Annexure E).

The proposed development includes the demolition of the existing industrial structures on Erf 21523 and the construction of a new yacht manufacturing facility, to be built on the existing approved building footprints. The planned development involves the rebuilding of a non-conforming structure necessitating town planning authorisations in terms of the current governing Knysna Zoning Scheme By-Law.

The purpose of this application is to obtain the required authorisations. Further details regarding the proposal are discussed in paragraph 4 of the motivating memorandum.

3. PROPERTY INFORMATION

3.1 LOCALITY

Erf 21523 is situated in the Lower Central Industrial area, on the shore of the Knysna Lagoon at New Street (see Locality Map: Diagram 1).

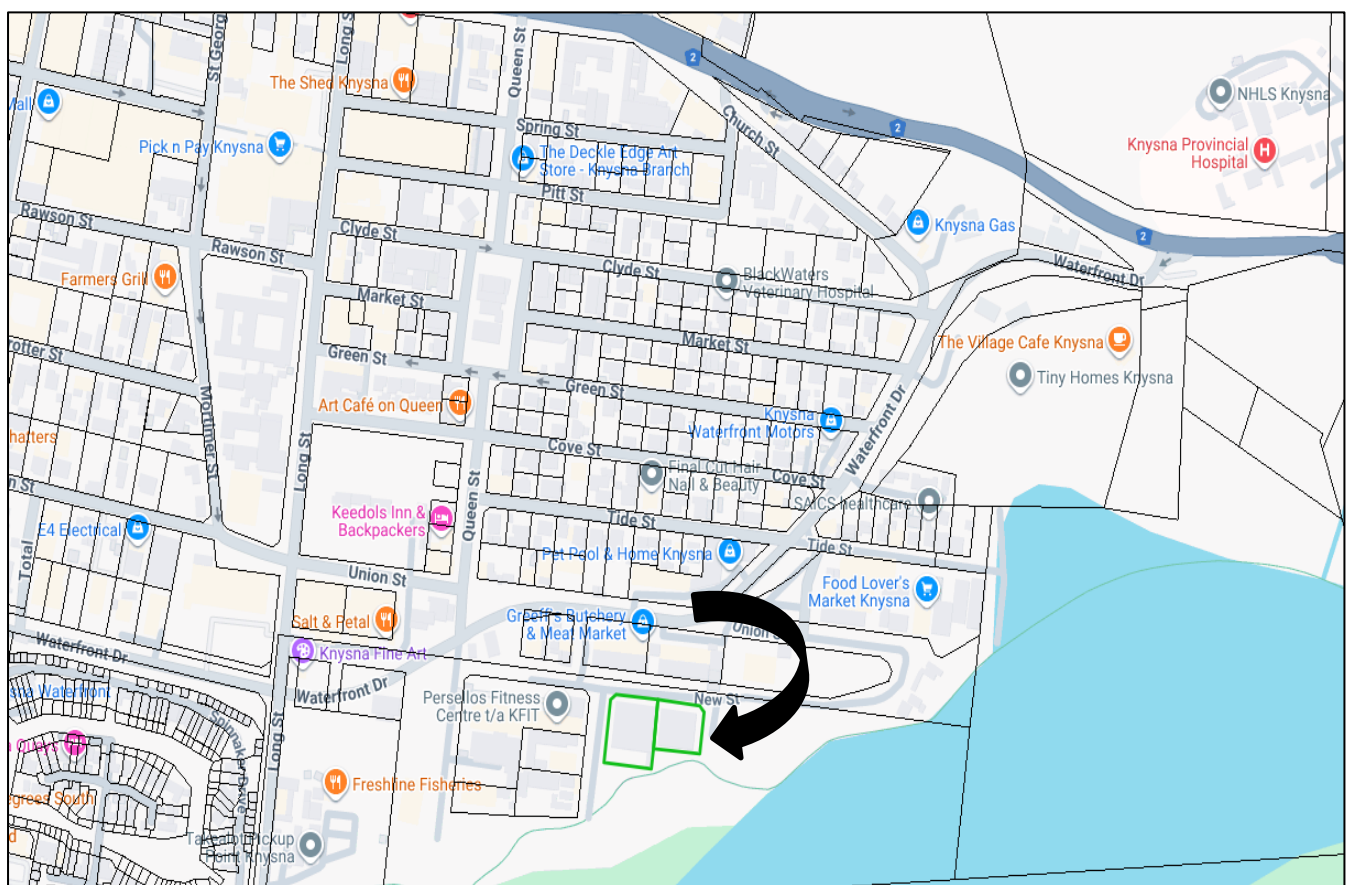


Figure 1: Extract indicating the locality of the subject property.

