

**PROPOSED
AALWYNBAAI DEVELOPMENT**

**TOWN PLANNING REPORT TO
ACCOMPANY APPLICATION FOR
ENVIRONMENTAL AUTHORISATION**

ERF 23731 MOSSEL BAY

Client: Aalwynbaai 21250 Properties Pty Ltd
Applicant: First Plan

Date: November 2025
Reference No. FP/0525/1144



FIRST PLAN TOWN PLANNERS
STADSBEPLANNERS

PROPOSED REZONING, SUBDIVISION AND CONSENT USE

ERF 23731 MOSSEL BAY

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APPLICATION FOR REZONING, SUBDIVISION AND CONSENT USE ERF 23731 MOSSEL BAY

SECTION A BACKGROUND INFORMATION

1. INTRODUCTION AND BACKGROUND

Erf 23731 Mossel Bay, (hereafter referred to as the subject property), is located in the area of Aalwyndal, which is located between the Mossel Bay Airport ($\pm 3,5$ km south west), the Langeberg Mall ($\pm 2,6$ km directly east) and the commercial activities of Voorbaai.



Figure 1: Aalwyndal - Locality

Aalwyndal consists of several smallholdings where land uses vary between vacant and currently unused properties, to residential, agricultural and limited agricultural activities. The area has been incorporated into the Mossel Bay Urban Edge, and the properties have been earmarked for residential purposes.

As part of the Mossel Bay Municipality's ongoing efforts to attract investment and to stimulate economic growth, development opportunities and strategies are continuously considered for inclusion into the Mossel Bay Integrated Development Plan (IDP) and Spatial Development Framework (SDF). In the most recent Mossel Bay Spatial Development Framework (May 2022), various development precincts have been identified to stimulate and encourage densification and development, the Aalwyndal Precinct Plan being one of them.

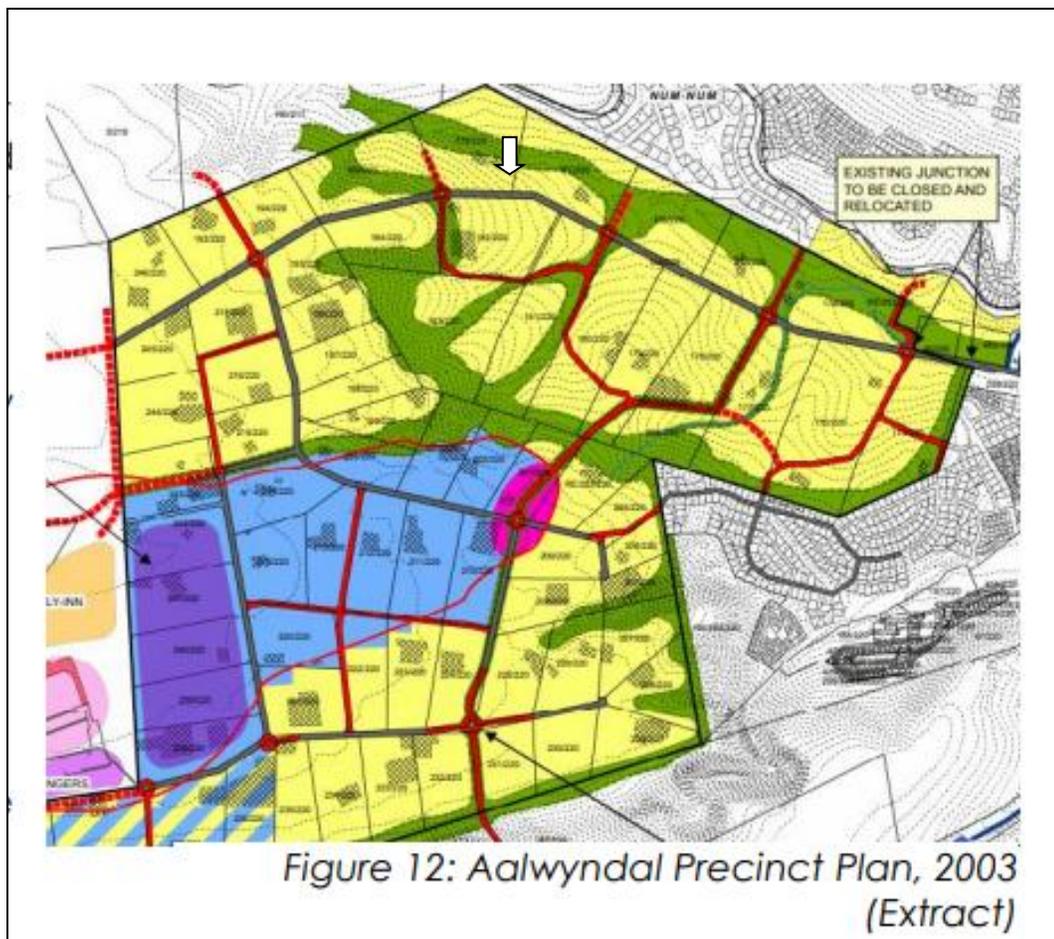


Figure 2: Extract from the Mossel Bay SDF (May 2022)

