

APPLICATION REZONING, CONSOLIDATION, SUBDIVISION, CONSENT, DEPARTURES, PHASING- AND SITE DEVELOPMENT PLAN:

ERVEN 56, 4144, 4145, 10853 AND 15736,
DURBANVILLE

August 2019



CLIENT:



TOWN PLANNERS, DESIGN & APPLICANT:



terraplan

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1. INTRODUCTION

1.1 PURPOSE OF THE APPLICATION

This office has been appointed to submit the following application, which should be read in conjunction with application, reference 70401583 previously submitted on 08 August 2018:

Application is hereby made over erven 56, 4144, 4145, 10853 and 15736, Durbanville for the following:-

- **Rezoning:** Rezoning of the properties from Single Residential 1 to General Residential 2 to permit an Assisted Living Development in terms of Section 42 (a) of the Municipal Planning By-Law, 2015.
- **Consent:** Application for a Consent use in the General Residential 2 zone in terms of Section 42(i) of the Municipal Planning By-Law, 2015 to permit a frail care and related facilities in an assisted living/retirement village, complex.
Application for a consent use in the General Residential 2 zone in terms of Section 42(i) of the Municipal Planning By-Law, 2015, to permit a clubhouse in the assisted living complex.
- **Consolidation:** Consolidation of the 4 properties, namely erven 4144, 4145, 10853 and 15736, in terms of Section 42 (f) of the Municipal Planning By-Law, 2015 to permit an Assisted Living Development.
- **Subdivision:** Re-subdivision of the properties to permit separate cadastral entities in an Assisted Living Development in terms of Section 42(d) of the Municipal Planning By-Law, 2015.
- **Departures:** Departures in terms of Section 42(b) of the Municipal Planning By-Law, 2015 for the following building lines:
For graphic presentation, please see attached Departure Plans, Plan no 800-D1, 800-D2, 800-D3, 800-D4, 800-D5, 800-D6 and 800-D7.

PROPOSED DEPARTURES				
No:	DEPARTURE:	ALLOWED	REQUIRED	DEPARTURE Yes/No
1	Street Building Line Departure - (Southern Boundary)	4.5m	1m	Yes
2	Street Building Line Departure - (Eastern Boundary)	4.5m	1m	Yes
3	Common Building Line Departure - (Western Boundary)	4.5m	1.77m	Yes
4	Common Building Line Departure - (Northern Boundary)	4.5m	1.92m	Yes
5	Common Building Line Departure - (Northern Boundary)	4.5m	1.59m	Yes
6	Common Building Line Departure - (Northern Boundary)	4.5m	4.06m	Yes
7	Common Building Line Departure - (Western Boundary)	4.5m	0m	Yes
8	Common Building Line Departure - (Eastern Boundary)	4.5m	0m	Yes
9	Common Building Line Departure - (Western Boundary)	4.5m	0m	Yes
10	Common Building Line Departure - (Eastern Boundary)	4.5m	2.26m	Yes
11	Common Building Line Departure - (Eastern Boundary)	4.5m	1.6m	Yes
12	Common Building Line Departure - (Southern Boundary)	4.5m	4.31m	Yes
13	Common Building Line Departure - (Eastern Boundary)	4.5m	1.89m	Yes
14	Common Building Line Departure - (Eastern Boundary)	4.5m	0m	Yes
15	Common Building Line Departure - (Northern Boundary)	4.5m	0.69m	Yes
16	Street Building Line Departure - (Northern Boundary)	5m	1m	Yes
17	Street Building Line Departure - (Northern Boundary)	5m	1m	Yes
18	Street Building Line Departure - (Northern Boundary)	5m	1m	Yes
19	Street Building Line Departure - (Northern Boundary)	5m	1m	Yes

- **Phasing:** Phasing of the development into 9 phases in terms of Section 42(e) of the Municipal Planning By-Law, 2015.
- **SDP:** Approval of the Site Development Plan in terms of Section 42(u) of the Municipal Planning By-Law, 2015.

The required application form is attached.

1.2 APPLICANT

Our client, Devco Group of Companies has appointed Terraplan Town Planners to make application on their behalf. The required powers of attorney from the registered owners are attached.

2. SITE DETAILS

2.1 TITLE DEED INFORMATION

Table 1, hereunder, reflects the current registered details of the properties:-

TABLE 2 – REGISTERED DETAILS				
ERF NO.	REGISTERED DESCRIPTION	TITLE DEED NO	REGISTERED OWNER	EXTENT
56	Erf 56 situated in Durbanville in the Division of the Western Cape Province	T19760/1991 (05-04-91)	Alexander George Coetzee	8746m ²
4144	Erf 4144 situated in Durbanville in the Division of the Western Cape Province	T11413/2003 (13-12-03)	Daniel Allan Jacobson	5665m ²
4145	Erf 4145 situated in Durbanville in the Division of the Western Cape Province	T5925/2018 (12-11-17)	Durbanville Gardens (Pty) Ltd	1706m ²
10853	Erf 10853 situated in Durbanville in the Division of the Western Cape Province	T14221/2009 (01-04-09)	Aquarius Trust	4275m ²
15736	Erf 15736 situated in Durbanville in the Division of the Western Cape Province	T20665/2008 (20-03-08)	Egbert Gerryts	3654m ²

