SEDGEFIELD ERVEN 3456-3465, 3504-3507 AND 4967 (A PORTION OF ERF 3508)

APPLICATION FOR:

REZONING & CONSOLIDATION



CLIENT: SHOPRITE CHECKERS PTY (LTD)
PREPARED BY: MARIKE VREKEN URBAN & ENVIRONMENTAL PLANNERS

JULY 2026

CONTENTS

(I) TABLE OF CONTENTS

SECTION A : BACKGROUND 1

1. BACKGROUND 1
   1.1. Pre-Application Consultation 2
2. THE APPLICATION 2
3. PROPERTY DESCRIPTION, SIZE AND OWNERSHIP 3

SECTION B : DEVELOPMENT PROPOSAL 5

4. DEVELOPMENT SPECIFICATIONS 5
   4.1. Size & Scale of the Proposed Land Use 5
   4.2. Delivery Area 7
   4.3. Building Lines 7
   4.4. Access & Parking Provision 8
   4.5. Landscaping 9
5. STATUTORY SPECIFICATIONS 10
   5.1. Rezoning 10
   5.2. Consolidation 10
   5.3. Knysna Integrated Zoning Scheme By-Law, 2021 11
6. SERVICES INFRASTRUCTURE 11
   6.1. Civil Services 12
   6.2. Electrical Services 13
   6.3. Conclusion 14
7. TRAFFIC IMPACT 14
   7.1. Conclusion 15

SECTION C : CONTEXTUAL INFORMANTS 17

8. LOCALITY 17
9. CURRENT LAND USE AND ZONING 17
   9.1. Land Use 17
   9.2. Zoning 18
10. SITE CHARACTERISTICS 19
   10.1. Topography 19
   10.2. Botanical Informants 20

10.3. Heritage 20
11. CHARACTER OF THE AREA 21
12. EXISTING POLICY FRAMEWORKS 24
12.1. Western Cape Provincial SDF (2014) 24
12.2. Garden Route District Regional SDF (2025) 28
12.3. Knysna Municipality Spatial Development Framework, 2025 .. 29
12.4. Sedgefield Local Area Spatial Development Framework, 2025 31
12.5. Knysna Municipality Integrated Development Plan (2026/2027) 31
SECTION D : MOTIVATION 33
13. ASSESSMENT OF APPLICATIONS 33
13.1. Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) 33
13.2. Knysna Municipality By-Law on Municipal Land Use Planning, 2021 33
14. CONSISTENCY WITH SPATIAL PLANNING POLICIES 34
15. NO NEGATIVE ENVIRONMENTAL IMPACT 35
16. NO HERITAGE IMPACT 35
17. AVAILABILITY OF SERVICES 35
18. ACCESSIBILITY AND ROAD NETWORK 36
19. LIMITED VISUAL IMPACT 36
20. NO NEGATIVE IMPACT ON THE CHARACTER OF THE SURROUNDING AREA 36
21. MARKET DEMAND FOR ANOTER NEIGHBOURHOOD CENTRE IN SEDGEFIELD ... 37
22. SOCIO-ECONOMIC IMPACT ASSESSMENT 38
22.1. Socio Economic Profile of Sedgefield 38
22.2. Market Potential Analysis 39
22.3. Economic Impact 40
22.4. Impact if No Development Takes Place 42
22.5. Development Impact 42
22.6. Social Impacts 43
23. NO IMPACT ON THE SEDGEFIELD CBD 44
24. EXISTING LAND USE RIGHTS OF THE APPLICATION AREA 44
25. URBAN INTEGRATION 45
25.1. Neighbourhood Centres 45
25.2. Activity Nodes & Corridors 45

26. EFFECTIVE URBAN FORM 46
26.1. Reinforces the Nodal Structure Envisaged in the SDF 46
26.2. Creates a More Balanced Settlement Structure 46
26.3. Reduces Travel Distances and Vehicle Dependence 46
26.4. Prevents Ribbon Development and Commercial Sprawl 47
26.5. Strengthens Rather than Weakens the Town Structure 47
27. DESIRABILITY 47
28. WESTERN CAPE LAND USE PLANNING ACT, 2014 (ACT 3 OF 2014) 53
28.1. Spatial Justice 53
28.2. Spatial Sustainability 54
28.3. Spatial Efficiency 59
28.4. Spatial Resilience 60
28.5. Good Administration 60
29. CONCLUSION 61

(II) ANNEXURES

ANNEXURE A. 1995 subdivision approval
ANNEXURE B. General Plan
ANNEXURE C. Knysna Municipality decision 2013
ANNEXURE D. Pre-Application Consultation Minutes
ANNEXURE E. Power of Attorney & Company Resolution
ANNEXURE F. Application Form
ANNEXURE G. Title Deed T14027/2010
ANNEXURE H. Conveyancer's Certificate
ANNEXURE I. Landscaping Plan
ANNEXURE J. Infrastructure Services Report
ANNEXURE K. Traffic Impact Assessment
ANNEXURE L. Zoning Certificates
ANNEXURE M. Mark Berry: Botanical Survey
ANNEXURE N. NEMA Applicability Checklist & PHS Consulting Motivation
ANNEXURE O. Heritage Western Cape ROD

ANNEXURE P. Market Demand Study

ANNEXURE Q. Socio-Economic Impact Study

(III) PLANS

PLAN 1. Locality Plan

PLAN 2. Land Use Plan

PLAN 3. Consolidation Plan

PLAN 4. Site Development Plan

(IV) TABLE OF FIGURES

Figure 1. Proposed Site Development Plan 5
Figure 2. Section of the New Building Through the Application Area 6
Figure 3. Proposed Delivery Area 7
Figure 4. Proposed Landscaping Plan 9
Figure 5. Proposed Consolidation 10
Figure 6. Existing Substation 13
Figure 7. Draft Traffic Circle Design (Option 3(c) 16
Figure 8. Locality 17
Figure 9. Vacant Application Area with Aviemore Development in the Background . 18
Figure 10. Zoning Maps Extract 18
Figure 11. Topography & Ortho Photo 19
Figure 12. Existing Land Uses In The Area 21
Figure 13. Existing Offices on Erf 532 22
Figure 14. Existing Restaurant on Erf 2475 22
Figure 15. Veterinary Clinic on Erf 501 22
Figure 16. Newspaper Offices on Erf 1741 23
Figure 17. Offices on Erf 2050 23
Figure 18. Tourist Accommodation Establishment on Erf 4965 23
Figure 19. Aviemore Estate Entrance 24
Figure 20. Policies Applicable to the Proposed Development 25
Figure 21. Spatial Concept for Garden Route Regional SDF 29

Figure 22. Extract Knysna Municipal SDF 30
Figure 23. Extract Sedgefield Local Area SDF 31
Figure 24. Economic Impact During the Construction Phase..... 40
Figure 25. Economic Impact During the Operational Phase 41
Figure 26. Rates and Taxes Generated for Knysna Municipality 41

SECTION A : BACKGROUND

1. BACKGROUND

Sedgefield Erven 3456-3465; 3504-3507 & 4967 (a Portion of Erf 3508) (hereafter referred to as "The Application Area") were created during 1995 when they were subdivided from Erf 1669 Sedgefield. A copy of the 1995 subdivision approval is attached as ***ANNEXURE A***, and a copy of the General Plan (GP 4839/1995) for Aviemore is attached as ***ANNEXURE B.*** The intention was that these erven were to be included within the Aviemore housing development. Erven 3505 & 3506 have a "Business Zone I" zoning, and Erf 3507 has a "Business Zone III" (Service Station) zoning. To date all the erven on the application area, remain undeveloped, although several stands within Aviemore, to the east, have had dwelling houses constructed on them.

The current owners acquired the application area during 2011, and applied for the rezoning of the application area to "Business Zone I" during 2012. The application was refused by the Knysna Council, during 2013. A copy of this decision is attached as ***ANNEXURE C***. The main reason for the refusal was:

- Fragmentation of the Business area would occur
- The application undermines the viability of the CBD
- The application would lead to ribbon development along the N2.

Since 2013, a new shopping centre was developed to the west of the Sedgefield CBD; Aviemore is almost fully developed, Lakeview Estate was developed to the east of Sedgefield, and the Greenmere development of approximately 130 erven were developed. The eastern side of Sedgefield has experienced substantial residential growth over the last decade. New residential development, infill development and increasing permanent occupation of previously holiday-oriented properties have expanded the residential catchment east of the traditional CBD. Evidence of continuing housing demand and planned housing expansion within Sedgefield further supports the need for additional local services

More than a decade has elapsed since that decision and the demographic, economic and spatial context of Sedgefield has changed substantially.

The population of the entire Knysna Municipality increased from approximately 68,659 people in 2011 to 96,055 people in 2022, representing growth of almost 40%. Importantly, the Western Cape Provincial Treasury identifies Sedgefield as one of the fastest-growing settlements within the municipality and recorded the largest increase in urban population between 2022 and 2023 at approximately 6.2%. Sedgefield now accommodates approximately 13.5% of the municipality's urban population (i.e. ±12,967).

As a result of the increased number of households in Sedgefield, and the market demand for a neighbourhood shopping centre that serves the eastern part of Sedgefield, the owner of the application area decided to re-apply for the rezoning of the application area.

1.1. Pre-Application Consultation

The required pre-application consultation was conducted with the municipality on 16 October 2025. A copy of the pre-application consultation minutes is attached as ***ANNEXURE D***.

The issues raised during the pre-application consultation is summarised in the table below, with a reference of where the issue / concern is addressed in this Motivation Report:

Issue	Response
(i) Applicant advised to provide the research information, as a component for desirability in the motivation memorandum.	Par 21; Par 22
(ii) there should be environmental consideration done, as the area is within the Knysna Fynbos area	Par 10.2 & ***ANNEXURE N***
(iii) Applicant advised to give a broad implication of such a large scale establishment within what's considered a "slow town"	Par 12.3
(iv) applicant advised to look specifically into the feasibility and desirability of the proposal	Refer Par 21; 22 & 27
(v) A Traffic Impact Assessment has to be submitted	Refer ***ANNEXURE K***

2. THE APPLICATION

Marike Vreken Urban and Environmental Planners have been appointed by **Shoprite Checkers (Pty) Ltd** to prepare and submit the required application documentation (refer to ***ANNEXURE E*** for the Signed Power of Attorney & Company Resolution and ***ANNEXURE F***: Application Form) for:

(i) The rezoning of Sedgefield Erven 3504; 3456 – 3465, from "General Residential Zone I" to "Business Zone I" for a neighbourhood shopping centre in terms of Section 15(2)(a) of the Knysna Municipality's Land Use Planning Bylaw, 2021;

(ii) The rezoning of Sedgefield Erf 3507 from "Business Zone III" to "Business Zone I" for a neighbourhood shopping centre in terms of Section 15(2)(a) of the Knysna Municipality's Land Use Planning Bylaw, 2021;

(iii) The rezoning of Sedgefield Erf 4967 from "Transport Zone III" to "Business Zone I" for a neighbourhood shopping centre in terms of Section 15(2)(a) of the Knysna Municipality's Land Use Planning Bylaw, 2021; and

(iv) The Consolidation of Sedgefield Erven 3456-3465; 3504-3507 & 4967 into one property, measuring 11937m² in extent, in terms of Section 15(2)(e) of the Knysna Municipality's Land Use Planning Bylaw, 2021.

3. PROPERTY DESCRIPTION, SIZE AND OWNERSHIP

A copy of the Title Deed of the application area (T43866/2011) that includes the information outlined below is contained in ***ANNEXURE G***. A Conveyancer's Certificate has been prepared by Stadler & Swart Attorneys and is attached as ***ANNEXURE H***.

The following information applies to all the properties that are included in the application area:

Title Deed No:	T43866/2011 (all the properties are held under a single deed)
Registered Property Owner:	**Shoprite Checkers (Proprietary)Limited** (Reg No 1929/001817/07)
Title Deed Restrictions:	(i) Access to be obtained only from Egret Street (ii) A 20m building line from the N2 National Road Boundary. The proposed new building will be 19,5m from the National Road Reserve, and that SANRAL's permission is required for the relaxation of the 20m title deed building line.
Servitudes:	None
Bonds:	None

The following additional information applies to the individual erven that comprise the proposed development:

Erf No	Title Deed Description	Property Size
Sedgefield Erf 3456	Erf 3456 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	467m^2 (Four hundred and sixty seven square metres)
Sedgefield Erf 3457	Erf 3457 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	481m^2 (Four hundred and eighty one square metres)
Sedgefield Erf 3458	Erf 3458 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	450m^2 (Four hundred and fifty square metres)
Sedgefield Erf 3459	Erf 3459 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	466m^2 (Four hundred and sixty six square metres)
Sedgefield Erf 3460	Erf 3460 Sedgefield in the Municipality and Division of Knysna, Western Cape Province.	476m^2 (Four hundred and seventy six square metres)
Sedgefield Erf 3461	Erf 3461 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	473m^2 (Four hundred and seventy three square metres)
Sedgefield Erf 3462	Erf 3462 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	435m^2 (Four hundred and thirty five square metres)

Erf No	Title Deed Description	Property Size
Sedgefield Erf 3463	Erf 3463 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	480m^2 (Four hundred and eighty square metres)
Sedgefield Erf 3464	Erf 3464 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	460m^2 (Four hundred and sixty square metres)
Sedgefield Erf 3465	Erf 3465 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	461m^2 (Four hundred and sixty one square metres)
Sedgefield Erf 3504	Erf 3504 Sedgefield in the Municipality and Division of Knysna, Western Cape province	574m^2 (Five hundred and seventy-four square metres)
Sedgefield Erf 3505	Erf 3505 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	1078m^2 (One thousand and seventy eight square metres)
Sedgefield Erf 3506	Erf 3506 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	1047m^2 (One thousand and forty seven square metres)
Sedgefield Erf 3507	Erf 3507 Sedgefield in the Municipality and Division of Knysna, Western Cape Province	2500m^2 (Two thousand five hundred square metres)
Sedgefield Erf 4967	Erf 4967 (a portion of Erf 3508 Sedgefield) in the Municipality and Division of Knysna, Western Cape Province	2089m^2 (Two thousand and eighty nine square metres)

SECTION B : DEVELOPMENT PROPOSAL

4. DEVELOPMENT SPECIFICATIONS

The proposed development on the application area comprises an approximately 4,000m² neighbourhood shopping centre, anchored by a Checkers supermarket occupying approximately 2,000m² of gross lettable area (GLA). A retail development, such as the one proposed, falls within the retail category of a neighbourhood shopping centre. Neighbourhood shopping centres predominantly serve a convenience-oriented function, providing shoppers with access to daily and weekly necessities within a short distance from home.

The Knysna Zoning Bylaw does not define a "neighbourhood shop", but a neighbourhood shop is a property used for the retail sale, principally, of convenience goods to the public and providing service almost exclusively to the inhabitants of a specific neighbourhood and its surrounding area.

4.1. Size & Scale of the Proposed Land Use

A copy of the proposed Site Development Plan is attached as Plan 3 to this report. The proposed site development plan is shown in the figure below:



FIGURE 1: PROPOSED SITE DEVELOPMENT PLAN

The proposed development on the consolidated property will consist of a main anchor Checkers supermarket; a coffee shop, ablution facilities; a liquor store; 12x different line shops and the delivery area in the northeastern corner of the centre. The detail of the GLA for the proposed neighbourhood centre is summarised in the table below:

Retail Use		GLA (m^2)
1	Checkers Supermarket	1868
2	Coffee Shop	237
3	Line Shop	59
4	Line Shop	60
5	Line Shop	35
6	Line Shop	25
7	Line Shop	34
8	Line Shop	34
9a	Line Shop	50
9b	Line Shop	87
10	Liquor Store	235
11	Line Shop	88
12	Line Shop	161
13	Line Shop	564
14	Line Shop	331
15	Upper Bulk Storage Area	125
Total GLA		**3993m^2**

The height of the proposed neighbourhood centre will be predominantly a single storey structure, except to the northeastern corner of the application area, where the storage area will be located above the store. The height of the building (single and double storey) will be below the prescribed height of 12m above NGL.