An application as a first step (Ref: App 74-10/2024) has been submitted on Erf 21250 for the subdivision of the property into two portions to facilitate the development of a portion of the above erf by our client. Mossel Bay Municipality approved the application for subdivision of the property on 9 April 2025 (final notification of approval dated 7 May 2025). Subsequent to the approval, the subdivided portion has been registered at the Surveyor General as well as at the Deed Office as Erf 23731 Mossel Bay.

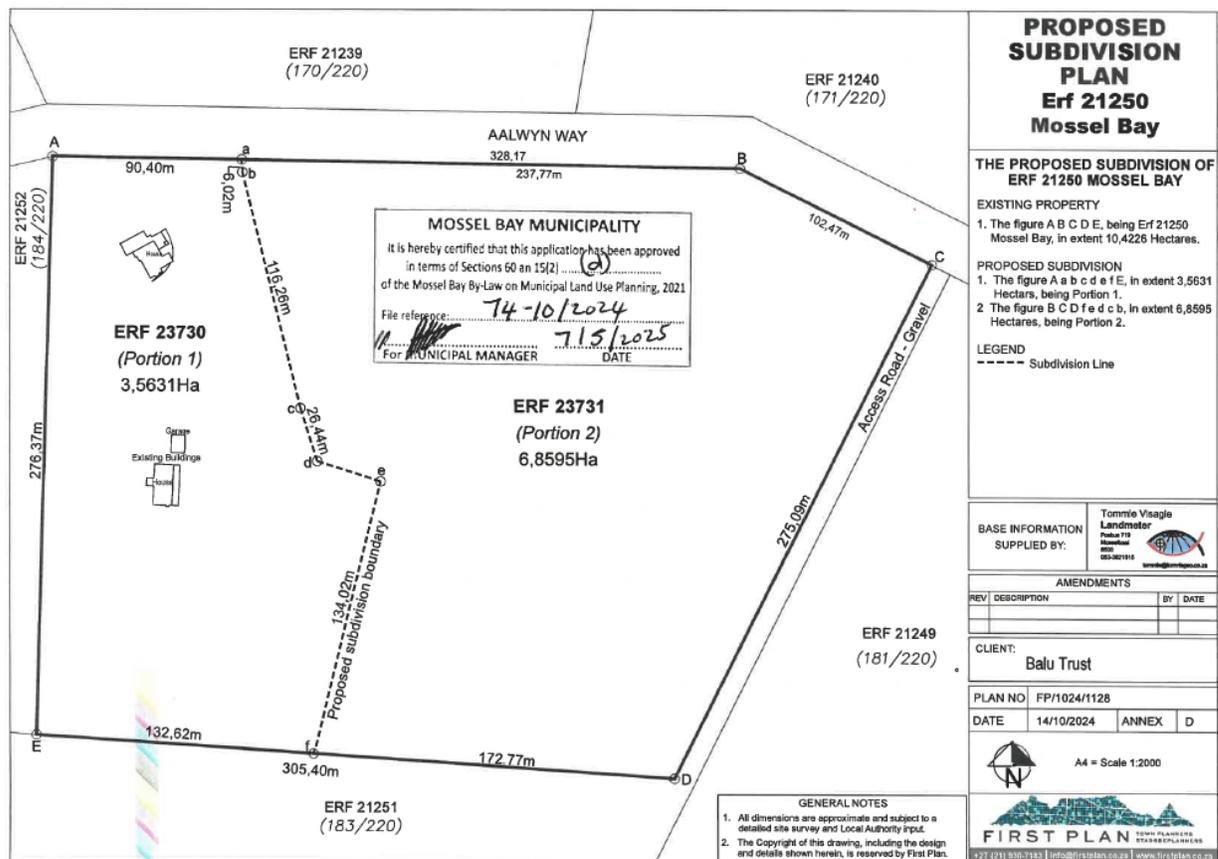


Figure 3 : Subdivision of Erf 21250

With these policy and zoning approvals in mind, negotiations ensued between Aalwyndal 21250 Properties Pty (Ltd) and the Mossel Bay Municipality for the rezoning

and subdivision of the newly created Erf 23731 Mossel Bay to allow for the development of a residential estate on the subject the property.