Van der Merwe Robertson Attorneys did searches on the current as well as the pivot deeds for restriction in the Deeds Registry's. The appropriate Conveyancer Certificates, title deeds and correspondence confirming that the pivot deeds were checked as well, are attached. No title deeds conditions were found to be restrictive. However a life-long usufruct rights in favour of Mr Ricus James Der Kinderen is registered over erf 10853. Mr Der Kinderen has consented to the waiving of such rights. VTC Attorneys, Bellville is currently handling the waiving of rights process. Attached please find correspondence confirming that the waiving of rights-process is in progress.

2.2 CURRENT ZONING AND LAND USE

All the erven are currently zoned Single Residential 1. All the properties are developed and used for residential purposes. Access are all currently from Vissershok Road.

3. CONTEXTUAL ANALYSIS

3.1 LOCATION

The properties are situated on the eastern side of Vissershok Road, just north of the traffic circle with Racecourse Road.

It is further located on the fringe of the Durbanville CBD, approximately 1km from the shopping precinct along Wellington Road.



FIGURE 1: LOCALITY OF PROPERTIES

3.2 TOPOGRAPHY

The topography of the site reflects varying slopes with the highest point being 162 msl next to Vissershok Road, and the lowest at 155 msl near the Uitkamp water-course. There is thus a slope of about 7 to 8m from the Vissershok section towards the water-course in a north eastern direction.

The land thus also has a north-eastern orientation.

3.3 SURROUNDING DEVELOPMENT CONTEXT

The immediate land uses in the vicinity comprise of the following: -

- North : Willow Wood development;
- South : Erf 96 (Rob Louw) to be developed;
- West : Vissershok Road and further Aurora neighbourhood;
- East : Uitkamp wetland and further Belvedere neighborhood.

Except for the open space/watercourse section to the east of the site, most of the surrounding properties have been developed, either as single residential or higher density residential.



FIGURE 2: SURROUNDING DEVELOPMENT CONTEXT

3.4 ROAD NETWORK



Vissershok Road is a secondary arterial (Class 2 Road) with a posted speed of 60km/h in this vicinity. The road links Durbanville without-lying farm areas and ultimately the N7 further northwards.

FIGURE 3: ROAD NETWORK

3.5 ACCESS TO THE SITE

Access will be taken off Willow Wood Close to the north of the properties, approximately 60m from its intersection with Vissershok Road. This road also serves the security estate Willow Wood immediately north of it.

The current access stub directly from Vissershok Road on erf 10853, will be closed, and so also the other direct accesses currently serving the various homesteads.

Provision will be made for access to Erf 96 to the south of the proposed development as per point 9 of the latest TIA (June 2018 - Revision 2) prepared by ITS Innovative Transport Solutions (PTY) LTD.

3.6 UNMADE ROAD PORTION

3.6.1 The unmade road portion that runs between erf 4145 and erf 56 requires specific attention. This sliver of land constitutes an old general plan road and vests in the CoCT.

The road has never been used as such and will in future never be required for access purposes as no further connection onto Vissershok will be allowed. The road portion is approximately 6.5m wide and 90m long.

3.6.2 Ideally this road portion needs to be acquired from the City, be closed and be rezoned and consolidated with the current development proposed.

3.6.3 The process to acquire this land has commenced under Case ID 130006183 (attached find power of attorney from Property Management, Mr Peter Strümpher). However, in view of the length of time that such a process will take it is envisaged that the current development application deals with this land portion over the short term through a notarial tie linking all land portions across the site. The planner that will deal with this application has confirmed that this process is acceptable and will allow the application process to continue.

3.6.4 This application thus formally requests approval to proceed in this way, while the application to acquire the land, is being processed.

4. DESIRABILITY

When assessing the merits of an application, Section 99 of the MPBL needs to be considered. Some of these and other related factors are considered hereunder.

4.1 SOCIO-ECONOMIC IMPACT

Social Impact refers to economic changes, i.e. what impact would the proposed development have on the existing community as well as what associated economic improvement would occur.

In this regard it is clear that the subject site has been earmarked for higher density development in forward planning documents, thus any such use should have no social impact as the community should have expected such. Additional community facilities such as the frail care centre would provide more social amenity options and add to the variety in the area.

From an economic side, substantial employment opportunities are added while more residential options are offered to the market (thus contributing to the freedom of choice principle).

4.2 COMPATIBILITY WITH SURROUNDING LAND USES

The neighbourhoods around this site e.g. Aurora and Belvedere, are virtually fully developed and comprise various residential uses. As such the proposed assisted living development would complement the existing urban fabric. The site is located next to the Uitkamp Wetland and special care in design and environmental planning went into the proposal to make it compatible to, and also to capitalize on, this wetland.