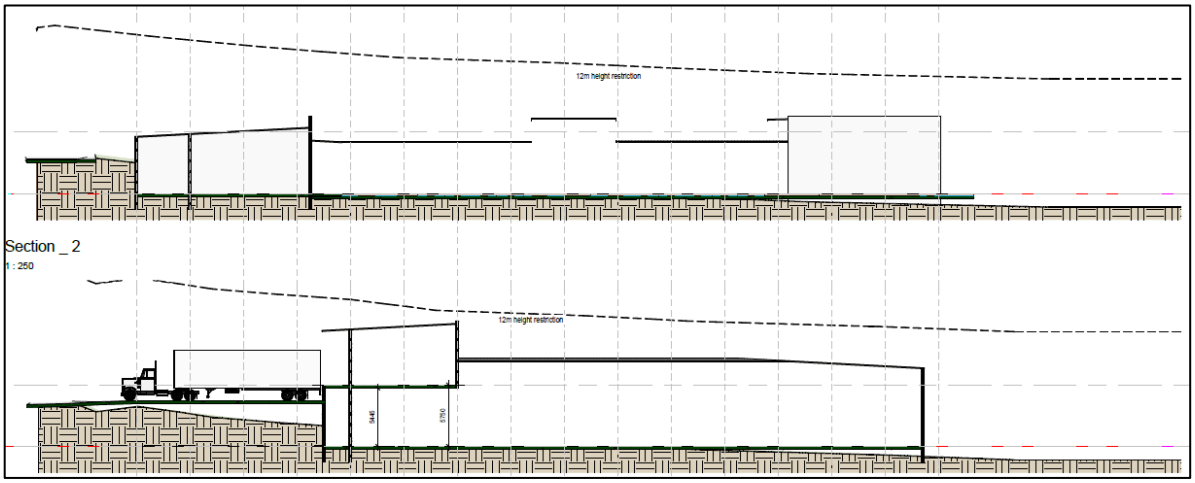


FIGURE 2: SECTION OF THE NEW BUILDING THROUGH THE APPLICATION AREA

4.2. Delivery Area

The deliver area is located in the northeastern corner of the application area. The delivery area makes provision for:

- long haul delivery trucks;
- 7x parking bays for smaller delivery vehicles
- 24x motor bike delivery parking bays.

Deliveries will typically take place between 07:00am and 17:00pm, unless other acceptable arrangements apply.

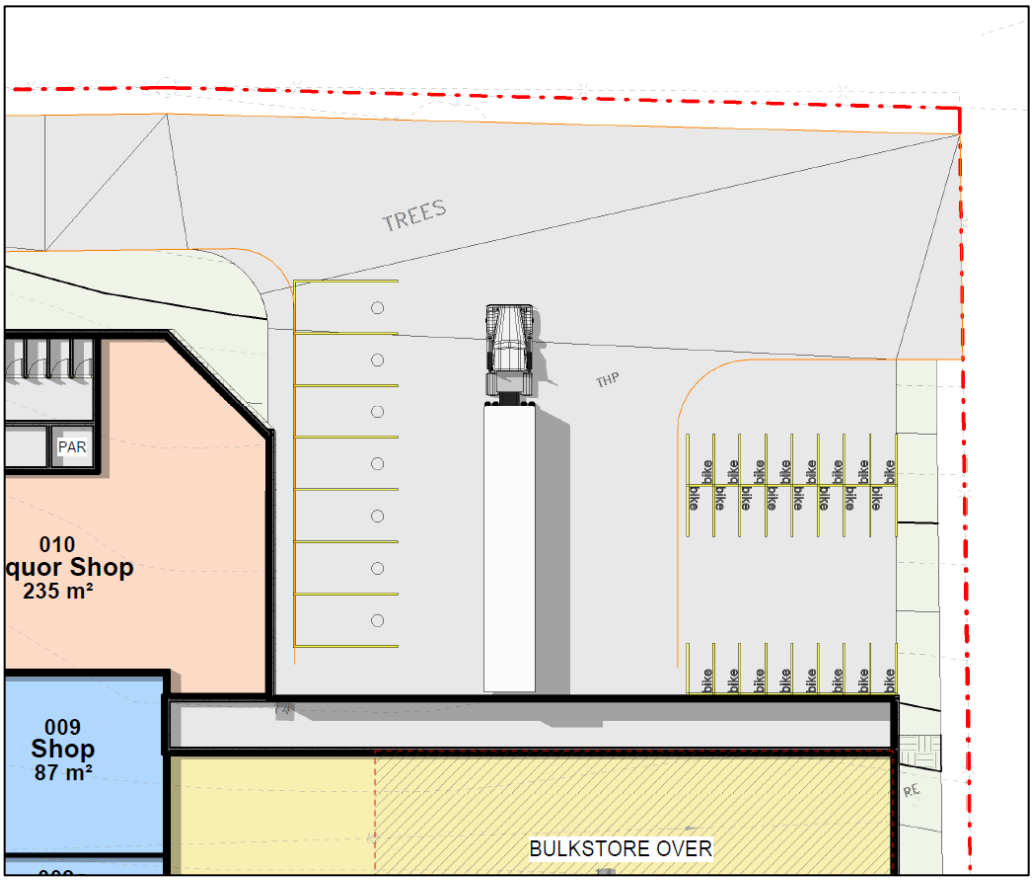


FIGURE 3: PROPOSED DELIVERY AREA

4.3. Building Lines

4.3.1. Knysna Zoning Scheme Bylaw

The Knysna Zoning Scheme Bylaw, 2021 prescribes the following building lines for "business premises":

- Street building line: 0 metres.
- Side and rear building lines: 0 metres.

The proposed Site Development Plan shows a 4,5m building line along Egret Street and the Main Road Service Road, and between that the proposal will comply with the prescribed building lines.

The proposed eastern lateral building line varies between 5m – 3m, and the northern building line is in excess of 5m. The proposal is consistent with the prescribed building lines of the Knysna Zoning Scheme Bylaw.

4.3.2. SANRAL Title Deed Building Lines

According to the Title Deed, there is a 20m building line from the N2 National Road Boundary.

- The Expropriated, future N2 National Road Bypass, runs to the north of the application area, along the Railway line. The width of the railway line reserve is 21m wide, hence the 20m building line does not affect the development proposal on the application area.
- The N2 National Road Service Road runs along the northern boundary of the N2 National Road. According to the General Plan, this road reserve is 15m wide, and the proposed new building adheres to a 4,5m building line. This means that the proposed new coffee shop building will be 19,5m from the National Road Reserve, and the parking bays will also be in the 20m building line that was imposed by SANRAL, and that SANRAL's permission is required for the relaxation of the 20m title deed building line.

4.4. Access & Parking Provision

Access to the proposed development will be from Egret Road to the west of the application area, as shown on the site development plan. Entrance 1: Truck entrance off Egret Road will be 6.5m wide, towards the North-Eastern corner of the site. Entrance 2: Shopping Centre entrance will be 7m wide from kerb to kerb consisting of 2x 3.5m wide lanes.

The Knysna Zoning Scheme Bylaw prescribes a parking requirement of 4x parking bays per 100m² GLA for a centre. The total GLA of the proposed neighbourhood centre will be 3993m², therefore, a total of 160 parking bays is required. The Site Development Plan shows a parking provision of 159 parking bays, of which 5x bays are disabled bays, and 4x motorcycle parking bays.

The Knysna Zoning Bylaw further states that for every 4x motorcycle and 6 bicycle parking spaces provided, a credit of 1 parking bay may be given towards applicable parking requirements. The 4x motorcycle bays provide a credit for 1x parking bay, hence 160 bays are provided, and the parking provision on the Site Development Plan complies with the prescribed parking requirement.

4.5. Landscaping

GBI Landscape Consultants was appointed to prepare a landscaping plan for the proposed neighbourhood centre. A copy of the Landscaping Plan is attached as ***ANNEXURE I*** to this report.

The figure below, shows the proposed landscaping of the application area:

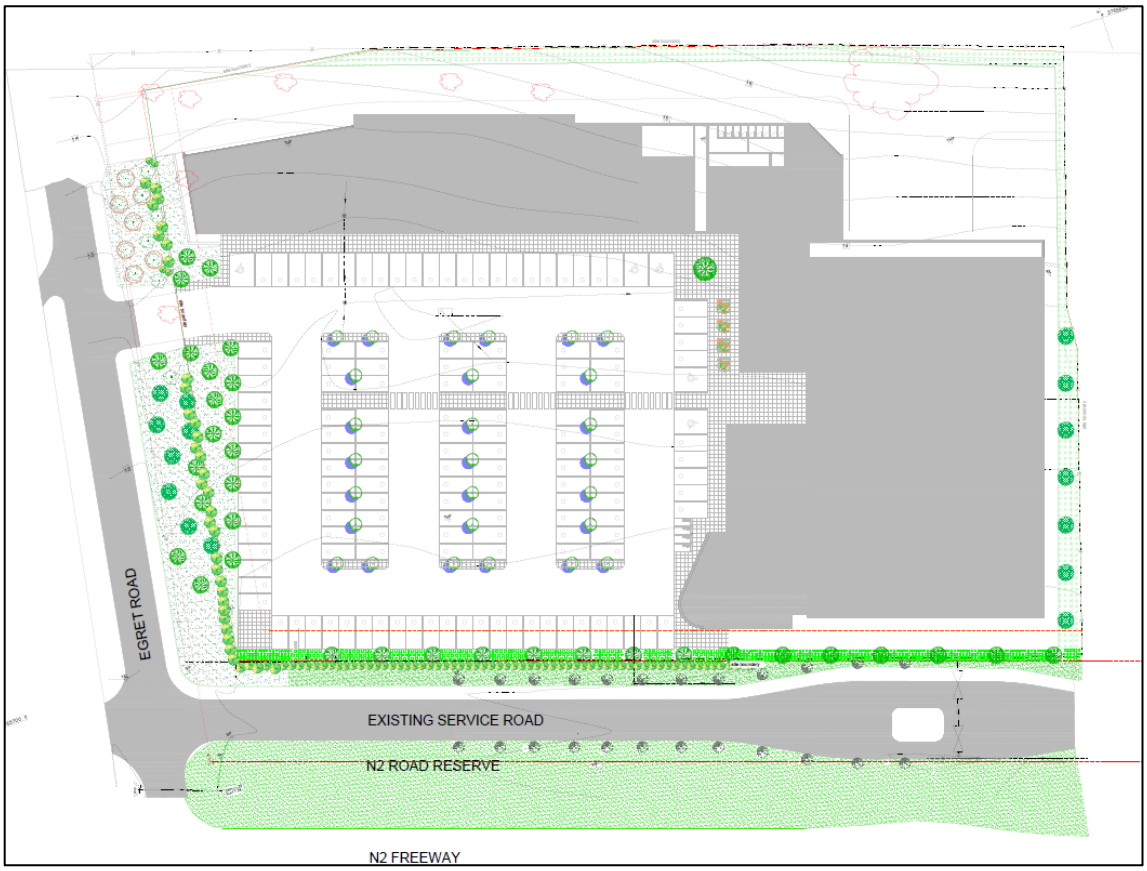


FIGURE 4: PROPOSED LANDSCAPING PLAN

The main recommendations of this landscaping plan include:

- The intention of the proposed landscaping is to use trees and shrubs as a means of integrating the development into its surroundings.
- For the new landscaping along Egret Road, the idea is to create a natural looking landscape with trees that are locally indigenous, and shrubs that occur in the Goukamma dune thicket north of the site.
- Along the Service Road, the trees and shrubs are arranged more formally, to tie in with the existing Podocarpus avenue.

- Planting along back-of-house boundary walls: the species proposed have been recorded as currently growing on the site, and the hope is to provide something of a habitat for existing wildlife.

5. STATUTORY SPECIFICATIONS

The following land development application is lodged in terms of the Knysna Municipality's Land Use Planning By-Law, 2021 to achieve the desired outcome:

5.1. Rezoning

Sedgefield Erven 3504; 3456 – 3465 are currently zoned "General Residential Zone I" (group housing), whilst Erf 3507 is zoned "Business Zone III" (Service Station) and Sedgefield Erf 4967 is zoned "Transport Zone III" (Private Street). It is proposed to rezone all these erven to Business Zone I (similar to the existing zoning of Erven 3505 & 3506), in terms of Section 15(2)(a) of the Knysna Municipality's Land Use Planning Bylaw, 2021; to allow a new neighbourhood shopping centre.

5.2. Consolidation

It is proposed to consolidate all the properties that form part of the application area (Sedgefield Erven 3456-3465; 3504-3507 & 4967) into one property, measuring 11937m² in extent, in terms of Section 15(2)(e) of the Knysna Municipality's Land Use Planning Bylaw, 2021.

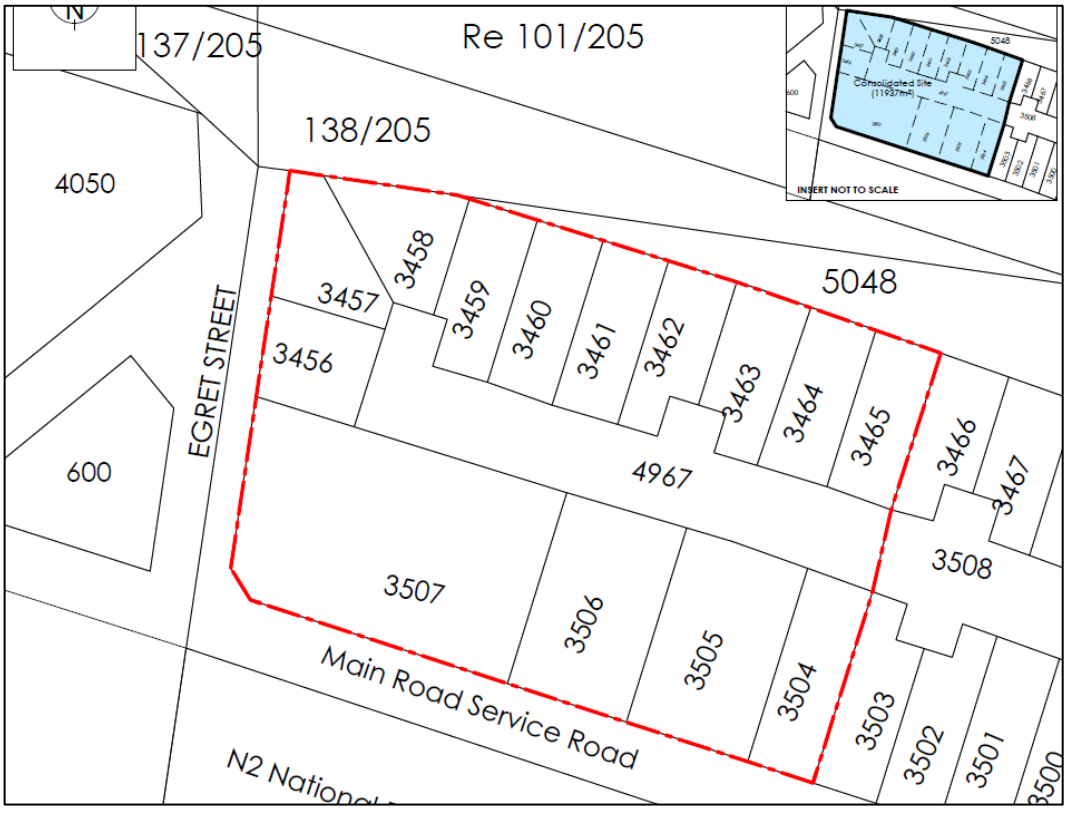


FIGURE 5: PROPOSED CONSOLIDATION

5.3. Knysna Integrated Zoning Scheme By-Law, 2021

A copy of the Site Development Plan is attached as Plan 4. A summary of the prescribed development parameters for "General Residential Zone (GRI) ("group housing") and a comparison of the proposed development's parameters are shown in the table below. From this table, it is clear that the proposed development complies with all prescribed parameters, and that no departure applications are required.