3.2 PROPERTY DETAIL

Title Deed Description	Erf 21523, in the Municipality & Division of Knysna, Western Cape
21-digit code	C03900050000215230000
Title Deed Number	To be confirmed
SG/GP Diagram No	SG 1203/2025 (attached as Annexure C)
Title Deed Restrictions	None
Property Size	3912m ²
Property Owner	Kiwisaffa Alliance Proprietary Limited
Bonds	None
Land Use	Yacht Building Facility
Zoning	Industrial Zone I

4. PROPOSAL

There is an existing, approved industrial building (known as the Harvey Building) situated on a portion of Erf 21523 (previously known as Erf 3416). This building is classified as a non-conforming structure due to its encroachment on the southern lateral building line that is prescribed in the current governing Knysna Zoning Scheme By-Law (refer to Annexure F).

The owner wishes to demolish the existing approved building and submit new Building Plans for the proposed yacht building facility. The proposed structure will exceed the maximum permitted height of 8.5m. Given that the new development involves the replacement of a non-conforming structure and exceeds the allowable height restriction, an application for a departure is required. Additionally, as per the conditions of the consolidation approval, a Site Development Plan (SDP) must also be submitted for approval.

The broader development is being undertaken by the Kinetic Catamaran Company, which has been awarded a tender by the Knysna Municipality for the development of a portion of the Remainder of Erf 1339 and New Street. This forms part of a phased expansion of the yacht-building facility:

- **Phase 1** involves the upgrade of the existing catamaran factory located on a portion of Erf 21523 (previously known as Erf 3417), which is currently underway. This renovated building has an approved height of 12m.
- **Phase 2A** includes the refurbishment of the existing building on a portion of Erf 21523 (previously known as Erf 3416), **which is the current and subject proposal**.

- **Phase 2B** will be initiated once the purchase of the leased portion of the Remainder of Erf 1339 (currently under an encroachment agreement) is finalised. The new buildings that will be built on the consolidated site [Erf 21523 (Erven 3416 and 3417)] will be extended onto the newly acquired portion, allowing for expanded production space.
- **Phase 3** will involve the construction of a new building on the current testing facility grounds (awarded tender area). The necessary subdivision, rezoning, and consolidation applications were recently submitted to the municipality. This application also includes a height relaxation of 12m.
- **Phase 4** will include the upgrade of the Sea Cadet building (awarded tender area).

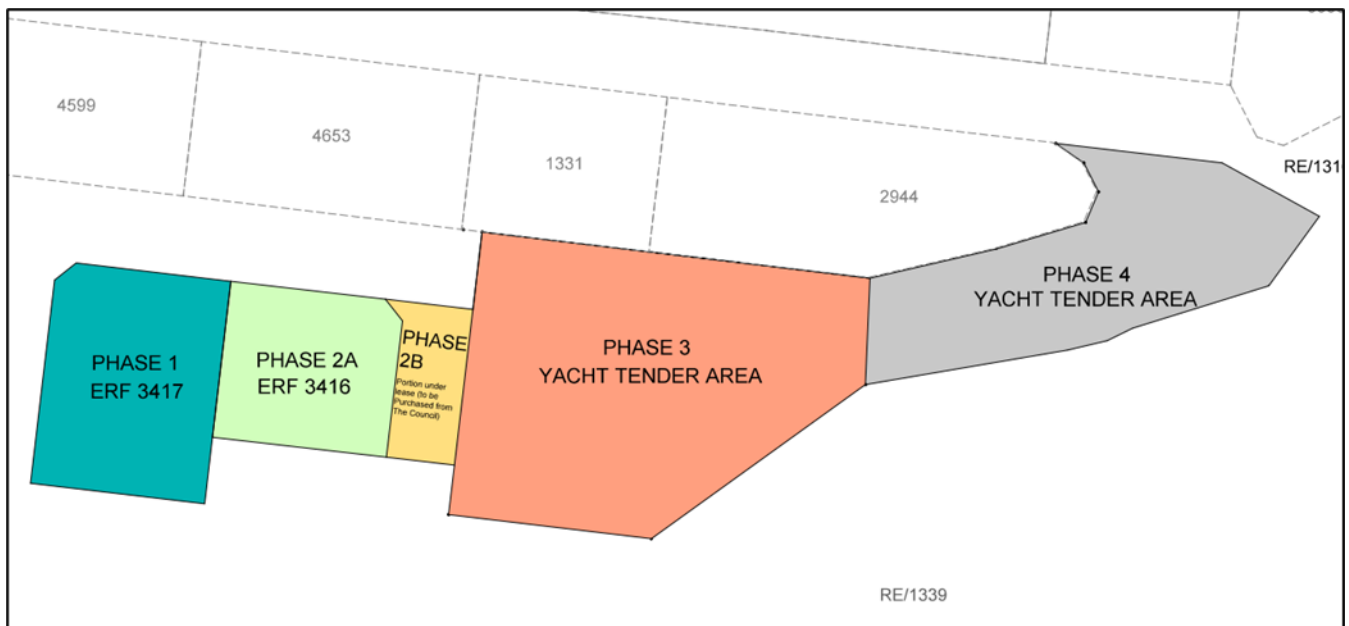


Figure 2: Phasing of the development.

