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OVERSTRAND



# OVERSTRAND MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

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# Overstrand Municipal Spatial Development Framework

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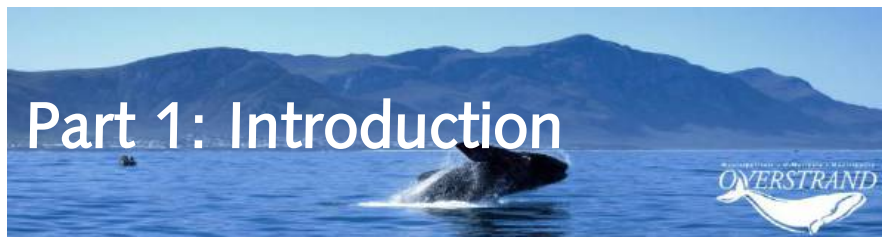
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## 1.1 BACKGROUND

Urban Dynamics South Cape (Pty) Ltd was awarded the tender for the review and update of the 2006 Overstrand Municipal Spatial Development Framework (MSDF), Tender No. SC 1887/2018.

The tender brief and scope of work can be summarised, as follows:

- To review, align and update the 2006 MSDF to ensure compliance with the new National, Provincial and District Legislation, Policies, Principles and Frameworks.
- To update and merge the MSDF (2006) with the Overstrand Integrated Development Framework (IDF: 2014) and the Overstrand Strategic Environmental Management Framework (EMF: 2014) which informed the aforementioned IDF.
- To strategically, as a separate and consistent exercise, update the Overstrand Growth Management Strategy (OGMS) to include the following:
  - Commercial and industrial components.
  - Any other relevant growth management strategies / spatial amendments.
- To compile the MSDF in such detail, to enable future motivation to the Department of Environmental Affairs and Development Planning (DEADP), for all land within the new urban edge to be approved as urban areas in terms of the National Environmental Management Act, 1988 (NEMA).

- To review the SPC's in accordance with the latest specifications and updated maps that relate to the context of the Spatial Planning Category (SPC) guidelines.

The key deliverables forthcoming from this process will be a **concise and strategic MSDF**, as well as the **strategically reviewed and consistent with the Overstrand Growth Management Strategy**.

## 1.2 THE SPATIAL DEVELOPMENT FRAMEWORK AS A CORE COMPONENT OF THE MUNICIPAL INTEGRATED DEVELOPMENT PLAN (IDP)

In terms of Chapter 5 of the Municipal Systems Act, 2000 (Act No. 32 of 2000)(MSA) every Municipality needs to compile an Integrated Development Plan (IDP) purposed at guiding development planning and management for a five year period, following which the IDP may be amended in terms of Section 34 of the Act. An IDP will remain in force until a subsequent IDP is adopted by the next elected Council.

In terms of Section 25 of the MSA, the IDP links, integrates and co-ordinates plans and takes into account proposals for the development of the Municipality.

It furthermore aligns the resources and capacity of the Municipality with the implementation of the plan and forms the policy framework and general basis on which annual budgets must be based. The IDP must be compatible with national and provincial development plans and planning requirements binding on the municipality in terms of legislation.

## 1.3 PURPOSE OF A MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

The Municipal Spatial Development Framework is a sectoral component of the IDP that, in terms of the MSA, is aimed at providing general direction to guide decision making on an ongoing basis, aiming at the creation of integrated, sustainable and habitable regions, cities, towns and residential areas.

## 1.4 KEY STATUTORY REQUIREMENTS

National, Provincial and Municipal Planning Legislations require and direct the preparation and adoption of Spatial Development Frameworks. The provisions of the said legislative framework specifically outline the requirements for Municipal Spatial Development Frameworks in terms of required content and compilation process.

In this regard, Section 21 of the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013) and Chapter 3 of the Western Cape Land Use Planning Act, 2014 (Act No. 3 of 2014) stipulates the aforementioned content requirements.

### The Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013) (SPLUMA)

The provisions of Section 21 of SPLUMA pertaining to the statutory content requirements for a MSDF are summarised as follows.

According to the act, a MSDF must:

- Give effect to the principles, norms and standards as per Chapter 2 of SPLUMA (Refer **Figure 1.1**);
- include a written and spatial representation of a five-year spatial development plan for the Municipality;
- include a longer spatial development vision statement;
- identify current and future structuring elements of the Municipal spatial form (i.e. development corridors, activity spines, economic nodes, etc.);
- include population growth estimates for the next five years;
- include estimates for the demand of housing units and the planned location and density of future housing developments;
- include estimates of economic activity and employment trends and locations in the Municipality for the next five years;
- identify, quantify and provide location requirements of engineering infrastructure and services provision for the next five years;
- identify the designated areas where a national or provincial inclusionary housing policy may be applicable;
- include a strategic assessment of the environmental pressures and opportunities (incl. spatial location of environmental sensitivities, high potential agricultural land and coastal strips);

- identify areas in which more detailed local plans must be developed and shortened land use procedures may be applicable;
- provide spatial expression of integration of municipal sectoral policies;
- determine a capital expenditure framework for the Municipal development programmes depicted spatially; and
- include an implementation plan as per Section 21(p) of the Act.

The key SPLUMA development principles referred to and its associated sub-principles, objectives and implementation guidelines, are illustrated in Figure 1.

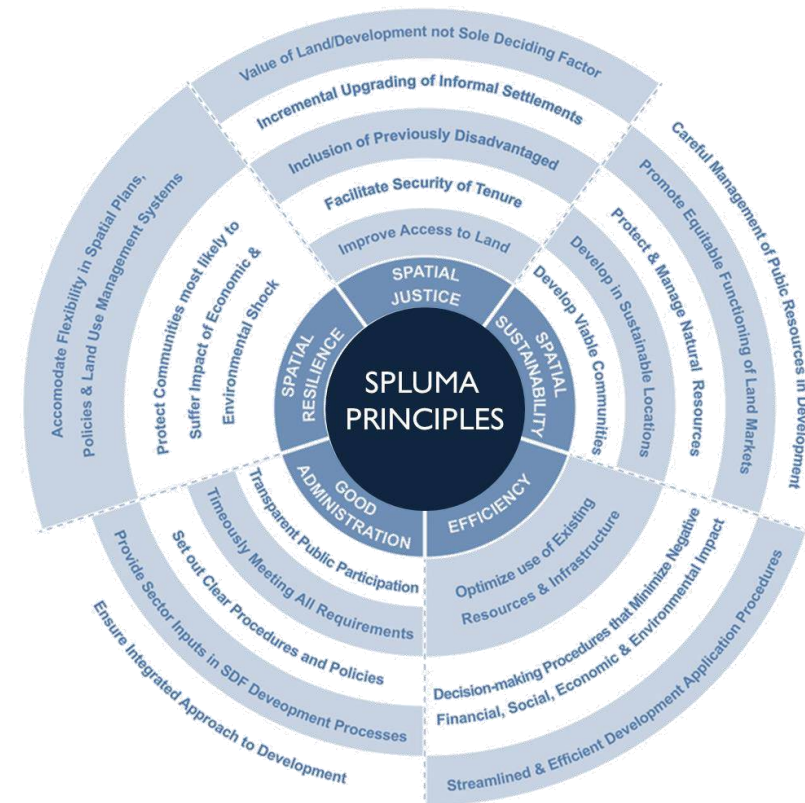


Figure 1.1: SPLUMA Principles and Related Aspects

The detail related to the aforementioned principles, sub-principles, objectives and actions illustrated in **Figure 1**, can be accessed by consulting Section 21 of the Act (**SPLUMA: 2013**).

However, in light of the fact that SPLUMA is the overarching National Land Use and Spatial Planning Act, and its provisions inform planning legislation of other spheres of government, this section will provide a concise table that serves to orientate the reader towards achieving the implementation of a compliant MSDF (Refer **Table 1.1**) (**DRDLR SDF Guidelines; 2017**).

The table, along with the preceding section, will also serve as a valuable tool in assessing the MSDF proposals and implementation framework for compliance with the Act, should the reader require to do so.		
PRINCIPLE	FOCUS AREA	IMPLEMENTATION
SPATIAL JUSTICE	Services	Prioritise areas neglected w.r.t. basic services and opportunities.
		Indicate how basic services can be improved/provided/made more accessible in informal settlements.
	Land	Prioritise areas in settlements / towns to promote access to ownership of land for particularly disadvantaged areas.
	Transport	Present spatial interpretations and strategies to indicate the integration of transport, movement systems, land uses and communities.
	Settlements	Indicate how distorted spatial patterns and fragmentation can be addressed.
		Focus on prioritisation of development interventions and projects in previously disadvantaged and impoverished areas. Indicate how future development processes will redress imbalances, re-integration of all communities, spatial fragmentation and discrimination.

PRINCIPLE	FOCUS AREA	IMPLEMENTATION
SPATIAL SUSTAINABILITY	Environment	Indicate how sprawl will be curbed and prime agricultural land protected.
		Indicate environmental sensitive areas, nature reserves, cultural zones and its status.
	Services	Indicate how the cost of infrastructure could be limited through innovative alternative solutions and proper management.
	Economy	Indicate how proposed development interventions will create and promote economic growth and stability (financial sustainability).
Settlements	Promote development where the built environment, natural environment, social environment and infrastructure are well integrated with the urban/rural/regional fabric, as well as the social, economic, natural, ecological and urban processes.	
	Indicate how proposed development interventions will be sustainable and viable in the long run.	

PRINCIPLE	FOCUS AREA	IMPLEMENTATION
EFFICIENCY	Services	Indicate how the use and innovation of green technology, alternative forms of energy and infrastructure will be optimised.
	Settlements	Indicate a balanced variety of land uses, businesses, education, and entertainment that are supportive of each other and well integrated.
Indicate and identify areas for compaction and intensification such as corridors, nodes and TODs in order to promote compact cities which allows for more affordable and efficient infrastructure development and public transport.		

PRINCIPLE	FOCUS AREA	IMPLEMENTATION
SPATIAL RESILIENCE	Environment	Identify and prioritise areas most vulnerable to possible disasters, e.g. flood plains.
		Promote long term spatial planning that monitors future trends and forecasting of possible disasters and the possible impacts and target areas of disasters.
	Government	Identify and prioritise areas most vulnerable to possible institutional and political disasters such as protests marches, strikes, violent political actions e.g. campus villages and government precincts.
	Economy	Promote resilient long term economic development, to ensure sustainable livelihoods for communities most likely to suffer the impacts of economic shocks.

PRINCIPLE	FOCUS AREA	IMPLEMENTATION
GOOD ADMINISTRATION	Government	Indicate and provide evidence that a MSDF have been compiled or drafted through a proper inter-governmental planning and consultation process.
		Provide proof that an integrated inter-governmental planning and consultation process outcome was achieved.
		SDFs and spatial plans should indicate how government's sector departments will be informed on the progress and performance of the implementation process.
	Community	The SDF should clearly indicate in its implementation and monitoring framework, how the plans (including the content, vision, goals, objectives and development proposals) as well as the procedures and timeframes, will be regularly communicated with the public.

*Table 1.1 Application of SPLUMA Development Principles: DRDLR GUIDELINES*

### The Western Cape Land Use Planning Act, 2014 (Act No. 3 of 2014) (LUPA)

In addition to the aforementioned provisions of SPLUMA, Chapter 3 of LUPA prescribes the following requirements for the compilation of Municipal Spatial Development Frameworks:

A Municipal spatial development framework must be aligned with the provincial development plans and strategies and must complement those development plans and strategies by including a map identifying at least the following in the municipal area:

- The provincial road and traffic network;
- the provincial public transport network;
- existing and planned provincial health and education facilities;
- heritage, agricultural and tourism resources of provincial importance; and
- where relevant, areas of recognised provincial ecological value, including —
  - nature conservation areas;
  - areas of high biodiversity value;
  - areas requiring dedicated soil conservation;
  - areas requiring a dedicated pollution-control regime; and
  - areas requiring dedicated strategies to adapt to climate change and mitigate the impact of climate change.

### The Overstrand By-law on Municipal Land Use Planning, 2015 (MPBL)

Chapter 3 of The Overstrand Municipal Planning By-law, 2015 outlines the procedural requirements for the process of compiling/reviewing its Spatial Development Framework, focused on the management structure of the inter-governmental steering committee, its role and membership.

In this regard and in order to comply with the provisions of the MPBL, the Overstrand Spatial Development Framework Inter-governmental Steering Committee (ISC) was convened in October 2018, in terms of the relevant statutory provisions. The ISC have been responsible for overseeing the process and specifically providing its comments and inputs with regards to the MSDF deliverables.

# Part 2: The Overstrand Municipal Area



## 2.1 INTRODUCTION

This section provides a broad situational overview of the Overstrand Municipal area in terms of its urban, rural and natural environments, infrastructure and facilities, its economy and people. It identifies the challenges facing the area and the implications thereof for spatial planning in the Overstrand.

## 2.2 SPATIAL CONTEXT

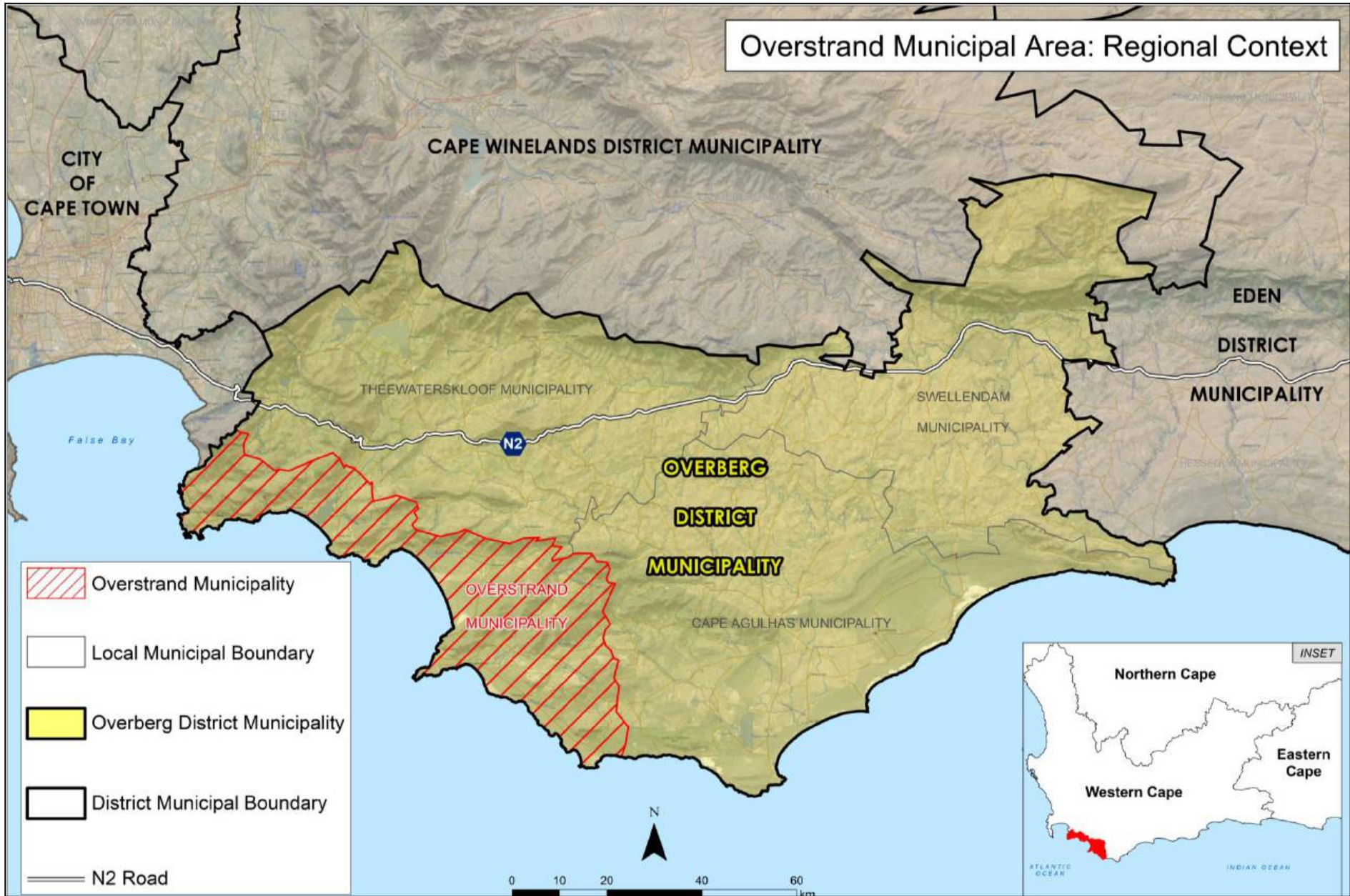
Overstrand Municipality is located along the south western coastline of the Overberg District Municipal area, within the Western Cape Province of South Africa. The Overberg area borders the City of Cape Town in the west, the Cape Agulhas Municipality to the east and the Theewaterskloof Municipality to the north. The Overstrand Municipality in its regional and local context is illustrated on *Plans 1 and 2* respectively.