4.3 IMPACT ON EXTERNAL ENGINEERING SERVICES

A full services report, dated 21 January 2019 was done by Aurecon. All was found to be in order with expected capacities for infrastructure available. Confirmation was received from the sewer and water departments of the City of Cape Town that the required capacities do exist within the systems accept the demands from the proposed development.

Connection of the internal systems will be made onto the existing water network at the existing 160 mm diameter connection point provided at the Willow Wood Close circle at the north of the site. A 150 mm diameter bulk water meter will be installed at this connection point in accordance with the City of Cape Town standards and requirements. Internal water meters will also be installed to each subdivision and/or phase within the development to be read and managed by the body corporate of the development.

4.4 IMPACT ON SAFETY, HEALTH AND WELLBEING OF THE SURROUNDING COMMUNITY

As indicated, the urban design and architectural character of the development would complement the surrounding urban fabric.

Substantial care has gone into visual impact, in particular with regards to adjoining housing towards the Aurora side, to not affect views, etc. Sections through the design show elevations etc. to confirm the above.

4.5 IMPACT ON BIOPHYSICAL ENVIRONMENT

GNEC has been appointed to deal with the environmental issues. He has started the Basic Assessment process, which includes application for an WULA, etc. Further specialists were appointed inter alia to do a freshwater study. The recommendations in this report were taken into consideration with preparation of the revised Site Plan. The biophysical environment is therefore fully accommodated in the process.

5. FORWARD PLANNING

Forward planning in the area is mostly guided by the Northern District Plan and MSDF (2018). The implications of the recent Transit Orientated Development Strategic Framework (TOD) as well as the City's Densification Policy also need to be taken into consideration.

5.1 MSDF (2018)

In terms of the MSDF's strong focus on inward-orientated development and strengthening of the Urban Inner Core, as well as the strong focus on densification around transport and movement corridors, it is relevant to briefly assess the current proposal in terms of some of the MSDF principles.

Durbanville is totally located within the incremental growth and consolidation areas as reflected on the MSDF map and thus falls within the MSDF maintenance and upgrading programme for the City, together

with incremental growth where desirable. It is believed the densities and different housing options offered on this site, which includes diversification and not a mono use residential pattern, the supported objectives of the TOD programme, together with emphases on pedestrianization, makes the proposal compatible with some of the broader principles of the MSDF.

5.2 NORTHERN DISTRICT PLAN (2011)

The site falls just outside the secondary area of the original boundaries of the Durbanville Urban Design Guidelines and in the area earmarked for further densification.

The Northern District Plan indicates that, given the growth experienced in Durbanville, the secondary CBD area be expanded to also include the area up to Vissershok Road. Densification is encouraged along Vissershok Avenue, throughout the Durbanville CBD and along Langeberg Road with specific reference to the small holding area to the east of Vissershok Avenue between D'Urbanvale and the traffic circle in Vissershok: Due consideration should be given to the sensitive riverine corridor to the east. The assisted living development was suitable densities in line with the above.

The report stated that Vissershok Road is regarded as a connector route, where mobility is the primary function.

The characteristic mix of predominantly residential function and character but interspersed with small mixed-use areas, as well as mix of mobility and activity functions should remain and generally be contained in their current forms.

The role of these routes as (in many cases future) significant community service public transport routes should be reinforced. Support, where appropriate, limited commercial or mixed-use activity at points on or along specified portions of these routes, subject to sub-district development guidelines and / or local area plans. Expansion of these uses should be strongly controlled. Our proposal adheres to the suggestion of mixed-use activities at points.

Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. In this regard substantial effort went into appropriate design and landscaping.

Development along scenic routes should not obscure views from the route or negatively affect the character of the landscape through which it passes. This is noted.

The proposal thus aligns with the intention of the Northern District Plan.

5.3 TRANS ORIENTATED DEVELOPMENT (TOD)

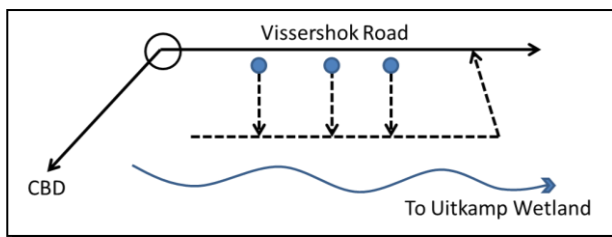


FIGURE 4: PEDESTRIAN MOVEMENT

The concept of Trans Orientated Development of Cities (TOD) has become an essential component of South African Cities' growth and development strategies. It can be seen as a particular approach to, and outcome of city building/development, focused on public transport access and mobility. The important criteria for TOD are higher density, mixed land use in close proximity to public transport.

Although the area in general lacks comprehensive public transport, with its appropriate mix of higher density development, the location efficiency of Durbanville Gardens has been maximised, and careful pedestrian movement has been planned. This is relevant not only within the site boundaries, but also on walkways next to the stream, as well as along linkages to the CBD.

The location next to the Uitkamp wetland provides a sense of place that is clearly distinct and also strengthens local identity and connectivity to the wider green lungs.

It is thus believed this development, as far as its strategic and contextual position goes, adheres as far as physically possible, to the interest and principles of the TOD-document.

