



NESTING GROUNDS.....	1
BOPLAAS VILLAGE.....	2
HORNLEE PRIMARY SCHOOL.....	2
POWER UP!.....	3
PIESANG VALLEY.....	4
NEW URBANISM: FORM BASED CODE.....	4
FOR RICHER OR POORER.....	5
HOUSE SAFFRON 29.....	6
CHRISTIANA GUESTHOUSE.....	6
RAIL-VOLUTION.....	7
THESEN WATER QUALITY.....	7
HERITAGE WALK.....	8
LOCAL ARCHITECTS SPEAK OUT.....	8



Nesting Grounds

—thesen islands

Situated on the southern periphery of Thesen Islands and providing uninterrupted views across the lagoon, the site of P147 or as the owners have named it, The Heronry, was commissioned as a family retreat – a restful place that would allow this growing family to reconnect with one another.

The brief called for a practical dwelling; comfortable enough for one person to feel secure, but large enough when fully occupied so no one feels claustrophobic. Special attention was paid to the interaction of the interior & exterior spaces, as the dwelling is a window into this

family's soul and guests entering the home must feel a part of this loving family as soon as they step over the threshold. The exterior of the dwelling can also be misleading, as the structure of the house looks smaller than the interior space it holds. This was purposely done at the client's request, as they did not want their home to detract too much from the surrounding environment, thus allowing them more privacy. But make no mistake; the interior of this home is not tame at all – it is as adventurous as their family spirit and a statement of their travels across the world.

No measure of funds can make a house a home – it is a living expression of the family and takes a great deal of time and patience to establish. Yet as this family have shown, the time they has taken to lay anchor here on Thesen Islands will ensure that The Heronry will be a place where they will be able to come together and grow as a family for many years to come□□□



“...a home is a living expression of the family, and takes a great deal of time and patience to establish...”

AN IDYLIC (R)URBAN EXPERIENCE

Based on the New Urbanism concept of traditional neighbourhood design, the Boplaas village will consist of a number of varying residential nodes and neighbourhoods, meeting the demands of a broad range of lifestyle and housing market needs.

Comprising some 2,500 residential units, the vibrant nature of this lifestyle-village will have a strong urban character, combining a broad variety of residential, commercial and civic opportunities, including a range of tourism, recreational and sporting facilities. Guided by traditional ideas of neighbourhood design the project features a number of pedestrian orientated urban spaces where all facilities, activities and daily requirements are within walking distance of each other – highlighting the benefits associated with compact walkable communities.

The project will consist of a combination of multi-storey and single storey units surrounding a series of parks and open spaces, with housing types ranging from multiple unit "mansion blocks" to shared-wall "townhouses" and freestanding residences.

Encouraged by increasingly popular towns like Franschhoek, Oudtshoorn and Knysna, the appeal of life in our seaside towns and rural hamlets is fast becoming more enticing to a diverse range of people. Centrally located between Jeffrey's Bay and Humansdorp, CMAI's latest development project will have a refreshing agricultural overlay, providing all the modern facilities associated with an urban lifestyle within an idyllic rural experience.

Through a guided architectural approach, the development will strive to create a sense of the Eastern Cape and, moreover, a vibrant lifestyle suited to Jeffrey's Bay.

Consisting of several compact urban nodes, Boplaas village will incorporate a range of opportunities and stand sizes from small starter homes and row-houses to large scale plots and smallholdings situated along the perimeter of the site. The inclusive nature of the development will also cater for a wide variety of age and income groups, including between 10% and 15% affordable and aspirational housing opportunities. Additional amenities which will support this famous seaside town's growing tourism industry will include a nursery school, a clubhouse with sports facilities, retail outlets for convenience shopping and a large hotel.

Incorporated within the Boplaas village will be a small commercial dairy farm that will supply milk as well as other products, including butter, cheese and yoghurt, to local residents.

The project will also introduce an integrated urban agriculture system, which will include the planting of seasonal fruit trees and berries along avenues and in public open spaces – the fruit of which will be freely available to residents. Additional produce will be managed by the future homeowners association and, in a similar manner to systems pioneered in the UK and some European countries, small plots will be made available to residents wishing to grow their own fruit and vegetables.

A fully integrated walkway system will connect the various nodes in the village, providing safe and easy walking throughout the entire development. The existing dam and associated riparian areas will offer opportunities for water-based recreation, as well as offering various walking and hiking trails – ideal for bird watching and fishing. Indigenous plant species, and those characterizing the Eastern Cape coastal region, will govern planting in open areas, and accordingly, a special nursery will be created to propagate planting material.