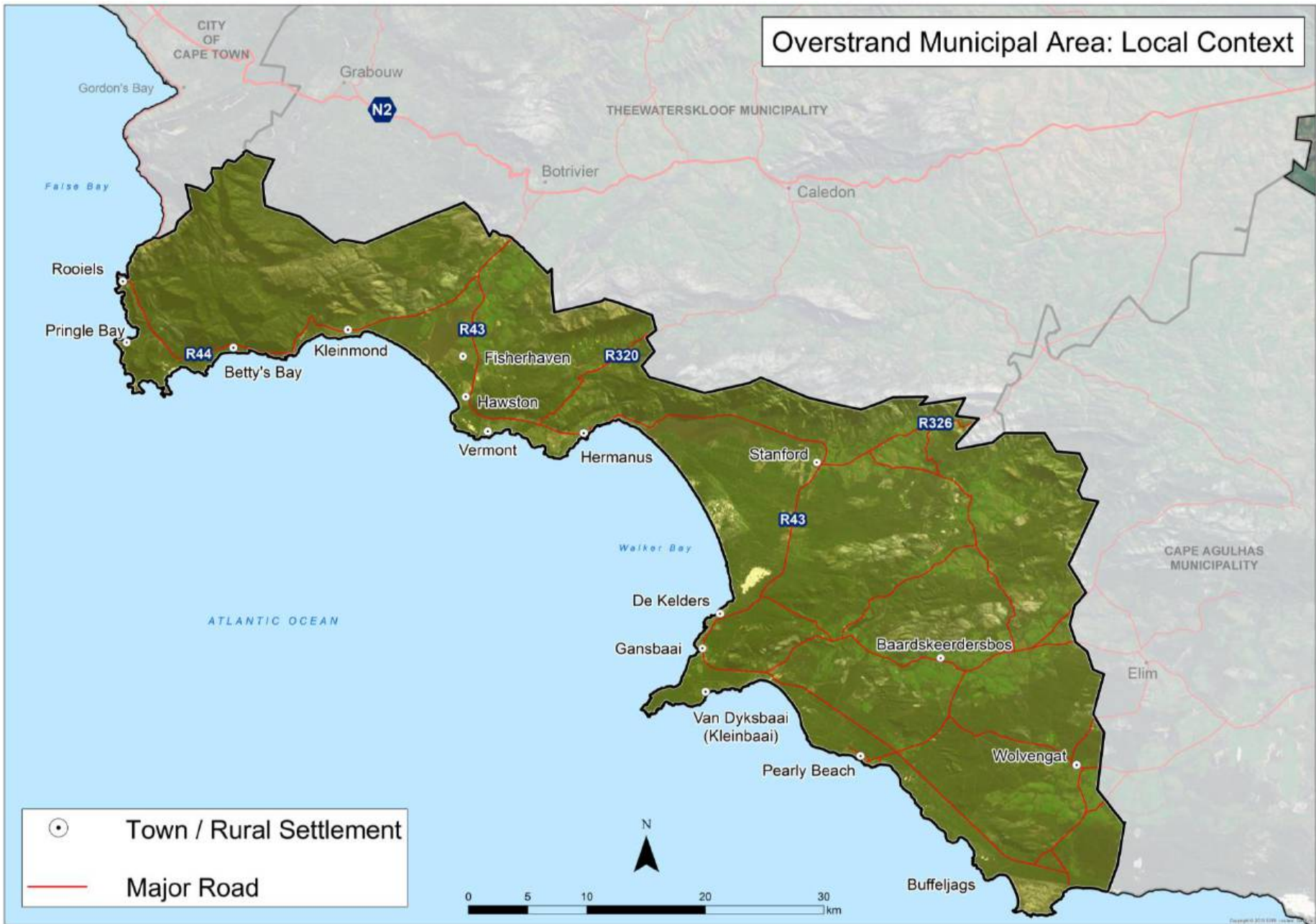
*“Hermanus has been recognized by the WWF (World Wildlife Fund) as one of the 12 best whale watching destinations in the world. The best time to enjoy whale watching in Hermanus is between July and November. Whale viewing during the months of July and August vary from year to year with regards to how many whales are present in Walker Bay and along the coast; however you are almost guaranteed whale sightings in September, October and November.*”

*Hermanus, particularly Walker Bay, is the mating and breeding grounds of the Southern Right Whale during the winter and spring months (from June to November). Southern Right Whales migrate from the Antarctic around June to calve and mate. Calving takes place in August and September and the males arrive for mating in October when the whale population peaks.”*





Plan 1: Regional Context



Plan 2: Local Context

## 2.3 STATUTORY POLICY CONTEXT

Table 2.1 & Figure 2.1 provides a synthesis of the relevant key national, provincial and local level policies that a MSDF must be consistent with as required in terms of SPLUMA. It provides a summary of the respective policy principles and objectives, focus areas as well as implications for the Overstrand MDSDF.

NATIONAL						
National Development Plan (2011)	Integrated Urban Development Framework (2016)	Government Immovable Asset Management Act (2007)	National Freshwater Ecosystem Priority Areas (2011)	National Biodiversity Assessment (2011)	DRDLR: SDF Guidelines (2017)	National Spatial Development Framework
PROVINCIAL						
Western Cape Provincial Spatial Development Framework (2014)	Western Cape Land Use Planning Guidelines for Rural Areas, March 2019	Western Cape Infrastructure Framework (2013)	Western Cape Biodiversity Framework (2017)	Western Cape Provincial Land Transport Framework (2013)	Western Cape Coastal Management Programme (2016)	
REGIONAL						
Overberg District Spatial Development Framework (2017)						
LOCAL						
Overstrand Integrated Development Plan (IDP)			Overstrand Integrated Development Framework (2014)			

Figure 2.1: Synthesis of Key Relevant Policies at National, Provincial, and Regional Level



*“Hermanus was founded in the early 1800s by a man called Hermanus Pieters who had happened upon the area when searching for better grazing for his livestock. A freshwater spring and excellent grazing pastures convinced him to stay and soon other farmers and fishermen followed suit to the plentiful area. The word of the natural beauty and bountiful oceans of the area soon spread and by the 1890s the town had 2 schools, 2 churches, various shops and a thriving fishing industry.”*



**Table 2.1: Synthesis of Key Relevant Policies at National, Provincial, and Regional Level**

	POLICY PRINCIPLES AND OBJECTIVES	FOCUS	IMPLICATIONS FOR OVERSTRAND SDF
<b>NATIONAL</b>			
<b>1.</b>	<b>National Development Plan (2011)</b>		
	<p>The objective of the NDP is to eliminate income poverty and reduce inequality by 2030.</p>	<p>Spatial transformation is advocated given the enormous costs imposed by existing spatial divides.</p> <p>The NDP identifies infrastructure as essential for development and prioritises; upgrading informal settlements on suitably located land; rolling out public transport systems; improving freight logistics; augmenting water supplies; diversifying the energy mix towards gas (i.e. imported liquid natural gas and finding domestic gas reserves) and renewables; and rolling-out broadband access.</p> <p>It emphasises that it is required to implement strategically chosen catalytic interventions to achieve spatial transformation in a manner that supports locally driven spatial governance, to promote a low carbon economy, prevent marginalised housing and to manage and reduce the impact of in-migration to reduce urban sprawl.</p>	<p>In-migration is a key challenge for the Overstrand. This is specifically challenging given the limited amount of developable land. The application of urban edges to manage and protect the pristine further renders the in-migration of large numbers of people highly challenging. The Overstrand natural key spatial policy mechanism being applied to facilitate growth in a positive and structured manner is via its Growth Management Strategy (OGMS) which advocates densification and land intensification. The NDP goal of spatial transformation is to a large extent realised by application of the OGMS. The continued implementation thereof and integration of its key principles with the MSDF is therefore a profound effort in realising the NSDP goals with an emphasis on spatial transformation and reduction of urban sprawl.</p> <p>The Overstrand realises the importance of infrastructure development and how it affects development. A Capital Expenditure Framework (CEF) is therefore included in this MSDF (as per SPLUMA requirements).</p>
<b>2.</b>	<b>Integrated Urban Development Framework (2016)</b>		
	<p>The IUDF seeks to foster a shared understanding across government and society about how best to manage urbanisation and achieve the goals of economic development, job creation and improved living conditions for South Africa's people. The IUDF sets out a vision of creating "liveable, safe, resource-efficient cities and towns that are socially integrated, economically inclusive and globally competitive, where residents actively participate in urban life". Proposals for the alignment of people's jobs, livelihoods and services promise an urban dividend that can reset the country's social and economic growth trajectory.</p>	<p>The IUDF sets four strategic goals:</p> <ul style="list-style-type: none"> <li>▪ Spatial integration - To forge new spatial forms in settlements to improve public transport systems, reduce social divisions and increase economic growth.</li> <li>▪ Inclusion and access - To ensure people have access to social and economic services, opportunities and choices.</li> <li>▪ Growth - To harness urban dynamism for inclusive, sustainable economic growth and development.</li> <li>▪ Governance - To enhance the capacity of the state and its citizens to work together.</li> </ul>	<p>The IUDF provides a regional framework of principles and development goals that are aligned with national targets, which can guide the Overstrand in terms of development patterns and sustainable governance structures.</p> <p>Aligning spatial integration with economic development will be vital in ensuring sustainable growth in the Overstrand and the MSDF takes guidance from the IUDF's proposals towards achieving this, both in its spatial proposals and implementation framework.</p>

	POLICY PRINCIPLES AND OBJECTIVES	FOCUS	IMPLICATIONS FOR OVERSTRAND SDF
<b>3.</b>	<b>Government Immovable Asset Management Act (2007)</b>		
	<p>The purpose of the GIAMA is as follows:</p> <ul style="list-style-type: none"> <li>To provide for a uniform framework for the management of an immovable asset that is held or used by a national or provincial department;</li> <li>to ensure the coordination of the use of an immovable asset with the service delivery objectives of a national or provincial department;</li> <li>to provide for issuing of guidelines and minimum standards in respect of immovable asset management by a national or provincial department; and</li> <li>to provide for matters incidental thereto.</li> </ul>	<p>Subsequent goals and objectives of the Act include:</p> <ul style="list-style-type: none"> <li>Providing a uniform immovable asset management framework to promote accountability and transparency within government;</li> <li>to ensure effective immovable asset management within government;</li> <li>to ensure coordination of the use of immovable assets with service delivery objects of a national or provincial department and the efficient utilisation of immovable assets; and</li> <li>to optimise the cost of service delivery.</li> </ul>	<p>The MSDF guides the future spatial implementation of development related to immovable assets in the Municipality. This is an informant to future development and implementation will ultimately take place in accordance with the various services master plans in terms of municipal immovable assets. The various National and Provincial immovable assets and specifically its spatial implications is an important informant to the MSDF. Notwithstanding, the MSDF addresses the need for future infrastructure development spatially, as contained in the Capital Expenditure Framework. The latter is informed by the principles and objectives of the GIAMA.</p> <p>The management provisions of the Act inform the operation and management functions of the Overstrand Municipality.</p>
<b>4.</b>	<b>National Freshwater Ecosystem Priority Areas (2011)</b>		
	<p>The National Freshwater Ecosystem Priority Areas (NFEPA) map provides strategic spatial priorities for conserving South Africa's aquatic ecosystems and supporting sustainable use of water resources.</p> <p>FEPAs were identified based on a range of criteria dealing with the maintenance of key ecological processes and the conservation of ecosystem types and species associated with rivers, wetlands and estuaries.</p>	<p>The NFEPA project is a multi-partner project which aims to:</p> <ul style="list-style-type: none"> <li>Identify Freshwater Ecosystem Priority Areas (FEPAs) to meet national biodiversity goals for freshwater ecosystems; and</li> <li>develop a basis for enabling effective implementation of measures to protect FEPAs, including free flowing rivers.</li> </ul>	<p>FEPAs data included in the MSDF will inform the ecological assessment in land use decisions, on various scales and in various sectors, through illustrated and described priority areas.</p> <p>Land use planning within the MSDF should be consistent with the objectives of FEPAs.</p> <p>The incorporation of FEPAs in the MSDF can promote the establishment and maintenance of ecological corridors along large river corridors and wetland clusters. This data can also be incorporated when considering / managing conservation areas.</p>
<b>5.</b>	<b>National Biodiversity Assessment (2011)</b>		
	<p>This report assesses the state of South Africa's biodiversity and ecosystems, across terrestrial, freshwater, estuarine and marine environments, with an emphasis on giving spatial information where possible, especially about ecosystems. It provides a mechanism for synthesising key aspects of South Africa's excellent biodiversity science and making it available to policymakers, decision-makers and practitioners in a range of sectors.</p>	<p>It provides a spatial picture of the location of South Africa's threatened and under-protected ecosystems, and focuses attention on geographic priority areas for biodiversity conservation.</p>	<p>Overstrand has a high level of alien invasive plant species especially along river banks. This leads to further degradation of aquatic systems which impacts on the water quality and quantity available in the region.</p>

	POLICY PRINCIPLES AND OBJECTIVES	FOCUS	IMPLICATIONS FOR OVERSTRAND SDF
<b>6.</b>	<b>DRDLR: SDF Guidelines (2017)</b>		
	The purpose of the guidelines is to assist in aligning Spatial Development Framework policy with existing and proposed government policies and actions regarding key government objectives such as spatial transformation. The guidelines are intended to establish and clearly communicate the expectations of the SDF's role, resources, content and use as per the provisions of SPLUMA.	The guidelines take its point of departure from SPLUMA's requirements and stipulations for the preparation of SDFs while aiming to incorporate SPLUMA's founding spatial principles into the SDF preparation process. They also align the preparation of SDFs with achievement of the NDP spatial outcomes.	The MSDF is well informed by the DRDLR Guidelines, specifically in terms of meeting the SPLUMA founding spatial principles.  The guidelines also informed the Overstrand MSDF compilation process and its content.
<b>7.</b>	<b>NATIONAL SPATIAL DEVELOPMENT FRAMEWORK 2020</b>		
	This National Spatial Development Framework (NSDF), the first of its kind, seeks to make a bold and decisive contribution to bringing about the peaceful, prosperous and truly transformed South Africa, as articulated in the Freedom Charter, the Reconstruction and Development Programme and the National Development Plan.	A key driver in the NSDF's theory of change is the move from a National Spatial Development Logic based on, and in service of the colonial and Apartheid National Development Paradigms, to one based on and in service of a Post-Apartheid National Development Paradigm. In this regard, it is framed and guided by: <ul style="list-style-type: none"> <li>• The NDP targets, strategic levers and strategic policy direction; and</li> <li>• The five normative principles, as provided in SPLUMA.</li> </ul>	This SDF is well informed by the principles of SPLUMA, as is the basis of the NSDF.  The NSDF is strategic in nature and aim to provide strategic policy guidance. A similar approach was followed for this OMSDF.
<b>PROVINCIAL</b>			
<b>1.</b>	<b>Western Cape Provincial Spatial Development Framework (2014)</b>		
	The PSDF gives spatial expression to the Provincial Spatial Plan and takes the Western Cape on a path towards: <ul style="list-style-type: none"> <li>▪ Greater inclusivity, productivity, competitiveness and opportunities in its urban and rural space-economies;</li> <li>▪ better protection of its place-based (i.e. spatial) assets;</li> <li>▪ strengthened resilience of its natural and built environments; and</li> <li>▪ improved effectiveness in spatial governance and on-the-ground delivery of public services, facilities and amenities.</li> </ul>	Focused development priorities include growing the economy, opening up opportunities for inclusive economic growth in urban and rural areas, as well as moving towards inclusivity, competitiveness and opportunities in the rural-urban space economies with better protection of spatial assets such as cultural and scenic landscapes of the region.  The PSDF calls for targeted public investment towards regional infrastructure to unlock the potential of emerging economic centres.  The PSDF also aims to establish a highly skilled innovation driven, resource efficient, connected, high opportunity and collaborative society.	The Overstrand coastal belt is identified in the Western Cape space economy as a significant leisure, lifestyle, holiday and retirement economic centre. The MSDF is informed by this functional classification.  The PSDF identifies Hermanus as an exception of a settlement in the province that is not mono-functional in nature and not dominated by dormitory townships, gated residential developments and shopping centres.  It is identified as a settlement characterised by positive trends including residential development and densification within the economic mixed use areas of Hermanus. The MSDF advocates this as key to continuous application in future.