The purpose of this application is to obtain the required town planning approvals necessary to proceed with the submission of Building Plans for Phase 2A. The specific planning applications required are discussed in detail in paragraphs 4.1, 4.2, and 4.3 below.

4.1 DEPARTURE

Erf 21523 is zoned Industrial Zone I in terms of the Knysna Zoning Scheme By-Law that is applicable to the area, and light industry is a primary use in the mentioned zone.

Knysna Zoning 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 proposed land use, yacht building facility, 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 neighborhood in terms of noise, odors, emissions, or other nuisances.

The planned yacht building facility will serve as a construction space for Kinetic Catamaran boats within the existing approved building footprint of the existing approved industrial building. The existing building transgresses over the specified 3-metre southern building line. Also, the height of the planned new structure will exceed the permitted 8.5 meters by 3.5m, resulting in the reconstruction of a non-conforming structure.

Therefore, an application for a departure from the provisions of the Knysna Zoning Scheme By-Law is being submitted to the Council to:

- (a) Relax the height of the planned yacht building facility that will be situated in the existing approved building footprint on a portion of Erf 21523 (previously known as Erf 3416) from 8.5m to 12m.
- (b) Relax the southern lateral building line from 3m to 1.5m in order to allow the planned yacht building facility on the existing approved building footprint on a portion of Erf 21523 (previously known as Erf 3416).

4.2 SITE DEVELOPMENT PLAN

In June 2023, an application was submitted to the Knysna Municipality for the consolidation of Erven 3416 and 3417. This application was approved in April 2024 (refer to Annexure D), resulting in the creation of a single consolidated property, now designated as Erf 21523, as shown in the SG Diagram attached as Annexure C.

The consolidation approval was granted subject to specific conditions. Condition 2.1 (iii) requires that a Site Development Plan be submitted to the Municipality for approval prior to the submission of any Building Plans on the consolidated property.

In compliance with this condition, we hereby submit the proposed Site Development Plan, attached as Diagram 4, for the Municipality's review and consideration. The SDP provides a detailed layout of the proposed development on Erf 21523 to ensure alignment with zoning regulations and spatial planning policies.

Building Plans for the yacht building facility will be submitted to the Building Control Office once the prerequisite SDP has been approved.

5. FACTORS TO CONSIDER

5.1 FACILITATION OF THE PROJECT

The consolidation of Erven 3416 and 3417 formed a larger property now known as Erf 21523. This consolidation was a strategic step aimed at creating a more functional and extensive land parcel to support the envisioned shipbuilding operations.

As previously mentioned, Kinetic Catamarans was awarded a tender by the Knysna Municipality to develop the adjacent land area. This includes portions of the Remainder of Erf 1339 as well as sections of New Street. The ultimate goal is to further consolidate Erf 21523 with additional surrounding parcels (Remainder of Erf 1339 and the Remainder of Erf 1316), to create a single, integrated property sufficient in extent to accommodate all current and future phases of the yacht-building facility.

In 2018, Kiwisaffa Alliance Proprietary Limited, the current owner of Erf 21523, acquired the existing shipyard from Harvey Yachts, the previous shipbuilding operator on the site. Prior to this transition, in 2016, Harvey Yachts entered into an Encroachment Agreement with the Municipality (refer to Annexure G) that allowed for the temporary use of a portion of municipal land (portion of the Remainder of Erf 1339). This agreement permitted the erection of a temporary structure to support an expansion of the shipyard's operations.

Kiwisaffa Alliance has since taken over this encroachment agreement and continues to pay the annual encroachment fees to the Knysna Municipality. As both the owner of Erf 21523 and the controlling entity behind Kinetic Catamarans SA, Kiwisaffa has now submitted an unsolicited bid to formally purchase the portion of municipal land currently under encroachment (a portion of the Remainder of Erf 1339).

Upon successful acquisition of this land parcel, it will be consolidated with Erf 21523 and the surrounding tender-awarded area, thereby facilitating a unified and permanent site for the yacht manufacturing facility. This consolidation will not only regularise land tenure but also allow for comprehensive planning, design, and long-term infrastructure investment for the shipyard development.