A BRIGHT FUTURE FOR A KNYSNA ELEMENTARY SCHOOL...

In mid-2008, CMAI was approached by a local businessman for their professional input on behalf of Hornlee Primary School. Initially requesting architectural services for the design and construction of a new school hall, the school's governing body was also faced with numerous other challenges resulting from crime, vandalism and misuse. When confronted by the degraded state of facilities on-site and lack of amenities available to the school, the CMAI design team agreed to assist the school in developing a viable, long term proposal for not only the school hall, but for the site as a whole.

The intention of this design structure will then serve as a means for the school to collect the necessary funds for its development and implementation. The design team began by identifying a number of intrinsic opportunities on the school property, including ample space for playing-fields and rugby, the strategic positioning of school buildings, and incredible vistas provided by the site.

Through this, a framework was established for enhancing connections between proposed and existing structures, as well as accommodating various uses and activities.

Similarly, emphasis was placed on the encouragement of sustainable design principles, while responding to the site with simple, honest and functional structures and usable outside spaces.

As important role player in the local community, this potential upgrade will allow it to serve as a neighbourhood centre, providing a number of extramural services and facilities including a meeting hall, vegetable gardens, gated swimming pool, and ball courts. Ultimately, the broader ambition for the project would see Hornlee Primary School as not only an educational institution but as a community oriented facility used by all. We wish the school & governing body all the success in reaching the necessary funding objectives that would allow them to implement this important project.

FOR FURTHER INFORMATION PLEASE CONTACT
HORNLEE PRIMARY SCHOOL : 044 385 0306



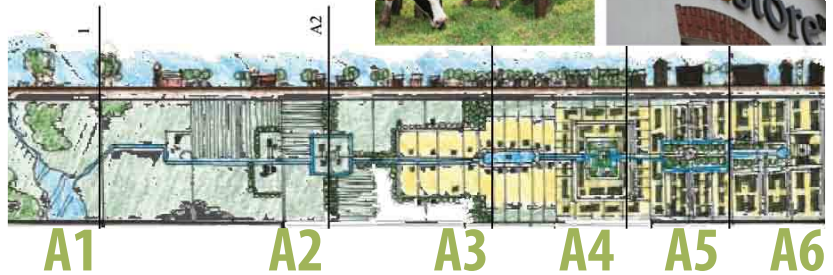
AGT

's bay.

new opportunities for URBAN AGRICULTURE

DEFINITION:

... the process of cultivating, processing and distribution of crops and /or rearing of animals in the context of the built environment of a human settlement ...

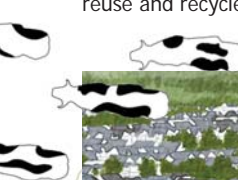


the A(gricultural) zones:

A list of recommended species will also be available to homeowners.

In addition to the principles of New Urbanism and urban agriculture underlying the design approach, the innovative character of Boplaas Village will include the extensive use of energy-efficient materials, passive building design principles, rain-water harvesting, water- and waste-recycling systems, as well as the processing of organic waste for composting and reduced energy use.

Through the creation of healthy, sustainable living spaces for a broad band of income groups, the projects aims at being on the forefront of environmentally sensitive design - successfully blending urban and rural components in a manner that addresses a number of diverse demands, and highlighting a more sustainable way of living by emphasising the importance of energy efficiency, land conservation and the principle of "reduce, reuse and recycle". □



Construction has commenced for the redevelopment of the old Power Station on Thesen Islands into The Turbine Hotel – a twenty-four room luxury boutique hotel. Utilizing the existing shell and industrial features of the old building, the project aims at creating a unique attraction on the island which will include a restaurant, bar and conference facilities, as well as a spa and treatment facility.

Original turbines, mechanical equipment and operating panels have being extensively documented, and will be retained and refurbished for use in the new hotel – a sort of a living museum. In addition to recycling as much of the original structure of the building as possible, a number of energy- and water-saving measures will be implemented to minimise resource consumption, ensuring that the overall pressure on the environment is kept to a minimum.

With final completion anticipated for the middle of 2010, the hotel is expected to be an "electrifying" addition to Knysna's tourism portfolio... □

POWER UP!

FOR THE OLD POWERSTATION!

piesang valley_ plettenberg bay

Nestled within the heart of the picturesque Garden Route, the proposed Piesang Valley residential village provides an ideal base for exploring the diverse heritage and natural beauty of the surrounding Plettenberg Bay area.

Overlooking the majestic Robberg Peninsula and providing panoramic views of the southern horizon of the Indian Ocean, CMAI's comprehensive design strategy to rehabilitate this derelict site aims at attracting a diverse range of lifestyles and age groups, presenting a relaxed, family-oriented environment with easy access to many modern facilities.