	POLICY PRINCIPLES AND OBJECTIVES	FOCUS	IMPLICATIONS FOR OVERSTRAND SDF
<b>2.</b>	<b>Western Cape Land Use Planning Guidelines for Rural Areas, March 2019</b>		
	<p>The purpose and objectives of the WCRDG are as follows:</p> <ul style="list-style-type: none"> <li>▪ To promote sustainable development in appropriate rural locations;</li> <li>▪ to safeguard priority biodiversity areas and the functionality of the Province's life supporting ecological infrastructure and ecosystem services;</li> <li>▪ to assist the Western Cape municipalities to plan and manage their rural areas more effectively; and</li> <li>▪ to inform the principles of their zoning schemes and spatial development frameworks in a proactive manner.</li> </ul>	<p>This document emphasises the following:</p> <ul style="list-style-type: none"> <li>▪ The importance of unique asset based assessments (Heritage, agriculture, scenic and cultural resources, etc.).</li> <li>▪ The rural economy is based largely on tourism and agriculture.</li> <li>▪ A clear distinction between urban and rural landscapes.</li> <li>▪ The requirement of collaboration between National, Provincial and Local Government to align their efforts with regards to sustainable development in the Western Cape.</li> <li>▪ The need for settlements and surrounding rural areas to function as interconnected systems.</li> </ul>	<p>The OMSDF is informed by the Rural Development Guidelines. The Overstrand's rural areas are already and will continue to be managed based on key provisions of these guidelines, such as a rural development approach focused on agricultural and tourism development as well as interconnectedness of, amongst other, biodiversity assets.</p>
<b>3.</b>	<b>Western Cape Infrastructure Framework (2013)</b>		
	<p>The Western Cape Infrastructure Framework (WCIF) is a long-term strategic framework that sets out the required changes and development agendas relating to infrastructure provision. Given the sector-based and institutionally fragmented history of infrastructure planning, the WCIF defines a new approach to coordinated and strategic infrastructure planning.</p>	<p>The objectives of the WCIF is aimed at achieving the vision of effecting coordinated and strategic infrastructure planning, as listed below:</p> <ul style="list-style-type: none"> <li>▪ Align existing planning processes.</li> <li>▪ Outline strategic decisions and trade-offs that need to be made to achieve the provincial 2040 vision.</li> <li>▪ Identify and guide the planning and execution of major infrastructure interventions (2012–2040).</li> <li>▪ Mobilise and direct new investments.</li> <li>▪ Facilitate partnerships and collaboration.</li> </ul>	<p>Provincial government played an integral role in compiling the MSDF, to a large extent purposed at ensuring sound alignment.</p>
<b>4.</b>	<b>Western Cape Biodiversity Framework (2017)</b>		
	<p>The Western Cape Biodiversity Sector Plan (WCBSF) illustrates vicinities of biodiversity that are significant throughout the Western Cape.</p> <p>The data covers major coastal and estuarine habitats as well as terrestrial and freshwater realms respectively.</p> <p>The WCBSF replaces the Western Cape Biodiversity Framework of 2014.</p>	<p>The focus of the framework is to identify Critical Biodiversity Areas (CBAs) and Ecological Support Areas (ESAs) which are areas required to meet biodiversity targets for ecosystems, species and ecological processes. The datasets cover the Western Cape municipalities except for the City of Cape Town, which has its own biodiversity network project and associated shape files. Emphasis is placed on the spatial implications for development and conservation.</p>	<p>In order for an MSDF to aid in reaching biodiversity targets and indirectly maintain or improve human well-being, it needs to consider the WCBSF information in its spatial planning. The OMSDF is not only informed by the WCBSF data sets in its status quo plans, but the said data informed various earlier sources that are cornerstones of the MSDF proposals. These include the Overstrand EMF and draft Environmental Management Overlay Zones compiled for the entire Municipal Area and per settlement. The MSDF is therefore entirely consistent with the provisions of the WCBSF.</p>

	POLICY PRINCIPLES AND OBJECTIVES	FOCUS	IMPLICATIONS FOR OVERSTRAND SDF
<b>5.</b>	<b>Western Cape Provincial Land Transport Framework (2013)</b>		
	<p>The Provincial Land Transport Framework's (PLTF) goals are to:</p> <ul style="list-style-type: none"> <li>Establish and operationalise a Provincial Transport Management Forum to co-ordinate trans-modal and transversal transport access;</li> <li>develop a safety and security plan for rail, road and non-motorised transport;</li> <li>promote integrated transport systems;</li> <li>develop transport plans that respond to the Western Cape's rural challenges;</li> <li>develop trans-modal strategies to improve economic efficiency; and</li> <li>roll-out the PLTF to all transport entities and optimise funding.</li> </ul>	<p>The strategic focus of the PLTF are:</p> <ul style="list-style-type: none"> <li>Public transport strategies that include Mobility strategies at the district level, including the framework for Integrated Rapid Public Transport Networks (IRPTN) and integration between modes;</li> <li>enhancement of Non-Motorised Transport (NMT), Scholar and Environmental sustainability;</li> <li>adequate transport infrastructure;</li> <li>transport management, including freight and ITS;</li> <li>road traffic safety and incident management;</li> <li>address tourism travel needs; and</li> <li>effective delivery of institutional structures</li> </ul>	<p>The PLTF advocates integrated economic development, land use and transport planning, rather than hierarchy of plans that "lead" or "follow". This is a principle informant to the OMSDF.</p>
<b>6.</b>	<b>Western Cape Coastal Management Programme (2016)</b>		
	<p>The ICM Act emphasises the benefits of cooperation and shared management responsibilities and mandates all three spheres of Government to develop Coastal Management Programmes (CMPs). These are policy and/or strategy documents that contain a system of principles and objectives to guide decisions and achieve outcomes relating to the coastal environment. The policy tools consist of three core components:</p> <ol style="list-style-type: none"> <li>1. A situational analysis or status quo assessment;</li> <li>2. a vision, priority and objectives setting component; and,</li> <li>3. a five-year implementation programme, which includes specific coastal management objectives and implementation strategies for each identified priority area.</li> </ol>	<p>This PCMP is intended to function as an integrative planning and policy instrument, and a means to manage the diverse array of activities that occur in the coastal zone, without compromising environmental integrity or economic development. Effective implementation of the priority strategies contained in this PCMP should make a significant contribution towards the achievement of integrated coastal management in the Western Cape.</p>	<p>The Overstrand MSDF is informed by the coastal management goals and objectives in its spatial proposal and conservation categories as follows:</p> <p>DEA&amp;DP managed the project for the development of coastal management lines and mapped the Coastal Development Setback/ Management lines for the entire coastline and estuaries in 2016. These areas are included in draft EMOZs and specific regulations have been promulgated focused at protecting the said resources.</p> <p>This data furthermore informed the compilation of the MSDF spatial proposal plans.</p>
<b>REGIONAL</b>			
<b>1</b>	<b>Overberg District Spatial Development Framework (2017)</b>		
	<p>The key objective of the ODSDF is to optimise the rich and balanced mix of the Overberg's agriculture, tourism, heritage, conservation resources (including natural and scenic resources) and eco system services within their scenic setting which is contained by the Riviersonderend and Langeberg mountains in the north, descends across</p>	<p>The area's unique agricultural, environmental and urban qualities must be maintained.</p> <p>Private conservation areas must continue to be promoted with careful consideration of appropriate development rights to mobilise the necessary resources for veld rehabilitation and</p>	<p>A main focus of the OMSDF is to maintain agricultural and environmental resources, and preserve unique character qualities of the Overstrand urban settlements.</p> <p>The MSDF advocates the conservation of the Overstrand's sensitive biodiversity areas both private and public, which is</p>

	<p>the rolling hills of the Ruins and the varied ecology of the Agulhas plain and culminates in the rocky headlands and long sandy beaches of the Atlantic and Indian oceans.</p>	<p>management.</p> <p>Natural Renosterveld linkage corridors can provide both a tourism opportunity as well as channels for faunal movement and seed transport.</p> <p>The tourist appeal and rural land uses should be promoted consistent with the provisions of the Western Cape Land Use Planning Guidelines for Rural Areas, March 2019.</p> <p>Development and tourism efforts should take advantage of the district's close proximity to Cape Town as well as ensuring maximum benefits for local residents.</p>	<p>evident in the spatial proposal plans.</p>
<b>LOCAL</b>			
<b>1</b>	<b>Overstrand Integrated Development Plan (IDP)</b>		
	<p>The Integrated Development Plan (IDP) is the principal strategic planning instrument which guides and informs all planning budgeting, management and decision-making processes in the municipality.</p> <p>The purpose of the Integrated Development Plan (IDP) is to address the development needs of our communities and the organisation within clearly defined strategic objectives and measurable key performance indicators. The Municipal Budget funds the delivery of the IDP.</p>	<p>The IDP strategic objectives, are:</p> <ul style="list-style-type: none"> <li>▪ The provision of democratic, accountable and ethical governance;</li> <li>▪ the provision and maintenance of municipal services;</li> <li>▪ the encouragement of structured community participation in the matters of the municipality;</li> <li>▪ the creation and maintenance of a safe and healthy environment; and</li> <li>▪ the promotion of tourism, economic and social development.</li> </ul>	<p>The IDP contains the following key information/ policies/ plans as informants to the process of affecting its strategic objectives. These informed the revision of the MSDF:</p> <ul style="list-style-type: none"> <li>▪ Demographical data;</li> <li>▪ Current Spatial Development Framework (SDF); and Integrated Development Framework (IDF);</li> <li>▪ Services Sector Plans;</li> <li>▪ LED information;</li> <li>▪ Human Settlement Information etc.</li> </ul>
<b>2</b>	<b>Overstrand Integrated Development Framework (2014)</b>		
	<p>Overstrand Towards 2050 – an Integrated Development Framework (IDF) sets the strategic direction for the Overstrand's growth and development for the next 30-40 years by amalgamating the current five year planning cycle with a long term integrated spatial vision.</p> <p>It outlines a broad set of principles, spatial directions, policies, frameworks, plans and actions and in addition visually illustrates the potential future development of Overstrand.</p>	<p>The Development Framework provides the strategic spatial direction for development and conservation in the long term.</p> <p>The vision and subsequent spatial proposals of the IDF is clearly unpacked and was adopted in terms of the MSA as Council's 2050 vision and part of the IDP's SDP sectoral component.</p>	<p>The IDF forms the basis of the revised Overstrand Spatial Development Framework as a strategic integrated Spatial Development Framework policy document that meets the requirements of a local MSDF.</p> <p>The document has, as per the Tender Terms of Reference, been integrated with the previous 2006 SDF and the draft Overstrand Environmental Management Framework (2014) to form this single strategic MSDF.</p>

*Sources: National Government/Western Cape Government/Overberg District Municipality/ Garden District Spatial Development Framework/Overstrand Municipality.*

## 2.4 OUR PEOPLE

### 2.4.1 History of Settlement

Archaeological evidence of human habitation in the Overstrand dates back to approximately half a million years. Small groups of hunter-gatherers found shelter in coastal caves and rock formations and constructed windbreak shelters in open areas. The most recent of the early inhabitants were the San people living in small numbers in the area until the colonial era.

The Khoi-khoi or Cape herders moved to the Western Cape approximately two thousand years ago. Due to the poor quality of grazing in winter season, the herders moved seasonally from the Caledon Plain to the coastal areas in spring and early summer.

The annual visits would have centred around areas with reliable water sources where groups of often more than a hundred inhabitants would settle in temporary reed hut villages.

With arrival of the first European settlers, the Cape herders took to trading with inhabitants of the Eastern Cape, establishing semi-permanent trade routes. The present day N2 National Road from Sir Lowry's Pass to Boontjieskraal and onward to Stormsvlei and Swellendam, is to a significant extent aligned with the main trading route of the Cape Herders. The trade routes are suggested to have become the basis of the Dutch East India Company (VOC) trading routes and road network that formed a catalyst for the development of the Western Cape.

From 1660 to 1661 the VOC recorded locations of Cape Herder settlements in close proximity to the Riviersonderend River, the present day Bot River and Baardskeerdersbos.

By 1687 the coast was explored and charted by the VOC. A rapid growing demand for livestock from the VOC led to the development of livestock farming in the area. This in turn led to the first regulated forms of land tenure, namely by means of loan, quitrent and freehold.

Grazing rights were granted during 1731-1776 in the vicinity of present day Hermanus, Onrus and Stanford. Transfer records indicate that by the late 18th century, a number of permanent houses had been built in the study area.

During the British Colonial Period Governor Johan Cradock introduced legislation that reformed the land tenure system. This effectively led to a doubling of the number of farms within the now Overstrand area. During this period a substantial amount of large homesteads were built. The agricultural sector expanded with large scale wool, export flower and apple production.

Small subsistence fisherman communities began to establish in locations such as Kleinmond, Hawston, Hermanus, De Kelders and Buffeljags. Only after the introduction of motorised transport in the 20th century, did a formal fishing industry emerge.

The first formal villages of the now Overstrand area emerged during the British period namely Sandown bay (Kleinmond), Hermanuspietersfontein (Hermanus), Stanford, Baardskeerdersbos, Hawston and Onrus, amongst others.  
**(Overstrand SDF Vol. 1, 2004)**

### 2.4.2 Demographics: An Introductory Synopsis

The following sections are extracts from a socio-economic and -demographic analysis report compiled by Multipurpose Business Solutions as an informant to the revision of this OMSDF.

The aforementioned analysis report contains a plethora of baseline information and findings that informed this MSDF. Detail pertaining to the analysis can be accessed by consulting the "Socio-economic and -demographic analysis", September 2019. This report will further be referred to as **MPBS: Sept 2019**.

The Overstrand is known as a sought-after holiday destination and a preferred retirement destination. The region also became a prominent point of discussion in the media during the 2018 protest action. During the last 20 years, the demography of Overstrand has changed significantly. It is therefore important to take notice of areas of growth and areas that pose a risk for stability in Overstrand.

The purpose of this section is **to assess available socio-demographic data, update the growth projections for Overstrand, and to investigate how the future growth will affect spatial planning. This exercise is also done per settlement to be able to identify individual required growth areas** and inform future planning initiatives.

The Overstrand Municipality can, for the purposes of this section, be divided into four main areas (referred to as towns), namely Gansbaai, Stanford, Hermanus and Hangklip-Kleinmond. Within each of these towns, Statistics SA divided the Municipality into main place areas, which are further subdivided into smaller small area layers (SAL's). These SAL's represent enumerator areas (EA's), and where an EA is too small, it is combined with adjacent EA's.

The methodology involves firstly population forecasts using Census data, and secondly, applying a cohort method that uses mortality and fertility rates. This method provides results on migration and natural growth to calculate population growth. The results are provided for Overstrand, by population group and per town.

Results of the 2016 Statistics SA Community Survey are incorporated at the municipal level. The report incorporated additional information regarding shack counts and the property valuation roll provided by the Municipality.

**Results indicate that the population of the Overstrand Municipality grew at an approximate rate of 3% per annum between 2011 and 2016, and that future growth will continue to be between 2.8 and 3.3% p.a.**

When comparing the number of properties on the valuation roll with the number of households enumerated, it is possible to calculate the average number of households per property.

The density of each SAL is also calculated. These figures are used to describe growth and potential growth of each SAL. Correlation analysis between the density of each SAL and socio-demographic indicators reveal that there is a **positive correlation between density and unemployment, and the households in the lowest income bracket**. There is also a **negative correlation between density and formal housing, access to piped water and electricity for lighting**.