Development Parameter	Prescribed	Proposed	Compliance
Primary Use:	Business Premises	Neighbourhood Shopping Centre	***Comply***
Bulk Factor	3,0	0.37 (4368m²)	***Comply***
Coverage	100%	39% (4648m²)	***Comply***
Height	12m	Below the 12m	***Comply***
Street Building Line (external)	0m	4,5m	***Comply***
Side & Rear Building Lines	0m	3m – 5m+	***Comply***
Parking:	4x bays per 100m² GLA (i.e. 160 bays)	159 bays plus 4x motorcycle bays	***Comply***
Disabled Bays:	4x disabled bays for 151 – 200 parking bays	5x disabled bays provided	***Comply***
Site Access Requirements	2x access if more than 30m long boundary, should be 12m apart	2x accesses, >12m apart	***Comply***
Refuse Room	Must be provided	Refuse Room provided at the delivery yard	***Comply***

From the above summary it is clear that the proposed development complies with all the prescribed development parameters, and that no departures are required.

6. SERVICES INFRASTRUCTURE

KLS Consulting Engineers has been appointed by Shoprite Checkers (Pty) Ltd as the Consulting **Civil** & **Electrical** Engineers for the proposed Neighbourhood Shopping Centre on Erven 3456-3465, 3504-3507 & 4967, Sedgefield. **KLS Consulting Engineers** investigated the civil & electrical services requirements and availability and compiled a services report. This report is attached as ***ANNEXURE I*** to this report.

6.1. Civil Services

6.1.1. Potable Water Provision

An existing 90mm diameter municipal watermain runs along the Southern boundary of the proposed development. The main fire and potable water metered connection for the proposed development will be from this existing line.

The estimated water demand from the development will be:

- Gross Annual Average Daily Demand: 15 972 litre per day
- Instantaneous Peak Demand: 0.55 l/s

From the GLS report there is sufficient capacity in the existing Sedgefield reservoirs to accommodate the proposed development.

6.1.2. Sanitation

There is a 160mm dia. foul sewer pipe to the east of the proposed development.

There is also a 150mm diameter foul sewer pipe as part of the former group housing development that would be removed and capped at the Eastern boundary.

The proposed development slopes from North to South and will connect to the existing 160mm dia. line in Bushbuck Street towards Sedgefield Pump Station no 17. From PS 17 is linked to PS no2 via a 100 mm Ø rising main. According to the GLS bulk capacity report, there is sufficient capacity for this development.

The internal sewer network will consist of a 160mm diameter uPVC Class 34 pipe network and round precast fibre cement manholes.

The development will generate the following sewage flows:

- Annual Average Daily Sewage Yield: 14 375 litre per day
- Peak day dry weather flow (PDDWF) 0.5l.s
- Peak Daily Wet Weather Sewage Yield (15% infiltration): 0.57 l/s

6.1.3. Storm Water

There is no formal stormwater system in the direct vicinity of the application area.

The following minimum specifications will be implemented in the proposed stormwater infrastructure design:

- 100D Concrete spigot & socket pipes
- Minimum pipe size for municipal connections - 375mm diameter
- Minimum cleansing velocity inside a half full pipe – 0.9m/s

- Maximum spacing between manholes, inlets, catchpits – 90m.

Runoff from the roof and parking areas will drain towards the permeable paving within the parking area of proposed development.

For Minor Storms (1:5-year and smaller rainfall events), all areas (roof and parking) will drain towards the permeable paving for all rainfall events.

Major Flows (Larger than 1:5-year rainfall events), the proposed roads, parking areas and swales will act as overland flow routes which will channel surface run-off in excess of the minor system's capacity, towards the permeable paving.

On-site attenuation will be incorporated to attenuate storms in excess of the 1:50 year return period (post development) within the constraints of the development. Attenuation will be achieved within the Shopping Centre parking area, by means of permeable paving. A storage volume of 263m³ is required for the total site. The attenuation facility has a capacity of 395m^3 to attenuate runoff for larger storms without increasing the pre-development flow.

6.2. Electrical Services

There is an existing substation, circled in yellow in the image below. In this substation a new 11kV switch needs to be installed with a 70mm x 3 core 11kv Pilc CU Cable (indicated in red below) to the new development (indicated by the green block below). At the end of this cable a Minisub with the bulk meter for the development will be installed. LV cables from the minisub will be installed to the Main Distribution Board in the new shopping centre for the development.



FIGURE 6: EXISTING SUBSTATION

6.3. Conclusion

The Services Report Concluded bulk services are available or could be made available for this development, and that the development is supported from a Civil & Electrical Engineering perspective.

7. TRAFFIC IMPACT

Liezl Stodart Pr. Eng was appointed to conduct a Traffic Impact Assessment for the proposed development. A copy of this report is attached as ***ANNEXURE K*** to this report.

The Traffic Impact Assessment concluded that:

(i) Existing traffic volumes were obtained through traffic counts done at the N2 / Egret Road intersection on Friday 26 September and Saturday 27 September 2025. These days were selected to capture the weekday (Friday) morning school and commuter traffic peak hour and the Friday afternoon commuter and recreational / weekend traffic peak period. The date of the count can be classified as a "normal" day and no congestion was observed.

(ii) The N2 / Egret Road intersection has free flow on the N2 and stop control on Egret Road. The analysis shows that the N2 approaches operate at good service levels, but that service levels on the Egret Road approaches are very poor (level of service F).

(iii) The Egret Road / Main Service Road intersection operates at good service levels.

(iv) The existing traffic volumes on the N2 were increased by 1,7% per year (growth rate obtained from RNIS website) to calculate Year 2031 background traffic volumes. The N2 / Egret Road intersection was analysed again to determine the baseline state against which the development's traffic impact could be measured. The analysis shows that the N2 approaches will continue to operate at good service levels, but delays on the Egret Road approaches will deteriorate even further.

The South African National Roads Agency (SANRAL) are currently upgrading some N2 intersections in Wilderness from priority (stop) control to roundabouts. In preliminary discussions about the Sedgefield Checkers application, SANRAL indicated that a similar roundabout will have to be provided at the N2 / Egret Road intersection if the capacity of the existing stop-controlled intersection is exceeded. The analysis of this intersection with existing and anticipated Year 2031 background traffic volumes shows that the capacity is already being exceeded and that the roundabout should be implemented. The SIDRA analysis of the upgraded intersection with 2031 traffic volumes shows that the roundabout will operate at a level of service A during both the morning and afternoon peak hours.

The new Wilderness roundabouts were used as template for the design of the proposed Sedgefield roundabout. The circle will have a central island with a 29-metre diameter and two 5 metre wide circulating lanes. The N2 approaches will have two entry and two exit lanes, while the Egret Road approaches will have one entry and one exit lane. The proximity of the Main Service Road in the

north and the Makou Street / Pelican Street / Egret Road intersection in the south pose some design challenges. The western approach of Main Service Road can be closed and a new street can be constructed in the Hamerkop Street road reserve. This configuration will serve the area west of Egret Road. On the eastern side, the Service Road serves only the Aviemore residential complex, but is also the complex's only access. There are no alternatives for access from the north, east or south which means that the Service Road entrance needs to be retained somehow.

A few design concepts were drafted and need to be finalised in conjunction with SANRAL during the public participation process.

7.1. Conclusion

The Traffic Impact Assessment made the following conclusions:

- Proposed neighbourhood shopping centre on Sedgefield Erven 3456 — 3465 & 3504 — 3507 will have a significant traffic impact. Other findings are summarised below.
- The N2 / Egret Road and Egret Road / Main Service Road intersections will be directly affected by the development;
- Through traffic on the N2 currently experience good service levels, but excessive delays are experienced on the stop-controlled Egret Road approaches;
- The N2 / Egret Road intersection requires capacity improvements. A roundabout similar to those installed on the N2 through Wilderness is proposed;
- The roundabout will operate at good service levels with Year 2031 background traffic volumes;
- The roundabout design consultation with SANRAL is ongoing; various alternatives are being considered, and once of the alternatives (Option 3(c)) will require an application for closure of a portion of the Main Road Service Road, as shown in the figure below:

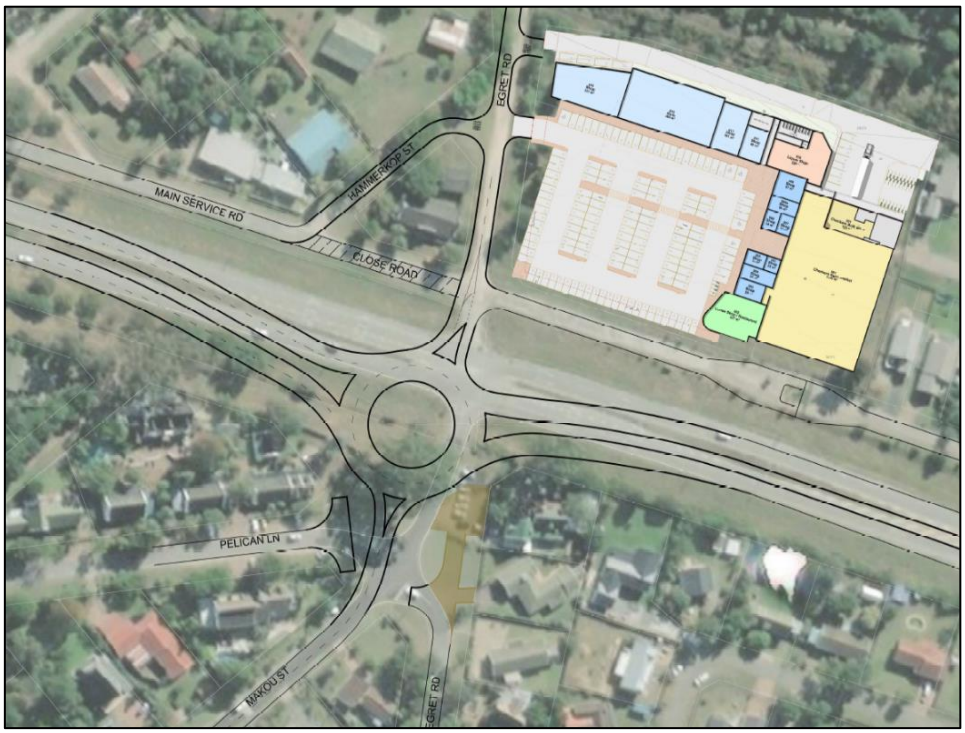


FIGURE 7: DRAFT TRAFFIC CIRCLE DESIGN (OPTION 3(C)

- The development has the potential to generate 81 trips during weekday morning peak hour and 458 trips - of which 266 will be primary trips - during the Friday afternoon peak hour.
- The N2 / Egret Road roundabout will continue to operate at good service levels with the addition of Checkers Centre trips;

The shopping centre access off Egret Road complies with the Western Cape Access Management Guidelines' access spacing requirements;

SECTION C : CONTEXTUAL INFORMANTS

8. LOCALITY

(Plan 1: Locality Plan)

The application area is located within an identified secondary node within the town of Sedgefield, in the eastern portion of the main developed area of the settlement. The application area is located on the north-eastern intersection of Egret Street and the N2 National Road Service Road, north of the N2 National Road at the (NR208 at approximately km 4,75 mark).

Direct access is obtained via Egret Street and the Main Service Road. The Title Deed specifically states that access has to be obtained from Egret Street.

A Transnet Railway Line forms the northern boundary of the application area, and the Aviemore Group Housing development is located to the east of the application area.

The GPS co-ordinates for the centre of the proposed development are 34° 1'4.67"S and 22°48'57.78"E.

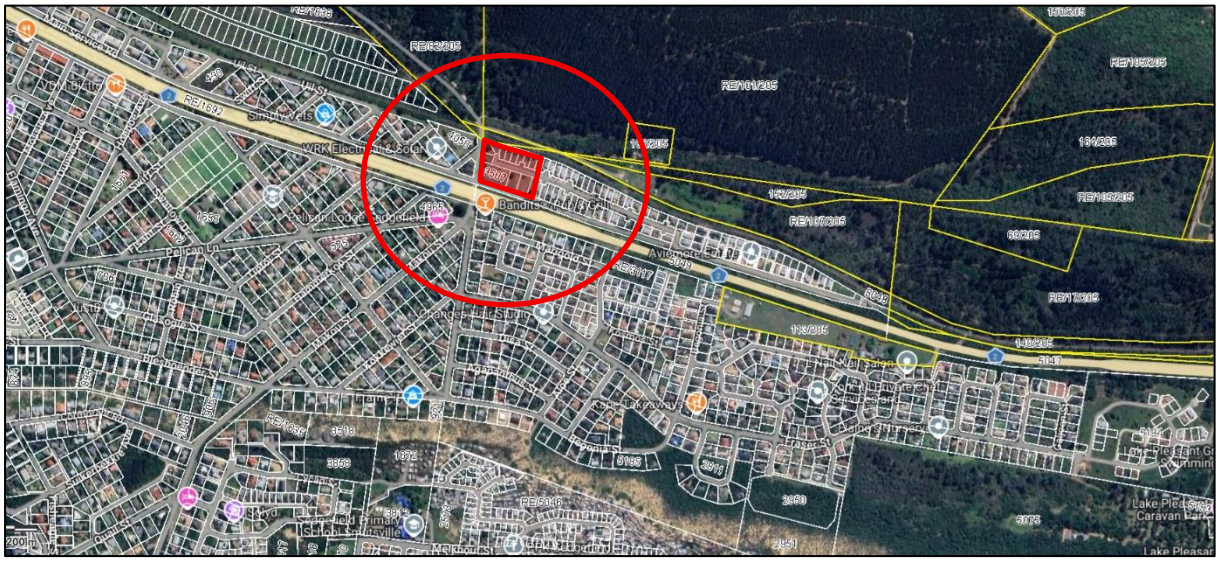


FIGURE 8: LOCALITY

9. CURRENT LAND USE AND ZONING

9.1. Land Use

The site is currently vacant and unused. Improvements on the site include the surfacing of Erf 4967, which was intended for use as a road within the Aviemore development.



FIGURE 9: VACANT APPLICATION AREA WITH AVIEMORE DEVELOPMENT IN THE BACKGROUND

9.2. Zoning

The figure below is an extract of the Sedgefield Zoning Map:



FIGURE 10: ZONING MAPS EXTRACT

A copy of the Zoning Certificates for the application area is attached as ***ANNEXURE L***. The current zoning of the properties that form the application area include:

- Sedgefield Erven 3504; 3456 – 3465: "General Residential Zone I" (group housing)
- Sedgefield Erf 3507: "Business Zone III" (Service Station)
- Sedgefield Erven 3505 & 3506: "Business Zone I" (Business Premises)
- Sedgefield Erf 4967: "Transport Zone III" (Private Street).

It is proposed to rezone all these erven to Business Zone I (similar to the existing zoning of Erven 3505 & 3506).

10. SITE CHARACTERISTICS

10.1. Topography

The topography of the site is gently sloping from the north to south, from an elevation of approximately 17m to 13m, meaning that is exhibits an average gradient of 2,5%.

The highest part of the application area is to the North to South with a fall from approximately 17.32m MSL to 11.06m MSL.