5.4 ECONOMIC GROWTH STRATEGY (2013)

The intention of this strategy is to provide a framework for making Cape Town a globally competitive "opportunity city". To achieve this, it sets out 5 competitiveness strategies:

- 1) Building a globally competitive city through institutional and regulatory changes.
- 2) Providing the right basic service, transport and ICT infrastructure.

- 3) Utilising work and skills programmes to promote growth that is inclusive.
- 4) Leveraging trade and sector development functions to maximum advantage.
- 5) Ensuring that growth is environmentally sustainable in the long term.

The most important objective of the Economic Growth Strategy, to grow the economy and create jobs, is adhered to as the proposed development will contribute towards the provision of substantial temporary and permanent employment opportunities, especially during the construction phase of the policy. This will in turn assist in the alleviation of poverty, which is one of main objectives of the Social Growth Strategy.

5.5 INTEGRATED DEVELOPMENT PLAN (2012-2017)

The IDP (Integrated Development Plan) is the City of Cape Town's main strategic planning document aimed at realizing a vision for the City and its residents. The IDP states as follows:

The vision of the City of Cape Town is threefold:

- To be an opportunity city that creates an enabling environment for economic growth and job creation, and to provide help to those who need it most;
- To deliver quality services to all residents;
- To serve the citizens of Cape Town as a well-governed and corruption-free administration".

This plan consists of 5 pillars, namely, the Opportunity City, the Caring City, the Safe City, the Inclusive City and the Well-Run City.

These 5 pillars are key focus areas which form the foundation of the City's IDP.

The proposed development is in support of the following objectives in the various Strategic Focus Areas of the IDP.

Strategic Focus Area 1: The Opportunity City

Create an economically enabling environment in which investment can grow and jobs can be created. This SFA is aligned with province's objective of creating opportunities for growth and jobs and is aligned with the National Government outcomes.

The proposed development contributes towards the provision of substantial temporary and permanent employment opportunities.

Strategic Focus Area 2: The Safe City

This SFA is aligned with Province's objective of increasing safety in the Western Cape and making it a safe place in which to live, work, learn, relax and move about and is also aligned with the National Government outcome.

The proposed development will be partially gated that will increase the security of the surrounding area. Substantial pedestrian paths and landscaping will enhance the site making it a safe place to live, relax and move about.

Strategic Focus Area 3: The Caring City

This SFA is aligned with Province's objectives of increasing access to safe and efficient transport, increasing wellness in the province, developing integrated and sustainable human settlements, mainstreaming sustainability, optimising efficient resource use, poverty reduction, and integrating service delivery for maximum impact and is also aligned with National Government outcomes.

The area is not well served by public transport thus efficient transport as per the focus area 3, is not available. However, the integrated nature of the development optimizes land uses in line with the principles of the IDP.

Strategic Focus Area 4: The Inclusive City

This SFA is aligned with Province's objectives of social cohesion to achieve a society that is coherent, united and functional, and to provide an environment in which citizens can prosper. This includes responsiveness by creating an environment where citizens can be communicated with and responded to.

The aim of the proposed development is just that i.e. to provide a functional environment where residents can prosper.

The application to rezone the property, therefore finds support in the above objectives of the IDP.

5.6 GATED DEVELOPMENT POLICY (NOVEMBER 2007)

The policy addresses both newly built greenfield developments as well as retrospective conversions.

The CoCT promotes and encourages open integrated and accessible communities and is cautious dealing with proposals involving gated settlements, that might impede or close general access to public amenities facilities and areas.

Various categories of greenfield and retro conversions are listed, ranging from entirely private to partly private and public types.

Private greenfield developments with access control may not accommodate public roads, only access monitoring at entrance.

In this instance a private access road is proposed thus complying with the above policy.

5.7 SOCIAL DEVELOPMENT STRATEGY (2013)

The Social Development Strategy focuses on addressing poverty, inequality and social ills while providing for the participation of people in their own development. The strategy lists the following objectives:

- Maximise income generating opportunities for people who are excluded or at risk of exclusion.
- Build and promote safe households and communities.
- Support the most vulnerable through enhancing access to infrastructure and services
- Promote and foster social integration
- Mobilise resources for social development

The proposed development will promote safe households and communities within the assisted living complex, and thus supports the Social Development Strategy.

5.8 INTEGRATED HUMAN SETTLEMENT FRAMEWORK (2014)

The mission of the Human Settlements is:

- To facilitate and develop sustainable integrated human settlements.
- To integrate the delivery of housing opportunities with the objectives and deliverables of the rest of the City, thereby ensuring that these contribute to the creation of a compact city and optimal use of facilities.
- To improve informal settlements and backyard precincts incrementally and create a better-quality living environment, rather than merely providing shelter.
- To manage and maintain the City's rental assets strategically.
- To lead in the social and economic development of disadvantaged areas to ensure that quality of life and the environment are improved.
- To promote and ensure meaningful partnerships with business and community-based stakeholders.

The proposed development is in line with the abovementioned mission of the IHSF, and promotes densification and the creation of a compact city.