**Each of the four towns has informal housing areas, and there is growing evidence of protest action in each town that has escalated over the last year. There is clear evidence of growing informal areas and (sometimes unnoticeable) a growing number of shacks in the backyards. This is a significant indicator of a substantial housing challenges which are addressed in the future planning / spatial proposals section of this MSDF.**

### 2.4.3 Selected Statistics: Overstrand Municipal Area (2011 and 2016)

This section includes a summary of various socio-economic and demographic data of the Overstrand Municipality together with comparisons between 2011 and 2016 data, as well as comparing the 2016 data with the equivalent data for the Overberg District and the Western Cape Province (**Table 2.2**).

Key Statistics	2011 Overstrand	Rank in (2011)	2016 Overstrand	2016 Overberg	2016 WC
<b>Total Population</b>	<b>80432</b>	<b>134</b>	<b>93407</b>	<b>286786</b>	<b>6279730</b>
% change over 5 years			16.2	11.1	7.8
% Youth age (0-14 years)	21.50%	143	24.00%	26.10%	26.00%
% Working age (15-64 years)	65.60%	38	64.10%	66.20%	67.70%
Elderly (aged 65+ )	12.90%	1	11.90%	7.70%	6.20%
Dependency ratio (indicator of the potential dependency burden of children and elderly on those who are of an economically productive age in the population)	52.3	127			
Sex ratio (is usually expressed as the number)	97.9	55			
Distribution of population :					
Black African	36.2		42.5	25.8	35.7
Coloured	31.1		28.9	56.2	47.5
Indian/Asian	0.3		0.1	0.3	0.8
White	31.2		28.5	17.7	16
Population density (number of persons per square km)	47	Not available	-	-	-
No schooling aged 20+	2.50%	154	-	-	-
Higher education aged 20+	16.80%	2	-	-	-
Matric aged 20+	27.70%	35	-	-	-
Number of households	28 010	106	-	-	-
Average household size	2.6	29 highest	2.6	3.1	3.2
Female headed households	32.30%	139	-	-	-
Formal dwellings	80.10%	94	79.00%	81.8	82.4
Informal dwellings	17		20%	16.1	16.6
Main dwelling RDP/government subsidised	-	-	32.5	30.9	29.6
Household rating of RDP/government subsidised dwellings	-	-	32.9	25.7	20.3

*Table 2.2: Overstrand Municipal Fact Sheet (MPBS:2019)*

Key Statistics	2011 Overstrand	Rank in (2011)	2016 Overstrand	2016 Overberg	2016 WC
Access to safe drinking water	-	-	91.4	92.6	93.2
Piped water inside dwelling	75.80%	13	77.6	78.6	76.9
Flush toilet connected to sewerage	67.80%	64	86.3	86.7	90.5
Weekly refuse removal	91.50%	5	94	87.1	86.8
Electricity for lighting	90.40%	38	-	-	-
Access to electricity for cooking			71.4	80.5	90.1
Access to internet			27.8	18.1	19.3
Population growth rate	3.80%	4	3.8% (7th in country)	2.40%	1.70%
Unemployment rate	23.30%	138			
Youth (age 15-34) unemployment rate	31.10%	137			
Prevalence of running out of money to buy food in the last 12 months	-	-	18.2	15.8	13.2
Percentage of households that skipped a meal in the last 12 months	-	-	9.9	9.2	8.4
Percentage of households that experienced crime in the last 12 months	-	-	10.5	7.3	9.7
Population 0-5 years attending an educational facility	-	-	52.5	42	46.3

**Table 2.2(Continued): Overstrand Municipal Fact Sheet (MPBS:2019)**

The following conclusions are forthcoming from the data listed in **Table 2.2**:

- Over the five year period between the 2011 Census and 2016 Community Survey, the population change in the Overstrand amounted to 16.2%. In comparison Bitou municipality (20.3%) reported the highest percentage change, followed by Swartland (17.6%).
- The annual growth rate for Overstrand is 3.8% as opposed to 2.4% per annum for the Overberg and 1.7% per annum for the Western Cape.**

- During 2016, more than 10% of the population in Overstrand (11.9%), Hessequa (11.2%) and Mossel Bay (10.8%) were aged 65 years and older. **The Overstrand has the highest rate of persons aged 65 and older in the country, both in 2011 and in 2016.**
- During 2016, the only local municipalities in the province where the Coloured population constituted less than one-third of the population were Overstrand (28.9%) in the district of Overberg, and Bitou (31.5%) in the Garden District. Bitou, Knysna and Mossel Bay (all located in the Garden district), Overstrand in the Overberg, Stellenbosch in the Cape Winelands and the City of Cape Town Metropolitan municipality, were the only municipalities where Black Africans constituted more than one-third of the population. During 2016, the proportion of the White population was the highest in the municipalities of Overstrand (28.5%), Hessequa (25.2%) and Mossel Bay (23.2%).
- When considering the extent of school attendance among persons aged 0–5 years, the only districts in the province where the majority of 0–5 year-olds were attending an educational institution were Bitou (59.8%), Stellenbosch (57.5%), Mossel Bay (55.1%), Knysna (54.1%), Overstrand (52.5%), Oudtshoorn (51.8%) and George (50.6%).
- The Western Cape had the highest percentage of households with access to the internet. The Overstrand (27.8%) and Hessequa (25.8%) municipalities had over one-quarter of their households reporting access to the internet.
- The **average household size**, however, decreased across all municipalities from 2011 to 2016, with Knysna (2.9), Bitou (2.7) and **Overstrand (2.6) (smallest)** being below the national average.
- A worrying percentage of households (highest in WC) in the following municipal areas rated the quality of their dwellings as poor: Overstrand (32.9%), Oudtshoorn (32.5%), Stellenbosch (29.4%) and Theewaterskloof (29.3%).**
- The Western Cape had the highest proportion (9.7%) of households who reported that a member/s of their household had been a victim of crime in the 12 months prior to the survey. Stellenbosch (14.3%), the City of Cape Town (10.9%) and Overstrand (10.5%) had over 10% of households in their municipalities reporting that a household member/s had been a crime victim.

#### 2.4.4 Selected Statistics by Main Place (2011)

Selected Census 2011 socio-demographic statistics by main place in the Overstrand municipal area are summarised in **Table 2.3** (persons) and **Table 2.4** (households), respectively.

Zwelihle is the main place with the highest population (18 210) and a population density of 8 615 persons per km<sup>2</sup>. Stanford and Hawston main places also have population densities of more than 1 000 persons per km<sup>2</sup>.

The number of persons per household is the highest in Hawston and Highlands (4.2 persons per household), followed by Stanford at 3.1 persons per household. Mount Pleasant is part of the Hermanus main place, and indicates more than 4 members per household. The lowest is Pringle Bay at 1.8 persons per household and Pearly Beach (including Eluxolweni) and Van Dyksbaai at 1.9 persons per household.

**Pearly Beach (including Eluxolweni) has the lowest percentage of formal houses at 60%, followed by Zwelihle (61%) and Gansbaai (including Blompark and Masakhane) and Kleinmond (70%), including Proteadorp and Overhills.** A number of main places are not yet connected to a central sewerage system. The main places with the lowest number of households with flush toilets connected to the sewerage system are Bettiesbaai (12%), Fisherhaven (12%), Pringlebaai (5%) and Rooiels (2%).



*“Hermanus’s proximity to Cape Town and the international airport, coupled with the fact that it offers premium sea-view properties at considerably more affordable prices than the Atlantic Seaboard, makes it increasingly attractive to potential buyers and prices are rising as a result. In the past three years we’ve seen an average 20% year-on-year increase in residential property prices across the board, from vacant stands to coastal mansions.” –Chas Everitt, Nov 2016*

Settlement	Total Population	Young (0-14)(%)	Working Age (15-64) (%)	Elderly (65+) (%)	Dependency ratio	Population density (persons per km <sup>2</sup> )	No schooling aged 20+ (%)	Higher education aged 20+ (%)	Matric aged 20+ (%)
Arabella Country Estate	67	9%	52%	39%	91.4	50	0%	46%	46%
Baardskeerdersbos	103	15%	63%	23%	59.4	94	1%	17%	35%
Betty's Bay	1380	11%	60%	29%	65.9	66	1%	39%	35%
Birkenhead	56	23%	64%	13%	55.6	6	2%	12%	33%
Fernkloof	0	0%	0%	0%	0	0	0%	0%	0%
Fisherhaven	723	13%	60%	27%	66.6	243	0%	31%	43%
Franskraal-strand	1165	8%	53%	38%	87.5	465	1%	18%	49%
Gansbaai	11598	23%	70%	7%	43.4	932	3%	5%	26%
Hawston	8214	28%	68%	5%	48.2	1767	2%	4%	24%
Hermanus	10457	18%	61%	22%	64.9	587	2%	28%	30%
Highlands	75	44%	55%	1%	82.9	1	16%	5%	11%
Kleinmond	6634	19%	64%	18%	57.2	930	2%	20%	26%
Kogelberg	3	0%	100%	0%	0	0	0%	100%	0%
Lebanon	74	23%	74%	3%	34.5	2	4%	8%	36%
Onrus River	5151	11%	52%	37%	91.6	476	0%	45%	39%
Overstrand NU	5100	21%	72%	8%	39.5	4	7%	17%	22%
Paarde Poort	0	0%	0%	0%	0	0	0%	0%	0%
Pearly Beach	1042	13%	70%	17%	42.3	266	3%	13%	27%
Pringle Bay	801	11%	59%	30%	68.6	246	0%	42%	40%
Rooiels	125	2%	60%	39%	67.6	109	0%	70%	24%
Sandbaai	4102	13%	58%	29%	73.7	978	0%	33%	45%
Stanford	4797	27%	67%	6%	49.4	1223	3%	6%	18%
Van Dyksbaai	500	13%	56%	32%	79.2	176	0%	33%	45%
Vogelgat	4	50%	50%	0%	100	1	0%	100%	0%
Wolvengat	50	8%	77%	16%	30.8	37	5%	26%	21%
Zwelihle	18210	28%	71%	1%	40.4	8615	4%	3%	25%

*Table 2.3 Statistics South Africa Summary of Selected Statistics (persons) by Main Place*

Settlements	Number of households	Average house -hold size	Female headed households (%)	Formal dwelling (%)	Housing owned/ paying off (%)	Flush toilet connected to sewerage (%)	Weekly refuse removal (%)	Piped water inside dwelling (%)	Electricity for lighting (%)
Arabella Country Estate	33	2	21%	100%	77%	100%	67%	100%	100%
Baardskeerdersbos	39	2.3	33%	100%	82%	41%	100%	97%	80%
Betty's Bay	666	2.1	27%	99%	77%	12%	98%	99%	100%
Birkenhead	12	2.8	25%	100%	33%	83%	33%	67%	100%
Fernkloof	0	0	0%	0%	0%	0%	0%	0%	0%
Fisherhaven	308	2.3	29%	98%	69%	12%	99%	99%	99%
Franskraal-strand	592	2	22%	98%	73%	61%	99%	99%	100%
Gansbaai	3793	2.7	32%	64%	58%	35%	91%	63%	97%
Hawston	1931	4.2	39%	92%	70%	81%	100%	90%	97%
Hermanus	3152	2.6	37%	98%	69%	88%	99%	94%	99%
Highlands	18	4.2	17%	100%	6%	100%	83%	94%	94%
Kleinmond	2733	2.4	37%	70%	62%	71%	98%	66%	77%
Kogelberg	3	3	0%	100%	0%	0%	0%	100%	100%
Lebanon	26	2.4	31%	100%	4%	35%	39%	62%	100%
Onrus River	2307	2	32%	93%	69%	66%	99%	99%	100%
Overstrand NU	1722	2.9	17%	94%	34%	37%	18%	80%	90%
Paarde Poort	0	0	0%	0%	0%	0%	0%	0%	0%
Pearly Beach	485	1.9	28%	60%	46%	62%	80%	62%	64%
Pringle Bay	428	1.8	35%	99%	76%	5%	85%	99%	100%
Rooiels	64	2	25%	100%	83%	2%	89%	100%	100%
Sandbaai	1639	2.3	30%	96%	64%	77%	99%	99%	100%
Stanford	1493	3.1	34%	88%	56%	80%	99%	65%	91%
Van Dyksbaai	261	1.9	31%	99%	69%	18%	86%	98%	99%
Vogelgat	3	4	0%	100%	0%	0%	0%	0%	100%
Wolvengat	26	1.9	27%	100%	44%	60%	0%	77%	81%
Zwelihle	6283	2.7	33%	61%	25%	93%	97%	54%	79%

*Table 2.4 Statistics South Africa Summary of Selected Statistics (households) by Main Place*

## 2.4.5 Population Analysis

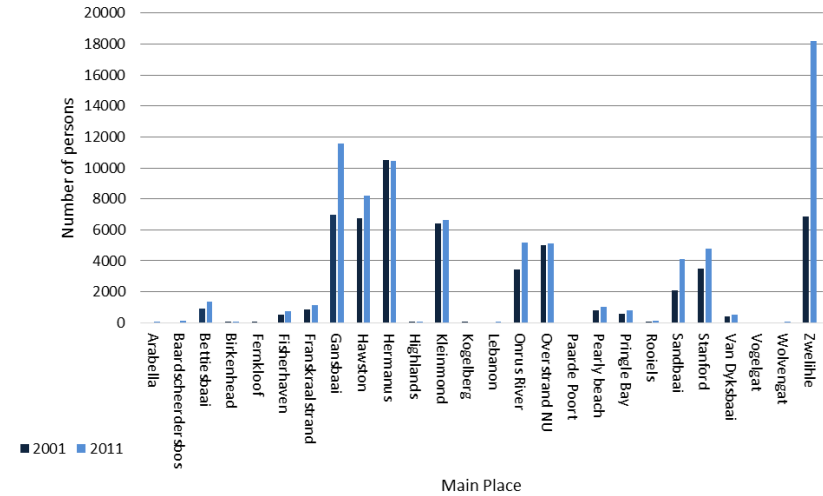
This section includes population statistics for the Overstrand Municipal area. Population size, population growth (per race group and as a whole), population pyramids and net migration are provided together with a detailed population growth analysis (Refer **Table 2.5**).

Settlements	TOTAL		% Change over 10 years	% growth per year	TOTAL 2019
	2001	2011			
Arabella Country Estate (OV NU in 2001)	-	66	-	-	692
Baardskeerdersbos	-	102	-	-	-
Betty's Bay (Plus Silver Sands 2001)	893	1380	54,5	4,4	1948
Birkenhead	33	54	81,8	6,0	87
Fernkloof	3	0	-	-	-
Fisherhaven	499	723	44,9	3,7	967
Franskraal-strand	869	1167	33,6	2,9	1467
Gansbaai (plus Masakane in 2001)	6972	11595	66,3	5,1	17263
Hawston	6748	8214	21,8	2,0	9431
Hermanus (incl Mount Pleasant)	10500	10455	-0,5	0,0	10413
Highlands	96	75	-25	-2,9	59
Kleinmond	6393	6633	3,7	0,4	6848
Kogelberg	72	0	-	-	-
Lebanon	-	72	-	-	-
Onrus River	3432	5151	50,2	4,1	7104
Overstrand NU	5009	5091	1,7	0,2	5545
Pearly Beach	768	1042	33,2	2,9	1310
Pringle Bay	574	801	39,5	3,3	1039
Rooiels	60	123	110,0	7,4	203
Sandbaai	2074	4101	98,0	6,8	6942
Stanford	3467	4797	38,4	3,2	6172
Van Dyksbaai (Plus Kleinbaai 2001)	405	500	23,0	2,1	590
Wolvengat		51			-
Zwelihle	6850	18210	165,8	9,8	38471
<b>TOTAL</b>	<b>55735</b>	<b>80422</b>	<b>46,9</b>	<b>3,8</b>	<b>116550</b>

*Table 2.5 Comparison of the Population Size (by population group) between the 2001 and 2011 Census, by Main Place (MPBS:Sept 2019)*

The following should be noted.

The highest growth between 2001 and 2011 was observed in **Zwelihle**, with an increase in the population of **166% over the 10 years (almost tripled)**, with an annual growth of 9.8% (Refer **Figure 2.2**).