Centrally located within Plettenberg Bay and easily accessible from the N2, the 19ha site is based on the New Urbanist concept of transect based development.

The compact nature of the project means that the village centre is close to all residents, ensuring that key community functions and facilities are easily accessible to the whole community.



This centre also provides a number of key opportunities to establish local commercial, retail and office facilities, as well as a core for recreational and leisure activities for both residents and tourists. This village will provide a broad range of housing types, including studio lofts, apartment units, tower houses and larger freestanding residences, as well as a number of on-site facilities including a small retail-office component, hotel and guesthouse facilities, civic clubhouses and open park areas.

A retirement facility and units are also proposed on the less steep areas. With a large portion of the Piesang Valley site characterised by steep sloping gradients, an innovative housing model has also been developed for the residential village: Utilising a smaller building footprint, these compact, freestanding tower houses effectively minimize the overall disturbance pad onsite, retaining as much vegetation as possible whilst allowing the two-to-three storey houses to maximise available views. □

FORM BASED CODE VS LAND USE

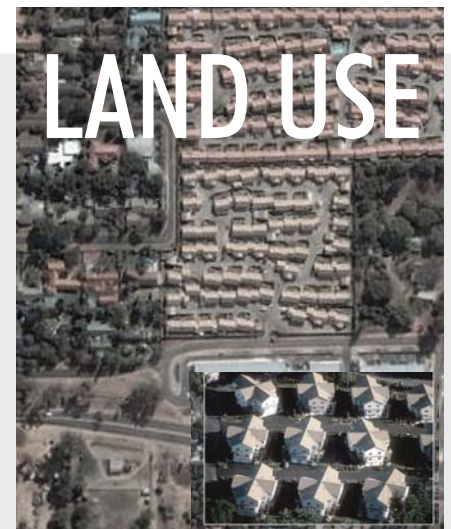
Shortly after World War II, the automobile became the primary form of transportation for goods, services and people. In order to accommodate vehicular traffic, wider streets were incorporated with easy corners (for big trucks); and parking regulations dictated the form and size of structures. The city planned by (conventional) land-use zoning took shape: industrial areas, commercial and retail centres, and the infamous suburban neighbourhoods – all located in their own designated areas with corresponding densities, street widths and parking lots. Consequently, our buildings began to respond to vehicles – rather than pedestrians – with access and transition from one zone to the next characteristically coarse and unfriendly, severely lacking the notion of human scale. You therefore HAVE to use your car to go to the mall. With no integration or logical growth of centralised nodes allowed for, high density units are often found adjacent to low density residential units, without appropriate transition and/or the opportunity for infill and future growth – ultimately encouraging sprawl.

Now, with petrol prices on the rise, frustrating traffic scenarios and current environmental concerns, development needs to introduce reform.

What may seem like a new concept is really a time-tested and preferred way of planning.

Form Based Codes set standards based on the type and 'form' of a building, how it fits into a public context and what use(s) it can accommodate. This type of planning created some great cities such as Paris, Washington D.C. and St. Petersburg.

This type of planning takes the pedestrian as a primary mode of transportation and allows a mix of uses to occur within a five minute walk. A combination of erf sizes and purposeful design shape along with pedestrian oriented setbacks and street fronts create a place that is fun to walk, shop, eat and live. □



South Africa is notorious for its extreme disparities of wealth. While a number of policies have been adopted by the state to address these inequalities, only recently have concerns in the built environment been included for discussion.

for richer, or poorer?

In the **inclusionary housing** model, where **affordable housing** needs to be provided within new development, these entry-level models need to integrate into the urban fabric without detracting from the overall character and desirability of the neighbourhood. While challenging, it can further be suggested that it is possible that these units can actively contribute and enhance the character of a place. While not easy to do, it is possible and ultimately, necessary.

Linked to the inclusionary housing model policy – currently up for public comment – the Socio-Economic Gradient Principle (see Spatial Model diagram) will have a dramatic impact on how we build and/or renew our future cities, towns and neighbourhoods. It seeks for a new settlement pattern based on a 1km radius to house various socio-economic groupings in walking distance of each other and public transport. The 'conventional' developer, offering a few hundred stands, at 250m² in the case of low-middle income townhouses or 900m² for the high end, both aimed at a narrow range of income levels, will obviously have great difficulty understanding how one can possibly accommodate such a broad spectrum of income groups so close together. The argument is typically that the poor and wealthy can simply not co-exist in close proximity. We must however accept that the current segregated model – still based on income level and race – is clearly not

a catalyst in achieving a more equal society in terms of exposure and access to opportunities such as employment, transportation, housing, sport & leisure etc. for the poor.