5.9 DENSIFICATION POLICY (2012)

The City of Cape Town Densification Policy provides a guideline for appropriate densification for various areas, and so helps to ensure efficient use of services and infrastructure, a viable transport system and to protect and enhance the natural and built environment.

Rapid and continuous low-density development is threatening the long-term sustainability of Cape Town. Densification is viewed as a necessary step to promote the longer-term sustainability of Cape Town's valuable natural, urban and rural environments.

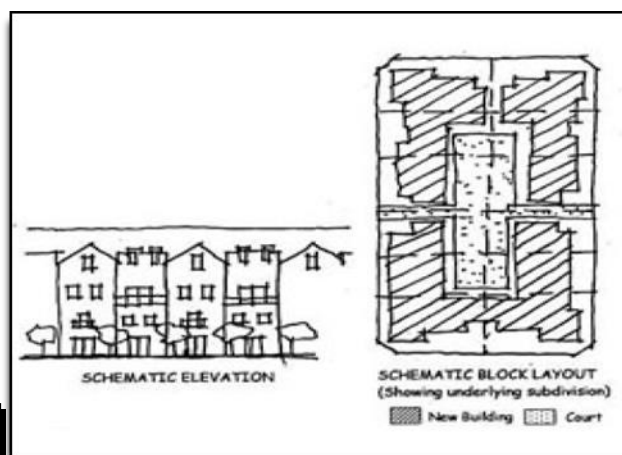
The Policy is a useful guide to identifying the how and where densification can occur. This motivation report will consider these location and design criteria with the view to show how the proposed development performs.

Applicable Densification Policy Statements with regards to the development of the site:

Statements	The following policy statements should guide all density related land use decisions:	The proposals alignment with the policy points
DP1	The City aims to achieve a minimum, average gross base density of 25 dwelling units/ha in the next 20 - 30 years and will aim for a higher gross base density thereafter.	The densification of developments such as these move in the direction of the City's aims.
DP2	The City will promote densification in all areas, however, importantly, a "one size fits all" approach will not guide density decisions. Higher levels of densification will be encouraged at specific spatial locations, particularly in areas with good public transport accessibility, at concentrations of employment, commercial development and/or social amenities and in areas of high amenity e.g. at coastal nodes. Small scale incremental densification should be permitted across the city where appropriate and feasible in terms of infrastructure availability	
DP3	The intensification of all types of land uses, not just residential land uses, should be encouraged, and a better mix of land uses should be supported.	Additional community facilities in the proposed development, such as the frail care centre and club house would provide more social amenity options and add to the variety in the area.
DP6	The determination of the appropriate location, height, scale, form and orientation of a higher density development in a particular location should be guided by the Density Decision Making Framework. The following factors must be taken into consideration:	Generic considerations for densification related to the suitability of the area for land use intensification, such as surrounding land use character, access to public transport, proximity to places of employment, services and social facilities, proximity to public open space and infrastructure availability

Densification can take place in the developed areas of the city, on vacant infill sites within the developed areas, and on greenfield sites that coincide with the City's planned growth direction. The densification of the proposed development will be a block consolidation of erven with redevelopment at higher densities, as depicted in Figure 8.

FIGURE 8: BLOCK CONSOLIDATION



It is believed the location of the property close to the CBD and with suitable access to the Wetland and other open spaces nearby, makes the proposal compatible with the implication of the Densification Policy.

5.10 URBAN DESIGN POLICY

The Urban Design Policy was approved by the City of Cape Town in September 2013 to guide the design process and formulation of development proposals so as to make the metropolitan area safer, more prosperous and more inclusive.

The Urban Design Policy is guided by three overarching principles which inform nine objectives. The table below provides an assessment of the proposed development in terms of the Urban Design Policy's objectives. Please see the architect's response in terms of the Urban Development Policy, in paragraph 6.4.

The design concept was discussed with the City's Urban Design Section at the pre-submission consultation meetings. The following amendments were made to the original concept to incorporate their inputs:

- Frail care was relocated within/closer to the residential units.
- Pedestrian walkways were amended to create sufficient linkages between the residential units and other uses.
- The retention pond is repositioned.
- Parking on the East border (next to the wetland) revised to make way for landscaping (detail will be on the revised landscaping plan) and the paving is now setback to be further away from the wetland.
- Provision is made for a fence around the "frail care" center (for security).
- Openings in lower part of boundary walls / fences is provided (for animals to move through).
- Detail refinement:
 - o Fence types revised on the North Eastern "point" of erf (now Fence Type C);
 - o Refine parking (at cottages and Block A).

The positions of the amendments are indicated in figure below.



FIGURE 8: AMENDMENTS MADE TO ORIGINAL CONCEPT

6. DEVELOPMENT PROPOSAL

6.1 CONCEPT

Although Durbanville currently has several retirement villages or related old age homes, a dire need for more assisted living villages or related old age homes has been identified in the area. As such, the developer has assimilated the above properties to jointly constitute a well located 2.5ha land parcel, located just off the Durbanville CBD, on Vissershok Road. The development is intended to have the full range of housing options and facilities, including a frail care centre. It would have a secure entrance with substantial basement parking available under the various residential blocks.