2. PLANNING BRIEF

In light of the above-mentioned background information, **Aalwynbaai 21250 Properties Pty Ltd**, has appointed **First Plan Town and Regional Planners** under power of attorney to prepare and submit the necessary applications to realise the development of Erf 23731 Mossel Bay.

3. APPLICATION TO BE SUBMITTED TO THE MOSSEL BAY MUNICIPALITY

With the brief as a background to the proposed development of Erf 23731 Mossel Bay, **First Plan Town and Regional Planners**, will officially submit the following application in terms of Section 15 of the Mossel Bay By-Law on Municipal Land Use Planning (2021) hereafter referred to as the “Municipal Planning By-Law”:

- Application for the **REZONING** of Erf 23731, Mossel Bay in terms of Section 15 (2)(a) of the Municipal Planning By-Law from Single Residential to Subdivisional Area.
- Application for **SUBDIVISION** of Erf 23731 Mossel Bay in terms of Section 15.(2)(d) of the “Municipal Planning By-Law” into 115 portions, namely:
 - Portion 1 – 69: General Residential Zone I (Group Housing)
 - Portion 70 – 72: General Residential Zone III (Flats)
 - Portion 73 – 99: General Residential Zone II (Town Houses)
 - Portion 100 – 112: Open Space Zone II (Private Open Space)
 - Portion 113: Transport Zone III (Private Road)
 - Portion 114: Open Space Zone III (Nature Conservation Area)
 - Remainder Erf 23731: General Residential Zone II (Town Houses)

- Application for **CONSENT USE** in terms of Section 15.(2)(d) of the “Municipal Planning By-Law” to allow utility services (pump station and conservancy tank) on Portion 101 and 110.

SECTION B

SITE INFORMATION AND ANALYSIS

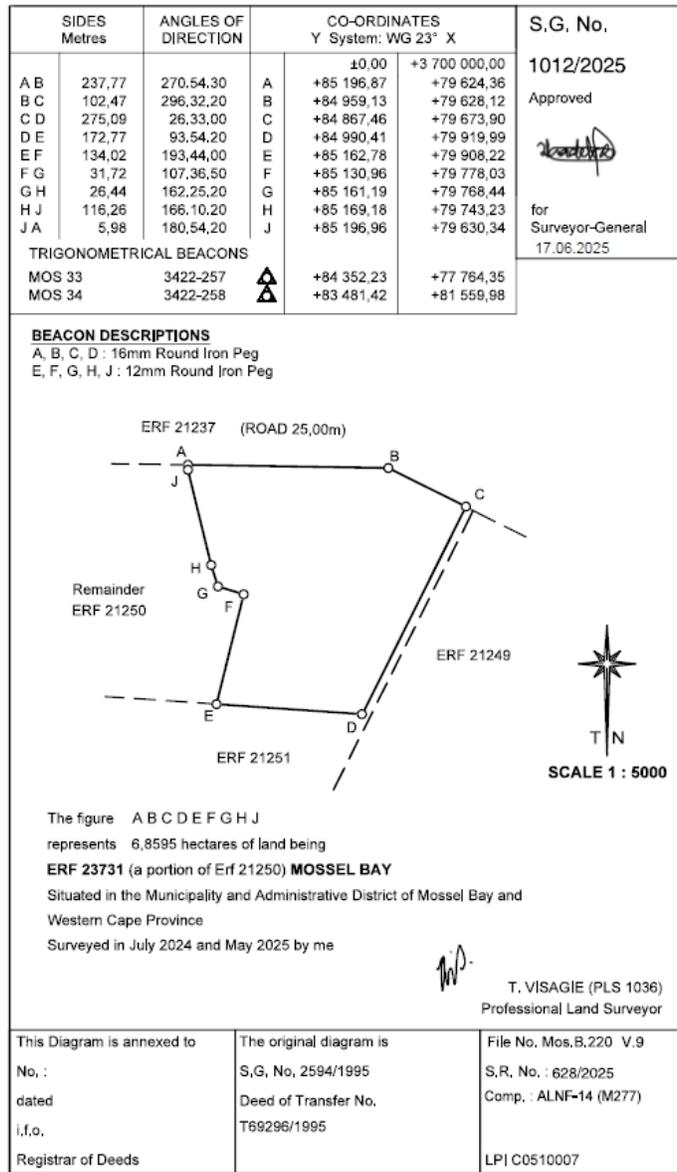
4. SUMMARY OF PROPERTY DETAILS

Table 1: Property information

| | |
|---------------------------------|--|
| Erf Number | Erf 23731 Mossel Bay |
| Allotment Area | Aalwyndal |
| Physical Address | Aalwyn Way |
| Extent | 6.8595ha |
| Title Deed Number | T44585/2025 |
| Bond Registered | None |
| General Plan/Diagram | Diagram S.G. No. 1012/2025 |
| Applicant | FIRST PLAN Town and Regional Planners |
| Current Registered Owner | Aalwynbaai 21250 Properties (Pty) Ltd |
| Current Zoning | Single Residential |
| Existing Structures | Farm workers house |
| Proposed Use | Residential Development |
| Zoning Scheme | Mossel Bay Zoning Scheme By-Law (2021) |

5. SITE DESCRIPTION

The subject property is officially known as Erf 23731 Mossel Bay at Aalwyndal. It falls under the jurisdiction of the Mossel Bay Municipality. Erf 23731 is approximately 6,8595ha in extent.