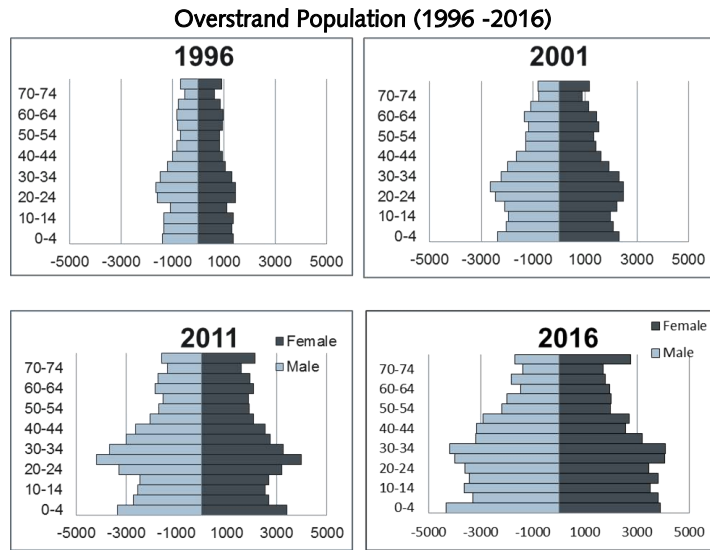
*Figure 2.2 Population by Main Place: 2001-2011 (MPBS:Sept 2019)*

**Sandbaai** also experienced a high growth with a **percentage change of 98%** over the period or 6.8% per annum. Gansbaai (including Masakhane) experienced growth of 66.3% over the ten years, or 5.1% per year. Places such as Rooiels and Birkenhead also experienced high growth, but from a lower base. **On the other hand, Hermanus (including Mount Pleasant) experienced no growth at all**, and Kleinmond a small growth of 0.4% per year. The **overall number of persons in the non-urban regions remained almost the same**. One can reason that there was some migration between the non-urban and urban areas within the Municipality.

In Figure 2.2, it is evident that the population increased in main places such as Gansbaai, Hawston, Onrusriver, Sandbaai, Stanford, and especially in Zwelihle. The population remained stable in Hermanus, Kleinmond and the non-urban areas.

Unfortunately, the Community Survey 2016 of Statistics SA does not provide information at a lower level than municipal level.

**Figure 2.3** illustrates the population pyramids for the Overstrand for a combination of the population groups. **The population growth as a consequence of in-migration is evident** in these graphs, especially in the **20 to 40 age group and the 60+ age group**.



*Figure 2.3: Overstrand Population Pyramids: 1996-2016 (MPBS: Sept 2019)*

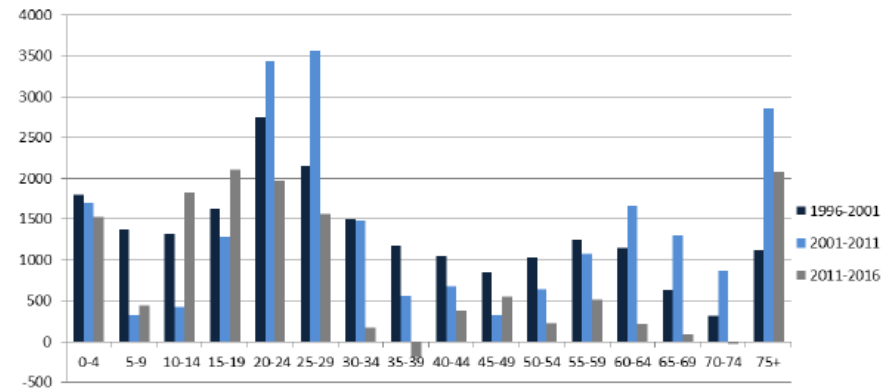
#### 2.4.6 Migration

The primary driver of migration is the perception of employment and other economic opportunities. In this regard, in-migration will remain closely correlated to the possibility of finding work, access to housing and physical security.

The Overstrand specifically is also seen as a popular retirement destination. Net migration was calculated as the difference in the population size between natural growth and the population size recorded for the following survey period within each cohort.

**Figure 2.4** reflects the combined net-migration in the Overstrand for all population groups. During 2001 - 2011, approximately 7 000 people settled in the Overstrand in the age groups 20 to 30 years of age, and approximately 7 800 persons in the age group 55+. The net-migration in the Overstrand for the period 2001 to 2011 is a total number of 22 190 persons, and **approximately 13 443 persons settled in the Overstrand between 2011 and 2016**. **Figure 2.4** creates the impression that more families with younger children are also amongst new arrivals.

From these figures, it is evident that Overstrand remains a popular destination for particularly young people looking for work, older people wanting to retire, and for young families.



*Figure 2.4: Net-migration in Overstrand from 1996 to 2016 (MPBS: Sept 2019)*

**Table 2.6** shows the future population growth predictions and size for the Overstrand for high, medium and low growth scenarios.

	1996	2001	2011	2016**	2021	2026	2031
<b>High: Total (1)</b>	34614	55710	80443	93408	107935	126608	150183
% annual growth		9.50%	3.70%	3.00%	2.90%	3.20%	3.40%
<b>Low: Total (2)</b>	34614	55710	80443	93408	107229	119694	129248
% annual growth		9.50%	3.70%	3.00%	2.80%	2.20%	1.50%
<b>Middle: Total (3)</b>	34614	55710	80443	93408	108254	125687	144370
% annual growth		9.50%	3.70%	3.00%	3.00%	3.00%	2.80%

2016\*\* Statistics SA community

**Table 2.6 Population Size and Growth in the Overstrand since 1996 (MPBS:Sept 2019)**

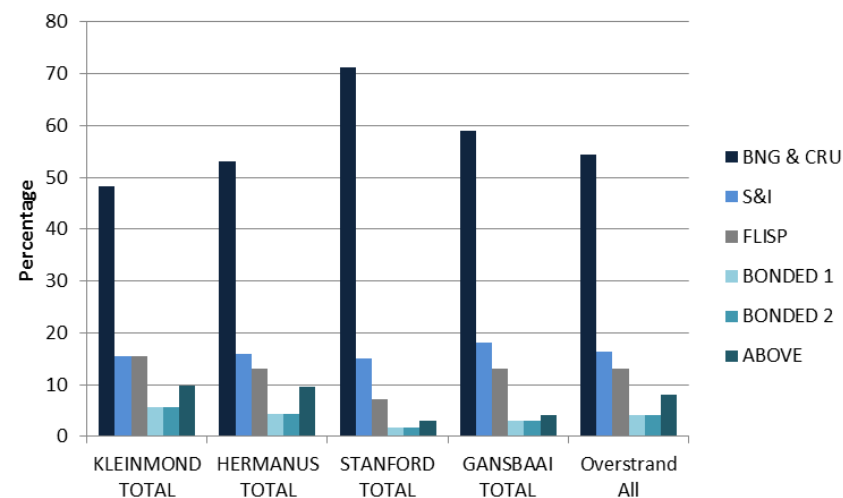
### 2.4.7 Household Income

For the Overstrand area as a whole, 54% of households are in the BNG category, with Zwelihle at 81%, Stanford at 71%, and Gansbaai (together with Pearly Beach) at 65%. The percentage of households within a specific main place decreases as the income category increases.

Of the 231 households in the informal settlements in Zwelihle, most (174 or 75%) indicate that they live rent-free.

Similar findings are obtained for Gansbaai (688 out of 1 055 or 65% live rent-free and 347 or 33% indicate that they own their dwelling). In Kleinmond, of the 454 persons living in informal households, 209 (46%) indicate they live rent free and 239 (53%) indicate they own their dwelling.

No households in informal settlements were recorded for Stanford and Pearly Beach in the Census 2011 data, although informal settlements do exist in these areas.



**Figure 2.5: Percentage of households in different income categories**

This data is therefore supplemented by shack counts undertaken based on 2018 data in order to determine the total amount of informal structures in the Municipal Area.

The significance of this amount lies in the fact that for the purposes of this MSDF, the total housing need is informed by the total amount of informal (i.e. families living in informal structures)(Refer **Section 2.4.8.2, Table 2.7**).

54% of households in the Overstrand earns between R0 and R3 500 per month and aligned with the BNG category, a further 16% in the S&I category, and 13% FLISP, indicates 83% of households form part of the non-bonded category. This suggests that the need for housing is a significant requirement and should be addressed as a priority.

## 2.4.8 Additional Detail per Selected Main Place

### 2.4.8.1 Population growth and migration

#### a) Gansbaai

The annual growth rate for Gansbaai was 11.0% from 1996 to 2001, 5.2% from 2001 to 2011 and a growth rate of 4.8% is estimated for 2011 to 2016. **This growth rate is higher than the average growth rate of 3.1% for the Overstrand over the period 2001 to 2011.**

The population pyramids and in-migration patterns for Gansbaai are similar as for the Overstrand. Although in-migration among retired people is recorded for Gansbaai, the figure is low. **It is concluded that the high growth rate forecasted for Gansbaai from 2011 to 2016 would likely be due to in-migration of the Black African population.**

#### b) Hawston

The population growth for Hawston was 11.3% from 1996 to 2001 and 2.0% from 2001 to 2011. A population growth rate of 1.5% is forecast for the period 2011 to 2016. There is very little evidence of in-migration for a specific age group.

#### c) Hermanus

Mount Pleasant (with a mainly Coloured population) is part of the Hermanus main place, which stretches from Mount Pleasant to Vo'lkliip. The population growth of 6.2% in Hermanus was recorded from 1996 to 2001, and a decline of -1.3% from 2001 to 2011. A growth rate of -0.2% is forecasted for 2011 to 2016.

One of the reasons for the negative growth rate can be the out-migration of younger persons in the region. **The area cannot expand, and very little new developments are physically possible. Densification is one option to promote growth in this region.** There are also a high percentage of elderly people living in Hermanus.

#### d) Kleinmond

The population growth of Kleinmond stabilised since 2001. The population growth from 1996 to 2001 was 10.5%, and 0.4% from 2001 to 2011. **Growth is forecasted to decline slightly by 0.7% between 2011 and 2016.**

The population pyramids and net-migration patterns are similar to that of Overstrand. **In-migration takes place among the Black-African population for age groups 20 to 30 years of age.** No migration patterns are observed for the Coloured population. Few elderly persons migrate into Kleinmond.

#### e) Onrus River

Population growth for Onrus River was 18.5%, between 1996 and 2001 and 4.1% between 2001 and 2011. The growth rate is forecast to be 2.0% from 2011 to 2016. **A strong in-migration of elderly persons is evident.**

#### f) Sandbaai

The population growth rate of Sandbaai was 7.0% between 2001 and 2011, and a growth rate of 2.8% is forecasted for 2011 to 2016. Sandbaai was not listed as a main place in the Statistics SA Census of 1996. The residents are mainly from the White population group. Slightly more retired people migrate to Sandbaai than persons from other age groups.

#### g) Stanford

The population growth rate for Stanford was 8.9% from 1996 to 2001, and 3.3% from 2001 to 2011. The estimated growth rate for 2011 to 2016 is 1.6%. **Growth is likely to continue in the Black African and Coloured populations, but remain constant for the White population group.**

The population pyramids and net-migration are also similar to that of the Overstrand for corresponding population groups.

#### h) Zwelihle

Population growth rates for Zwelihle are 5.4% from 1996 to 2001, and 10.3% from 2001 to 2011. A growth rate of 10.0% per annum from 2011 to 2016 is forecasted.

**Clear in-migration patterns especially for persons between 20 and 30 years of age are observed from the analysis. These significant growth rates have serious implications for spatial planning in the area and the region.**

	Rooiels	Pringle Bay	Bettys Bay (Plus Silver Sands 2001)	Kleinmond	Fisherhaven	Hawston	Greater Hermanus	Stanford	Greater Gansbaai	Pearly Beach
2016	164,0	942,2	1711,5	6766,7	867,0	8886,7	45188,9	5615,2	16842,4	1202,1
2017	176,1	973,3	1786,8	6793,8	899,1	9064,4	48419,3	5794,9	17655,8	1237,0
2018	189,1	1005,4	1865,4	6821,0	932,4	9245,7	51955,0	5980,4	18509,4	1272,8
2019	203,1	1038,6	1947,5	6848,3	966,9	9430,6	55825,4	6171,7	19405,4	1309,8
2020	218,2	1072,8	2033,2	6875,6	1002,6	9619,2	60062,4	6369,2	20345,9	1347,7
2021	234,3	1108,2	2122,7	6903,1	1039,7	9811,6	64700,9	6573,0	21333,1	1386,8
2022	251,7	1144,8	2216,1	6930,8	1078,2	10007,8	69779,4	6783,4	22369,3	1427,0
2023	270,3	1182,6	2313,6	6958,5	1118,1	10208,0	75339,9	7000,5	23457,0	1468,4
2024	290,3	1221,6	2415,4	6986,3	1159,5	10412,1	81428,6	7224,5	24598,9	1511,0
2025	311,8	1261,9	2521,7	7014,3	1202,4	10620,4	88096,1	7455,6	25797,6	1554,8
2026	334,8	1303,6	2632,6	7042,3	1246,9	10832,8	95397,8	7694,2	27056,0	1599,9
2027	359,6	1346,6	2748,4	7070,5	1293,0	11049,4	103394,7	7940,4	28377,1	1646,3
2028	386,2	1391,0	2869,4	7098,8	1340,8	11270,4	112153,2	8194,5	29764,1	1694,1
2029	414,8	1436,9	2995,6	7127,2	1390,5	11495,8	121746,7	8456,8	31220,3	1743,2
2030	445,5	1484,4	3127,4	7155,7	1441,9	11725,7	132255,2	8727,4	32749,1	1793,7
2031	478,5	1533,3	3265,0	7184,3	1495,2	11960,3	143766,7	9006,7	34354,4	1845,8

*Table 2.7: Population growth rate (MPBS: 2019)*

#### 2.4.8.2 Socio demographic characteristics, by main place

Of particular importance is the distribution of formal housing and informal housing in each area. The areas are selected to correspond with the areas on the property valuation roll of the Overstrand Municipality. The information for each area is produced by combining appropriate small area layers provided by the Statistics SA 2011 Census.

Informal housing includes “shack” or “shack in backyard” on the premises. These are informal structures not built in accordance with national building regulations.

At the time of the 2011 census, Blompark contained 18%, Eluxolweni 38% and Masakhane 70% informal housing units. This represents 156 informal units in Blompark, 96 in Eluxolweni and 1 098 in Masakhane. In Gansbaai (town), the number of shacks in a backyard is 243, and the number of shacks (not in a backyard) on premises is 1 110, which represents 1 353 informal housing units.

Analysis results indicate that 6% of the dwellings in Kleinmond Extension 6,78% of the dwellings in Overhills and 10% of the dwellings in Proteadorp are informal dwellings. There are 447 shacks (not in a backyard) and 327 shacks in a backyard, totalling 774 informal dwellings at the time of the Statistics SA 2011 Census.

Stanford South also includes the area on the Napier side of the R43. Stanford has 45 shacks in a backyard and 111 shacks (not in a backyard), which represents 156 informal housing units (10% of the dwellings in the town).

For the purposes of this study, Hermanus town consists of three areas that contain informal structures, namely Hawston, Mount Pleasant and Zwelihle. In total there are 1 584 shacks in a backyard and 843 shacks (not in a backyard) in Hermanus town (or 16% of the dwellings are informal housing units).

In order to obtain the current number of informal structures, shack counts were undertaken.

**Table 2.8** illustrates the estimation that there are approximately 10 000 households living in informal housing units in 2019 and more than half of these units are in Zwelihle.

	Census 2011	2019 Estimate	Shack Counts (2011 plus 2018)	Estimated annual growth rate
Zwelihle & Mount Pleasant	3410	5644	4 261	6,40%
Masakhane	1 203	2 007	1 272	4,80%
Overhills	792	1 322	591	6,40%
Stanford	231	271	70	2,00%
Hawston	453	491	0	1,00%
Blompark	276	299	105	1,00%
<b>Total</b>	<b>6419</b>	<b>10093</b>	<b>6299</b>	

*Table 2.8: Informal Settlement units in 2019 (MPBS: 2019)*

As previously stated, **the amount of informal structures within the Municipal boundaries informed the total housing need of the Municipality.** The findings of the analysis therefore suggest that the total 2019 Overstrand Housing Need amounts to approximately 10 000 units.