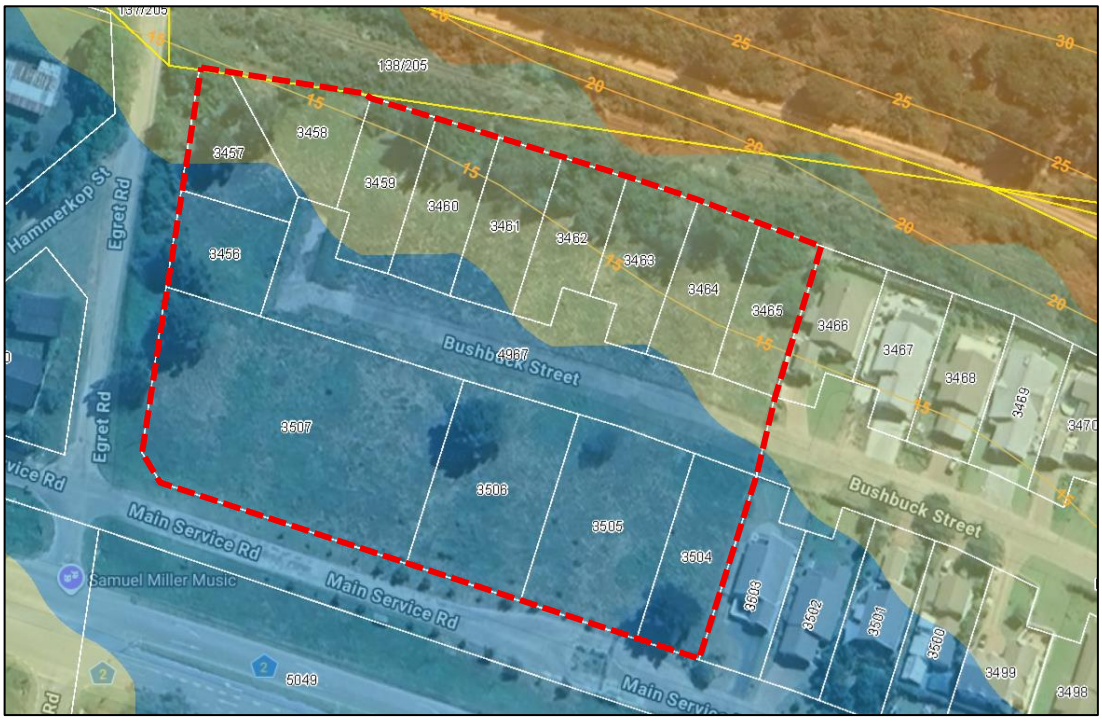


FIGURE 11: TOPOGRAPHY & ORTHO PHOTO

10.2. Botanical Informants

MB Consulting was appointed to investigate the vegetation on the application area. A copy of the report is attached as **ANNEXURE M.**

According to the 2018 Vegetation Map of South Africa, the site is located inside Knysna Sand Fynbos. Further, according to the Vegetation Map, Goukamma Dune Thicket also encroaches the site from the south. The site and surrounding area are, however, highly degraded/transformed by past agricultural/forestry activities and urban development. The scrub recorded on site leans more towards thicket than fynbos. Important Goukamma Dune Thicket species recorded here include Passerina corymbosa, Searsia crenata and S. glauca.

The recorded scrub falls outside the Western Cape biodiversity network, while a large part of the remainder of the property has been mapped as a degraded terrestrial critical biodiversity area (CBA2).

The findings of the botanical statement concluded that the scrub on the northern and western sides of the property resembles a thicket fragment. Given the nearby presence of dune thicket, the scrub can be classified as a degraded thicket fragment or regrowth. The remainder of site resembles a pasture and comprises grasses and weeds. It does not consist of indigenous vegetation as per definition.

With regards to EIA listed activities applicable to vegetation clearing, activity 27 of Listing Notice 1 (clearance of an area of 1 ha or more, but less than 20 ha of indigenous vegetation) and activity 12 of Listing Notice 3 (clearance of an area of 300 m2 or more of indigenous vegetation within any critically endangered or endangered ecosystem listed in terms of Section 52 of the NEMBA) will not be triggered. The thicket remnant is less than 1 ha in size and Goukamma Dune Thicket is not currently listed as endangered or critically endangered. It is also degraded with a notable presence of invasive aliens. Pittosporum viridiflorum, a protected tree species, is also present on site and a permit will be needed from the Department of Forestry for its removal.

PHS Consulting Environmental Consultants also confirmed that the proposal will not trigger the need for Environmental Authorisation (refer ANNEXURE N), as the construction and earthmoving activities (existing residential dwellings built to the east as well as the services installed on site already commenced in terms of the greater General Plan, and what is being proposed will constitute the continuation of construction and earthmoving activities in accordance with the remaining erven associated with the General Plan (4839/1995) approved prior to the EIA Regulations".

10.3. Heritage

The rezoning of a property larger than 1 ha requires an approval from Heritage Western Cape. A Heritage NID was completed, and Heritage Western Cape confirmed on 10 February 2026 that "…*since there is no reason to believe that the proposed development for a Checkers supermarket, a coffee shop/ restaurant and a variety of other retail shops along with a parking area and a Checkers bulk store area on Erven 3456-3465, 3504-3507 & 4967,*

Makou Street, Sedgefield, Knysna, will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required…".

A copy of this Record of Decision is attached as ***ANNEXURE O*** to this report.

11. CHARACTER OF THE AREA

(Plan 2: Land Use Plan)

The surrounding land uses consist of single residential houses, group housing uses; a cemetery and various business and tourist accommodation uses. The figure below shows the existing land uses in the area:

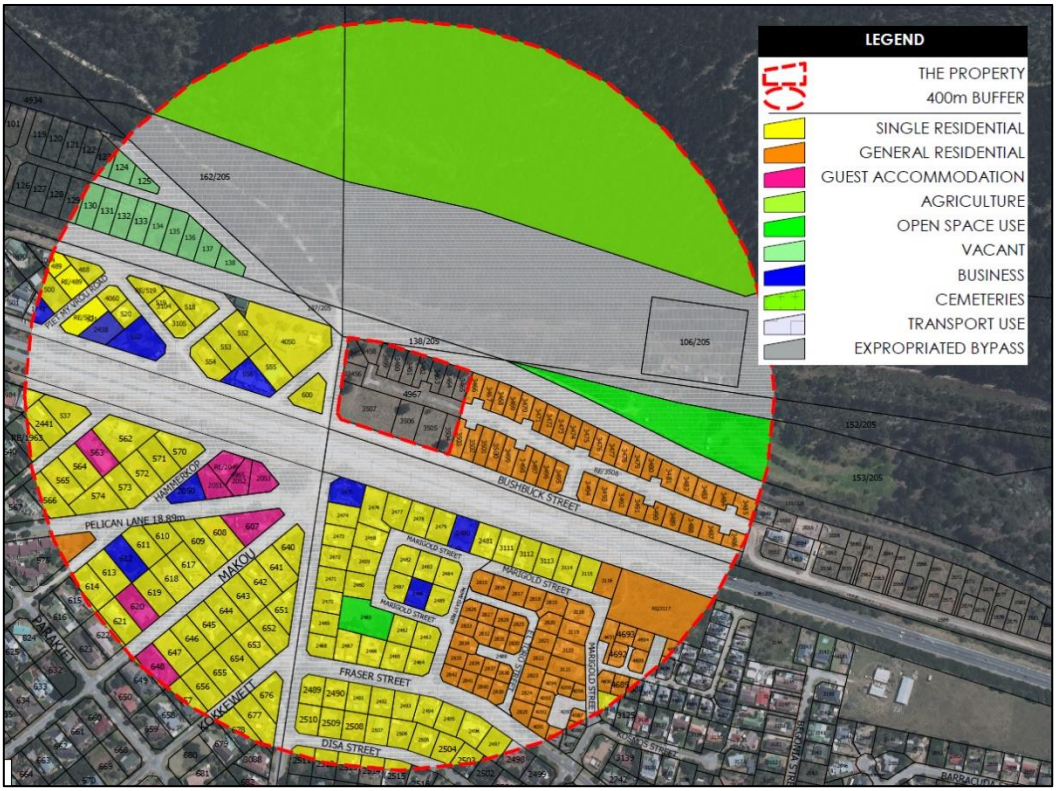


FIGURE 12: EXISTING LAND USES IN THE AREA

The figures below show some of the land uses in close proximity to the application area:





FIGURE 13: EXISTING OFFICES ON ERF 532



FIGURE 14: EXISTING RESTAURANT ON ERF 2475



FIGURE 15: VETERINARY CLINIC ON ERF 501



FIGURE 16: NEWSPAPER OFFICES ON ERF 1741



FIGURE 17: OFFICES ON ERF 2050



FIGURE 18: TOURIST ACCOMMODATION ESTABLISHMENT ON ERF 4965



FIGURE 19: AVIEMORE ESTATE ENTRANCE

From the above, it is clear that the area surrounding the application area (north and south of the N2 National Road) is not a homogenously residential area. The area is characterised by accommodation establishments, offices, smaller businesses, etc. It is clear that the area is in transition to a more mixed-use character - the local area has already begun transitioning toward the mixed-use secondary node envisioned in the LSDF for Sedgefield.

The proposed neighbourhood centre will change the character of the area, but the proposed use will be consistent with the changing character of the area.

12. EXISTING POLICY FRAMEWORKS

12.1. Western Cape Provincial SDF (2014)

The Western Cape Provincial SDF was approved in 2014 by the Western Cape Parliament and serves as a strategic spatial planning tool that "communicates the provinces spatial planning agenda".

The Western Cape Province's Strategic objectives include:

- **Educating Cape:** Everyone has access to a good education, and the cities, towns and rural villages are places of innovation and learning.
- **Working Cape:** There are livelihood prospects available to urban and rural residents, and opportunities for them to find employment and develop enterprises in these markets.
- **Green Cape:** All households can access basic services that are delivered resource efficiently, residents use land and finite resources prudently, and safeguard their ecosystems.
- **Connecting Cape:** Urban and rural communities are inclusive, integrated, connected and collaborative.
- **Living Cape:** Living and working environments are healthy, safe, enabling and accessible, and all have access to the region's unique lifestyle offering.

- **Leading Cape:** Urban and rural areas are effectively managed.

The PSDF sets out a policy framework within which the Western Cape Government will carry out its spatial planning responsibilities. Each of the three spatial themes contributes to the achievement of the Western Capes's strategic objectives. These policies are categorised into three themes, namely:

- **Resources:** Sustainable use of spatial assets and resources
- **Space Economy:** Opening up opportunities in the Space Economy
- **Settlement:** Developing Integrated and sustainable settlements

For each theme, key challenges as distilled from the Provincial spatial profile and their spatial implications are noted and Provincial policies for dealing with them are presented. These themes and policies are summarised in the figure below.

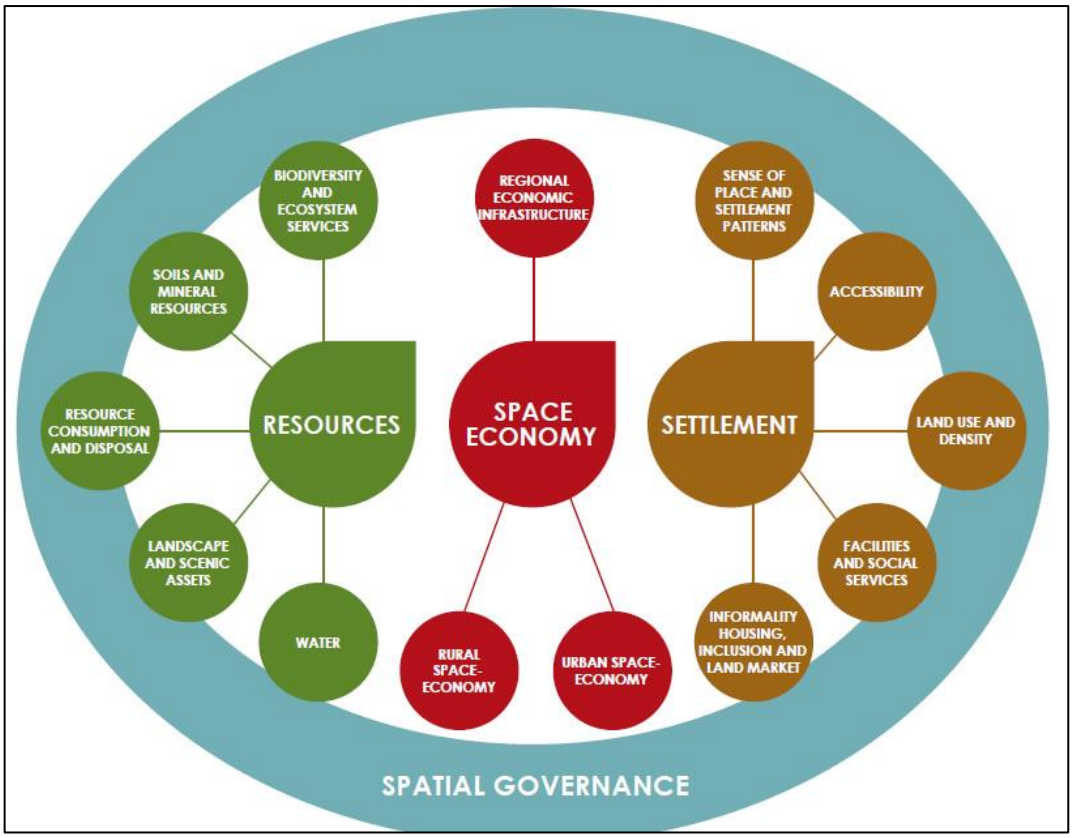


FIGURE 20: POLICIES APPLICABLE TO THE PROPOSED DEVELOPMENT

The proposed development complements the SDF's spatial goals that aim to take the Western Cape on a path towards:

(i) Greater productivity, competitiveness and opportunities within the spatial economy;

(ii) More inclusive development in urban areas; and

(iii) Strengthening resilience and sustainable development.

However, it is important to note some of the key policies laid down by the Western Cape PSDF have a bearing on this application, as motivated below:

POLICY R1: PROTECT BIODIVERSITY & ECOSYSTEM SERVICES

This policy reflects on securing fragmental natural habitats, it is necessary to prevent further intrusion of agricultural activity or urban expansion into key Critical Biodiversity Areas and ecological support areas. This policy helps to prevent any development in these unique environments, to preserve and protect the natural habitat.

This development realises the importance of the environment and takes into account the CBA areas and all other sensitive areas, the proposed development strives to be as sustainable and eco-sensitive as possible. The application area is not earmarked as a sensitive environment, nor will it impact on the natural biodiversity of the area. The proposed development site stays clear of any identified Critical Biodiversity Areas.

POLICY E3: REVITALISE AND STRENGTHEN URBAN SPACE-ECONOMIES AS THE ENGINE OF GROWTH

5. Existing economic assets (e.g. CBD's, township centres, modal interchanges, vacant and under-utilised strategically located public land parcels, fishing harbours, public squares and markets, etc.) should be targeted to lever the regeneration and revitalisation of urban economies.

7. Incentives should be put in place to attract economic activities close to dormitory residential areas and facilitate brownfield development.

POLICY S1: PROTECT, MANAGE AND ENHANCE SENSE OF PLACE, CULTURAL AND SCENIC LANDSCAPES

1. Prevent settlement encroachment into agricultural areas, scenic landscapes and biodiversity priority areas, especially between settlements, and along coastal edges and river corridors.

2. Promote smart growth ensuring the efficient use of land and infrastructure by containing urban sprawl and prioritising infill, intensification and redevelopment within settlements.

POLICY S3: PROMOTE COMPACT, MIXED USE AND INTEGRATED SETTLEMENTS

1. Target existing economic nodes (e.g. CBDs, township centres, modal interchanges, vacant and under-utilised strategically located public land parcels, fishing harbours, public squares and markets, etc.) as levers for the regeneration and revitalisation of settlements.

2. Promote *functional integration and mixed use* as a key component of achieving *improved levels of settlement liveability* and counter apartheid spatial patterns and decentralization through densification and infill development.

POLICY S5: PROMOTE SUSTAINABLE, INTEGRATED & INCLUSIVE HOUSING IN FORMAL AND INFORMAL HOUSING MARKETS

4. Promote private-sector participation in the lower end of the market to diversify and expand housing delivery options.

6. Increase densities of settlements and dwelling units in new housing projects.

11. Achieve a wider range of housing opportunities with regards to diversity of tenure, size, density, height and quality in order to promote a ladder of upward mobility for households to progress as economic circumstances change over time.