The Reconstruction & Development Program (RDP) housing model, still employed across the country whereby government builds hundreds and hundreds of the same low-income housing units on the periphery of towns and cities, clearly being reconsidered. It all too often still results in more poverty. With little or no access to work opportunities and other facilities close by, the poor need to spend too much of their income on transport costs. And so the cycle of poverty continues...

To the contrary, there are great examples all over the world, even in South Africa, where broad spectrums of "income" groups live harmoniously in reasonably close proximity to each other. While not necessarily directly next door to one another, these models provide a gradual transition from one income level to the next. Think of the neighbourhoods all across the country prior to apartheid and the advent of car-based suburbia: Tamboerskloof, Oranjezicht, Bo-Kaap and District Six in Cape Town were, and (mostly) still are, proof that these places are actually cherished.

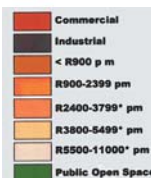
Ultimately, the objective of this model is to end the 'apartheid structure of urban settlements'. On Thesen Island, the 'cheapest' properties sold for R295 000 (in 2002) for an 11m wide ±250m² single residential property, while in 2005, the largest property sold for more than R5 mil. The islands therefore accommodate a broad range of incomes, ranging from middle to super high income – including a number of students, young couples and elderly folk stay (albeit renting) in the multitude of 'granny flats' across the island, while several apartments in Harbour Town currently cater for intermediate income sectors.

This range, while arguably limited, greatly contributes to the success of living and investing on Thesen: whether you stay in a tiny granny flat on Bitou lanes or a rowhouse on Saffron Island or a 6-bedroomed house on a large property overlooking the Heads on Plantation Island, it all somehow fits together. There's something catering for the different sectors of society - young and old, wealthy and not so wealthy. If anything, Thesen needs a few more affordable housing solutions in Harbour Town (smaller apartments) to achieve a truly authentic village character full of vitality and life. We know that we need the mix, but how to successfully mix it is the art.

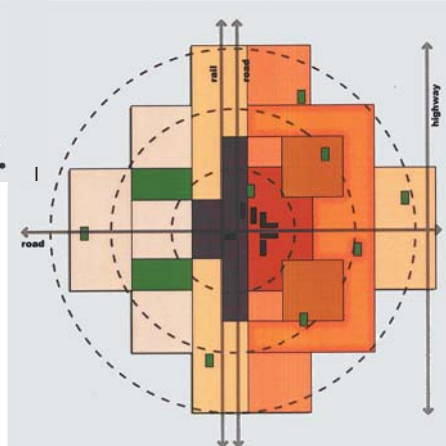
As urban designers, architects and planners, it is imperative that we consciously play our part in alleviating the massive disparities of wealth. All in all it is now required from the private developer to help address these challenges and not expect it to be dealt with somewhere else by someone else (usually government).

With CMAI's planning approach, we are well positioned to rationally address these challenges in a market-based environment. Through a toolbox of methods ranging from a mix of various housing types to 'walk-ability' and urban agriculture, the future villages and towns should be healthier places to live – healthier physically yes, but also healthier socially.

Maybe it is once again even achievable to create places for all to share, appreciate and enjoy, to cherish and take pride in and then just maybe 'development' might become less associated with swear words... **SM**



SPATIAL MODEL DIAGRAM



essential definitions:

Inclusionary housing suggested to place the below extracts / highlights from the 'Framework for an inclusionary Housing Policy (IHP) in South Africa' document in different size font to the side supporting main article. "...the very important national process of building a single nation. Of course it needs to be accepted that reconfiguring our existing and emerging spatial realities will require a degree of engineering especially, given the strong spatial footprint inherited from apartheid. Inclusionary housing has the potential to be one of a range of a range of tools used to help address our current highly segregated processes of built environment creation. It has been used with some success to help address racial exclusion in the USA. It cannot be the only tool but it has a place."

Thesen Islands

example of affordable housing for rental.



Inclusionary housing

Inclusionary housing in South Africa means the harnessing of private initiative in its pursuit of housing delivery to middle/higher income households to also provide (include) affordable housing opportunities in order to achieve a better socio-economic balance in residential developments and also contribute to the supply of affordable housing.

Affordable housing for ownership

Affordable housing for ownership is the range between the current cost of a fully subsidized RDP house and the top of the affordable housing range + 40%. Currently this would imply a range between R50 000 and R350 000.

Affordable housing for rental

Affordable housing for rental is the range between the rent that someone earning between R1 500 and R7 500 per month + 20% can pay. This implies a range of R600 to R3 000 per month.