**This information has been incorporated in the process of calculating the extent of future new urban development areas which informed the MSDP Spatial Proposal Plans.**

## 2.4.9 Citizenship and Migration

The percentage of persons who are not South African citizens in the Overstrand (refer to **Table 2.9**) is 3.7%. Of the non-citizens, Zwelihle ranks the highest (1 186, or 40.4% of the total number of non-citizens). The percentage of persons in Zwelihle who are non-citizens is 6.5%, followed by Hermanus with 4.8% and Onrus River with 4.3%.

Settlements	SA citizen? Yes	SA citizen? No	Unspecified	Not applicable	Total	% No
Kleinmond	6 370	145	89	30	6 634	2.2
Hawston	8 173	30	10	-	8 213	0.4
Onrus River	4 552	220	262	117	5 151	4.3
Hermanus	8 976	498	74	905	10 543	4.8
Sandbaai	3 633	140	229	100	4 102	3.4
Zwelihle	16 802	1 186	222	-	18 210	6.5
Stanford	4 596	91	23	87	4 797	1.9
Gansbaai	10 828	113	248	404	11 593	1
<b>Total</b>	<b>74 531</b>	<b>2 935</b>	<b>1 275</b>	<b>1 668</b>	<b>80 409</b>	<b>3.7</b>

*Table 2.9 Citizenship per Town (MPBS: 2019)*

## 2.4.10 Protest Action

Sporadic protests took place in the Overstrand over the years, but the occurrence increased recently. It is important to understand the reasons for the protests and whether or not such protests should be considered in terms of decisions taken to address issues such as housing and service delivery. Protests have a strong underlying social dimension and are therefore an important part of understanding the socio-demographic context.

The following are key matters directly related to the protest actions:

- Housing provision;
- location of housing;
- basic services; and
- backyard dweller matters.

A further housing related matter refers to 22 March 2018 when a small group of approximately 15 women in Kwasa Kwasa, Zwelihle, walked to the Overstrand Municipality offices to complain about exorbitant rental prices for small backyard dwellings that are attached to the RDP homes in Zwelihle. They were also frustrated with the lack of services by their landlords, who fail to pay rates and electricity. These women **demanded land to build their own homes**.

**Land invasions are a matter of concern after an invasion took place in the area behind the Zwelihle swimming pool, as well as on the old dump mound, now referred to as Marikana.**

It appears that there is a particular demand for housing from middle-income wage earners, earning more than the minimum salary of R3 500 per month, who are excluded from state housing programmes and are forced to live in backyard dwellings. Overcrowding and living in backyards increases the strain of living in limited spaces, and thus the demand for access to vacant land to erect their own structures.

The method of accommodating the part of the population that was/is associated with the protest action, is imbedded in the approach of this MSDF to define the total housing need.

The aforementioned part of the population has therefore been taken into account in compiling the MDSF spatial proposals.

## 2.4.11 Future Housing Need

The housing need was determined on a credible statistical methodology of which the key steps can be summarized as follows:

- The baseline population in 2016 was determined using existing sources of secondary data (e.g. Statistics South Africa Census, 2011 and Community Survey, 2016)
- The first calculation considers the number of households living in informal structures, as well as the number of households living in overcrowded conditions. The latter is calculated using the steps as described by the Western Cape Government: Human Settlements (2015).

- The housing shortage in the Overstrand urban areas is also factored into the calculation.
- Using the population growth as observed between 2011 and 2016 the totals are calculated and highlighted in Table 2.9

It should be noted that the number of informal settlements is not based only on actual site surveys due to the fluctuating nature of the data (i.e. influx and outflow taking place on a daily basis). It is recommended that the population statistics of the next census be used to refine/update the population figures and subsequent housing need of this report during the relevant MSDF review period.

**Table 2.10** depicts the housing need for the indigent and the estimated percentage annual growth, in the four towns, viz. Hangklip-Kleinmond, Gansbaai, Stanford and Hermanus (using Census 2011 data). It is clear that the 2011 housing need in Hermanus (specifically Zwelihle) is significantly higher than the need in the other three towns combined.

Year	Hangklip Kleinmond		Gansbaai		Stanford		Hermanus		Total Overstrand (with overcrowding)	Total Overstrand (without overcrowding)
	Total	% growth	Total	% growth	Total	% growth	Total	% growth		
2011	855	6.4	1602	6.4	330	6.4	3892	6.4	6679	4710
2016	1177	5.7	2206	5.7	454	5.7	5360	5.7	9198	6486
2021	1566	4.9	2934	4.9	604	4.9	7127	4.9	12231	8625
2026	2000	4.2	3748	4.2	772	4.2	9106	4.2	15627	11020
2031	2468		4624		953		11234		19278	13595

**Table 2.10 Housing Need and estimated percentage annual growth**

If the population estimate for 2016 and projections for 2021, 2026 and 2031 are considered, the need for houses in the municipal area is conservatively determined to be the following:

- 2016: about 9 198 based on a 6.4% annual growth between 2011 and 2016;
- 2021: about 12 231 based on a 5.7% annual growth;
- 2026: about 15 627 based on a 4.9% annual growth; and
- 2031: about 19 278 based on a 4.2% annual growth.

#### 2.4.12 Land Area Requirements based on Housing Need

The following tables present the amount of land (ha) required to accommodate the housing need as per the preceding section. The land area calculation are based on two scenario's, namely at a density provision of 15du/ha as well as 20 du/ha.

Year	Hangklip-Kleinmond		Gansbaai		Stanford		Hermanus		Overstrand	
	Need (du)	Area (ha)	Need (du)	Area (ha)	Need (du)	Area (ha)	Need (du)	Area (ha)	Need (du)	Area (ha)
2011	855	59	1 602	107	330	22	3 892	259	6 679	446
2016	1 177	78	2 206	147	454	30	5 360	357	9 198	613
2021	1 566	104	2 934	196	604	40	7 127	475	12 231	815
2026	2 000	133	3 748	250	772	51	9 106	607	15 627	1 042
2031	2 468	165	4 624	308	953	64	11 234	749	19 278	1 285

**Table 2.11 Land Area Requirements based on 15du/ha provision**

It is most informative that, based on the projected housing needs and a ratio of 15du/ha, that the Overstrand will require 815 ha additional land for human settlement development in 2021, 1042 ha by 2026 and 1 285 ha by 2031.

The following table lists the area requirements for the same areas and periods, based on a 20du/ha ratio.

Year	Hangklip-Kleinmond		Gansbaai		Stanford		Hermanus		Overstrand	
	Need (du)	Area (ha)	Need (du)	Area (ha)	Need (du)	Area (ha)	Need (du)	Area (ha)	Need (du)	Area (ha)
2011	855	43	1 602	80	330	17	3 892	195	6 679	334
2016	1 177	56	2 206	110	454	23	5 360	268	9 198	460
2021	1 566	78.3	2 934	147	604	30	7 127	356	12 231	612
2026	2 000	100	3 748	187	772	38.7	9 106	455	15 627	781
2031	2 468	123	4 624	231	953	48	11 234	562	19 278	964

**Table 2.12 Land Area Requirements based on 20du/ha provision**

As anticipated, the land area requirements diminish as the density increases.

The Overstrand will require 612 ha as opposed to 815 ha additional land for settlement development in 2021, 781 ha as opposed to 1 042 ha by 2026 and 964 as opposed to 1 285 ha by 2031 (when a density of 20du/ha is applied).

In light of the aforementioned, densification and confinement of development within urban edges remains a key policy directive, based on which the Overstrand settlement spatial proposals were compiled.

### Challenges and Impacts/ Implications for this MSDF

- A most significant informant to the compilation of the SDF proposal plans is the total area (ha) required to accommodate human settlement development. In addition to these areas, land areas for ancillary facilities such as community facilities and potentially economic opportunity areas will also be required.
- The Overstrand will require 612ha as opposed to 815ha additional land for settlement development in 2021, 781ha as opposed to 1 042 ha by 2026 and 964 as opposed to 1 285 ha by 2031 (when a density of 20du/ha is applied), based on the projected housing need / amount of informal structures.
- In the Overstrand specifically, available land suitable for development is an extremely scarce commodity. A significant challenges lies in the sustainable development of the limited land in the Overstrand with the absolute minimum negative impact on its natural resources.
- The land area requirements for the respective periods are a significant first round informant to the spatial proposals presented in following sections of this report. As areas are focused on in terms of earmarking new urban development areas, the Overstrand Growth Management Strategy has also been consulted. The ultimate densities applied to urban development land identified have therefore been informed not only by the aforementioned two scenarios, but also by consistency with the municipality's densification policy.

## 2.5 OUR ECONOMY

The following section is a comparative overview of the Overstrand Municipal economy and is based on a summary of a report specifically compiled for the purposes of informing this MSDF. The report, titled "Economic overview of the Overstrand economy, 2019" was compiled by Multi Purpose Business Solutions and can be referred to for detailed information. The report will be referred to as **MPBS\_Econ:2019**.

This report analyses the economic significance of the Overstrand Municipality by comparing the performance of the Overstrand Municipality with the other Municipalities in the Overberg District for the period 1993/94 to 2017/18.

### 2.5.1. Performance of the Western Cape, Overberg and Overstrand Economies

The performance of the Western Cape, Overberg and Overstrand economies is reviewed in this section for the period 1994 to 2018. By way of background, the historic developments are first considered through an analysis of the growth, employment and remuneration of employees for sub-sectors over the aforementioned period. Thereafter, the growth in real value added (RGVA), growth in employment and growth in remuneration across the sub-sectors are considered. The analysis is in real terms (i.e. adjusted for inflation).

### 2.5.2. GVA Growth, Employment and Remuneration, 1994 to 2018

Although it is a known fact that the Western Cape economy normally outperforms the national economy, it remains necessary to investigate the source of this growth i.e. which sectors are making the largest contribution to the region's economic growth, both in terms of real value-added and employment.

#### a) Growth in GVA

The construction sector of the Western Cape economy performed the best (4.4% per annum measured by Gross Value Added (GVA) over the period 1993 to 2018, followed by the transport, storage and communication sector (4.3% per annum).

In the Overberg District, the transport, storage and communication sector achieved the highest annual growth rate of 5.7%, followed by the wholesale and retail trade, catering and accommodation sector at 4.8%. Mining and quarrying is the underperformer in both the Western Cape Province (- 4.8%) and Overberg (-4.5%).

Overberg contributed on average 3.3% to the total RGVA of the Province **MPBS\_Econ: 2019**.

Looking at the four municipalities of **the Overberg District** economy, Theewaterskloof contributed on average 39.6%; **Overstrand 32.9%**, Cape Agulhas 15.2% and Swellendam 12.3% to total RGVA of the Overberg District.

**In Overstrand, the best performing sector was transport, storage and communication with an average growth of 6.9%, while mining and quarrying contracted by -4.7% per year.**

#### b) Growth in employment

Employment growth for the Western Cape suggests that transport, finance, insurance, real estate and business services sectors as well as the transport, storage and communication sector had the highest growth of 2.9% per annum, followed by wholesale and retail trade, catering and accommodation (2.7% per annum).

For Overberg, finance, insurance, real estate and business services sector was growing at 5.4%, followed by transport, storage and communication at 5.1% per annum. The underperformers in both the Province and Overberg were the primary sector industries of agriculture, forestry and fishing (-1.1% and -1.7%, respectively). Overberg contributed on average 5.1% to the total employment of the Province.

**Employment growth in the four municipalities of the Overberg District economy indicates that Theewaterskloof contributed on average 48.3%; Overstrand 26.7%, Cape Agulhas 11.9% and Swellendam 13% to total employment in the Overberg.**

**In Overstrand the best performing employment generating sector was transport, storage and communication with an average annual growth of 5.4%, while mining and agriculture, forestry and fishing contracted by -1.2% per year.**

#### c) Growth in Remuneration

Shifting the focus to real remuneration growth, **Western Cape Province** transport, finance, insurance, real estate and business services sector had the highest growth of 5.3% per annum, followed by transport, storage and communication with a growth rate of 3.1% per annum.

For **Overberg**, growth of the finance, insurance, real estate and business services was growing at 6.8% followed by manufacturing at 4.9% per annum. The underperformers in both the Province and Overberg were the primary sector industries of mining (-0.7% and -0.3%, respectively) and agriculture (1.0% and 0.1%, respectively) over the full period. Overberg contributed on average 3.0% to the total real remuneration of the Province.

The real remuneration in the four municipal areas of the Overberg District economy recorded in indicates that Theewaterskloof contributed on average 39.4%; Overstrand 31.2%, Cape Agulhas 16.6% and Swellendam 12.8% to total real compensation in the Overberg District.

In Overstrand, the **best performing sector for real remuneration growth was finance, insurance, real estate and business services** with an average annual growth of 5.7%, while mining and quarrying contracted with -0.5% per year (MPBS\_Econ:2019).

### 2.5.3. Real GVA and employment growth

The sub-sectors responsible for growth and employment creation becomes clearer when the analysis is conducted at a disaggregated level. **Figure 2.6** depicts the growth of the sub-sector in real value added from 1993 to 2018 (horizontal axis) against the rate of employment growth over the corresponding period (vertical axis) for the **Western Cape**.

The chart is divided into four quadrants, i.e. four groups of subsectors/industries, namely:

1. The top left quadrant indicates sub-sectors displaying below average real GVA growth (i.e. less than the 2.9% per annum real growth rate for the Western Cape economy, but creating jobs on a net basis (i.e. positive average employment growth over the period 1993 to 2018).
2. The top-right quadrant includes a number of sub-sectors exhibiting above-average real GVA growth as well as creating jobs on a net basis.
3. The bottom-left quadrant represents sectors where jobs were lost in most cases and real GVA growth was below average.
4. The bottom-right quadrant contains the high GVA growth sectors where jobs were lost in most cases. (MPBS\_Econ:2019)

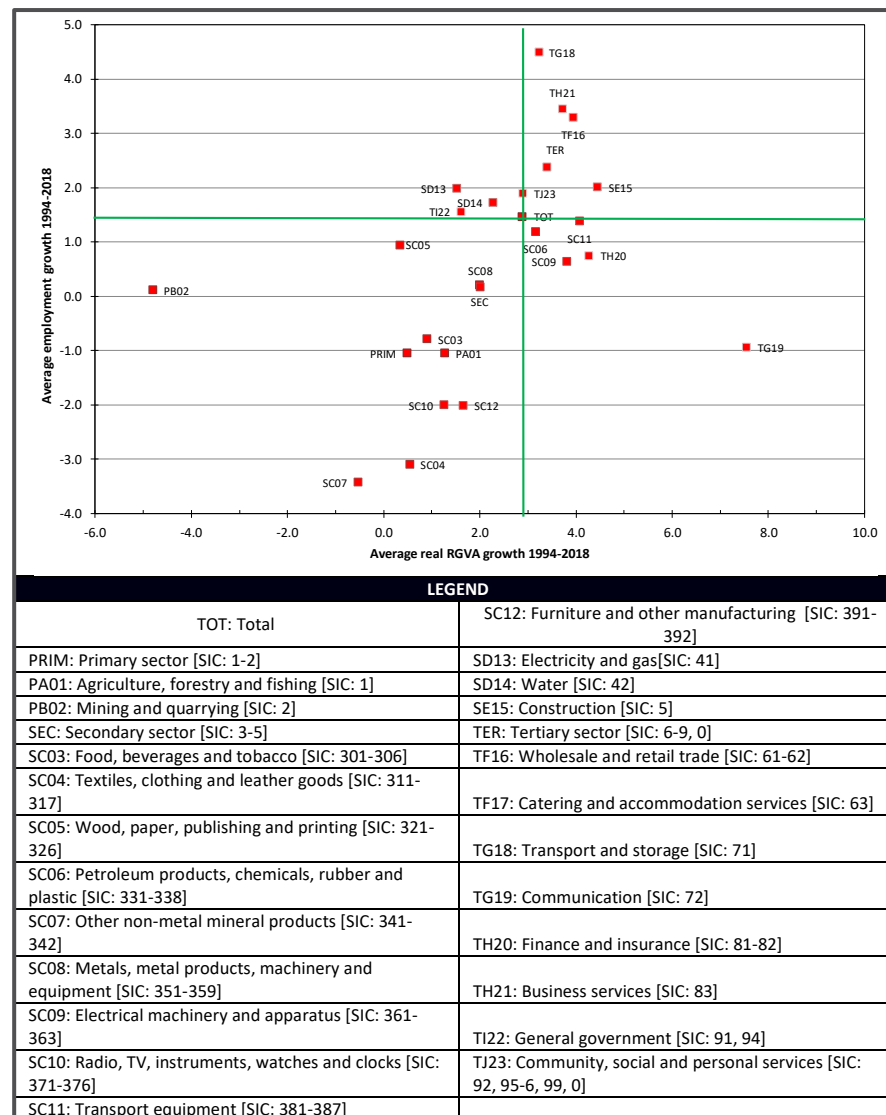


Figure 2.6: Western Cape Real GVA and Employment Growth from 1994-2018

The best performing sectors of the **Western Cape** with the focus on job creation (employment growth) and GVA growth were the transport and storage (TG18) and business services (TH21) sectors in the matrix of relevance. These sectors achieved above average growth in both the GVA and net employment. It is interesting to note that this quadrant is dominated by industries or sub-sectors in the tertiary sector – a sector in which the demand for higher skilled workers is the highest, but relative employment levels are low. Remuneration in this sector per employee is also relatively high.