This concept forms the core of the development proposal.

6.2 THE DEVELOPMENT SPECIFICS

- 6.2.1 The development essentially comprises 6 assisted living blocks, each with its own kitchen and catering facilities. The various blocks would be three storeys with lofts and linked on the ground with walkways and landscaping, on various levels. Each block will have a basement parking facility making up 1 parking bay per unit, which is substantially more than the required 0.5 bays per unit in terms of the DMS.
- 6.2.2 Circulation on site would be via the various entrance ramps towards the basements, and out again.
- 6.2.3 The frail care unit would be located at the entrance before the security gate, with its own dedicated parking.

- 6.2.4 Next to the estate entrance (to the south) is 11 group housing erven to accommodate 11 semi-detached houses, which will function as accommodation alternatives to the assisted living blocks and frail care centre. The erven are 133m² to 175m² in extent.
- 6.2.5 Ancillary recreational facilities would be provided, i.e. bowling green, clubhouse, pool, hairdresser, etc, located to the north-east of the entrance road, just before the security gate.
- 6.2.6 A storm water detention pond would be located in the northern corner of the site.
- 6.2.7 No development is envisaged under the 1:100 year floodline, except for a section of the parking area, a section of the storm water detention pond, and a small portion of the bowling green.

6.3 DEVELOPMENT PARAMETERS

The development comprises of the following components:

6.4 AESTHETICS AND URBAN DESIGN

TABLE 2 : DEVELOPMENT PARAMETERS											
PARKING											
	FLOORS	UNITS			TOTAL ROOMS	PROVIDED			REQUIRED (@ 0,5 BAYS/ROOM)	DEPARTURES	
		TOTAL	1-BED	2-BED		BASEMENT	OPEN	SUBTOTAL		YES	NO
1. SECTIONAL TITLE											
A	3	30	6	24	54	20	10	30	27		No
B	3	57	12	45	102	53	7	60	51		No
C	3	66	39	27	93	53	10	63	47		No
D	3	51	27	24	75	36	8	44	38		No
E	4	77	23	54	131	44	33	77	66		No
F	4	49	18	31	80	36	20	56	40		No
Total		330	125	205	535	242	88	330	269		
Total Parking						330					
2. SEMI-DETACHED (SEPARATE TITLE)											
4 units	8 rooms			2/unit		9 dedicated + 5 shared			8 @ 2 bays/ unit		No
3. CLUBHOUSE											
1	n/a			n/a		25 (shared with Frail Care)			19 @ 1bay/ 8 people		No
4. FRAIL CARE (50 BEDS, 10 CONSULTING ROOMS)											
1						33			80 @ 1bay/bed & 3 bays/ consulting room		Yes
HEIGHT (M)											
UNIT	FLOORS	PROPOSED				PERMITTED					
A	3	13,99m				15m					
B	3	11,05m				15m					
C	3	10,86m				15m					
D	3	13,00m				15m					
E	4	15,00m				15m					
F	4	14,41m				15m					
COVERAGE											
	PERCENTAGE					M²					
Allowed	60%					15 233m ²					
Current	23%					5978m ²					
FLOOR FACTOR											
Allowed:	(1.0)					25 539.7m ²					
Current:	(0.87)					21 969m ² (0.87) excluding basement parking's					

The architectural expression of the development is based on an interpretation of the traditional Cape style, with pitched roofs and some details reminiscent of that era.

This style was developed as it is appropriately linked to the time when the village of Durbanville started and gives a homely atmosphere to the village.

Due to the natural slope of the site, and the level at which the buildings are set in the site, the height of the buildings is visually lower, against Vissershok road and matching the houses opposite.

Together with the gardens and landscaping, the village of homes (Clusters of apartments) creates a welcoming atmosphere for the residents and surrounding neighborhood.

The main feature of the development is the central square, acting as a 'plaaswerf' or open space where people can gather, walk to exercise or sit and relax in a garden atmosphere. Throughout the development, existing trees were identified as significant and the buildings placed around these. These trees form in integral part of the character of the development and will be protected during the construction phase. The main open space (plaaswerf) houses some of these trees and the landscape design takes it cue from these. The buildings defining this space, creates a comfort-able and overlooked (safe) garden environment. The gardens are flat and transitions areas suitably sloped for easy movement by old persons so that residents have large outdoor garden areas to live in without strain.

Enhancing details include pergolas with vines for shade in the park area and over parts of the parking areas. These, further relate to traditional Cape architecture and visually screens the cars that are not parked in the basement. Face brick battered walls will be used for the semi basement on the side where it protrudes above the natural ground level. This visual effect of a low plinth reduces the perceived scale of the buildings. It also provides a natural texture as a backdrop to the landscape screens and paths.

Off-white hues will be used on alternating plastered and bagged walls, with window shutters and plastered corbelling on balcony walls accentuated in stronger toned to create a rhythm that also reduces the visual scale of the blocks.