5.2 CONSISTENCY WITH RELATED PLANNING APPLICATION

A height departure application for Phase 1 of the development (on the portion of Erf 21523 previously known as Erf 3417) from 8.5m to 12m has already been submitted and is currently under municipal review. The current application aligns with this prior submission, ensuring consistency across development phases and reinforcing the logic and necessity of the height relaxation.

5.3 ALIGNMENT WITH COUNCIL ECONOMIC DEVELOPMENT OBJECTIVES

Knysna Municipality has identified economic diversification and investment attraction as key strategic goals. The yacht-building expansion is privately funded, representing significant capital investment in the local economy with minimal reliance on public resources.

The project will help position Knysna as a competitive location for high-value manufacturing, align with maritime sector development initiatives, and demonstrate successful public-private collaboration, especially given the awarded tender on adjoining municipal land.

5.4 OPTIMISATION OF SCARCE INDUSTRIAL LAND

Knysna's industrial land is limited due to geographic and environmental constraints, particularly the presence of sensitive ecosystems such as the lagoon and surrounding forested areas. The proposal maximises the potential of an existing industrial site by increasing vertical space rather than expanding horizontally. This approach supports the principle of spatial efficiency and reduces the need for new industrial land allocations, thereby preserving open space and environmentally sensitive areas elsewhere in the municipality.

5.5 COMPARISON BETWEEN THE PREVIOUS AND THE CURRENT ZONING SCHEMES

It should be noted that the previous Zoning Scheme had different industrial development parameters compared to those outlined in the current governing Zoning Scheme By-Law. Distinctions between the two have been detailed in the table below.

PARAMETER	PREVIOUS ZONING SCHEME	CURRENT ZONING SCHEME	COMPLIANCE WITH THE CURRENT GOVERNING ZONING SCHEME
BUILDING LINES	Street-6m shall apply while a building line of 10m shall apply in respect of the lagoon boundary.	Street-5m	The proposal complies with the street building line. However, it is in conflict with the southern lateral building line. The existing footprint was approved at a time when the lateral building line was 0m. To maintain the existing footprint, the proposal includes relaxation of the building line that was retrospectively applied to the property.
	Lateral or rear-0m except if, in the opinion of the Council, such	Side or rear-3m	

	building lines are necessary.		
HEIGHT	16m	8.5m	The proposal does not comply. The main purpose of this application is to also obtain permission for the extension of the allowed height (from 8.5m to 12m).
COVERAGE	75%	75%	All the existing structures and the planned alterations comply with the coverage requirements stipulated in the Planning By-Law.
FLOOR FACTOR	1.0	1.5	The proposal complies.
PARKING	At least 1 parking bay per 100m ² floor space.	2 bays per 100 m ² GLA	The parking bays have been sufficiently provided (58 bays).
LOADING BAY	Gross Floor Area per building: 1-2500m ² 1 bay	Floor Area: 1 001–2 500m ² 1 bay	2 loading bays that are inside the proposed building have been provided.
ACCESS	A loading bay shall be 45m ² . Such bays shall have vehicular access (which shall be to the satisfaction of the Council and shall not be less than 5m wide and, if carried through a building, not less than 4,1m in height) to a street, be provided with a hard surface, neatly paved with stormwater drainage, and be clearly marked.	Single entrance or exit way: Minimum-2.7m Maximum- 4.0m Combined entrance and exit way: Minimum-5m Maximum-8m	Access to the property will be gained from New Street, and the proposed entrance/exit point complies with the requirements of the Zoning Scheme By-Law.

Previously, industrial buildings were permitted to reach heights of up to 16 metres. However, under the current Knysna Zoning Scheme By-Law, the maximum building height has been reduced to 8.5m. This reduced height restriction is not practical for the intended yacht building facility, as the construction of larger vessels requires additional vertical clearance. Therefore, a height relaxation to 12m is being requested to accommodate the operational requirements of the proposed facility.

In addition to the height restriction, the current zoning regulations now impose a 3-metre lateral building line setback, whereas the previous scheme allowed for a 0-metre setback, enabling buildings to be constructed up to the property boundaries. The existing approved industrial structure was built under the previous zoning scheme and does not comply with the current building line requirements.

As the existing structure is to be demolished and replaced, the loss of its non-conforming rights necessitates a building line departure to maintain a viable building footprint that aligns with the approved building on Erf 3417. Without the departure, the developable area will be significantly reduced, thereby impacting the functionality and feasibility of the proposed yacht-building facility.