Planning Implication:

The Western Cape Spatial Development framework has a strong emphasis on revitalising urban spaces creating an urban living environment which is more convenient, efficient and aesthetically pleasing to residents. The proposal is consistent with strategic objectives as set out by the Western Cape Spatial Development Framework, for the following reasons:

- *The development proposal will be consistent with the Western Cape Spatial Development Framework as the proposed residential development contributes to the regeneration and revitalisation of urban economies.*
- *The application area is on a prominent intersection that is already a node with business uses south on the N2 Intersection, and the existing business zonings of the application area. The proposed commercial development will result in functional integration of business and residential uses.*
- *The development is a private-sector development, which will help to upgrade ifrastructure in the area, to the benefit of the wider community.*
- *The proposed development will result in urban infill and and integration.*

12.2. Garden Route District Regional SDF (2025)

The Garden Route Regional SDF was approved towards the end of 2025, *The Spatial Development Framework vision is "…**Garden Route, the leading, enabling and inclusive district, characterised by equitable sustainable development, high quality of life, and equal opportunities for all…**"*

Hence, the Spatial Development Framework for the Garden Route District seeks to:

- Fully utilise the environment within the district to promote economic growth and sustainability.
- Invest in the systematic and pragmatic role of engineering and movement infrastructure.
- Enhance the development potential of existing nodal points through proposals for developing industry specific economic clusters in line with the district space economy.
- Mitigate existing and potential future land use and environmental conflict(s) between human settlement expansion, agriculture and tourism.

The objectives (and related actions) which have a spatial implication on the Built Environment of the GRDM, including Spatial Targeting, the Movement Network, Human Settlements. Infrastructure, and Economic Development, include:

- **Objective 1**: Facilitate the protection, sustainable management, and restoration of the GRDM natural environmental resources and implement climate change adaptation measures.
- **Objective 2:** Enhance spatial efficiency and support spatial targeting in the GRDM by defining a range of nodes around which to align growth, consolidate infrastructure investment and economic development.
- **Objective 3:** Facilitate development of a comprehensive multi-model movement network and optimise equitable and inclusive regional accessibility.
- **Objective 4:** Facilitate the establishment of sustainable human settlements in all identified urban nodes and providing accessible social facilities for resilient and equitable development.
- **Objective 5:** Align district infrastructure maintenance and construction programmes with spatial development directives.
- **Objective 6:** To enhance the District's economic development by strengthening the tourism industry and expanding agriculture and other economic opportunities, while prioritising environmental sustainability and resource conservation.

In terms of the District identified hierarchy of nodes, Sedgefield is earmarked as a Second Order Coastal Node. The **Second Order Nodes** perform very important functions by virtue of strategic location aimed at stimulating local economic growth. The nodes should consist of the full complement of services with the aim of improving the living standards and facilitate social cohesion.

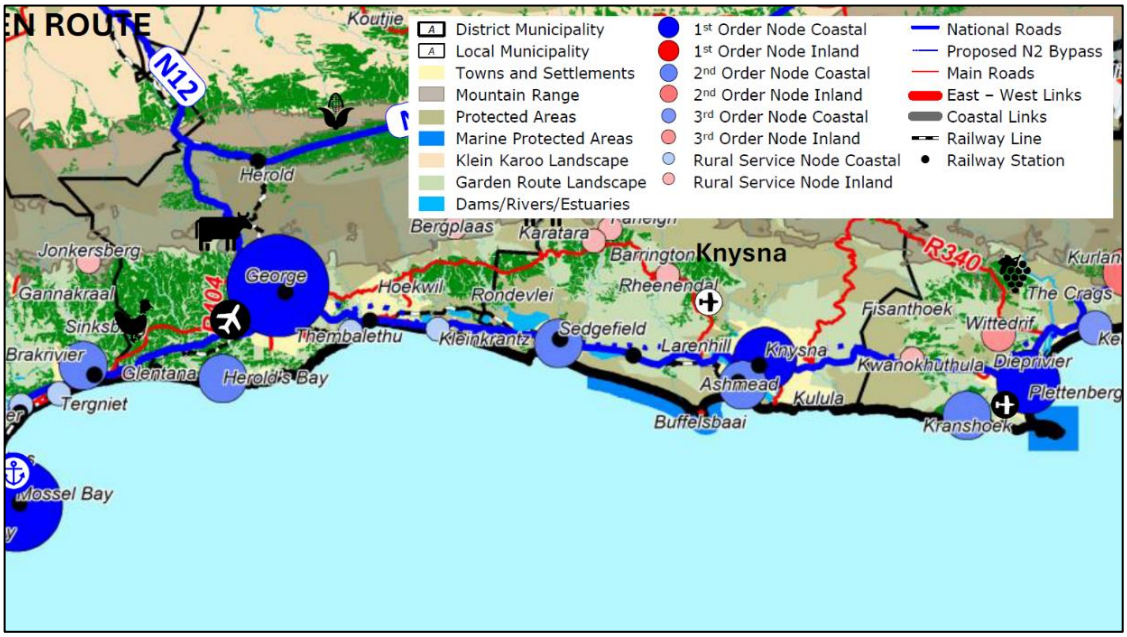


FIGURE 21: SPATIAL CONCEPT FOR GARDEN ROUTE REGIONAL SDF

Planning Implication:

Sedgefield is identified as a second order node in the District, playing an important role and perform very important functions by virtue of strategic location aimed at stimulating local economic growth. The nodes should consist of the full complement of services with the aim of improving the living standards and facilitate social cohesion.

The proposed commercial development will strengthen an existing node, provide a neighbourhood centre for the eastern parts of Sedgefield, and will be strategically located on the N2 National Road. The proposal can be regarded as being consistent with the Garden Route Regional SDF.

12.3. Knysna Municipality Spatial Development Framework, 2025

The Knysna SDF was approved at the end of 2025. According to the Knysna SDF, Sedgefield is a "**Secondary Regional Services Centre**": Urban centres with a special function (often tourism related) as well as a role in terms of servicing the surrounding areas and containing a mix of economic activities and services.

The role of this centre for economic development is economic development within the urban edge, focus on activities that support the local tourism and surrounding rural economy. The proposed neighbourhood centre is located on the eastern side of Sedgefield, and

strategically located to render a service to the neighbourhoods that are located on the eastern part of Sedgefield, as well as the rural areas such as Groenvlei, Ruygtevlei, and Karatara. The application area is located inside the Sedgefield urban edge.

The SDF makes the following statements for Sedgefield from a tourism perspective:

- Preservation of town character: Development in Knysna and Sedgefield must adhere to urban design principles safeguarding scale, architectural vernacular, public realm quality, and integration with natural surroundings.
- As South Africa's first official "Slow Town," Sedgefield provides a unique experience with its vibrant craft markets, scenic routes, and outdoor adventures like paragliding and mountain biking

According to the Knysna SDF, earmarked this area where the application area is located as a Secondary node with a traffic circle, part of the mixed use corridor and a housing development area.

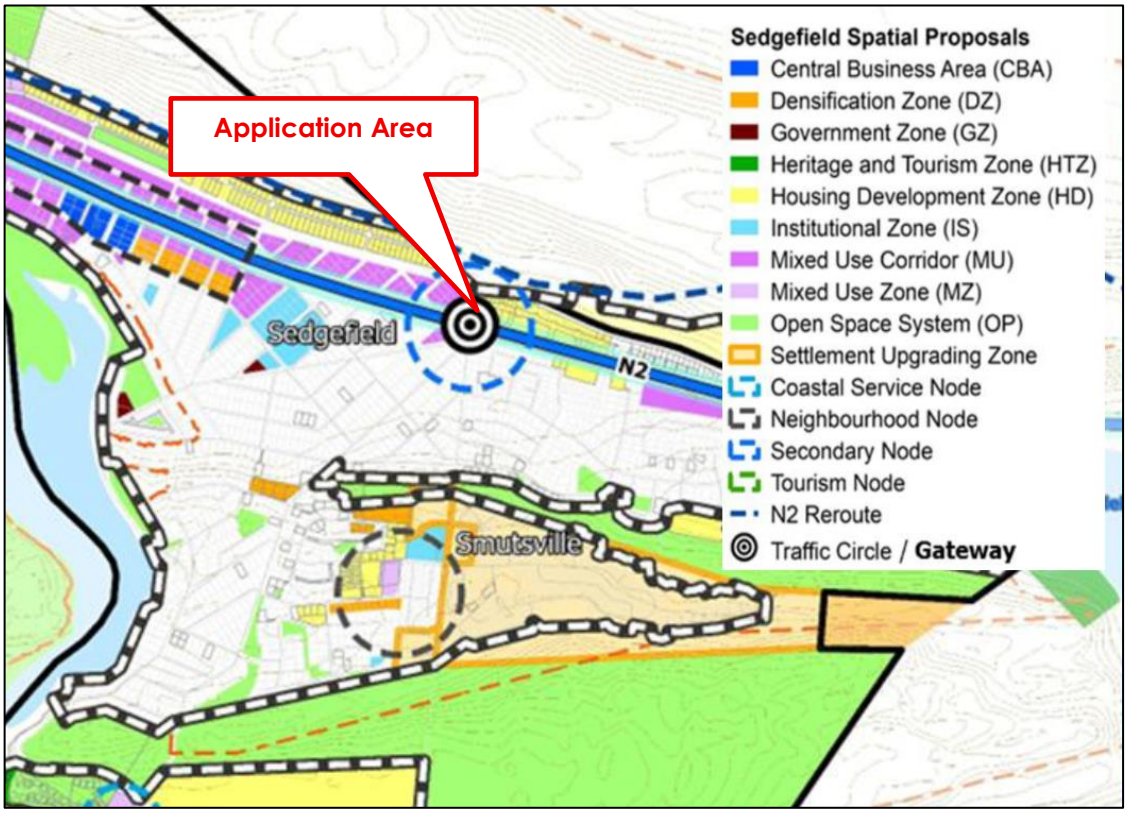


FIGURE 22: EXTRACT KNYSNA MUNICIPAL SDF

It can therefore be argued *that given the fact that the proposed centre will be single storey in height, will provide smaller line shops that attract shops and retain activities that are interesting to tourists, and the proposed landscaping with appropriate trees and endemic indigenous fynbos vegetation, the proposal is consistent with the "Slow Town" character of Sedgefield and the Knysna Municipal Spatial Development Framework*.

12.4. Sedgefield Local Area Spatial Development Framework, 2025

The Knysna Council approved the Local Area Spatial Development Framework for Sedgefield at the end of 2025. The Sedgefield Local Area Spatial Development Framework also earmarks the application area as a secondary node, and the area to the west of the application area as a mixed use corridor, and the intersection as a secondary node.

The secondary node where the application area is located is also earmarked as a NMT node, and the proposal for the construction of a new traffic circle.

The roads that meet at this strategic intersection in Sedgefield, is identified as Main Collector Roads, and therefore it supports the role of the node. The proposal to develop a neighbourhood centre on this secondary node intersection in Sedgefield, can be regarded as being consistent with the Sedgefield Local Area SDF.

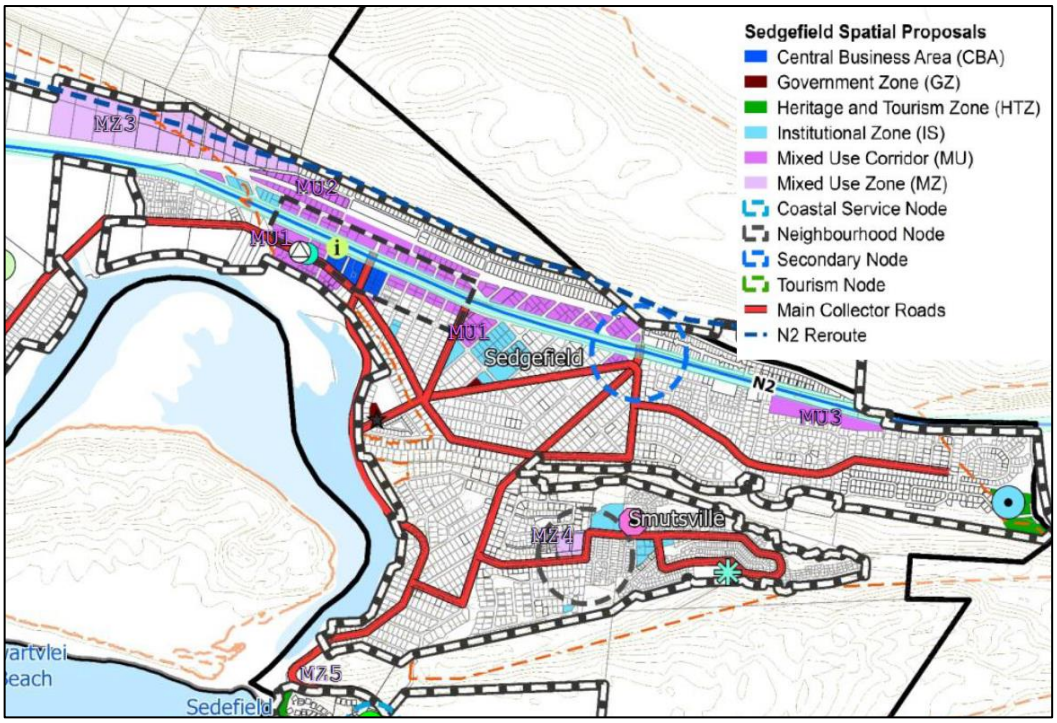


FIGURE 23: EXTRACT SEDGEFIELD LOCAL AREA SDF

12.5. Knysna Municipality Integrated Development Plan (2026/2027)

The MSA (2000) mandates South African municipalities to formulate a five–year Integrated Development Plan (IDP). The objective of this strategic plan is firstly, to inform the municipal medium – to longer – term budget and lead programmes and associated projects within a particular municipal area. The IDP is argued to be the Municipality's "principal strategic plan" that deals with the most critical development concerns within the boundaries of a municipal area and the most critical governance needs of the organisation.

The Mission of the Knysna IDP is:

> *To provide affordable quality services, alleviate poverty and facilitate social and economic development in the Greater Knysna municipal area through integrated development planning, skills development and the sustainable use of resources.*

The IDP identified 4x strategic objectives for the Knysna IDP. These are :

SO1: To promote a safe and healthy environment through natural resource management and the provision of essential infrastructure services.

SO2: To provide enabling opportunities for social development and **inclusive economic growth for communities**.

SO3: To stabilise financial viability and improve revenue management for more effective service delivery.

SO4: To exercise good governance and improve public engagement through responsive and accessible systems and operations for a developmental

The application area is located in **Ward 2** of the Knysna Local Municipality. The ward based priorities for Ward 2 relate to the provision of subsidised housing and middle income housing, as well as the upgrading of infrastructure.

Planning Implication:

The IDP is a municipal planning tool to integrate municipal planning and allocates municipal funding to achieve strategic objectives that will contribute to the overall municipal vision. Although there is no direct reference to this proposed neighbourhood centre in the IDP, the IDP makes reference to the upgrading of roads and infrastructure, and the need to enable economic development.

Since this proposal will result in the upgrading of the traffic circle as highlighted in the SDF, this proposal can be regarded as being consistent with the Knysna IDP.

*It is the considered opinion that the proposed development will contribute to the strategic objectives within **Ward 2**.*

SECTION D : MOTIVATION

13. ASSESSMENT OF APPLICATIONS

13.1. Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)

Section 42 of SPLUMA prescribes certain aspects that have to be taken into consideration when deciding on an application. These are:

(1). Development principles set out in Chapter 2 of SPLUMA

(2). Protect and promote the sustainable use of agricultural land

(3). National and provincial government policies the municipal spatial development framework, and take into account: —

(i) the public interest;

(ii) the constitutional transformation imperatives and the related duties of the State;

(iii) the facts and circumstances relevant to the application;

(iv) the respective rights and obligations of all those affected;

(v) the state and impact of engineering services, social infrastructure and open space requirements; and

(vi) any factors that may be prescribed, including timeframes for making decisions.