GAP housing

The Gap housing market is generally referred to as those earning between R3 500 and R7 000. They do not qualify for a subsidy nor do they qualify for a loan. However the banks are offering micro loans to people in this category.



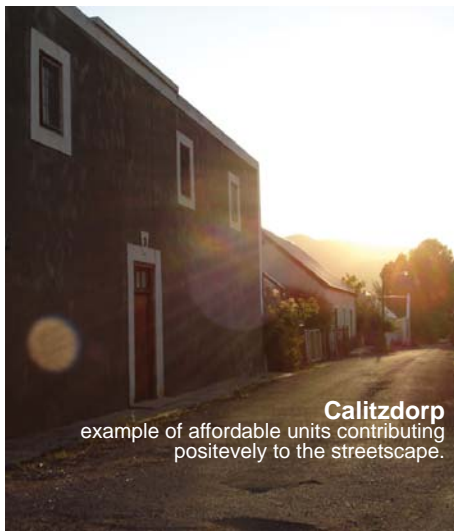
Ihla do Moçambique

example of affordable rowhouse alongside villa.



Washington DC

example of a seamless integration of reasonable units within the neighbourhood mid-block.



Calitzdorp

example of affordable units contributing positively to the streetscape.

HOUSE SAFFRON 29 THESEN ISLANDS

Situated in the idyllic surrounds of Saffron Bay, the design brief for the alteration and extension of house S29 called for a distinctive and prominent approach to modernise the internal and external living spaces of this unique waterfront dwelling.

At the heart of the project was the notion of bringing a "wow" factor back into the design – a space with a difference. Working within the confines of the existing design, the intention of the project was to utilise existing spaces and materials in an efficient and organized manner, creating more functional living areas. In addition, a strong emphasis was placed on bringing warmth and life into this contemporary home.

The design and articulation of the approach to the building played a crucial role in the project, with a new slate-cladded niche wall defining a strong axis that effectively draws the visitor into the entrance. A number of defining elements were also incorporated into the design, including new "wrap-around" pergolas, timber decks and water features as signature elements which highlight the various usable spaces.

The repetition of these contemporary elements, as well as the contrast between vertical and horizontal lines, helps provide a playful, yet relaxed atmosphere which spatially increases the appearance of the living space whilst visually connecting interior and exterior spaces.

Internally, spaces were cleverly enlarged: physically, by the removal of some interior walls and; visually, by the inclusion of "picture windows" – allowing residents to enjoy the newly created vistas and views. Not only did this create more functional living spaces, but also linked the interior with its refurbished external environment.

Interior elements remain contemporary, with a modern yellow-orange-red glass tile wall highlighting the new central staircase, while a soft human touch was also introduced with the re-staining of built-in cupboards, roof trusses, skirtings and architraves.

These strategic interventions have added to the layering of the building, breathing new life into this wonderful canal-front home on Thesen Islands. □



Bus Rapid Transit System



A karoo getaway within a garden route guesthouse

When siblings Flip and Christa Joubert decided to move to the coast and start afresh with the construction of a new guesthouse in Plettenberg Bay, they looked towards their childhood for inspiration. Motivated by nostalgic memories of Karoo living, their own personal experiences set the theme for their new venture, with warm, open plan spaces and subtle tactile elements expressing the heart of Africa.

The design brief called for an update to the original drawings done by another architectural firm. Retaining the basic building footprint, the challenge arose in working within the existing parameters of the original concept whilst simplifying the design to create a destination that would be appealing to European visitors wanting to experience a little piece of Africa. In addition, the clients requested that in a similar manner to older farm houses, the building be as self-sustaining as possible, gradually allowing additional technologies and components to be added over time, making the building less dependant on municipal services.

The interior design of the guesthouse was another challenging factor; staying away from the cliché coastal décor theme and layout of traditional hotel rooms, the design team opted to allow each individual roomtake to the guest on a journey into different parts of the Karoo.

Boundaries between interior and interior spaces are blurred, with lounge and dining areas extending to exterior covered decks, allowing the restful smell and sounds of water features to envelope the senses.

Bedrooms and en-suite bathrooms have no inter-leading doors, while vertical glasspanes visually connect the two spaces, drawing in natural light where needed. Bedroom layouts are simple, uncluttered and

functional in design, incorporating all the needs and soft furnishings of a guest house.