We therefore respectfully request that Council consider the substantive differences between the current Zoning Scheme By-Law and the development rights permitted under the previous Zoning Scheme. The newly imposed restrictions substantially diminish the property's development potential when compared to the conditions previously in place, and a departure is essential to enable the continuation of industrial activity on the subject site.

5.6 BOAT CONSTRUCTION REQUIREMENTS

Kinetic Catamarans has been operating from the subject site for the past six years, steadily building a strong international reputation for high-quality yachts in the 54 to 62-foot range. The growing global demand for their vessels has led to the expansion of their product line, with plans now in place to construct larger yachts of up to 90 feet.

The production of these larger vessels requires considerable internal height for various phases of construction. The current height limit of 8.5m under the zoning scheme is not sufficient to accommodate these requirements. A height relaxation to 12m is therefore essential to ensure functionality and efficiency throughout the production process.

Increased vertical clearance will also allow for on-site storage of key yacht components, enabling a more streamlined and secure assembly process. This centralisation will reduce delays and handling inefficiencies, which is particularly important given the scale and precision required in building luxury yachts.

Furthermore, the boat construction industry is experiencing significant technological advancement. Granting the requested height relaxation would not only accommodate current manufacturing needs but also future-proof the facility, enabling it to evolve with industry trends and maintain global competitiveness.

5.7 EMPLOYMENT OPPORTUNITIES AND TOURISM PROMOTION

The expansion of the yacht-building facility will bring significant economic and employment benefits to Knysna. Currently, Kinetic Catamarans employs 75 staff members. With the proposed facility upgrades and scaling of operations, it is anticipated that employment will increase to at least 150 individuals.

This job creation will support the local economy, reduce unemployment, and contribute to skills development in the region.

In addition, boat building is a specialised industry with a unique appeal. It contributes to Knysna's heritage as a historical boat-building centre and holds potential as a drawcard for both tourism and investment. The expanded facility can serve as a showcase of modern craftsmanship, offering opportunities for industry partnerships, training programmes, and even public exhibitions or guided tours. These spin-offs can elevate Knysna's profile as a hub for maritime innovation and economic resilience.

5.8 ENVIRONMENTAL CONCERNS

The boat construction facility will adhere to environmentally sustainable practices, utilising eco-friendly materials, waste management systems, and energy-efficient technologies. By constructing the yachts on land (Knysna Industrial Area) and then launching them when they are done at the yacht club, there is a reduced impact on Knysna's attractive waterfront. This approach aligns with Knysna's commitment to preserving its natural beauty.

The planned development will be contained within the existing approved building footprint and, as such, will not trigger any listed activities in terms of NEMA even though it is within 100m of the watermark of the lagoon.

SANParks was consulted, and after reviewing the content of the Draft EMPs provided to them, they granted approval for Phase 1 (refer to Annexure H). SANParks will be further consulted regarding Phase 2 and will be furnished with updated project details and a revised EMP.

5.9 VISUAL IMPACT

The increased height of the proposed yacht building facility may have a visual impact on the surrounding area. To address this concern, careful attention has been given to the design and aesthetics of the building, ensuring it integrates harmoniously with the industrial zone and neighbouring properties.

Furthermore, the adjacent properties are also zoned as Industrial Zone I, except for Erf 8714 and the Remainder of 1339, which have Business Zone I and Undetermined Use zonings (please refer to Diagram 3: Zoning Map). Being within an existing industrial node, the proposed new industrial building will not introduce any new land use to the area and remains consistent with the existing character of the industrial and service industries that characterise the surrounding area, even though the building will be higher than most of the surrounding buildings.

Erf 21523 is part of the Knysna CBD, where heights up to 12m are generally supported. Although not all the buildings in the CBD are developed to a height of 12m yet, it is evident that all urban renewal projects are aiming at a height of 12m to optimise the land. It is important to encourage investment in the CBD so that it can remain vibrant.

The Knysna Spatial Development Framework underscores the importance of preserving the integrity of the Garden Route landscape, particularly emphasising the protection of scenic views and features. The planned yacht building facility is not visible from the N2 or other identified scenic routes. Although the proposal is for constructing an industrial structure along the lagoon edge, steps have been taken to minimise any negative visual impact from the water and other receptors such as Thesen Island. The proposed building has been carefully designed to have a beautiful façade towards the water that will emphasise and enhance Knysna's cultural heritage as a boat-building hub. The intention is to create a welcome gateway into Knysna for visitors who arrive on the water.

The site is also in the conservation area overlay zone, and aesthetic approval by the aesthetic will be required before Building Plan approval.