13.2. Knysna Municipality By-Law on Municipal Land Use Planning, 2021

The Knysna Municipality's By-law on Municipal Land Use Planning (2021) as promulgated by G.N 8492/2021 dated 17 September 2021, states the general criteria necessary for considering an application by the municipality in Section 65 of the bylaw.

It must be noted that the application has not undergone the notice phase of the application process and that the information below is the necessary information required by the municipality to process the application. The following criteria must be considered when evaluating the desirability of this land development application:

Criteria	Reference in Report
The impact of the proposed land development on **municipal engineering services**.	Par. 6
The **integrated development plan**, including the municipal spatial development framework.	Par. 12.5

Criteria	Reference in Report
The applicable **municipal spatial development frameworks** adopted by the Municipality.	Par. 12.3 & 12.4;
The applicable **structure plans**.	N/A
The applicable **policies of the Municipality** that **guide decision-making**.	Par.13.2
The **provincial spatial development framework**.	Par.12.1
where applicable, a **regional spatial development framework** contemplated in section 18 of the Act and a provincial regional spatial development framework.	Par. 12.2
The policies, principles and the planning and development norms and criteria set by the national and provincial governments;	Par.13.1
The matters referred to in Section 42 of the Spatial Planning and Land Use Management Act; Principles referred to in **Chapter VI (6) of the Western Cape Land Use Planning Act**;	Par. 28
applicable provisions of the **zoning scheme;** and	Par. 5.3
any **restrictive condition** applicable to the land concerned.	N/A

14. CONSISTENCY WITH SPATIAL PLANNING POLICIES

As described in **Par.12** of this report, the proposal is consistent with the relevant spatial planning policies namely:

- National Development Plan
- Western Cape Provincial SDF (2014)
- Garden Route District Regional Spatial Development Framework (2025)
- Knysna Municipal Spatial Development Framework, 2025
- Sedgefield Local Area Structure Plan (2025)
- Knysna Integrated Development Plan (2022-2027)

The proposal is consistent with the relevant spatial planning policies for the following reasons:

(i) The proposal is generally consistent with the policies of the Provincial Spatial Development Framework, as the application area is located inside the urban edge, on an identified secondary node, and the proposal will result in infill development, integration and intensification of a strategic node.

(ii) The proposal is consistent with the Garden Route District SDF, because Sedgefield is identified as a Second Order Coastal Node. The proposed neighbourhood shopping centre, on an identified node inside the second order node in the district, is regarded as being consistent with the Regional SDF.

(iii) Regarding the Knysna Municipal SDF, the development is located inside the demarcated urban edge of Sedgefield, on an area earmarked as a secondary node, with recommended mixed use and medium density land uses. The SDF recommends the construction of a traffic circle on the N2 National Road Egret intersection, and the proposal is to indeed construct this circle. The proposal can therefore be regarded as generally consistent with the Knysna SDF.

(iv) The proposed neighbourhood centre will attract more economic opportunities as better economic opportunities in a centre attract more residents. The proposed development will also provide new temporary and permanent employment opportunities to skilled, and unskilled staff. Local professionals and contractors will be employed, and all building materials will be sourced locally.

15. NO NEGATIVE ENVIRONMENTAL IMPACT

The proposed development does not trigger any "listed activities" in terms of the 2017 NEMA listing notices, published under GN 40772, R327 & 324, on 7 April 2017. This statement is supported by the correspondence from PHS Consulting, dated 26 April 2026, attached as ***ANNEXURE N***.

As mentioned in Par 10 of this report, the application area is a transformed site, with the shrub on the northern and western sides of the property resembles a thicket fragment. Given the nearby presence of dune thicket, the scrub can be classified as a degraded thicket fragment or regrowth. The remainder of site resembles a pasture and comprises grasses and weeds. It does not consist of indigenous vegetation as per definition.

The application area is not included in any protected area, nor is it earmarked / classified as a "Critical Biodiversity Area". Hence from a conservation perspective, the application area is not sensitive. The proposed development is limited to the disturbed areas, hence no negative impact on the sensitive vegetation on the site.

16. NO HERITAGE IMPACT

The application area is vacant, with no existing structures on the development site. As mentioned in Par 10.3 of this report, Heritage Western Cape has issued a Record of Decision to proceed with the proposed development, without requiring any additional heritage studies.

17. AVAILABILITY OF SERVICES

According to the Civil and Electrical Services report (refer ***ANNEXURE J***), that was infromed by GLS Studies, the municipality has water, and electrical bulk services capacity available to accommodate the proposed development.

18. ACCESSIBILITY AND ROAD NETWORK

The N2 National Road runs along the south of the application area, and the expropriated future N2 National Road Bypass runs to the north of the application area, north of the railway line. The Main road service road forms the southern boundary of the application area, and runs between the N2 National Road and the application area. This service road is the only access road the eastern abutting Aviemore Group Housing development.

Egret Street forms the western boundary of this application area. Egret Street is identified as one of the main collector roads in Sedgefield. Egret Street also connects the Cloud 9 dune area with the Sedgefield Town.

Access to the proposed development will be obtained from Egret Street, but as per the recommendations of the Traffic Impact Assessment, the N2 National Road intersection requires an upgrade, and the required upgrade is a new traffic circle. This upgrade is already a requirement, regardless of whether the neighbourhood centre gets developed or not. Hence this proposed development will result in an improvement of the traffic flow on the N2 National Road, because this development will likely be responsible to construct the traffic circle.

It is therefore clear that the application area is very accessible and the development can be accommodated in the existing road network.

19. LIMITED VISUAL IMPACT

The proposed development site occupies a prominent position along the N2 National Road towards the east of Sedgefield, and as such the visual impact of the development is particularly important. Clearly the desirability of the site as a retail venture is linked to this high visibility and accessibility, but the importance of visual integration into the landscape and character of Sedgefield is recognised as a design imperative of the development. The Landscaping Plan makes specific recommendation to mitigate any potential visual impact with tree planting (mature trees) and shrubbery.

The topography of the site provides an opportunity to decrease the impact of the building. Since there is a fall of approximately four metres from the northern to southern boundary of the property, the building will be approximately level with natural ground level in its northernmost face (this can be seen by observing the western elevation and the dotted line indicating natural ground level (NGL) shown in Figure 2). This design will mean that a large part of the development will not be visible particularly when viewed from the east, which will provide mitigation for the size and scale of the development. The structure will also appear to have a less harsh impact on the landscape as a result of this characteristic, resulting in a more organic feel.

20. NO NEGATIVE IMPACT ON THE CHARACTER OF THE SURROUNDING AREA

In planning terms, a **change in character is not automatically a negative impact**. In fact, most urban development applications involve some degree of change. The real question is whether the change is **appropriate, anticipated, and beneficial within the context of the area's planned evolution**.

While it is acknowledged that the proposed neighbourhood centre will contribute to a change in the character of the immediate area, such change should not automatically be regarded as negative. The surrounding area already exhibits a mixed-use character comprising residential developments, tourism accommodation establishments and existing business activities. The proposal therefore represents an evolution of an emerging mixed-use environment rather than the introduction of a land use that is incompatible with its surroundings.

Furthermore, the Local Spatial Development Framework identifies the area as a secondary node, thereby anticipating the concentration of commercial and service-related activities in this locality. The proposed development gives effect to the municipality's long-term spatial vision and contributes towards the establishment of a defined activity node rather than encouraging fragmented and dispersed commercial development.

The proposal will create a focal point for community services, improve access to daily retail needs, reduce travel distances for residents in the eastern parts of Sedgefield and support a more balanced urban structure. Accordingly, while the character of the area may evolve from being predominantly residential to a more integrated mixed-use environment, such change is considered appropriate, desirable and consistent with the planned growth trajectory of Sedgefield.

21. MARKET DEMAND FOR ANOTER NEIGHBOURHOOD CENTRE IN SEDGEFIELD

One of the points raised during the pre-application consultation with the Knysna Municipality was whether there is indeed a market demand for an additional neighbourhood shopping centre in Sedgefield. In order to obtain an empirical answer to this question, the applicant conducted a market demand study to determine the need for another neighbourhood centre. A copy of this Lightstone study is attached as ***ANNEXURE P*** to this report.

The market demand study concluded that:

- The site is deemed a good site as the site has good access, visibility and interception.
- The study indicates that the proposed Sedgefield Shopping Centre, using current and norm trading densities for a centre of this nature, **warrants approximately 3500m² to 4000² GLA between 2027 and 2030**. The proposed centre should achieve a turnover of approximately R144 million in 2027 and R162 million in 2030 (at constant 2025 money values).
- Lightstone is of the opinion that there is potential for a Checkers supermarket to open in the town, however this will definitely impact the two main supermarkets, Pick n Pay and Superspar by at least 25%.
- There are some gaps in the market that represent an opportunity for a new shopping centre to cover. An **additional supermarket of about 2 000m² GLA is warranted in the town.**

From the above summary it is clear that there is sufficient market demand for the proposed new neighbourhood centre.

22. SOCIO-ECONOMIC IMPACT ASSESSMENT

Urban-Econ Development Economists (Pty)Ltd was appointed to assist Shoprite Checkers (Pty) Ltd in determining the potential socio-economic impact of the proposed shopping centre development in Sedgefield. The proposed development entails a convenience neighbourhood shopping centre intended to serve the Sedgefield community. The local municipality has, however, raised concerns regarding the potential impact of the new centre on the existing Sedgefield CBD. A copy of this report is attached as ***ANNEXURE Q***.

The Socio-economic Impact Study also highlighted that future residential growth around Sedgefield will significantly expand the local catchment, which supports development of a new retail node anchored by a 2 000 m² Checkers, in addition to the existing Pick n Pay and KwikSpar. The SDF earmarks substantial new residential land north of the N2 and along the north-eastern edge of the town, indicating medium- to long-term household growth. Pine Lake Living Estate (±176 homes), Sysie Square (14 apartments), Village on Sedge (19 units) and the new apartment block at the Service/Tinktinkie intersection will collectively introduce a meaningful number of new middle-income units, while upgrading and formalisation in Smutsville, together with the 142-unit FLISP and subsidised infill housing project at the settlement entrance, will broaden the lower- to middle-income base close to the proposed node. Within this context, the SDF's designation of a secondary mixed-use node in the south-eastern part of Sedgefield, which includes the subject site, provides clear policy support for higher-intensity, mixed-use development at this location.

A 2000m² Checkers will function as a strong full-line supermarket anchor that both competes with and complements the existing Pick n Pay and KwikSpar by widening price, range and brand choice for residents. Located in the identified mixed-use node, the Checkers-anchored centre can intercept shopping trips from the new residential areas and from Smutsville, shorten travel distances for many households, and relieve trading pressure and congestion at the current grocery centres. The size of the anchor is appropriate for a neighbourhood-level centre and could support a mix of line shops and services, such as food outlets, clothing, health and beauty, financial and personal services. Overall, the combination of planned housing growth and diversification of income bands highlights that a 2,000m² Checkers anchor is well placed to capture additional spend, enhance competition, and strengthen Sedgefield's overall retail offering.

22.1. Socio Economic Profile of Sedgefield

The socio-economic profile of Sedgefield reflects a steadily expanding and diversifying local economy underpinned by population growth, ongoing semi-gration, and a strong tertiary sector orientation within the broader Knysna Local Municipality. The town's population is projected to grow from approximately 9,892 residents in 2025 to 11,225 in 2035, signalling rising demand for residential land, community facilities, and neighbourhood-scale retail services. Migration trends, particularly lifestyle-driven relocation by foreigners, retirees and working-age professionals, are driving a gradual transition from a seasonal settlement to a stable, year-round community.

The demographic composition highlights a balanced age structure that supports sustained retail activity across multiple consumer segments. A strong share of working-age residents

and retirees underpins stable local expenditure, while the large youth portion sustains demand for convenience retail, school-related goods, and quick-service outlets. Relatively high levels of education and the broad distribution of households across income tiers point to a mix of price-sensitive and aspirational consumption patterns. These dynamics collectively favour a compact but diversified retail environment focusing on food and beverage, household goods, health, and lifestyle-oriented services.

The socio-economic indicators point to a supportive environment for a new retail development in Sedgefield, particularly one anchored by grocery. A neighbourhood-scale or convenience-oriented retail centre would align with prevailing income levels, demographic composition, and expenditure patterns, while targeting both permanent residents and seasonal visitors. Positioning should emphasise accessibility, quality, and everyday convenience, with scope for limited higher-order retail, such as speciality food, wellness, and leisure outlets, to serve the growing middle- and upper-income segments and the town's expanding tourism market.

22.2. Market Potential Analysis

From 2026 to 2035, there has been a noticeable upward trajectory in the Total Gross Leasable Area (GLA) for the proposed retail development. Starting at approximately 4 008m2 in 2026, the GLA steadily climbs to 25 582m2 by 2035. This significant increase in GLA reflects the growing demand and potential consumer pool within the market area. Among the retail categories experiencing the most substantial GLA expansion are Food and Non-Alcoholic Beverages (855m²), Clothing and Footwear (343m²), Furnishings, Household Equipment, and Routine Maintenance (1 577m²), and Telephone and Telefax Services (378m²). These categories demonstrate a consistent upward trend over the years, indicating sustained demand and market growth. As GLA expands, it signifies an enhanced capacity to accommodate a diverse range of retail offerings, catering to the evolving needs and preferences of the community. This upward trend in GLA, coupled with the expanding presence of key retail categories, bodes well for the proposed retail development, positioning it favourably to capitalise on the increasing consumer demand and contribute significantly to the local retail landscape. Additionally, this not only creates opportunities for businesses to thrive but also contributes to the overall vitality and economic growth of the local community.

In Sedgefield's case, the presence of a positive net effective demand indicates that the market retains capacity to accommodate additional retail development, albeit within a setting where competition among existing retailers in the Sedgefield CBD is anticipated to increase. This positive demand outlook aligns with an upward trajectory in total retail space requirements (GLA), highlighting absorption potential for new retail offerings. It further highlights the need for a well-considered tenant mix and strategic positioning to ensure that both new and existing retailers can operate sustainably within a competitive and evolving retail environment.

22.3. Economic Impact

The figure below depicts the results of the impact modelling for the duration of the construction phase:

Impact	Direct (Construction)	Indirect (Suppliers)	Induced (Salaries and Wages)	Total
Production (@ 2026 R-value)	R80,0 million	R74,6 million	R43,7 million	R198,3 million
GDP (@2026 R-value)	R23,6 million	R28,4 million	R17,6 million	R69,6 million
Jobs	48	117	53	219
Household Income (@2026 R-value)	R12,0 million	R12,6 million	R7,1 million	R31,7 million

FIGURE 24: ECONOMIC IMPACT DURING THE CONSTRUCTION PHASE

This figure shows that:

- the construction of the proposed development will generate approximately R198.3 million in production or in other words new business sales. Approximately R80.0 million will be created through direct effects and R74.6 million through indirect effects.
- Secondly, this increase in output will induce a further impact on the gross value added in the country, which is found at approximately R69.6 million from the proposed development, the model suggests that an estimated 219 direct, indirect, and induced employment opportunities will be created during construction, which will increase household incomes by approximately R31.7 million.

Once the construction of the proposed development is complete further impact on the economy and community will be created through operational functions. Similarly, to the construction phase, the impact of the development is assessed by considering the change in new business sales, Gross Domestic Product and employment opportunities created. The figure below shows the results of the impact modelling exercise for the operational period per annum:

Impact	Direct (Construction)	Indirect (Suppliers)	Induced (Salaries and Wages)	Total
Production (@2026 R-value)	R43,2 million	R25,7 million	R28,5 million	R97,4 million
GDP (@2026 R-value)	R22,7 million	R11,5 million	R11,5 million	R45,7 million
Jobs	61	30	35	126
Household Income (@2026 R-value)	R11,0 million	R4,5 million	R4,6 million	R20,2 million

FIGURE 25: ECONOMIC IMPACT DURING THE OPERATIONAL PHASE

The results show that **approximately R97.4 million will be generated** from new business sales, with R43.2 million generated as a direct impact and R25.7 million as an indirect impact per annum. The increase in production output will result in an increase in Gross Domestic Product in the country to the value of approximately R45.7 million per annum. The proposed neighbourhood centre will furthermore create an **estimated 126 employment opportunities during operations** and approximately **R20.2 million increases in household incomes** per annum.