Erf 23731 Mossel Bay

Figure 4: Copy of approved erf diagram

6. LOCALITY

Erf 23731 Mossel Bay is located in Aalwyndal, Mossel Bay. The area is located just west of the N2. It is characterised by small holdings and is ±2,6km west of Voorbaai and the Langeberg Mall and ±3,4km east of Mossel Bay Airfield.

7. ZONINGS AND LAND USES

Aalwyndal has been incorporated into the Mossel Bay Urban Edge and earmarked for residential development. Erf 23731, Mossel Bay is zoned Single Residential with surrounding properties of similar zoning. Further afield to the north, west and south, land is largely zoned Agricultural and to the east properties reflect Residential-, Commercial-, Industrial, Open Space- Resort- and other zoning typically associated with urban areas.

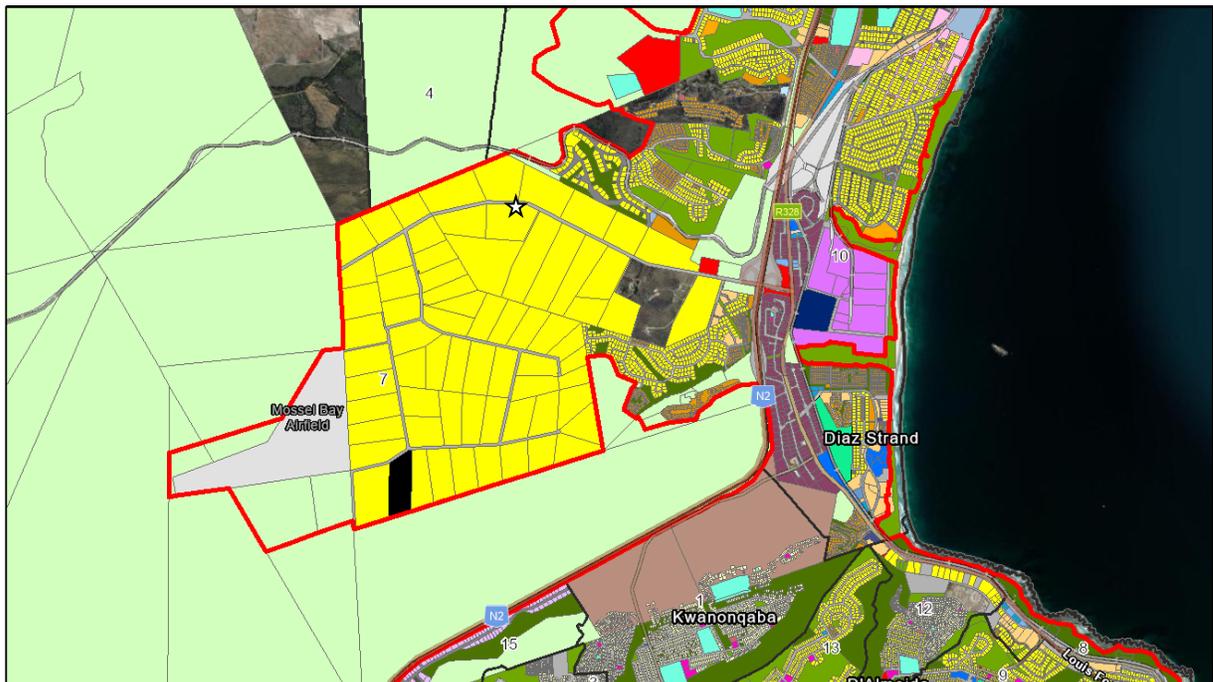


Figure 5: Local Zoning Extract (Star indicates location of Subject Property)

The subject property is currently largely vacant, being the subdivided portion of Erf 21250 Mossel Bay, accommodating only some labourers' accommodation, with directly surrounding properties also reflecting a rural character.

The urban areas of Hartenbos, Voorbaai, Bay View and Diaz Strand are well developed and popular with locals and visitors alike. The Langeberg Mall is also located here, where Aalwyn Way terminates in its parking area east of the N2.