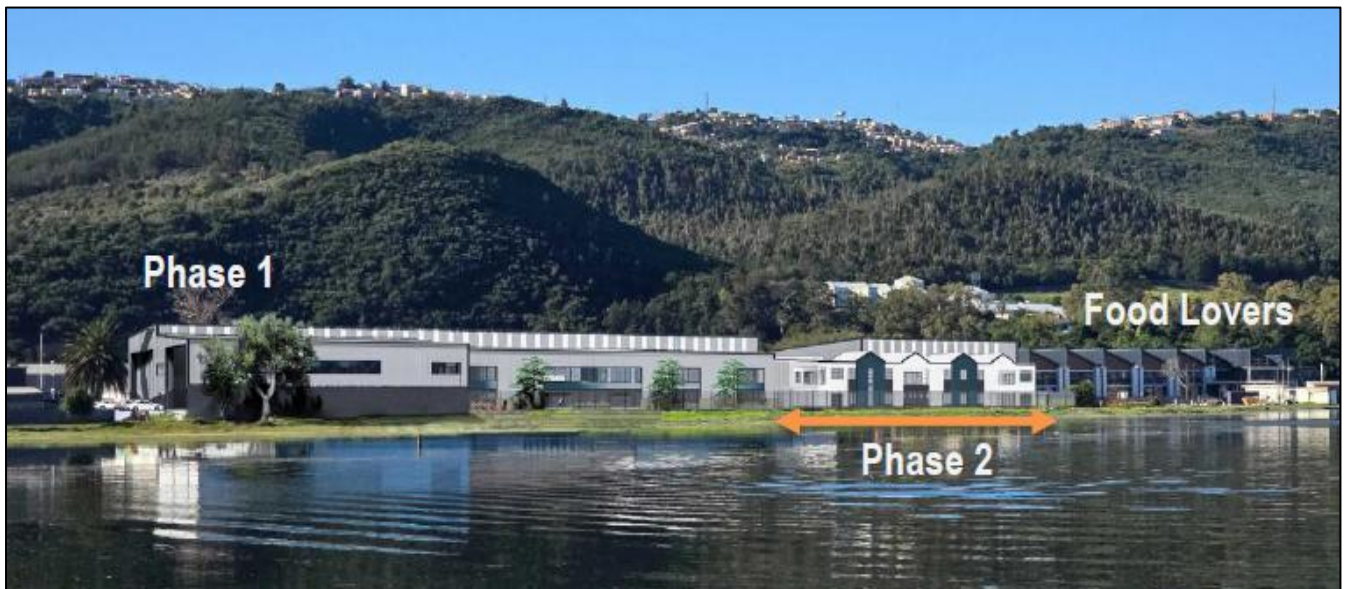


Figure 3: Visual Impression.

5.10 ANTICIPATED IMPACTS

It is believed that the height and building line relaxations will have no detrimental negative impact on the surrounding properties. The proposed development will retain the same building footprint as previously approved, with the new structure on this footprint being more conducive to the internal manufacturing processes planned.

The streetscape will not be affected, as the building footprint will be maintained, and only the height of the structure will differ. The necessity for adjustment to the southern building line arises from the proposed alterations that exceed the permitted height and involve adjustments to an existing non-conforming structure.

The Remainder of Erf 1339 is situated to the south of the property in question and is currently a vacant site with an undetermined zoning status. The owner of Erf 21523 is in the process of buying the surrounding portion of the Remainder of Erf 1339 from the Council. The northern and western sides of the subject property are bordered by streets.

It is acknowledged that Erven 4653 and 21440 to the north of Erf 3416 could be impacted in terms of views due to the height increase. Buildings on these properties are, however, commercial in nature and face north towards Waterfront Drive to optimise exposure along this activity corridor. The back of these buildings is along New Street, and they are not oriented towards the lagoon.

It is not anticipated that the proposal will have a negative impact on adjoining properties and the character of the area. The scale of investment proposed by Kinetic Catamarans will have a positive catalytic effect on the broader industrial area. Infrastructure upgrades, increased economic activity, and higher property values are all anticipated outcomes of the redevelopment. The project will contribute to the revitalisation of the Knysna Industrial Precinct and support long-term spatial planning objectives.

5.11 COMPATIBILITY WITH THE KNYSNA SPATIAL DEVELOPMENT FRAMEWORK (KSDF)

The proposed development aligns with the objectives of the KSDF and the Knysna IDP. Located within the CBD's industrial precinct, Erf 21523 falls in an area where compact urban form, increased building heights (up to 12m), and economic diversification are actively promoted. The KSDF supports infill development, the optimisation of underutilised land, and the protection of industrial zones for their intended uses.