The best performing sectors of the Overberg area with the focus on the job creation (employment growth) and GVA growth were the transport and storage (TG18) and business services (TH21) and petroleum products, chemicals, rubber and plastic (SC06) sectors (Figure 3).

These sectors achieved above average growth in GVA and net employment. Interesting to note that in this quadrant, there is a higher prevalence of industries in the secondary sector – a sector in which the demand for lower skilled workers and relative employment levels are higher than in the tertiary sector. Remuneration in this sector per employee is also not as high as for the tertiary sector.

The best performing sectors of the Overstrand municipal area with the focus on the job creation (employment growth) and GVA growth were the transport and storage (TG18) and petroleum products, chemicals, rubber and plastic (SC06) sectors (Figure 2.7). The sectors achieved above average growth in GVA and net employment. Similar to the previous areas, there is a higher prevalence of industries in the secondary sector, which has a higher demand for lower skilled workers and relative employment levels, but a lower remuneration per employee than for the tertiary sector.

Tourism in Hermanus makes a considerable contribution to the economy, although difficult to quantify, especially at a local level. Notwithstanding, from a qualitative perspective, tourism is an important sector for the economy of Overstrand but is not recognised as a stand-alone sector in the Industrial Standards Classification (SIC).

However, each economic sector contributes to the tourism sector due to its multi-disciplinary nature of products and services. From the primary sectors such as agriculture to manufacturing and service-related industries, all contribute to the sector. The alignment that occurs is balancing demand for tourism products and services and the provision of the product or service, i.e. the supply side. Any tourism

analysis at a local level with reference to the economic contribution should be considered with caution due to limited data in terms of demand and supply.

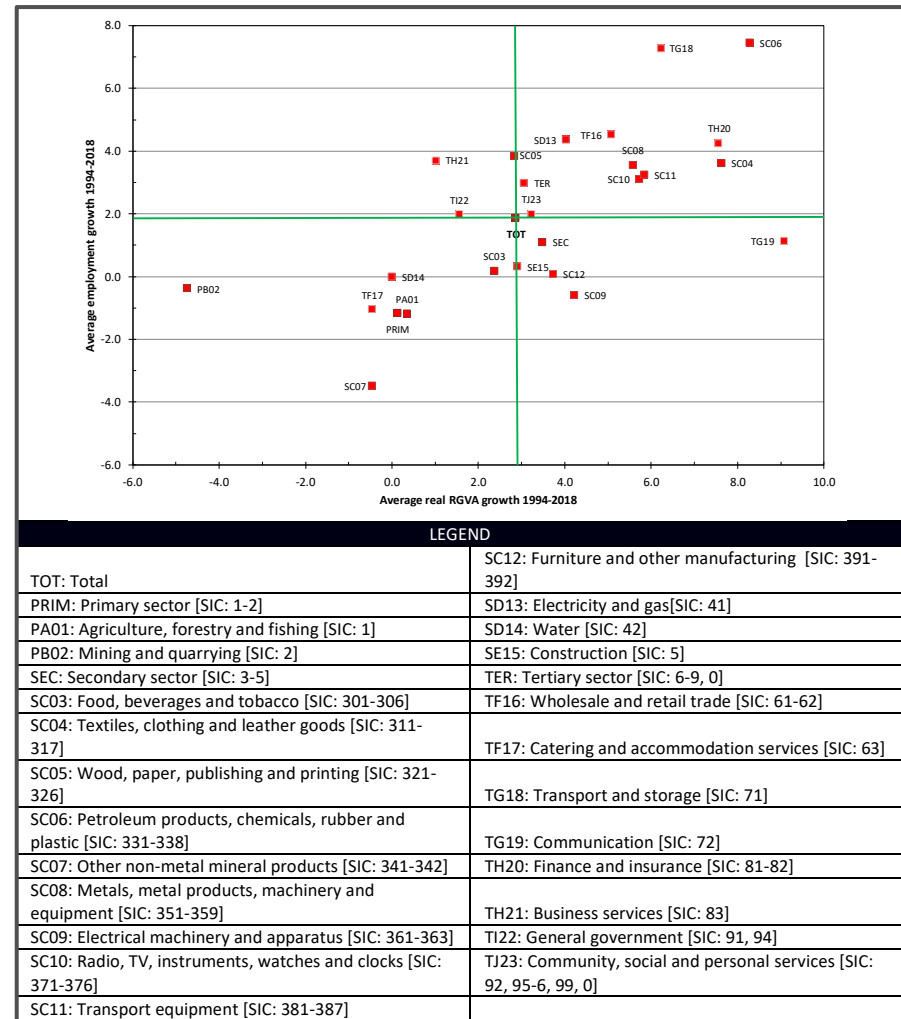


Figure 2.7: Overstrand Real GVA and Employment Growth from 1994-2018 (MPBS\_Econ:2019)

In general, the conclusion is that job creation in the primary and secondary sectors is lagging the growth in employment that is occurring in the tertiary sector. This is clearly visible if the unemployment characteristics of the broader Overberg area is analysed, which can be summarised as an "oversupply" of lower skilled workers and a lack of employment opportunities.

#### 2.5.4. Real GVA growth, average employment growth and average real remuneration analysis from 1994 to 2018

Figures 2.8-2.10 show the ranking of the sub-sectors in terms of real average GVA growth, average employment growth and average real remuneration growth over the period 1994 to 2018 for the Western Cape, Overberg and Overstrand.

The sectors are categorised into three groups: *Firstly*, the above average growth sectors (above the total marked in red); *secondly*, about 55% of sectors in the Western Cape and 41% in the others areas are below average (below the total); and *thirdly*, there are two negative-growing sectors in the Province and at least one in each of the other areas.

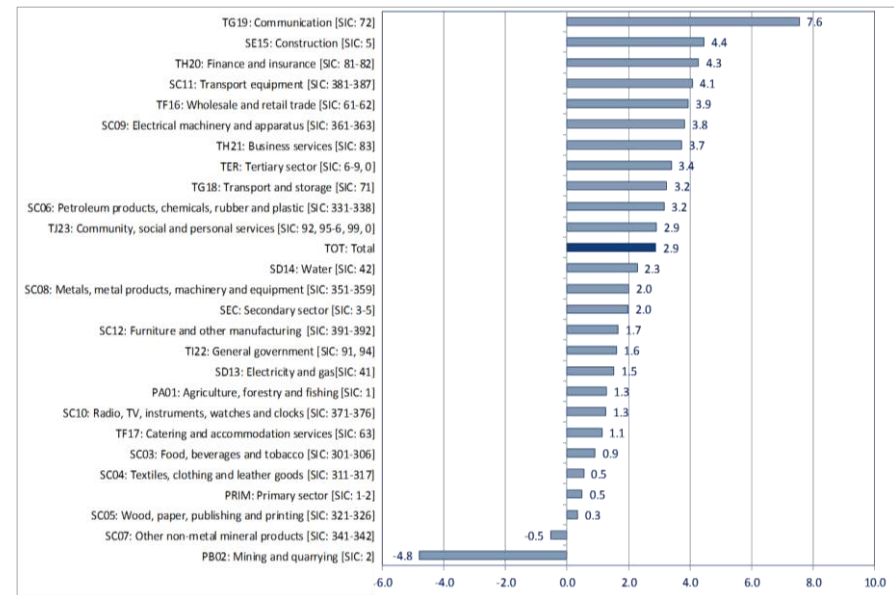


Figure 2.8: Western Cape average real GVA growth across sectors from 1994 to 2018 (MPBS\_Econ:2019)

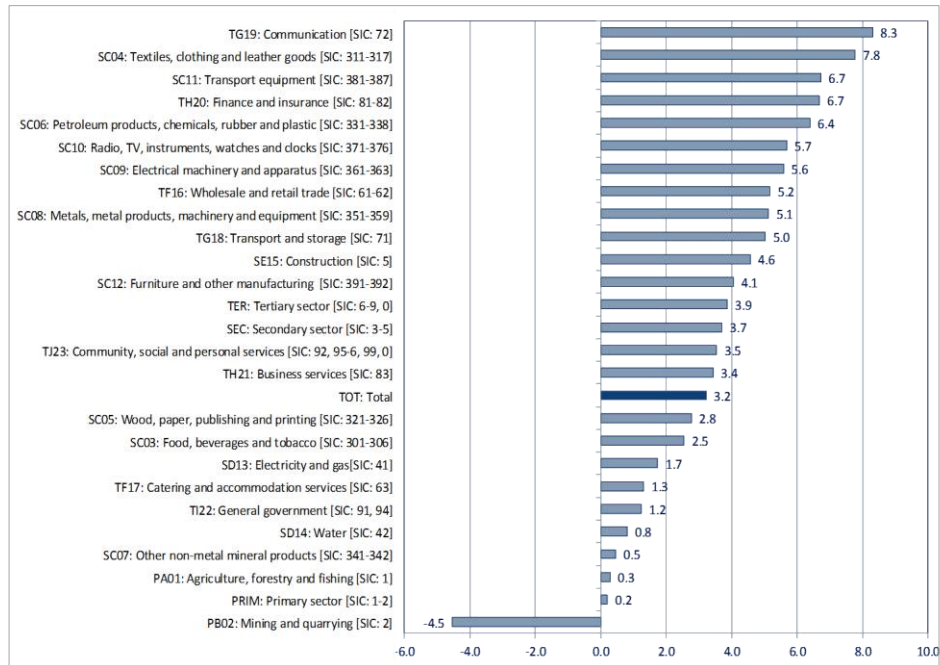


Figure 2.9: Overberg average real GVA growth across sectors from 1994 to 2018 (MPBS\_Econ:2019)

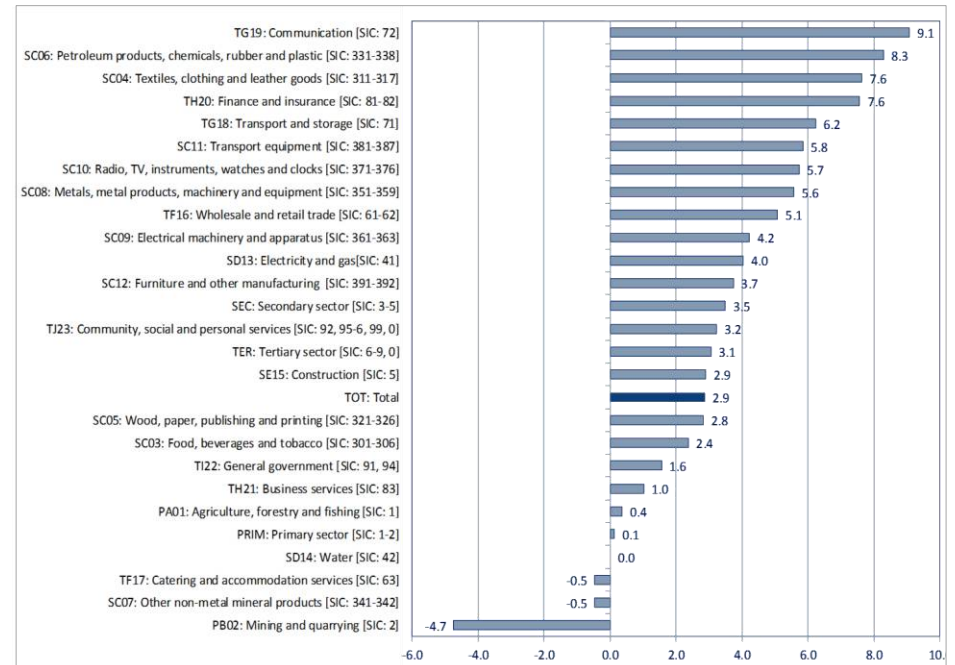


Figure 2.10: Overstrand average real GVA growth across sectors from 1994 to 2018 (MPBS\_Econ:2019)

A summary and comparison of the performing sectors in the geographies analysed for average real GVA growth is indicated in **Table 2.13**.

Western Cape	Overberg	Theewaters-kloof	Overstrand	Cape Agulhas	Swellendam
TG19	TG19	SC11	TG19	SC04	TG19
SE15	SC04	SC04	SC06	TG19	TH20
TH20	SC11	TG19	SC04	SC11	TH21
SC11	TH20	TH21	TH20	SC09	SC04
TF16	SC06	SE15	TG18	TH20	SC08
SC09	SC10	SC08	SC11	SC10	TH16
LEGEND					
TOT: Total			SC12: Furniture and other manufacturing [SIC: 391-392]		
PRIM: Primary sector [SIC: 1-2]			SD13: Electricity and gas[SIC: 41]		
PA01: Agriculture, forestry and fishing [SIC: 1]			SD14: Water [SIC: 42]		
PB02: Mining and quarrying [SIC: 2]			SE15: Construction [SIC: 5]		
SEC: Secondary sector [SIC: 3-5]			TER: Tertiary sector [SIC: 6-9, 0]		
SC03: Food, beverages and tobacco [SIC: 301-306]			TF16: Wholesale and retail trade [SIC: 61-62]		
SC04: Textiles, clothing and leather goods [SIC: 311-317]			TF17: Catering and accommodation services [SIC: 63]		
SC05: Wood, paper, publishing and printing [SIC: 321-326]			TG18: Transport and storage [SIC: 71]		
SC06: Petroleum products, chemicals, rubber and plastic [SIC: 331-338]			TG19: Communication [SIC: 72]		
SC07: Other non-metal mineral products [SIC: 341-342]			TH20: Finance and insurance [SIC: 81-82]		
SC08: Metals, metal products, machinery and equipment [SIC: 351-359]			TH21: Business services [SIC: 83]		
SC09: Electrical machinery and apparatus [SIC: 361-363]			TI22: General government [SIC: 91, 94]		
SC10: Radio, TV, instruments, watches and clocks [SIC: 371-376]			TJ23: Community, social and personal services [SIC: 92, 95-6, 99, 0]		
SC11: Transport equipment [SIC: 381-387]					

**Table 2.13: Comparison of the performing sectors in terms of average real GVA growth for the geographies analysed (MPBS\_Econ:2019)**

**Table 2.13** indicates that the communication sector has achieved strong annual growth in the Province and across the municipal areas. Growth in textiles, clothing and leather goods [SIC: 311-317] also exhibited well above-average growth across all the geographies. **For Overstrand, the finance and insurance [SIC: 81-82] and transport and storage [SIC: 71] sectors also achieve strong annual GVA growth.**

## 2.5.5. Employment growth analysis from 1994 to 2018

A summary and comparison of performing sectors in the geographies analysed for average employment growth is indicated in **Table 2.14**.