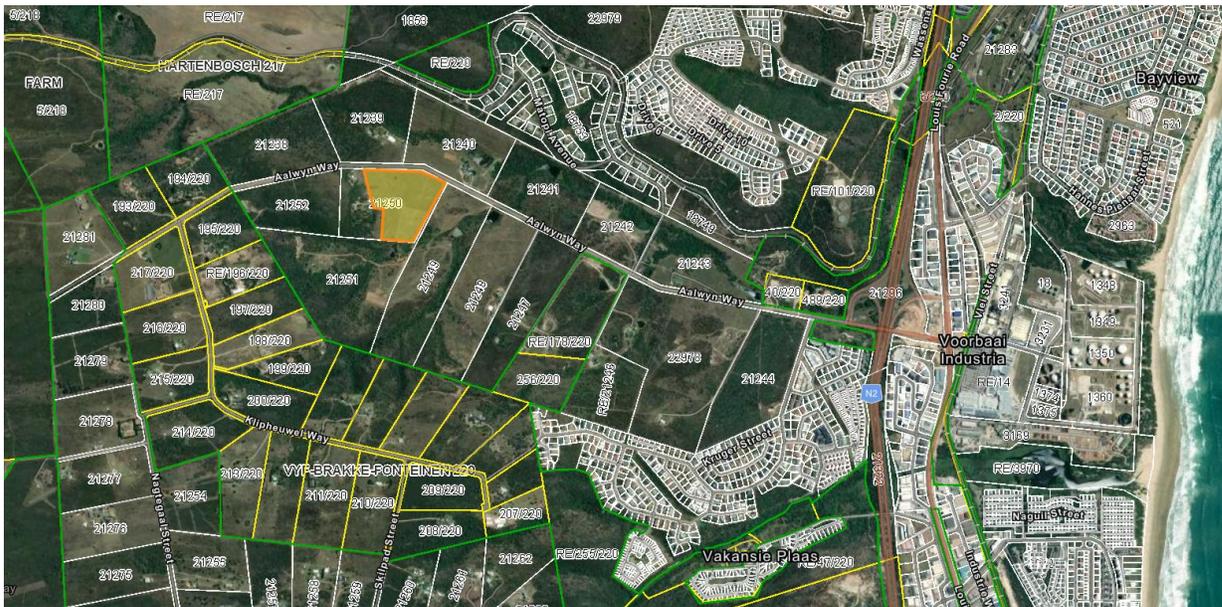


Figure 6: Indication of Surrounding Land Uses

8. AVAILABILITY OF MUNICIPAL SERVICES

8.1. Stormwater Services

A Stormwater Management Plan will form part of the detail development proposals and will be based on the principles of Sustainable Drainage Systems (SuDS) to manage stormwater from the proposed development towards the natural drainage line to the south-east of the development.

Permeable infrastructure will be considered where practical, this may include items such as permeable block pavers, permeable brick pavers, stone and gravel. Soft and porous infiltration channels or -basins will be provided where necessary and will contribute to slowing surface runoff.

8.2. Water & Sanitation

The property is serviced by the Bartelsfontein bulk municipal water line along Aalwyn Road. This line will be able to accommodate the proposed development demand from a pressure and capacity perspective on condition that a minor upgrading of the pipeline section between the reservoir and the development be done. The details are within the engineering service reports that will form part of the application.

There are currently no bulk sewerage networks or treatment works available for the area, and the development will therefore during the initial stages of the development, have to rely on two conservancy tanks and municipal tanker trucks to dispose of sewer affluent into the municipal sewerage works.

8.3. Electrical

The Electricity Supply Authority for the area is the Mossel Bay Municipality, and therefore their Electricity Services Department was consulted on all matters relating to the electrical services.

The existing supply to the subject property is 60A single phase, i.e. 13.8kVA. The anticipated capacity for the proposed development is estimated at 393kVA. It is currently assumed that this capacity will be available at the identified points of connection being the existing Aalwyndal 11kV Switching Station and at the existing Aalwyndal 11kV overhead line located along Aalwyn Way to the North of this development.

The Developer will be required to supply and install a 120mm² Cu x 3 core 11kV underground cable from the 11kV ring main and bulk metering unit (on the property boundary) up to the Aalwyndal 11kV switching station. This cable will be considered a link service that will be shared with and benefit the Municipality and other existing and future developments in the area.

A radial 11kV cable will supply the Development's internal network and miniature substation from the 11kV ring main and bulk metering unit. Any cable crossing Aalwyn Way will be in a sleeve to be installed using the directional drilling method. The Municipality's responsibility will end at the Point of Supply, i.e. load terminals of the new 11kV bulk metering unit to be installed.