The proposed height relaxation to 12m is consistent with these goals, enabling efficient use of scarce industrial land near the lagoon while supporting Knysna's position as a globally recognised yacht-building hub. The expansion will boost employment, foster inclusive economic growth, and contribute to the municipality's spatial and economic vision.

Furthermore, the Integrated Development Plan encourages the creation of a business-friendly environment through flexible land use management and stakeholder collaboration. The proposal aligns with both the KSDf's spatial objectives and the IDP's economic development strategy.

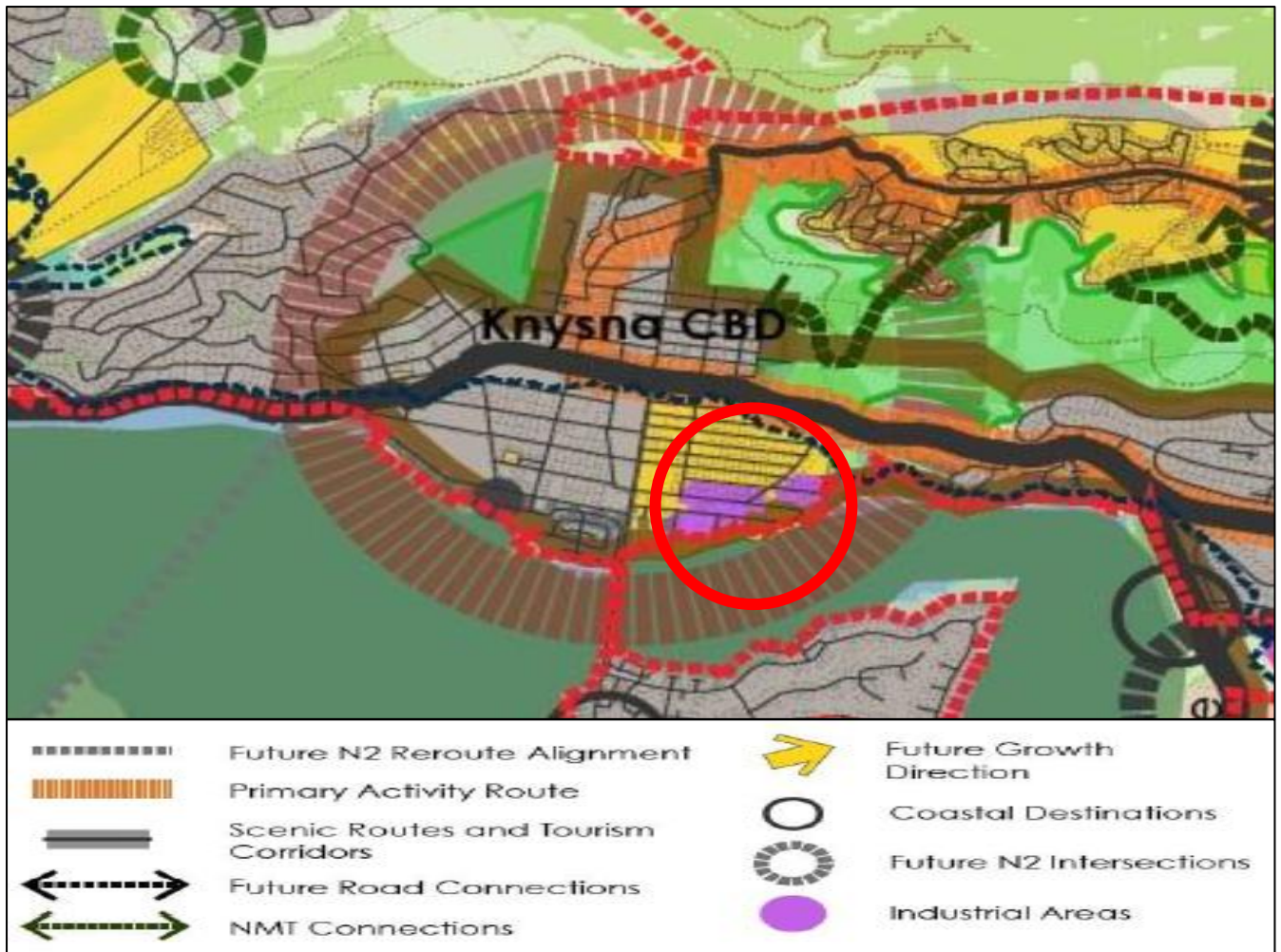


Figure 4: Extract from the KSDf.

5.12 COMPATIBILITY WITH SPLUMA DEVELOPMENT PRINCIPLES

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).

SPLUMA is a framework law, which means that the law provides broad principles for a set of provincial laws that will regulate planning. It does, therefore, not have much relevance to individual departure applications that are mostly site-specific.