The figure below provides an understanding of the rates and taxes generates during the construction and operation phase with regards to building and other construction:

Impact	Direct (Construction)	Indirect (Suppliers)	Induced (Salaries and Wages)	Total
Construction Phase	R100 000	R700 000	R500 000	R1,3 million
Operation Phase	R100 000	R300 000	R300 000	R700 000

FIGURE 26: RATES AND TAXES GENERATED FOR KNYSNA MUNICIPALITY

During the construction phase, the municipality benefits from direct impacts amounting to approximately R100,000.00, representing charges associated with building activities and municipal services provided to the site. Indirect impacts of approximately R700,000.00 arise from supplier activities related to the procurement of materials, equipment, and professional services that generate additional municipal income through rates and charges. Induced impacts, estimated at approximately R500 000 million, result from expenditure when salaries and wages earned during the construction period circulate within the local economy. Altogether, the construction phase contributes approximately R1,3 million in total municipal revenue.

During the operational phase, the proposed development continues to enhance the municipal revenue base through ongoing payments for property rates, utilities, and

municipal services. The direct impact is estimated at R100,000.00 with a further R300,000.00 generated indirectly from supplier activities. An additional R300,000.00 in induced impacts arises from spending related to employment within the development. This brings the total estimated municipal revenue during the operational phase to approximately R600,000.00.

22.4. Impact if No Development Takes Place

Without the investment, the economy loses the injection of capital that would have stimulated production, supply chains, and spending across multiple sectors. In the loss of this activity, local businesses miss opportunities for growth, and the rate of economic expansion remains constrained. The decision not to proceed further means that both temporary construction jobs and permanent operational employment would not be created. This loss extends beyond direct on-site work, affecting suppliers and service providers who would have benefited from the development. Affected households further lose opportunities for income generation and skills development, reducing economic participation and limiting consumer spending within the community. By not developing, the economy also loses the value added to the gross domestic product (GDP) and business output that would have occurred from activities across sectors such as manufacturing, construction, trade, and business services. At the municipal level, the opportunity cost includes the loss of revenues from property rates, service charges, and tariffs that the development would have generated.

Beyond economic effects, the loss of the project hinders broader socio-economic benefits such as infrastructure improvements, investor confidence, and enhanced community well-being. Overall, the opportunity cost of not developing reflects the loss of potential for inclusive growth, strengthening of local livelihoods, and the support of sustained long-term economic development.

22.5. Development Impact

During construction, the capital investment of approximately ± R80 million will stimulate short-term economic activity through demand for building materials, professional services and labour, with modelling indicating approximately R198,3 million in additional production and R69,6 million in added GDP once direct, indirect and induced impacts are taken into account. This phase is projected to support approximately 219 employment opportunities across construction, manufacturing, transport and related services, injecting an estimated R31,7 million in additional household income into the economy on a temporary basis. The construction process will also broaden the local municipal revenue base through once-off building plan fees, service connection charges and increased consumption of municipal services, together yielding approximately R1,3 million in additional municipal revenue during the build period. Although not sustainable, these effects represent an important short-term boost to business turnover, household earnings and municipal finances in Sedgefield, the wider Knysna Local Municipality, and the Western Cape.

Once operational, the centre's impacts shift from short-term stimulus to sustained, recurring benefits. On an annual basis, the centre will generate approximately R97.4 million in additional production, with R43.2 million arising directly from the centre itself and the remainder flowing through suppliers and induced spending. This uplift in economic activity translates into an approximately R45.7 million per year in additional GDP, reflecting the value added across sectors such as trade and accommodation, manufacturing, transport, finance, real estate and government services that are linked to the centre's operations. Employment effects during operation are also significant, with around 126 direct, indirect and induced jobs anticipated, including positions within the Checkers supermarket, associated line shops and services, as well as jobs in upstream supply chains and in businesses that benefit from increased local spending. These posts are expected to support approximately R20.2 million per annum in additional household income, representing a sustained improvement in living standards for the beneficiary households over the lifetime of the development. For the municipality, the operational phase further consolidates the rates base and service revenue, with total additional municipal income estimated at about R0,6 million per year from property rates, utilities and service charges linked to the centre and its broader economic footprint.

22.5.1. Competitor Dynamics

The introduction of a new Checkers-anchored centre will inevitably impact the competitive dynamics of Sedgefield's existing retail environment, particularly the established Pick n Pay and Superspar nodes that currently dominate grocery trade along the N2 corridor. On the one hand, Checkers will act as a strong full-line supermarket competitor, contesting market share in core grocery and household goods categories and prompting established retailers to consider their pricing, improve service and enhance their product ranges to retain customers. On the other hand, it was ascertained that the existing stores are trading under pressure during weekends and holiday seasons, with congestion and stock shortages pointing to an under-supplied market rather than a saturated one, suggesting that additional capacity is demanded. In this context, the new centre is expected to relieve pressure on the established nodes, capture incremental spend arising from population and tourism growth, and reduce expenditure leakage to areas such as George and Knysna, thereby supporting a more balanced and competitive retail system overall.

22.6. Social Impacts

The development of the proposed new neighbourhood centre, will have significant social impacts:

- For residents, the centre promises improved day-to-day convenience, with closer access to a full-line supermarket and associated services, which is particularly important in a town where a large share of the population comprises retirees, lower-income households and not-economically-active residents who may rely on public transport, lifts or walking for local trips.

- The improved range and proximity of retail and service offerings can translate into time and cost savings, better access to fresh food and household goods, and more predictable shopping conditions during peak tourist periods when existing facilities are currently under strain.
- The creation of both construction and operational jobs will provide income-earning opportunities for local residents, including positions suited to the area's labour profile, thereby contributing to poverty alleviation and greater household resilience.
- At a community scale, the project will expand the municipal tax base and generate additional resources that can be reinvested in local infrastructure, basic services and social facilities.

23. NO IMPACT ON THE SEDGEFIELD CBD

The previous contention that the proposed neighbourhood centre will weaken the Sedgefield CBD is not supported by contemporary planning principles or the current demographic realities of the town.

The proposed development is intended to fulfil a neighbourhood convenience function within a secondary node identified by the municipality's spatial planning framework. It is not designed to replace or replicate the role of the CBD.

Since the previous refusal in 2013, Sedgefield has experienced substantial population and household growth, resulting in a significantly expanded consumer base and increased demand for local services. The proposal therefore represents a response to growth in market demand rather than an attempt to redistribute an unchanged market. Furthermore, the planning system is not intended to protect existing commercial interests from competition, but rather to promote spatial efficiency, accessibility, sustainability and the broader public interest. The proposed development will improve access to services for eastern residential areas, reinforce the municipality's intended nodal hierarchy and contribute to a more balanced and resilient urban structure for Sedgefield as a whole.

24. EXISTING LAND USE RIGHTS OF THE APPLICATION AREA

There are significant existing rights available to some of the properties that constitute the proposed development site. During the course of investigations into the properties zoning certificates were requested and confirmed that Erf 3505 and Erf 3506 have existing business rights, while Erf 3507 is zoned 'service station'.

The rights conferred with the 'service station' zoning are more than those allowed within a 'Business Zone I' zoning. 'Service station' zone allows for the erection of a public garage. Facilities and services provided could therefore reasonably include:

- Petrol pumps and the storing and selling of fuel
- Trading and storing of motor vehicles

- Sale of oil, tires or motor spares
- A restaurant or café,

Since Erf 3505 and Erf 3506 (that cover 17% of the site) are already zoned for business, no rezoning application or increase in rights is required on these properties.

The existing rights on Erf 3507, which covers over 20% of the site, and the semi-industrial uses that could be contemplated on the site without any land-use application mean that this application constitutes a decrease in the rights on the property and a use that is more in keeping with the area, with a decrease in possible nuisance generating activities.

25. URBAN INTEGRATION

25.1. Neighbourhood Centres

The integration of working and living environments is a strategic town planning principle that promotes sustainable development. Planning and development should address the separation of workplace and residences in urban areas. This statement is supported by the fact that the Knysna SDF and the Sedgefield Local Area SDF earmarks the area inside the demarcated secondary node as mixed-use development too. The application area is bordered by business and residential properties.

The proposed development will therefore promote the integration of living environments and workplaces. In the retail sector, the focus on commercial property development is on providing convenience shopping and a service to the surrounding neighbourhoods. Hence, investment in this sector will increasingly move to neighbourhood shopping centres.

25.2. Activity Nodes & Corridors

An accepted planning principle, and one promulgated by the Knysna SDF, is that activity corridors and nodes encourage the efficient and cost-effective provision of services. Higher densities and mixed land uses along the corridors are aimed at creating a more sustainable form that enables people to live closer to places of work, commercial/retail, recreational and social facilities and services. The purpose of activity corridors is to link activity nodes. With the strengthening of existing nodes, an activity corridor cannot be optimally developed. The existing business area in Sedgefield is stretched along the N2 National Road without any specific focus or form.

The application area is a currently underdeveloped, planned strategic node. If this node is strengthened, and existing businesses in the area is contained in a business node, development could be directed along the N2 corridor. It is therefore imperative to strengthen development nodes within the town before corridors are encouraged.

26. EFFECTIVE URBAN FORM

Urban form is the way the built environment looks and functions. To achieve an effective urban form, land uses should be integrated, residential densities should be increased and the establishment of a pedestrian-friendly, walkable community. To redirect urban growth toward a more fiscally efficient and liveable compact urban form.

26.1. Reinforces the Nodal Structure Envisaged in the SDF

The proposed neighbourhood centre is located within an area identified by the LSDF as a secondary node. The development therefore reinforces and implements the municipality's desired spatial structure by concentrating commercial activity within a planned node rather than allowing dispersed commercial development throughout surrounding residential areas.

A well-defined hierarchy of nodes promotes a more legible urban structure and assists in directing future investment to appropriate locations.

26.2. Creates a More Balanced Settlement Structure

Historically, most commercial activity in Sedgefield has been concentrated toward the western side of the town. Over time, residential growth has expanded eastwards, resulting in a growing mismatch between the location of residents and the location of services.

The proposed neighbourhood centre would assist in balancing the urban structure by providing a local service node closer to eastern residential areas, thereby creating a more equitable distribution of amenities across the settlement.

26.3. Reduces Travel Distances and Vehicle Dependence

An important objective of contemporary spatial planning is to locate daily services closer to where people live.

The neighbourhood centre would:

- Reduce the need for residents to travel across town for everyday shopping needs.
- Reduce vehicle kilometres travelled.
- Improve convenience for elderly residents and families.
- Encourage walking and cycling for short local trips.

This contributes to a more compact and efficient urban form.

26.4. Prevents Ribbon Development and Commercial Sprawl

A designated node provides an appropriate location for commercial activity.

By accommodating future commercial growth within a planned node, the proposal helps prevent:

- Fragmented commercial development.
- Ribbon development along roads.
- Spot rezoning of individual residential properties for business purposes.

The result is a more orderly and predictable urban structure.

26.5. Strengthens Rather than Weakens the Town Structure

An important distinction should be drawn between a **neighbourhood centre** and a **regional shopping centre**.

The proposal is intended to function as a complementary local node serving the eastern catchment area rather than replacing the primary CBD.

The development would therefore contribute to a multi-nodal urban structure in which:

- The CBD retains its role as the primary commercial and tourism destination.
- The secondary node fulfils a convenience-shopping function.
- Residents benefit from improved accessibility to services.

This approach is consistent with modern spatial planning principles and with the nodal hierarchy identified in the municipality's spatial planning framework.

27. DESIRABILITY

The desirability of a proposed development also relies heavily on consistency with policy documentation but has a distinctly spatial focus. The guideline on Need and Desirability specifically poses the question "…*Will the approval of this application compromise the integrity of the existing approved and credible municipal IDP and SDF as agreed to by the relevant authorities?*..."

Further to the above, the following key considerations are considered to determine the desirability of the proposed development:

Elements for Consideration	Key Questions to Ask	Proposal (Desirability)
Economic impact	Positive or Negative impact on neighbourhood / settlement?	*(i) Positive economic impact. No negative impact on surrounding property owners or their rights.* *(ii) Additional Rates & Taxes for the local authoirty and employment*

Elements for Consideration	Key Questions to Ask	Proposal (Desirability)
		opportunities for residents in the area. *(iii) Injecting an estimated R31,7 million in additional household income into the economy.* *(iv) During the operational phase, the centre will generate approximately R97.4 million in additional production, with R43.2 million arising directly from the centre itself and the remainder flowing through suppliers and induced spending, on an annual basis.*
Social impact	Greater social justice, equity of access to opportunity	*(i) Creation of ±219 employment opportunities during the construction phase.* *(ii) Creation of ±126 direct, indirect and induced jobs anticipated, during the operational phase.* *(iii) support approximately R20.2 million per annum in additional household income, representing a sustained improvement in living standards for the beneficiary households over the lifetime of the development.* *(iv) locate daily services closer to where people live. Reduce the need for residents to travel across town for everyday shopping needs.* *(v) The proposed neighbourhood centre will mprove convenience for elderly residents in the eastern parts of Sedgefield.*
Scale of capital investment	> capital investment - > positive impact	*(i) Private investment. No Municipal funding is required.* *(ii) During Construction: - ± R80 Mil Investment.* *(iii) the total estimated municipal revenue during the operational phase to approximately R600,000.00.*

Elements for Consideration	Key Questions to Ask	Proposal (Desirability)
Compatibility with surrounding land uses		*(i) Proposal is consistent with the surrounding residential uses in the area.* *(ii) The application area is located in an earmarked secondary node – compatible with the surrounding residential, business and tourism accommodation uses.*
Impact on external engineering services	How much must the developer contribute to municipal costs incurred?	*(i) No direct Impact;* *(ii) Developer to upgrade a traffic circle that is already required – regardless whether this development happens or not.* *(iii) The municiaplity benefits from developers constructing new public infrastrucutre.*
Impact on safety, health & well-being of the surrounding community		*(i) Increased movement in the area increases security in the area.* *(ii) The anchored neighbourhood centre can intercept shopping trips from the new residential areas and from Smutsville, shorten travel distances for many households, and relieve trading pressure and congestion at the current grocery centres*
Impact on heritage		*(i) Insignificant Heritage Impact – Heritage Wesern Cape has already granted an positive ROD.*
Impact on the biophysical environment	Are there negative impacts? Are they adequately mitigated?	*(i) No impact on the biopysical environment, as the site is already disturbed, and services were previously installed for a residential development.* *(ii) Storm water drainage will be adequately managed.* *(iii) The proposed landscaping plan makes specific recommendations with regard to landscaping to mitigate visual impact, and to replicate some of the endemic vegetation species.* *(iv) Application area is not near a water course.*

Elements for Consideration	Key Questions to Ask	Proposal (Desirability)
		(v) The proposal does not trigger the need for environmental authorisation from the Department of Environmental Affairs.
Traffic impacts, parking access, other transport considerations	Support for densification & functional public transport system?	*(i) Ample parking is provided within the proposed development.* *(ii) Application area located in an identified secondary node that is also earmarked as a MNT node.* *(iii) The developer to upgrade a traffic circle on the N2 National Road Egret Street intersection. Importantly, the proposal also facilitates the upgrading of critical transport infrastructure through the construction of a traffic circle at the primary access intersection. Traffic assessments have demonstrated that this upgrade is required based on existing traffic conditions and current traffic volumes, irrespective of the proposed neighbourhood centre. The proposed development therefore presents an opportunity to secure the implementation of infrastructure improvements that would in any event become necessary as a result of ongoing growth within the town.* *(iv) Ample and safe deliveries.*
Impact on quality of life (incl. views, sunlight, privacy, visual impact, character)		*(i) Proposal will fit within the character of the area.* *(ii) No impact on the privacy of any of the surrounding property owners.* *(iii) Potential visual impact adequately mitigated by the landscaping plan, and the fact that the proposed centre will be predominantly a single storey.*