The Developer will have to enter into a supply agreement with the Municipality, and the Developer will be responsible for payment of the Standard municipal development contribution towards upstream bulk infrastructure. (Details to be provided in the final Electrical Services Report)

8.4. Waste Management

The property is not serviced with a municipal sewer connection, and a municipal sewer network is currently not available in the immediate area of Aalwyndal. For the interim, two on-site conservancy tanks will therefore be provided for the development with more details provided in the civil engineering reports prepared by Element Consulting Engineers.

8.5. Traffic

Urban Engineering – George; has been appointed as the projek Traffic Engineers. They are responsible for all matters related to traffic and transporation engineering including determining appropriate and safe access to the subject property from Aalwyn Way, access arrangements at the main entrance to the development, internal circulation and onsite parking provisions.

Various meetings have been concluded with the relevant authorites and the project team has been advised as to the outcome of these meetings with a result that, although a final Traffic Impact Assessment (TIA) is still awaited, the development proposals as reflecte in this report, have been framed in response to the input and

advice received from Urban Engineering. The final development proposals and detail applications will however still be further refined after receipt of the detailed Traffic Impact Assessment and the relevant recommendations to be contained therein.

9. LEGAL STATUS

The subject property is currently registered in the name of Aalwynbaai 21250 Properties (Pty) Ltd as per the Title Deed T44585/2025.

It has been confirmed by Fiona Williamson Attorneys Inc., the project conveyancers, that there are no restrictive title deed conditions that will impact an application for subdivision and rezoning for the development of a residential estate.

10. PLANNING POLICY IMPLICATIONS

10.1 Southern Cape Regional Spatial Implementation Framework (RSIF)

The RSIF guides the province, district, and local municipalities on how to grow the Mossel Bay–George–Knysna–Plettenberg corridor (plus Oudtshoorn) in a way that is investment-ready, fiscally realistic, and environmentally grounded.

In terms of Mossel Bay, this translates to port-driven opportunities, stronger George–Mossel Bay functional ties, compact growth in the urban footprint, and priority infrastructure along the N2 coastal system, all under a one-government alignment approach.

Mossel Bay is a key regional anchor on the N2 corridor of the RSIF's coastal belt and is one of the district's largest municipalities. The RSIF/linked SDF positions Mossel Bay to absorb a share of regional growth with George, leveraging N2/N12 accessibility and inter-city linkages.

Directed urban growth & densification in line with RSIF/PSDF principles, emphasises infill/densification within the existing footprint and urban edges, compact form along main movement routes, and managed coastal development to curb sprawl and protect high-value landscapes.

The proposal is within the urban edge of Mossel Bay and therefore aligned with the strategy of the RSIF/PSDF for infill and densification.

10.2 Mossel Bay Integrated Development Plan and Spatial Development Framework

Some of the key strategic objectives of the Mossel Bay Integrated Development Plan (IDP) and Spatial Development Framework (SDF) are to create an environment offering efficient urban spaces, inclusive, resilient, and liveable cities.

For this reason, the IDP and SDF not only provide guidelines for orderly urban expansion, but it also includes strategies to optimise land uses within existing urban areas. As a result of the findings of the Growth Options Study, the Aalwyndal Precinct Plan was compiled to provide a framework for an integrated, mixed use and sustainable neighbourhood that builds on the spatial vision of the Mossel Bay Spatial Development Framework.

In terms of the SDF, the vision for Aalwyndal is the following :

- To contribute towards the goal of densification and compact development by designing the residential component accordingly.
- To provide housing for a gradient mix of income groups.
- To incorporate the natural environment in the design of the land parcels.
- To contain the footprint of the neighbourhood and land use mix at a density that will promote walkability.

- To link the commercial area with the airport activities to create a viable economic hub.
- To design and build with renewable energy and green construction in mind.
- To integrate Aalwyndal with the rest of the town by road linkages, bulk service networks, and continuing natural systems.

This application is the second step in a two-phase process, the first being the subdivision of the subject property into two portions that has already been successfully concluded; and the second being the further rezoning and subdivision application that will deal with the details of residential development of the subject property. The development proposal is for a variety of residential typologies, and it is therefore in line with the vision of the Aalwyndal Precinct Plan. This application is therefore deemed to be in line with the vision of the SDF and furthermore the Aalwyndal Precinct Plan.

10.3 HERITAGE

The subject property is largely vacant accommodating no historical farm homesteads or agricultural landscapes or tree lines/wind breaks. No impact on any heritage resources is therefore foreseen but the report will be updated after receipt of the final heritage assessment reports.