The lush landscaped gardens and walkways that caters for disabled users, will provide residents with a safe and relaxing environment and have a positive impact on the community life. Each home or block of apartments has its own lounge and dining area to ensure a community is formed in the block. It also features a sister's nursing station on each floor. For venturing further out, a clubhouse is if features various amenities ranging from a library, function room, restaurant, pool and sports lawn in front overlooking the rivulet/nature zone in front. A frail care unit is also to be constructed for times when persons need a higher level of care than the assisted living, nurse's stations can provide.

The logistical support for the village will be provided by means of janitor services, refuse collection to a central refuse are at the gate and golf cart transport as a service to those who require assistance. All paths will be suitable for these modes of transport.

The development has as its goal to provide a more affordable retirement units to a wide range of people of the CAPE.

6.5 CONSOLIDATION AND SUBDIVISION

It is intended to consolidate the various cadastral erven, namely erven 4144, 4145, 10853 and 15736 and then to re-subdivide such. The various blocks, frail care and group housing erven, would each have its own cadastral entity. Thus 18 erven are created.

Application is thus made in terms of Section 42(d) and (f) of the Municipal Planning By-Law, 2015, to consolidate and subdivide the various erven as indicated. The purpose of creating the separate entities is to assist with marketing and financing options.

TABLE 3 : SUBDIVISION			
PTN	AREA	ZONING	%
1	1 861m ²	GR2	7.70
2	1 772m ²	GR2	7.30
3	2 098m ²	GR2	8.71
4	2 931m ²	GR2	12.10
5	2 037m ²	GR2	8.40
6	3 106m ²	GR2	12.90
7	2 722m ²	GR2	11.30
8	1 861m ²	GR2	7.70
9	1 522m ²	GR2	6.30
10	1 135m ²	GR2	0.50
11	147m ²	GR2	0.50
12	160m ²	GR2	0.50
13	171m ²	GR2	0.60
Remainder	3 523m ²	POS3 Road	15.50
Total	24 046m²		100.00

6.6 DEPARTURES

As set out previously, the following departures are required; together with its relevant motivation.

TABLE 4 : DEPARTURES REQUIRED			
NO	DEPARTURE	TO ALLOW	PLAN No.
1	Street Building Line Departure - 4.5m to 1m (South)	Block F	See departure plan d1 attached.
2	Street Building Line Departure - 4.5m to 1m (East)	Block F	See departure plan d1 attached.
3	Common Building Line Departure - 4.5m to 1.77m (West)	Block F	See departure plan d1 attached.
4	Common Building Line Departure - 4.5m to 1.92m (North)	Block F	See departure plan d1 attached.
5	Common Building Line Departure - 4.5m to 1.59m (North)	Block F	See departure plan d1 attached.
6	Common Building Line Departure - 4.5m to 4.06m (North)	Block F	See departure plan d1 attached.
7	Common Building Line Departure - 4.5m to 0m (West)	Block E	See departure plan d2 attached.
8	Common Building Line Departure - 4.5m to 0m (East)	Block D	See departure plan d3 attached.
9	Common Building Line Departure - 4.5m to 0m (West)	Block C	See departure plan d4 attached.
10	Common Building Line Departure - 4.5m to 2.26m (East)	Block B	See departure plan d5 attached.
11	Common Building Line Departure - 4.5m to 1.6m (East)	Block B	See departure plan d5 attached.
12	Common Building Line Departure - 4.5m to 4.31m (South)	Block A	See departure plan d6 attached.
13	Common Building Line Departure - 4.5m to 1.89m (East)	Block A	See departure plan d6 attached.
14	Common Building Line Departure - 4.5m to 0m (East)	Block G	See departure plan d8 attached.
15	Common Building Line Departure - 4.5m to 0.69m (North)	Clubhouse	See departure plan d7 attached.
16	Street Building Line Departure - 5m to 1m (North)	Group Housing	See departure plan d7 attached.
17	Street Building Line Departure - 5m to 1m (North)	Group Housing	See departure plan d7 attached.
18	Street Building Line Departure - 5m to 1m (North)	Group Housing	See departure plan d7 attached.
19	Street Building Line Departure - 5m to 1m (North)	Group Housing	See departure plan d7 attached.

6.7 PHASING

The developer has also requested that a phasing plan be incorporated to divide the development into 9 phases, as indicated.

Application is thus also made in terms of Section 42 (e) of the Municipal Planning By-Law, 2015, to approve the attached phasing plan, in order to effectively structure the development in terms of market conditions, financing, etc.










Proposed Phases:		
	Phase:	Area:
	1	5384m ²
	2	1522m ²
	3	2385m ²
	4	1861m ²
	5	2098m ²
	6	2931m ²
	7	2037m ²
	8	3106m ²
	9	2722m ²
Total:		24046m²

FIGURE 9: PHASES

6.8 PARKING AND CIRCULATION SERVITUDE

The basement parking is linked to the entrance by means of two right of way servitudes in favour of the various subdivided land entities. This ensures that the new erven are not seen as land-locked but effectively ensures access via the basement to the entrance gate.