With the beautifully detailed and nostalgic environment awaiting guests, Christiana Guesthouse will provide an ideal romantic getaway, or simply, a place to collect your thoughts in the comfort of a restful "home away from home" experience. Currently under construction, project completion is expected towards the end of the year. □



RAIL-VOLUTION: BUILDING LIVEABLE COMMUNITIES WITH TRANSIT

Towards the end of October 2008, CMAI directors Eugene Marais & Steff Mulder attended the internationally renowned "Rail-Volution: Building Liveable Communities with Transit" conference in San Francisco.

Encompassing a very wide variety of mass transportation modes, the San Francisco Bay area was a very appropriate host to this week-long Transit Orientated Development seminar – or TOD for short – which focused on connecting high-density mixed use communities with public transit systems.

The TOD conference focuses on the development of transit nodes and public stations that are designed as an integral part of the urban fabric, allowing the destination to be incorporated into a system of high density and affordable housing, schools, retirement villages, offices and commercial opportunities.

Public & private partnership plays an important role in such large scaled planning projects due to the fact that many of the current and future transit infrastructures are publicly owned. This is a mutually beneficial partnership as the Public sector gains increased safety and favourable transport use, while the Private sector (developer) views transit as an essential amenity in it's marketing strategies, providing the end-user with much more choice and increased levels of accessibility.

Sustainable TOD's can be created around all transportation modes; from the simplest forms of transport like walking and cycling – which should

always be prioritised as it promotes healthy living – to more formalised Bus Rapid Transit and Rapid Rail Links.

Sustainable development concerns like increasing gas prices, affordable housing, and climate change are only a few key drivers for the increasing number of TOD's, also evident in South Africa along recently developed transportation routes such as the Gautrain Rapid Rail Link in Johannesburg, the Jamie Shuttle Bus Rapid Transit in Cape Town (UCT) and the Khulani Corridor Bus Rapid Transit in Port Elizabeth, to name but a few. This year's conference will be in Boston, Massachusetts. □



Despite all conservation concerns since the time of its inception, the recently completed Thesen Islands marina in the Knysna lagoon, has had a markedly beneficial effect on the water quality and marine life in the estuary. This is according to the latest report by the independent Knysna Basin Project headed by Dr Brian Allanson, professor emeritus of zoology at Rhodes University and considered the foremost expert on the Knysna lagoon.

These positive findings from a well-respected scientific group come at a time when there is growing alarm among environmentalists and the authorities over the extensive and largely uncontrolled pollution of South Africa's rivers and estuaries, and the rapid rate at which these are deteriorating.

More than a decade ago, when plans were first mooted for a major residential development on the 90 ha Thesen Island, they were met by vociferous opposition from local residents and conservation groups despite the fact that it would replace an outdated wood-processing plant that was polluting the environment.

This opposition centred mainly on fears the development would do irreparable harm to the highly sensitive marine ecology of the lagoon.

One of the main concerns was that the development, the brain child of the urban design firm CMAI, would be detrimental to the survival of the unique Knysna seahorse, according to the IUCN's red data book the most endangered seahorse in the world because of its distribution range being restricted to three estuaries in the Southern Cape.

The Knysna Basin Project report suggests just the opposite has happened and that the development is, in fact, benefiting the environment by establishing a new and safe habitat for marine life. CMAI CEO Dr Chris Mulder said the Thesen Islands marina, the winner of several international and local awards to date, had not only created a waterside lifestyle unique in South Africa but had also set new standards for the co-existence of man and nature.

The report is based on a water quality survey carried out in early December. It found the bacterial levels in the tidal waters in the marina were well within the limits set by the Department of Water Affairs and comparable to the water quality at The Heads, the narrow opening in the mountain face where the tides sweep into the estuary.

The level of troublesome nutrients such as nitrogen and phosphorous salts was found to be very low – "sometimes below that in the main estuary tidal channel" – largely because of the microflora that have developed on the gabion walls that line the walls of the marina. According to the report, the low nutrient levels are reflected in water clarity and sustained dissolved oxygen.

"Because of the water clarity, eelgrass and other plants occur throughout the marina and provide shelter and food for a host of invertebrate animals. Fish enjoy the quiet warm water of the tidal canals and feed upon the rich store of mud prawns that inhabit the floor of the canals.

All this is a reflection of the very great care the homeowners take in protecting the canals and exposed banks," the report concluded.