Elements for Consideration	Key Questions to Ask	Proposal (Desirability)
Timing – need to densify or protect urban edges	The best option for the site at this point?	*(i) SDF earmarks the application area as being suitable for urban development and as a secondary node.* *(ii) With high levels of semigration to the town, there is a significant need for this project at this stage.* *(iii) The timing of the proposed neighbourhood centre is considered both appropriate and desirable in light of the significant demographic, spatial and infrastructural changes that have occurred within Sedgefield over the past decade.* *(iv) At the time of the previous application, concerns were raised regarding the sufficiency of market demand and the ability of the settlement to support an additional commercial node. Since then, Sedgefield has experienced substantial population growth, household growth and residential expansion, particularly within the eastern sector of the town. The settlement has matured significantly, resulting in increased demand for conveniently located retail, service and employment opportunities*
Cumulative impacts	Unacceptable cumulative impacts?	*(v) Only positive impacts.* *(vi) the development is proposed within a secondary node identified by the Local Spatial Development Framework. The concentration of commercial and service-related activities within designated nodes is consistent with the municipality's spatial planning objectives and represents a planned response to urban growth. The proposal therefore forms part of an anticipated development trajectory rather than an unforeseen or isolated intervention.*

Elements for Consideration	Key Questions to Ask	Proposal (Desirability)
		(vii) the cumulative impacts associated with the development are considered acceptable and manageable. The proposal is aligned with the municipality's spatial planning framework, responds to demonstrated growth, facilitates necessary infrastructure improvements and contributes to a more efficient and sustainable urban form. No evidence has been identified to suggest that the development will result in unacceptable cumulative impacts on the surrounding area or the broader settlement.
Opportunity costs	Any unacceptable opportunity costs?	*(i) Private investment* *(ii) No municipal funding required.* *(iii) Private sector can finance the upgrading of road infrastructure that is already a requirement as a result of current circumstances, and not as a result of the current development proposal.*
Alignment with SDF's		*(i) Refer to Par. 12 – proposal is generally consistent with all applicable spatial planning policies.* *(ii) The proposal is consistent with the policies of the Provincial and Regional SDF's.* *(iii) The proposal will also reinforce the municipality's intended nodal hierarchy by consolidating commercial activities within a designated secondary node.*

***Note**: LUPA (Land Use Planning Act) does not refer to a lack of desirability, nor does it require there to be a positive advantage (i.e. the absence of a positive advantage should not automatically lead to a decision to refuse).*

From the table above, it is clear that the proposed development is desirable on the application area.

28. WESTERN CAPE LAND USE PLANNING ACT, 2014 (ACT 3 OF 2014)

The purpose of this Provincial legislation is to consolidate legislation in the Province pertaining to provincial planning, regional planning and development, urban and rural development, regulation, support and monitoring of municipal planning and regulation of public places and municipal roads arising from subdivisions; to make provision for provincial spatial development frameworks; to provide for minimum standards for, and the efficient coordination of, spatial development frameworks; to provide for minimum norms and standards for effective municipal development management; to regulate provincial development management; to regulate the effect of land development on agriculture; to provide for land use planning principles; to repeal certain old-order laws, and to provide for matters incidental thereto.

Section 59 of this Act prescribes the Land Use Planning Principles that apply to all land development in the province. These are summarised in the tables below. The tables below aim to summarise how the proposed development complies with these principles.

28.1. Spatial Justice

Criteria	Compliance	Planning Implication
Past spatial and other development imbalances must be redressed through improved access to and use of land.	***Comply***	*(i) Improving access to retail and service opportunities for residents on the eastern side of Sedgefield.* *(ii) Reducing travel distances and transport costs for residents in the eastern parts of Sedgefield.* *(iii) The proposed neighbourhood centre promotes Spatial Integration rather than Peripheral Isolation.*
Spatial development frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation.	**N/A**	*(i) This policy is not applicable to the application area.* *(ii) Not a Spatial Development Framework or Policy.*
Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantaged communities and persons.	**N/A**	*This policy is not applicable to the application area and proposal.*

Criteria	Compliance	Planning Implication
Land use management systems should include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas and informal settlements.	**N/A**	*This policy is not applicable to the application area and proposal.*
Land development procedures must include provisions that accommodate access to, and facilitation of, the security of tenure and the incremental upgrading of informal areas.	**Applicable to Knysna Municipality**	*The municipality must process this application within the prescribed guidelines of the Land Use Planning By-Law for Knysna Municipality, 2021*
A competent authority contemplated in this Act or other relevant authority considering an application before it, may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land or property will be affected by the outcome of the application.	**Applicable to Knysna Municipality**	*The municipality must process this application within the prescribed guidelines of the Land Use Planning By-Law for Knysna Municipality, 2021*
The right of owners to develop land in accordance with current use rights should be recognised.	**N/A**	*This policy is not applicable to the application area and proposal.*

28.2. Spatial Sustainability

Criteria	Compliance	Planning Implication
Promote land development that is spatially compact, resource-frugal and within the fiscal, institutional and administrative means of the relevant competent authority in terms of this Act or other relevant authority.	***Comply***	*(i) The proposal will also reinforce the municipality's intended nodal hierarchy by consolidating commercial activities within a designated secondary node.* *(ii) The development promotes spatial compactness because it: consolidates growth to an identified node where serveral of the properties that form part of the application area, already have business rights.* *(iii) The proposal is resource frugal, as the site is already distrubed and there are existing bulk services capacity available to accommodate the proposed neighbourhood centre.*

Criteria	Compliance	Planning Implication
Ensure that special consideration is given to the protection of prime, unique and high potential agricultural land.	***N/A***	▪ *Not applicable, as it is not agricultural land*
Uphold consistency of land use measures in accordance with environmental management instruments.	***Comply***	*(i) The site is not environmentally sensitive, and the proposal does not require an environmental authorisation.* *(ii) The development supports the principles of sustainable spatial planning by directing growth towards an identified secondary node where services, infrastructure and transportation networks can be utilised efficiently. This approach is consistent with the objectives of environmental management instruments that seek to limit urban sprawl, reduce unnecessary consumption of natural resources and promote compact settlement patterns.* *(iii) the proposed neighbourhood centre is considered to uphold consistency between land use measures and environmental management instruments by supporting compact urban development, efficient infrastructure utilisation, reduced travel demand and the orderly implementation of the municipality's long-term spatial vision.* *(iv) The fact that existing infrastructure is availavle, avoids the environmental costs associated with extending infrastructure into undeveloped areas*
Promote and stimulate the effective and equitable functioning of land markets.	***Comply***	*(i) The focus is not simply on property values or retail demand, but on whether the proposal helps the land market function more efficiently, competitively and fairly.* *(ii) The proposed neighbourhood centre will promote and stimulate the effective and equitable functioning of land markets by facilitating the appropriate development of land in accordance with the municipality's spatial planning framework, responding to demonstrated market demand and improving access to commercial opportunities within Sedgefield.* *(iii) The application site is located within a secondary node identified in the Local Spatial Development Framework and therefore represents a location where commercial development has been*

Criteria	Compliance	Planning Implication
		anticipated as part of the municipality's long-term spatial vision. Approval of the application will allow the market to respond to changing demographic and economic conditions within an appropriate and planned location. *(iv) The proposal will further promote competition and consumer choice by providing additional opportunities for retail and service providers to establish within Sedgefield. The planning system is not intended to protect existing commercial interests from competition, but rather to create an environment in which land can be utilised efficiently and productively in response to market demand and public need.*
Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments.	***Comply***	*(i) Any service upgrades at the cost of the applicant.* *(ii) No expansion costs for the local authorities as the proposal is privately funded and the private funding will ensure the provision of facilities and services for the Sedgefield residents.* *(iii) According to the Economic Impact Assessment for this proposed neighbourhood centre, the CBD vacancy rate remains low or healthy, indicating that there is capacity for additional commercial growth without threatening the town centre.*
Promote land development in locations that are sustainable and limit urban sprawl.	***Comply***	*(i) The proposed neighbourhood centre will contribute positively to the urban form of Sedgefield by reinforcing the nodal hierarchy identified in the Local Spatial Development Framework, improving the spatial distribution of services, reducing travel distances, promoting a more compact and efficient settlement pattern and creating a focal point for future mixed-use development within the eastern sector of the town.* *(ii) Rather than fragmenting the urban structure, the proposal will strengthen the planned multi-nodal form envisaged by the municipality and facilitate more sustainable long-term urban growth.*

Criteria	Compliance	Planning Implication
		(iii) The development supports the principles of sustainable spatial planning by directing growth towards an identified secondary node where services, infrastructure and transportation networks can be utilised efficiently. This approach is consistent with the objectives of environmental management instruments that seek to limit urban sprawl, reduce unnecessary consumption of natural resources and promote compact settlement patterns.
Result in communities that are viable.	***Comply***	*(i) The proposed neighbourhood centre will contribute towards the creation and strengthening of viable communities by improving access to employment opportunities, commercial services, infrastructure and economic activity within Sedgefield.* *(ii) A viable community is characterised by its ability to provide residents with access to employment, goods and services, economic opportunities and supporting infrastructure within a sustainable and accessible urban environment. The proposed development contributes positively to each of these objectives.* *(iii) The Socio-Economic Impact Assessment demonstrates that the construction phase of the proposed development will generate significant economic benefits. Construction activities are expected to generate approximately R198.3 million in economic output, comprising approximately R80.0 million in direct effects and a further R74.6 million through indirect economic impacts. The development is also expected to contribute approximately R69.6 million in gross value added to the economy.* *(iv) over the last decade Sedgefield has experienced substantial residential growth. A settlement becomes truly viable when residential growth is accompanied by Employment opportunities; Retail and service facilities; Community gathering spaces; Infrastructure upgrades; Local economic activity. Without these supporting land uses, residents become increasingly dependent on travelling elsewhere for employment and services.*

Criteria	Compliance	Planning Implication
		The proposed neighbourhood centre represents an important step in the maturation of Sedgefield as a settlement by ensuring that population growth is accompanied by corresponding growth in economic opportunities, services and infrastructure. In this way, the proposal contributes directly to the creation of a more viable, self-sustaining and resilient community.
Strive to ensure that the basic needs of all citizens are met in an affordable way.	**N/A**	This principle is not applicable to the applicant or this development.
The sustained protection of the environment should be ensured.	***Comply***	*(i) The development supports the principles of sustainable spatial planning by directing growth towards an identified secondary node where services, infrastructure and transportation networks can be utilised efficiently. This approach is consistent with the objectives of environmental management instruments that seek to limit urban sprawl, reduce unnecessary consumption of natural resources and promote compact settlement patterns.* *(ii) Importantly, the development does not represent an isolated or leapfrog development outside the urban structure. Instead, it forms part of a planned urban node envisaged by the municipality's spatial planning framework and contributes to the consolidation of development within an existing urban area. This approach aligns with the objectives of environmental management instruments that promote integrated land use planning and sustainable settlement development.*

28.3. Spatial Efficiency

Criteria	Compliance	Planning Implication
Land development optimises the use of existing resources and infrastructure.	***Comply***	*(i) the proposal contributes towards reducing travel distances for residents located within the eastern residential catchment of Sedgefield. By providing access to convenience retail and local services closer to residential areas, the development has the potential to reduce vehicle trips across the town and improve overall transport efficiency. This supports broader environmental objectives relating to reduced energy consumption and lower transport-related emissions.* *(ii) The proposal will use the existing road network to provide access to the proposed development, optimise the use of existing infrastructure networks.* *(iii) The proposed neighbourhood centre will bring convenience services closer to residential areas.*
Integrated cities and towns should be developed.	***Comply***	*(i) Historically, most commercial activity in Sedgefield has been concentrated toward the western side of the town. Over time, residential growth has expanded eastwards, resulting in a growing mismatch between the location of residents and the location of services.* *(ii) The proposed neighbourhood centre would assist in balancing the urban structure by providing a local service node closer to eastern residential areas, thereby creating a more equitable distribution of amenities across the settlement.* *(iii) Bringing places of employment closer to residential areas, improves convenience, reduce travel costs, and results in better integration and efficiency of urban centres.*
Policy, administrative practice and legislation should promote speedy land development.	**Applicable to Knysna Municipality**	*The municipality should process this application within the prescribed time frames of the Land Use Planning By-Law for Knysna Municipality, 2021.*

28.4. Spatial Resilience

Criteria	Compliance	Planning Implication
Flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks	***Comply***	▪ *The proposal is in line with all the various spatial plans, zoning schemes and policies, as motivated by the report.* ▪ *The proposed application complies with the requirements of the Land Use Planning By-Law for Knysna Municipality, 2021.*

28.5. Good Administration

Criteria	Compliance	Planning Implication
All spheres of government should ensure an integrated approach to land use planning.	**Applicable to Knysna Municipality**	▪ *This principle has no direct bearing on the application; however, the Knysna Municipality is obligated to consider the application fairly and within the timeframes provided in terms of the municipal planning bylaw.* ▪ *What is however important is that all decision-making is aligned with sound policies based on nation, provincial and local development policies.*
All government departments must provide their sector inputs and comply with any other statutory requirements during the preparation or amendment of spatial development frameworks.		
The requirements of any law relating to land development and land use must be met timeously.		
The preparation and amendment of spatial plans, policy, zoning schemes and procedures for land development and land use applications, should include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them.		
The legislation, procedures and administrative practice relating to land development should be clear, promote predictability, trust and acceptance in order to inform and empower members of the public.		
A spatial development framework, zoning scheme or policy should be developed in phases and each phase in the development thereof should include consultation with the public and relevant organs of		

Criteria	Compliance	Planning Implication
state and should be endorsed by the relevant competent authority.		
Decision-making procedures should be designed to minimise negative financial, social, economic or environmental impacts.		
Development application procedures should be efficient and streamlined and timeframes should be adhered to by all parties.		
Decision-making in all spheres of government should be guided by and give effect to statutory land use planning systems.		

29. CONCLUSION

In light of this motivation, and the information contained in the foregoing report, it is clear that the application for:

(i) The rezoning of Sedgefield Erven 3504; 3456 – 3465, from "General Residential Zone I" to "Business Zone I" for a neighbourhood shopping centre in terms of Section 15(2)(a) of the Knysna Municipality's Land Use Planning Bylaw, 2021;

(ii) The rezoning of Sedgefield Erf 3507 from "Business Zone III" to "Business Zone I" for a neighbourhood shopping centre in terms of Section 15(2)(a) of the Knysna Municipality's Land Use Planning Bylaw, 2021;

(iii) The rezoning of Sedgefield Erf 4967 from "Transport Zone III" to "Business Zone I" for a neighbourhood shopping centre in terms of Section 15(2)(a) of the Knysna Municipality's Land Use Planning Bylaw, 2021;

(iv) The Consolidation of Sedgefield Erven 3456-3465; 3504-3507 & 4967 into one property, measuring 11937m² in extent, in terms of Section 15(2)(e) of the Knysna Municipality's Land Use Planning Bylaw, 2021;

consolidates growth within an existing urban area and within a node already identified by municipal planning policy, thereby promoting the efficient use of land and infrastructure while avoiding the environmental consequences associated with dispersed urban expansion.

The proposal meets the criteria as set out in The Spatial Planning and Land Use Management Act (SPLUMA) and the Knysna Municipality Land Use Planning By-Law (2021), is desirable and it is therefore recommended that the application be supported by the relevant authorities and approved by Knysna Municipality.

Marike Vreken Urban and Environmental Planners
July 2026