6.9 TRAFFIC IMPACT STATEMENT

A Traffic Impact Statement, dated October 2018, was conducted by ITS (Cape) and is submitted together with this application. The report concludes that the proposed access from Willow Wood Close to Vissershok Road, a primary arterial Class 2-road, is sufficient to carry the expected trip generation of the development.

The required road widening of Vissershok Road has been incorporated in the subdivision plan.

6.10 ENVIRONMENTAL & HERITAGE APPLICATION

The proposed activity trigger listed activities in terms of the National Environmental Management Act, 1998 (Act 107 of 1998) and the Environmental Impact Assessment Regulations, 2014 as amended in 2017.

Our environmentalist initiated his process and already had substantial discussions with various State and Local Authority departments. The application form for the Basic Assessment was sub-mitted to the Department of Environmental Affairs and Development Planning on 23 May 2017.

Two Fresh Water Studies was undertaken by BioConsulting and The Freshwater Group. The reports concluded that a portion of the site on the northern side might be marginally affected by the implications of the Uitkamp upper wetland zone.

This has been taken into consideration in the re-planning of the Subdivision Plan.

GNEC Consultants undertaken the Heritage Impact Assessment and was approved on 21 June 2017 by Heritage Western Cape.

Other studies included was Fresh Water Study, Water Use License and Ground Water Study (as the site is closer than 500m from a wetland).

6.11 LANDSCAPING AND TREE RETENTION

The landscaping plan from Viridian, is attached. A Special Tree Survey Plan and assessment was done and the important trees to remain, was identified.

The Site Development Plan was adjusted accordingly.

6.12 ACT 21 OF 1940

In view of the fact that the development is located next to a Provincial Road, application is made in terms of Act 21 of 1940 for consent from the Provincial Road Authorities (Alvin Cope).

6.13 ACT 70 OF 1970

The properties are excluded from the provisions of the above act and no applications to the Regional and National offices of the Department of Agriculture, are required (see figure 9).

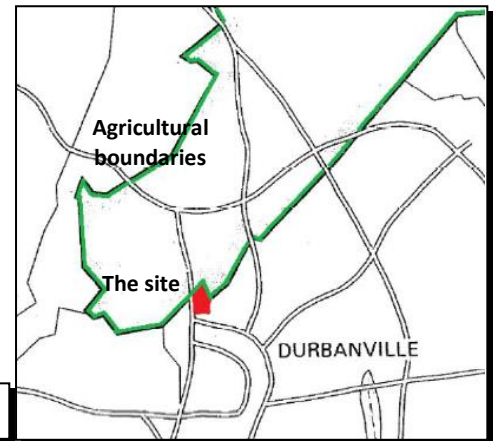


FIGURE 10: GUIDE PLAN: AGRICULTURAL BOUNDARIES

6.14 CONSTITUTION

A Masters Home Owners Association will be established together with associated Body Corporates for all the individual land parcels. A constitution is attached as part of the application.

6.15 SERVICES

A services report has been compiled by Aurecon Consulting Engineers. The report dated 28 January 2019 is attached to this report, and concludes that no servicing or electricity capacity problems exist.

6.16 PRE-SUBMISSION MEETING

Several pre-submission meetings with the City were held, of which the latter, dated 25 April 2017, is the most important. The relevant minutes of the meeting is attached.

6.17 COMMENT RECEIVED SO FAR

The City has already provided initial feedback on the original submission, which has been taken into consideration where possible.

The list of statements is attached as Applicant's Response to this submission.

7. SUMMATION

It has been stated above that the proposal for the rezoning, consolidation and subdivision is regarded as desirable in view of the fact that:-

- 7.1 The development has been shown to be desirable in terms of the MPBL factors.
- 7.2 The favorable location within the urban edge and close to the Durbanville CBD.
- 7.3 The site is earmarked for densification in terms of the Northern District Plan (Durbanville Densification Precinct).
- 7.4 The assisted Living land use is seen to be compatible with the surrounding residential precincts.

- 7.5 The development will comply to most land use restrictions in terms of the Municipal Planning By-Law, 2015.
- 7.6 The aesthetics, building design and general urban design capacity have been carefully addressed by Osmond Lange Architects.
- 7.7 Movement and pedestrian sections for the aged have been carefully looked at and tested by means of sections through the site, ground levels and platforms, etc.
- 7.8 Although the development density is relatively high, the scale of the proposal fits well onto the site with lower buildings on the Vissershok Road side and higher buildings towards the stream.
- 7.9 Suitable access off Willow Wood Road is available.
- 7.10 The parking requirement will be exceeded with the provision of 1 bay/unit.
- 7.11 Adequate municipal services are available.
- 7.12 The development is of high quality in terms of design and construction, and will be seen as an asset to the area and Durbanville as a whole.

8. CONCLUSION

As motivated above, the development of erven 56, 4144, 4145, 10836 and 15736, Durbanville, for an assisted living development, is seen as desirable and appropriate for the specific site.

It is believed to contribute to the available residential/retirement options in Durbanville and with its exceptional architectural design and landscaping, together with ancillary lifestyle facilities will be a sought after destination in Durbanville.

This application thus motivates the above and Council's early approval is sought, to enable development of the next planning stages, to continue.