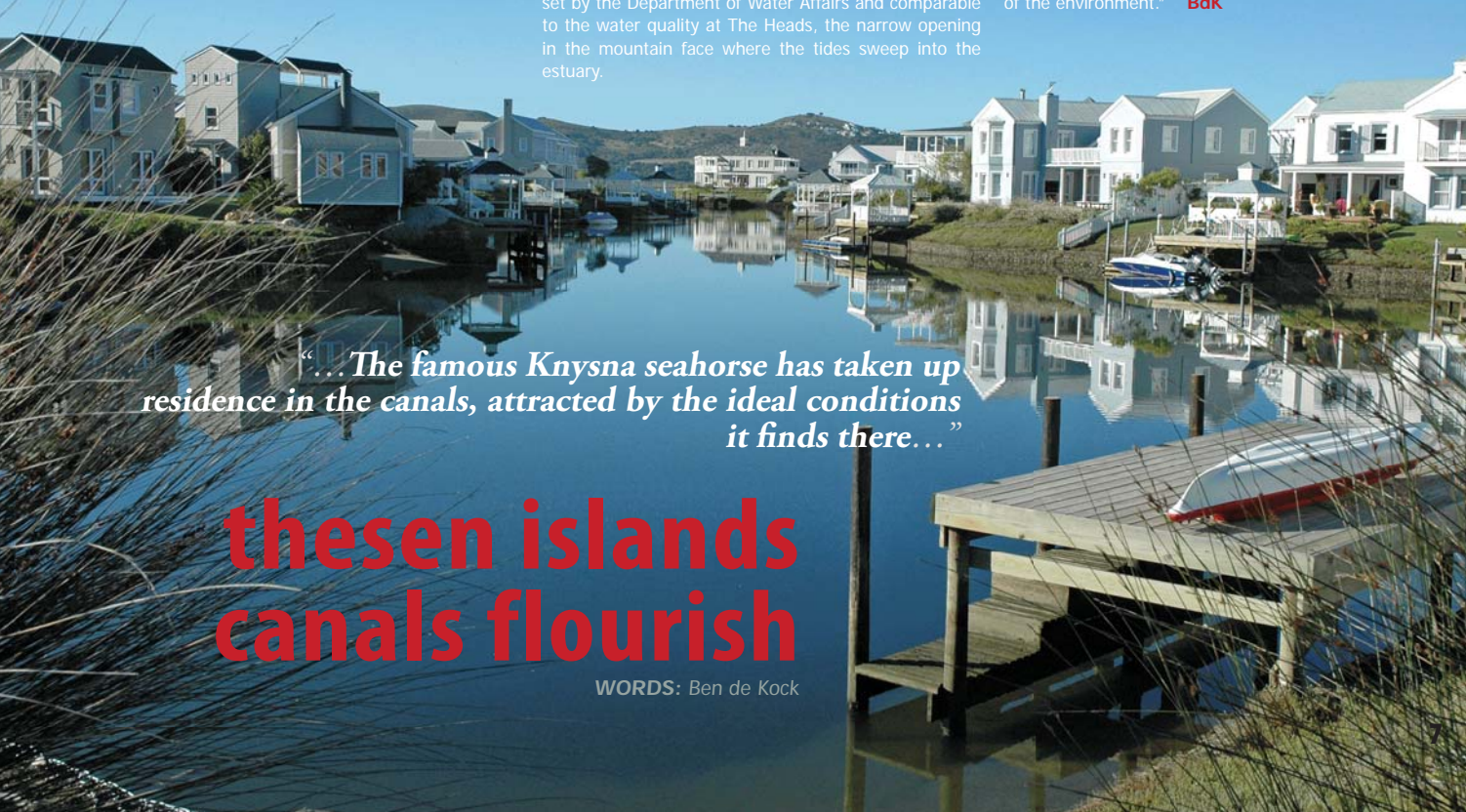
In his response Dr Mulder, who was the driving force behind the development, said he was grateful Thesen Islands had in all respects justified his belief at the time.

"In contrast to the predictions of erstwhile prophets of doom Thesen Islands is today a major asset for Knysna and is daily proof that development can be to the benefit of the environment." BdK

"... The famous Knysna seahorse has taken up residence in the canals, attracted by the ideal conditions it finds there..."

thesen islands canals flourish

WORDS: Ben de Kock



HERITAGE walk



The Boatshed & Jetty



Interior of The Boatshed

Paying tribute to the history and achievement of the redevelopment of Thesen Islands, a Heritage Walk has recently been installed through Thesen Harbour Town. Illustrating the development of the island from its origins as a timber mill, the walk follows a route consisting of fourteen points of interest and presents information regarding the reconstruction of several historical buildings, the background of their usage and their current role on Thesen Islands.