10.4 ENVIRONMENTAL

Aalwyndal is currently being mapped for Environmental sensitivity, something that may restrict or change development footprints in some instances. A biodiversity/environmental sensitivity study (ongoing in 2024–25) has identified areas of high/very high ecological importance; these areas may require offsets, protection or could lead to unsuccessful environmental authorisation applications if development is proposed in sensitive areas. The relevant studies however indicate that the development of Erf 23731 (the subject property), has no offsets requirements as it is

located adjacent to environmental core areas. It is however proposed to incorporate a buffer area on the southern boundary of the subject property, in line with the recommendations as contained in these studies. This is indicated in figure 7 under Section 12 of this report.

SECTION C

DEVELOPMENT PROPOSAL

11. APPLICATION & DEVELOPMENT APPROACH

It is proposed to develop the property into a security residential estate with different residential typologies. It is therefore proposed that the subject property (Erf 23731, Mossel Bay) be rezoned to subdivisional area and then be subdivided into 115 portions to create land units for group housing, town houses, flats, open spaces and private roads.

12. SUBDIVISION

It is proposed to subdivide Erf 23731 Mossel Bay into 115 portions comprising of the following:

- Portion 1 – 69 : General Residential Zone I (Group Housing)
 - Portion 70 – 72 : General Residential Zone III (Flats)
 - Portion 73 – 99 : General Residential Zone II (Town Houses)
 - Portion 100 – 112 : Open Space Zone II (Private Open Space)
 - Portion 113 : Transport Zone III (Private Roads)
 - Portion 114 : Open Space Zone III (Nature Conservation Area)
 - Remainder Erf 23731 : General Residential II (Town Houses)
- (Refer to Annexure 11: Proposed Plan of Subdivision)

The development proposal was influenced by several factors, including the limitation of a single access point from Aalwyn Way, different housing typologies to be accommodated to cater for the different market segments to be addressed, north

orientation of units, views towards the ocean, topography and drainage, natural features on site etc.



Figure 7: Proposed Subdivisional Plan

13. DETAIL DEVELOPMENT PROPOSAL

It is proposed that a building control plan form part of the architectural and design guidelines that will govern development. This will indicate the proposed building platforms for the proposed portions and different residential typologies, governing the heights, floor areas of buildings and building lines on properties.

13.1. Group Housing

The proposed group housing erven will vary in size between ±325m² and ±417m² and it is proposed to be limited to single storey only. These properties are located on the

fringes of the residential development, this to optimise views of the Aalwyndal Valley and towards the sea.

13.2. Town Houses

The proposed town house erven will vary in size between $\pm 165\text{m}^2$ and $\pm 190\text{m}^2$. These units will be double storey due to the limited ground floor area available. Town houses are located in the centre of the development, just south of the apartments, lining a central avenue to create a typical “dorp straat” with its unique street scape and atmosphere.

13.3. Flats

Three portions are earmarked for apartments (flats) of 1810m^2 , 2190m^2 and 2204m^2 in extent. It is proposed that the apartment blocks be limited to a maximum height of 3 storeys. Site Development Plans for these sites will have to be submitted for approval by the Mossel Bay Municipality prior to the submission of any building plans.

13.4. Open Space (Private Open Space)

It is proposed to create a private open space system with water features that will also act as detention ponds, and walkways which will create a connecting system throughout the development. The landscaping of these portions will be undertaken in accordance with a detail landscape plan to be approved by the municipality.

13.5. Open Space (Nature Conservation Area)

In terms of the Aalwyndal Strategic Biodiversity Offset Framework Plan, the subject property must reserve a limited buffer area adjacent to the river for conservation purposes. This is indicated on the subdivisional plan as portion 114. As per the policy, this portion will be protected by the Homeowners Association in terms of a special Management Plan to be approved as per the Mossel Bay Municipality requirements. Please see below insert of the offset proposal for Aalwyndal, with Erf 23731 indicated with no offset requirement.



Figure 8: Aalwyndal Offset Plan

14. CONSENT USE

The development proposal includes the provision of two utility services being two conservancy tanks to cater for the two sewer drainage zones. These are Consent Uses under the Open Space Zone of the Mossel Bay Zoning Scheme.

It is proposed to locate the utility services (two conservancy tanks) on Portion 110 and 101 within the Open Space II (Private Open Space) zoned portions of the development. Both these facilities are optimally located as per Civil Engineering requirements and not within the Open Space III (Conservation) area.

15. ACCESS

The proposed development is provided with a single controlled access point from Aalwyndal Way, located at a point identified by the project Traffic and Transportation Engineer.

The internal roads will be private with road reserves of 10m to 12m wide. The access from Aalwyn Way as well as the internal road lay-out, circulation and parking have also been reviewed by the project Traffic and Transportation Engineers and will comply to municipal standards.

16. LANDSCAPING

Special attention will be given to the landscaping of all central open spaces and road verges to ensure an attractive living environment. A detailed landscape plan will at the appropriate time be compiled in close cooperation with the project Environmental Consultants and Architects for submission with the formal town planning application for consideration and approval by the local authority.