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:

5.12.1 Spatial Justice

The principle of spatial justice aims to rectify past spatial and socio-economic imbalances by improving equitable access to land, resources, and opportunities. It prioritises land reform, access to well-located urban land, and inclusive development.

The current proposal does not directly address spatial redress. Given its nature as an industrial expansion within an already zoned and serviced area, it indirectly supports the objectives of spatial justice through:

- Job creation and skills development for local communities.
- Supporting the growth of a labour-intensive industry (yacht manufacturing), which can contribute to broader economic empowerment.
- Enhancing the long-term viability of an existing business that forms part of the local economy.

Strategic spatial reform is better addressed through instruments like IDPs and SDFs, but this proposal contributes positively by ensuring economic inclusivity within a historically underutilised sector.

5.12.2 Spatial Sustainability

Spatial sustainability seeks to ensure that development occurs in a manner that protects environmental resources, promotes compact urban form, and makes responsible use of land and infrastructure.

This proposal upholds the principle of spatial sustainability through the following:

- It is located within a designated industrial zone, avoiding any encroachment on natural or environmentally sensitive areas.
- It makes use of existing urban infrastructure and services, thereby reducing the need for new public investment.
- The building extension is vertical rather than horizontal, minimising land consumption and preserving urban land for other compatible uses.

There are no expected detrimental impacts on biodiversity, ecosystem services, or environmental health as a result of this development.

5.12.3 Spatial Efficiency

The principle of spatial efficiency promotes the optimal use of land, infrastructure, and public resources, while minimising development costs and environmental impacts.

The proposal directly supports this principle by:

- Making use of existing infrastructure and developed land, thereby reducing pressure on undeveloped land;
- Reusing and upgrading an existing facility, which limits construction waste and the need for entirely new infrastructure.
- Enabling vertical expansion through a height departure rather than lateral sprawl, thus maximising functionality within the existing building footprint.
- Facilitating the growth of an industrial business in close proximity to other supporting industries, suppliers, and services.

Considering this application would contribute to the efficient functioning of Knysna's industrial area and promote long-term economic productivity.

5.12.4 Spatial Resilience and Good Administration

Spatial resilience involves ensuring that planning systems and land use patterns can adapt to changing social, environmental, and economic circumstances. Good administration requires transparent, accountable, and responsive planning processes.

This proposal supports both principles in the following ways:

- It has followed the due administrative process, with the submission of the necessary town planning application prior to the submission of Building Plans, in line with good governance and legislative requirements.
- It allows for adaptability in the built environment by accommodating changing market and operational needs of a globally competitive yacht manufacturing company.
- It enhances the resilience of the local economy by supporting an export-oriented business that brings investment, innovation, and long-term employment opportunities to the municipality.
- It demonstrates institutional flexibility by allowing for departures where they are justified and beneficial to the public interest.

The application reflects a balanced approach to planning, where regulatory compliance is maintained while also enabling sustainable economic growth and job creation.

6. CONCLUSION

The Council is respectfully requested to consider the departure and SDP approval applications submitted in support of the proposed expansion of the yacht-building facility.

The reasons for approving the proposal are summarised as follows:

- The property is situated within Knysna's designated Industrial Zone I, making it an ideal location for the intended land use. Its position within the town's industrial node ensures compatibility with surrounding land uses and minimises the risk of land-use conflict.
- A height departure of up to 12m is necessary to accommodate the construction of larger catamarans. This vertical space is critical to maintaining safe and efficient production processes and meeting technical requirements associated with modern boat-building practices.
- The proposal supports the expansion of an existing local business, which is expected to generate additional employment opportunities. This aligns with broader economic development objectives for Knysna and contributes to local skills development in the maritime industry.
- The design of the proposed facility, including the increased height, will integrate harmoniously with neighbouring properties and will not create significant visual or aesthetic impacts, given its proximity to the Central Business District and other industrial activities.
- Under previous regulations, industrial buildings in Knysna were permitted to reach heights of up to 16m. However, the current Knysna Zoning Scheme By-Law restricts height to 8.5m, which is not practical for specialised industrial uses such as yacht construction. The requested relaxation is therefore reasonable and consistent with historic development norms.
- The proposed development does not change the approved building footprint and is not expected to have any major negative impact on adjacent properties. Both the height and building line departures have been carefully considered to mitigate any potential effects on neighbours.
- The proposal is consistent with the objectives of the Knysna Spatial Development Framework and supports the municipality's vision for economic and spatial transformation.
- The proposal is not in conflict with the development principles set out in Section 7 of SPLUMA.