This Heritage walk should be of great interest to the people of Knysna and visitors alike. For further information, a detailed map and starting point for the route can be found in front of Hyannis Port. □



- 1 The Heritage Walk Map
- 2 Thesen Island Then
- 3 Thesen Island Now
- 4 The Thesen Family
- 5 The Boatshed
- 6 Boat Building
- 7 Saw Tooth Building/Old Dry Mill
- 8 The Timber Industry
- 9 The Power Station
- 10 Monorail/Gantry
- 11 Shipping at Knysna
- 12 Oyster Farming

Speak out ... LOCAL ARCHITECTS

Since the 10th of December 2008, involved built environment professionals and consultants have been meeting every month, discussing current issues concerning the built environment and professional matters, as well as addressing in detail the proposed Urban Conservation Area Guidelines for Knysna.

The formation of the Architectural Forum of Knysna (AFK) was fuelled by their common interest in creating a great town where growth is allowed to happen in a controlled manner through the promotion of good architecture while conserving its heritage and the environment. The group represents the designers of the future places and spaces of Knysna and its surrounds, and is engrossed in having a say in an autonomous society which encourages sustainable development. □

Anyone interested in joining the Architectural Forum of Knysna is welcome to email: user3@theboatshed.co.za

NATIONAL FRAMEWORK FOR SUSTAINABLE DEVELOPMENT

Republic of South Africa: Department of Environment and Tourism. (2007). Planet-Prosperity-People: A National Framework for Sustainable Development in South Africa. Pretoria: Government Printer.

Serving as a draft overarching framework for sustainable development, the document is intended to be used nationally in all spheres of government. Drafted as a result of the necessity of a national vision for sustainable development, due to international protocols, the constitution and national laws, the document outlines all the risks and opportunities associated with various local and global trends – including climate change, oil, globalization, natural resources, economics, social trends and governance. The framework further highlights that South Africa's ecological footprint is higher than any other country in Africa and higher than the global average.

It goes on to argue that economic growth and poverty alleviation should be decoupled from resource use and waste generation, but that the triple bottom line approach is oversimplified for South African conditions, where poverty alleviation and social equity need to be dealt with as priority. It identifies the five priority areas for intervention and provides a basic framework for implementation. Various governmental reports, research papers, international surveys and presidential speeches are used as sources throughout the document in order to support the conclusion that South Africa needs to prioritise sustainable development in order to achieve its Millennium Development Goals and accelerated & shared growth objectives without negatively impacting on the environment. □

For more information, please visit the website on <http://www.gov.za>

the original thought factory

AS SPECIALISTS IN COASTAL DEVELOPMENT AND ARCHITECTURAL DESIGN, CMAI HAS 25 YEARS OF EXPERIENCE IN:

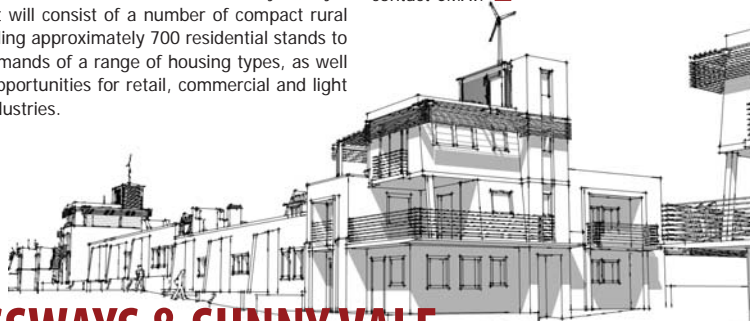
- ARCHITECTURE, URBAN DESIGN & LANDSCAPE ARCHITECTURE.
- ENVIRONMENTAL DESIGN & MASTER PLANNING.
- IDENTIFYING THE DEVELOPMENT POTENTIAL OF SMALL & LARGE LAND HOLDINGS, AS WELL AS SECURING DEVELOPMENT & ENVIRONMENTAL APPROVALS.

Featuring a state-of-the-art milking parlour, onsite training and education facilities, and a scientifically planned dairy farm with capacity to double current milk production and grazing pastures, the innovative character of the Crossways & Sunny Vale village will feature a distinct agricultural overlay and is designed with the intention of unlocking the full potential of the area's rich rural context.

Situated on the eastern boundary of the Kouga Municipal area, bordering the Van Stadens River Valley and Wild-flower Reserve, this 560ha country lifestyle development will consist of a number of compact rural nodes providing approximately 700 residential stands to meet the demands of a range of housing types, as well as various opportunities for retail, commercial and light "cottage" industries.

Nature conservation will also play a pivotal role in the project, with the long term plan of rehabilitating indigenous fynbos, kloof and riparian areas into the Van Staden's Wild Flower Reserve, as part of a greater ecological bio-diversity corridor.

The proposal is currently undergoing preparations for its multifaceted EIA process & will be hosting an Open Day on the 24th July 2009. For more information, please contact CMAI. □



CROSSWAYS & SUNNY VALE — project update



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