SECTION D

PROJECT APPRAISAL

17. CRITERIA FOR DECISION-MAKING

Section 65 of the Mossel Bay By-Law on Municipal Land Use Planning (2021) defines the criteria for decision-making and specifies that when the Municipality considers an application, it must have regard to those criteria. The relevant criteria are henceforth listed followed by a motivation as to compliance thereto:

(a) The application submitted in terms of this By-Law;

Application duly made in terms of Section 15 of the By-Law

(b) The procedure followed in processing the application;

Application to be processed by the relevant Municipal Planners in terms of Sections 35 – 64 of the By-Law.

(c) The desirability of the proposed utilisation of land and any guidelines issued by the Provincial Minister regarding the desirability of proposed land uses;

Application and proposed development done in terms of the approved Aalwyndal Precinct Plan that predetermined desirable uses for the subject property.

(d) The comments in response to the notice of the application, including comments received from organs of state, municipal departments and the Provincial Minister in terms of Section 45 of the Land Use Planning Act;

The application will be advertised in terms of the requirements of the By-Law and any comments and/or objections will be considered by the Municipality as part of the desirability assessment of the application

(e) The response by the applicant, if any, to the comments referred to in Paragraph (d);

The applicant will provide comment and responses to any feedback received during the public participation process to ensure a well-informed decision by the Municipality

(f) Investigations carried out in terms of other laws that are relevant to the consideration of the application;

If additional investigations need to be undertaken due to issues identified during the assessment process, such investigations will be undertaken and submitted to the Municipal Planning Department for further consideration.

(g) A written assessment by a registered planner appointed by the Municipality in respect of an application;

Mossel Bay Municipality has various registered planners in office who will be able to thoroughly assess the application.

(h) The impact of the proposed land development on municipal engineering services;

Confirmation has been provided by the project engineers that all municipal services can be provided to service the proposed development.

(i) The integrated development plan, including the municipal spatial development framework;

The proposed development complies with approved development strategies and policies as contained in the Mossel Bay IDP and SDF.

(j) The integrated development plan of the district municipality, including its spatial development framework, where applicable;

Compliant as stated in paragraph (i) above;

(k) The applicable local Spatial Development Frameworks adopted by the Municipality;

Compliant as stated in paragraph (i) above;

(l) The applicable structure plans;

N/A

(m) The applicable policies of the Municipality that guide decision making;

The application will be assessed in terms of Section 65 & 66 of the By-Law

(n) The Provincial Spatial Development Framework;

The proposed development complies with the Mossel Bay SDF that is fully compliant with the PSDF.

(o) Where applicable, a Regional Spatial Development Framework contemplated in Section 18 of the Spatial Planning and Land Use Management Act and Provincial Regional Spatial Development Framework;

N/A

- (p) The policies, principles and the planning and development norms and criteria set by the national and provincial government;

N/A

- (q) The matters referred to in Section 42 of the Spatial Planning and Land Use Management Act;

The Mossel Bay By-Law on Municipal Land Use Planning (2021) is fully compliant with Section 42 of SPLUMA and as such Municipal evaluations undertaken and decisions made in accordance with the By-Law, will be compliant with SPLUMA.

- (r) The principles referred to in Chapter VI of the Land Use Planning Act;

The Mossel Bay By-Law on Municipal Land Use Planning (2021) is also fully compliant with Chapter VI of LUPA and as such Municipal evaluation undertaken and decisions made in accordance with the By-Law, will also be compliant with LUPA.

- (s) The applicable provisions of the zoning scheme;

This application was done in accordance with the provisions of the approved Aalwyndal Precinct Plan.

- (t) Any restrictive condition applicable to the land concerned

A conveyancer certificate has been obtained for Erf 23731 Mossel Bay and confirmation has been received that there are no restrictive title deed conditions that will impact the proposed development.

SECTION E

CLOSING STATEMENT

18. CONCLUSION AND RECOMMENDATION

From the background information, property assessment, development proposal and motivation, the proposed rezoning and subdivision of the subject property will ensure the future optimum use of the subject property as envisaged by the approved Mossel Bay Spatial Development Framework and Aalwyndal Precint Plan that promotes development and densification in the area.

There should therefore be no reason to believe that the development of the subject property will impede on anybody's rights, to the contrary, it should be abundantly clear that the proposed development complies with the criteria for decision making in terms of Section 65 of the Mossel Bay By-Law on Municipal Land Use Planning (2021), the Land Use Planning Act (2014) and well as the Spatial Planning and Land Use Management Act (2013) and it should therefore be approved without any hesitation and in the interest and the long-term benefit of all.