Western Cape	Overberg	Theewaters-kloof	Overstrand	Cape Agulhas	Swellendam
TG18	TG18	TH21	SC06	TG18	TH21
TH21	SC06	TG18	TG18	TH21	TG18
TF16	TH21	SC06	TF16	SC11	SC06
TER	TF16	SC11	SD13	SC06	TF16
SE15	SC11	TF16	TH20	SC05	TER
SD13	TH20	TER	SC05	SC10	TH20
LEGEND					
TOT: Total			SC12: Furniture and other manufacturing [SIC: 391-392]		
PRIM: Primary sector [SIC: 1-2]			SD13: Electricity and gas[SIC: 41]		
PA01: Agriculture, forestry and fishing [SIC: 1]			SD14: Water [SIC: 42]		
PB02: Mining and quarrying [SIC: 2]			SE15: Construction [SIC: 5]		
SEC: Secondary sector [SIC: 3-5]			TER: Tertiary sector [SIC: 6-9, 0]		
SC03: Food, beverages and tobacco [SIC: 301-306]			TF16: Wholesale and retail trade [SIC: 61-62]		
SC04: Textiles, clothing and leather goods [SIC: 311-317]			TF17: Catering and accommodation services [SIC: 63]		
SC05: Wood, paper, publishing and printing [SIC: 321-326]			TG18: Transport and storage [SIC: 71]		
SC06: Petroleum products, chemicals, rubber and plastic [SIC: 331-338]			TG19: Communication [SIC: 72]		
SC07: Other non-metal mineral products [SIC: 341-342]			TH20: Finance and insurance [SIC: 81-82]		
SC08: Metals, metal products, machinery and equipment [SIC: 351-359]			TH21: Business services [SIC: 83]		
SC09: Electrical machinery and apparatus [SIC: 361-363]			TI22: General government [SIC: 91, 94]		
SC10: Radio, TV, instruments, watches and clocks [SIC: 371-376]			TJ23: Community, social and personal services [SIC: 92, 95-6, 99, 0]		
SC11: Transport equipment [SIC: 381-387]					

**Table 2.14: Comparison of the performing sectors in terms of average employment growth for the geographies analysed (MPBS\_Econ:2019)**

**Table 2.14** indicates that business services [SIC: 83] contributes to employment growth across the province and the Municipalities. **In Overstrand, the Business Sector has not contributed to employment growth in the same manner as the other municipalities included in the comparative analysis. The Petroleum products,**

chemicals, rubber and plastic [SIC: 331-338] sector also contributes to employment growth within the geographies, and on average has been the largest contributor to employment growth in Overstrand on average from 1994 to 2018.

#### 2.5.6. Employment elasticities

One method that could assist to gauge the labour absorption associated with the growth that has taken place across the sub-sectors, is to calculate the employment elasticity for each sub-sector. The employment elasticity is defined here as the ratio of the average growth in employment in the sub-sector over 1994 to 2018, divided by the average growth in real GVA over the corresponding period.

The various ratios indicate the degree of labour absorption that occurred in the growth of the specific sub-sector. A value of "1" and above suggests an elastic labour response (i.e. labour-intensive growth); conversely, a value below "1" suggests poor labour absorption.

The Province's overall employment elasticity over 1994 to 2018 is 0.51, which suggests a very poor labour absorption in the region; Overberg is marginally lower at 0.48. The Overstrand is well above the Province and other areas in the Overberg District at 0.65, but is well below "1" that indicates an inelastic labour response.

There are a several sub-sectors with an employment elasticity of higher than "1" in the Province as well as the other areas. Sub-sectors in the Province with relatively high employment elasticities include other non-metal mineral products (6.54) and wood, paper, publishing and printing (2.75). In Overberg, the highest employment elasticity is in the business services sector (1.66) followed by electricity and gas (1.42).

Overstrand has other non-metal mineral products (7.58 – very small and probably an unstable sector) with the highest elasticity, followed by business services at 3.62.

#### 2.5.7. Regional Impact: Leakages

A key determinant of leakages is the share of imported goods and services attributed to households' consumption demand. If households consume domestically produced goods, increasing household incomes will benefit domestic producers and the circular flow of income will lead to further rounds of indirect linkage effects. However, if households demand imported goods, foreign producers will benefit and the indirect linkage effects will be smaller. Import demand is therefore a leakage from the circular flow of income. Similarly, when government taxes factor incomes (revenue generated by and paid for by businesses), it limits how much of the profit generated through

production are earned by households, and therefore reduces consumption linkages. Ultimately, these kinds of leakages cause the round-by-round effects slow down more quickly and reduce the total multiplier effect represented by growth in GVA employment.

Regional impact analysis depends on an essential assumption regarding the destination of production or goods and services generated in a local economy. In order to conduct such an impact analysis, a detailed input-output framework is necessary, which is beyond the scope of this analysis. Since no reliable (credible) data is available to reflect the movement of goods and services, it is assumed that the leakages between the four B-municipalities of the Overberg District are minimal. We assume for the purposes of the analysis that most of the leakages will be to the remainder of the Province, including a small portion to the municipalities in the Overberg District and the Rest of South Africa. Even analysing what is presented in this study necessitates a requirement for caution in the absence of credible data to reflect the flow of goods and services between regions.

To offer some analysis of potential leakages, an approach is adopted where final consumption expenditure of households is used as a proxy for production leakages, i.e. the need to import goods and services from outside for production within Overstrand.

Briefly, if consumption expenditure is mainly on "imported" goods and services, which implies that the production thereof does not occur in the local economy, the leakages are high and the result could be as follow:

- Low or lower levels on real economic activity;
- higher unemployment levels;
- low or lower levels of remuneration; and
- outflow of medium and higher skilled labour to other regions of the Province that offer better employment opportunities.

This is primarily an outcome associated with and can occur in the tertiary sector of the economy (where a requirement for higher skilled labour likely exists). Eventually, the lower skilled labour will also start to migrate and the local economy will start to shrink.

The relative share of total consumption expenditure in the Overstrand area for the period 1993 to 2018 is 6.85% for durable products; 6.77% for semi-durable products; 40.90% for non-durable products and 45.48% for services. These values changed over time with a slight increase in durable spending from about 6% in 1993

to 8% in 2018. Semi-durable increased from about 4.4% to 8%, while non-durable started at 47.6% in 1993 and in 2018 reflects reduction in household expenditure to 37.8% in 2018. Services increased from about 42% to 45.5% over the period.

To extract leakages from household spending requires a more detail perspective of each spending category - including an estimate of expenditure on goods and service and the origin of the goods and services outside the Overstrand economy. In the absence of the type of data stated above, we assumed leakage factors based on the nature and scope of the product associated with the household spending.

It is clear that the higher the leakage percentage, the more money spent by households' flows to producers outside of Overstrand and is thus not available for multiplied economic activity. The realistic estimate indicates that an estimated 45% of household expenditure is lost for the Overstrand economy due to the "import" of goods and services demanded by consumers living in Overstrand. Household expenditure on durable goods results in an estimated leakage of 97.72%, with service with a leakage of 22.27% estimated to retain the highest level of household spending within the Overstrand economy.

(MPBS\_Econ:2019)

#### Challenges and Impacts / Implications for this MSDF

- The best performing sectors of the Overstrand municipal area with the focus on job creation (employment growth) and GVA growth were the transport and storage and petroleum products, chemicals, rubber and plastic sector (industrial and commercial related land uses in terms of land use planning).
- The continued growth of these sectors will require sufficient suitably located and earmarked land. The provision of these areas is therefore prioritised in the MSDF. The aforementioned areas also are foreseen to accommodate the sectors with the highest employment generation percentages, i.e. labour intensive sectors. In addition, these areas are also suitable for increased service sector development which is limited in the Overstrand and needs to be accommodated in its spatial provisions.
- Analysing the import leakages is less accurate due the lack of credible data. Using household consumption expenditure as a proxy suggests that a rather large outflow of funds to outside suppliers – in the Province and the rest of South Africa - occurs especially within the durable and semi-durable household consumption expenditure.

- An estimated 45% of household expenditure is lost for the Overstrand economy due to the "import" of goods and services demanded by consumers living in Overstrand.
- The MSDF spatial proposals were informed by both the GVA growth/employment generation factors and leakage patterns, insofar as that which is earmarked as developable areas which could accommodate development of sectors related not only to the GVA/employment theme, but also to that which could potentially limit leakage by means of local production/service provision.
- In absence of detail consumer spending data, this can only be done on a strategic basis by means of identifying land uses which could potentially be developed for a wide range of sectors related to the aforementioned.
- The spatial designations of the MSDF proposals therefore makes provision for accommodating the said GVA and employment growth as well as leakage trends by means of earmarking related land use designations (Refer Part 5: Spatial Proposals per Settlement).
- In addition the Overstrand's economy and ecology are inseparable and the natural environment is widely regarded as the region's single largest asset. The future management of the natural resource base and the subsequent state thereof, will to a great extent influence economic sustainability. If resources are not effectively managed, the resource base may limit economic growth. Effective integrated environmental management is required to ensure a sustainable balance between the Overstrand economy and ecology.

## 2.6 OUR NATURAL ENVIRONMENT

### 2.6.1 Overview

As a result of its rugged, varied topography and underlying geology, the Overstrand Municipal area consists of a varying range of landscapes. These are distinguished by their landform and micro-climates that support a diversity of fynbos dominated natural habitats, rivers and estuaries as well as productive marine and agricultural environments. The landscapes include on broad scale, sandy coastal plains, sandstone dominated mountain ranges, open valleys and a diversity of freshwater and coastal habitats. The majority of agricultural crop farms are located in the valleys.

Overstrand's water and coastal habitats contains rivers, streams, estuaries, wetlands, fine sand grain beaches, exposed rock headlands and water eroded rock platforms. Outstanding coastal features include Hangklip at Rooiels, the mountainous Kogelberg Biosphere Reserve that is recognised as the heart of the Cape Floristic Kingdom, Fernkloof Nature Reserve and the African Penguin Colony at Stony Point. Overstrand furthermore boasts of a number of nature reserves and marine protected areas such as the Walker Bay Whale Sanctuary Protected Marine Area.

The coastal areas are contrasted by spectacular imposing mountain ranges, running roughly parallel to the coastline, rising steeply from sea level.

The Kleinriviersberg Mountain Range dominates the entire Walker Bay coastline and surrounds the main centre of the town of Hermanus, the area's primary urban centre.

The Overstrand region has a distinctly southern western cape or mediterranean climate, characterised by cold winter months with high rainfall. Summer months reflect relatively high temperatures, low rainfall and strong south-easterly winds and on-shore winds. Average annual rainfall amounts to approximately 450 – 830 mm, peaking during the winter months from May to August.

The primary freshwater resource supplying potable water to the Overstrand region is the De Bos Dam, with an annual supply capacity of approximately 2.8 million m<sup>3</sup>. This source is supplemented by groundwater from the Gateway Well Field supplying approximately 1.5 million m<sup>3</sup> of water per annum. The main potential future source of potable water is ground water located within the greater Hermanus and Hemel and Aarde Valley areas. Other potential freshwater sources are located at Stanford and Gansbaai.

As result of the varied topography, associated soils and the mediterranean climate, the municipal area supports a diversity of natural habitats that include:

- A large network of important wetlands and river corridors, many of which have been identified by the South African National Biodiversity Institute (SANBI) as Freshwater Ecosystem Priority Areas, as illustrated on **Plan 3**.
- Several large and productive estuaries, which are of key importance in terms of ecological economic functions such as sustaining commercial marine fisheries, aquaculture and tourism. It furthermore functions as natural habitats for especially water birds. The Klein River and Kleinmond Estuaries have been rated within the top ten most important temperate estuaries along the South African Coastline.
- A diverse natural vegetative cover, exceeding 65% of the total Overstrand land surface area. It comprises of eighteen vegetation types of which six are classified as critically endangered, three as endangered, and two as vulnerable to extinction. The remaining extents of the above are illustrated in **Plan 4**.

The Overstrand Critical Biodiversity and Ecological Support Areas as determined by the South African National Biodiversity Institute (SANBI), is indicated on **Plan 5**. The areas were identified to, amongst other, facilitate the functioning of ecological processes that are required to ensure that biodiversity features persist in the long term.

The most important geographic areas for protected area expansion as set out by the National Protected Areas Expansion Strategy (NPAES), is indicated on **Plan 6**.

## Challenges and Impacts

Specific challenges impacts on the Overstrand rural and natural environments, of which the following can be described as most pertinent.

The infestation of invasive alien plants dramatically decreases water quantity from mountain catchment areas. It suppresses and overgrows indigenous vegetation that negatively affects the scenic quality of the natural environment and increases the frequency and intensity of fires.

A number of factors increasingly impact on natural vegetation including the invasion of alien vegetation, an increase in agricultural activities, reduced rainfall and changes in land use to accommodate housing and infrastructure development. Plan 7 spatially illustrates the current land cover of the Overberg Municipality's rural environment. This land cover transformation plan depicts naturally vegetated areas, degraded sites, densely alien infested areas, and urban built-up areas.

A decrease in quantity of freshwater inflows into reservoirs and recharging of aquifer systems, may compromise adequate potable water supplies to the towns within the Overstrand region. The quality and quantity of freshwater inflows into estuarine ecosystems are declining as the result of various factors, which will lead to the gradual transformation thereof into fresh water lakes. This in itself is a significant disturbance of the natural environmental balance of the area.

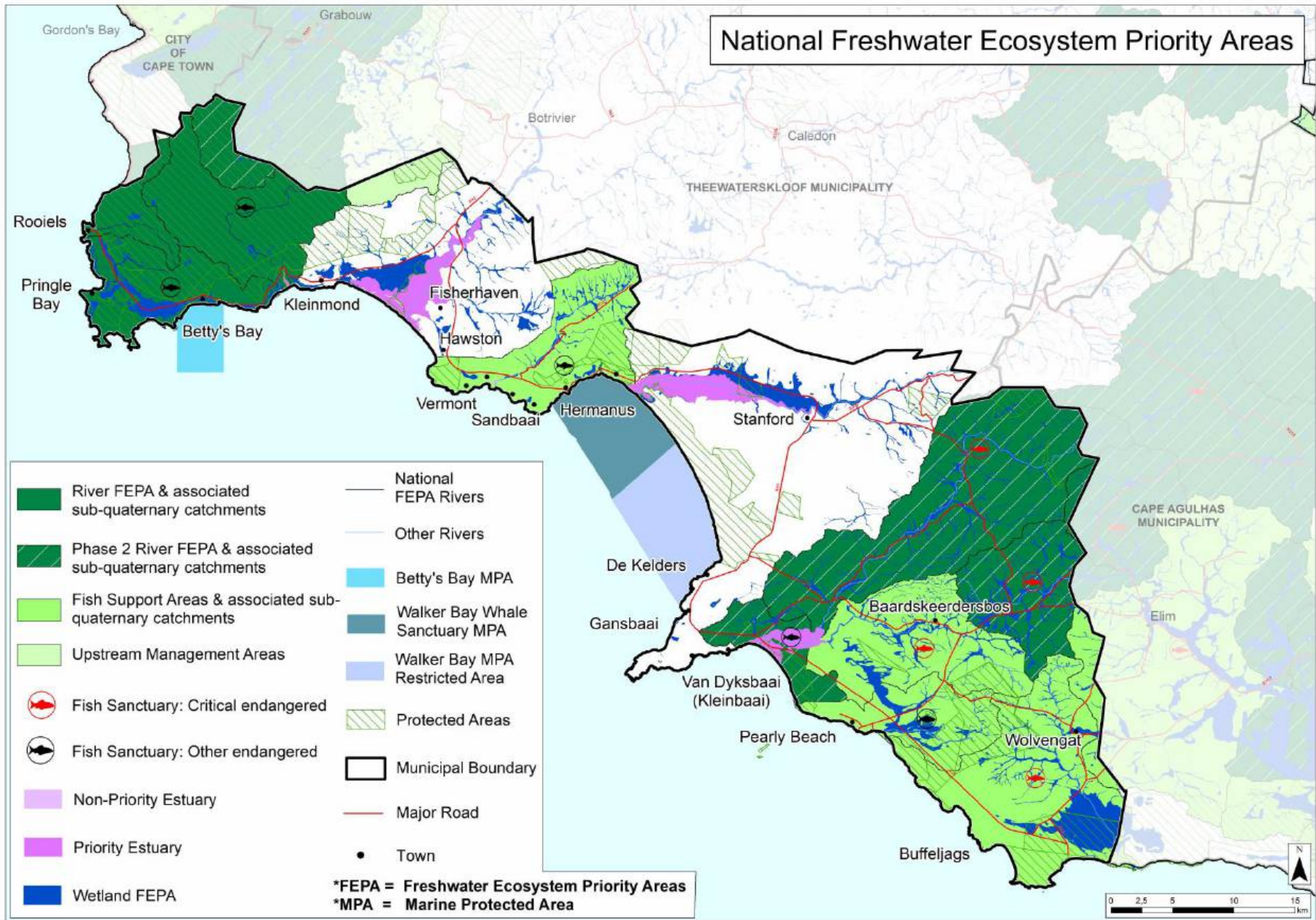
The said challenges may further be exacerbated by the predicted impacts of climate change that includes effects on rainfall patterns, river run-off, estuary functionality, sea surface temperature, mean sea level and quantities of marine life.

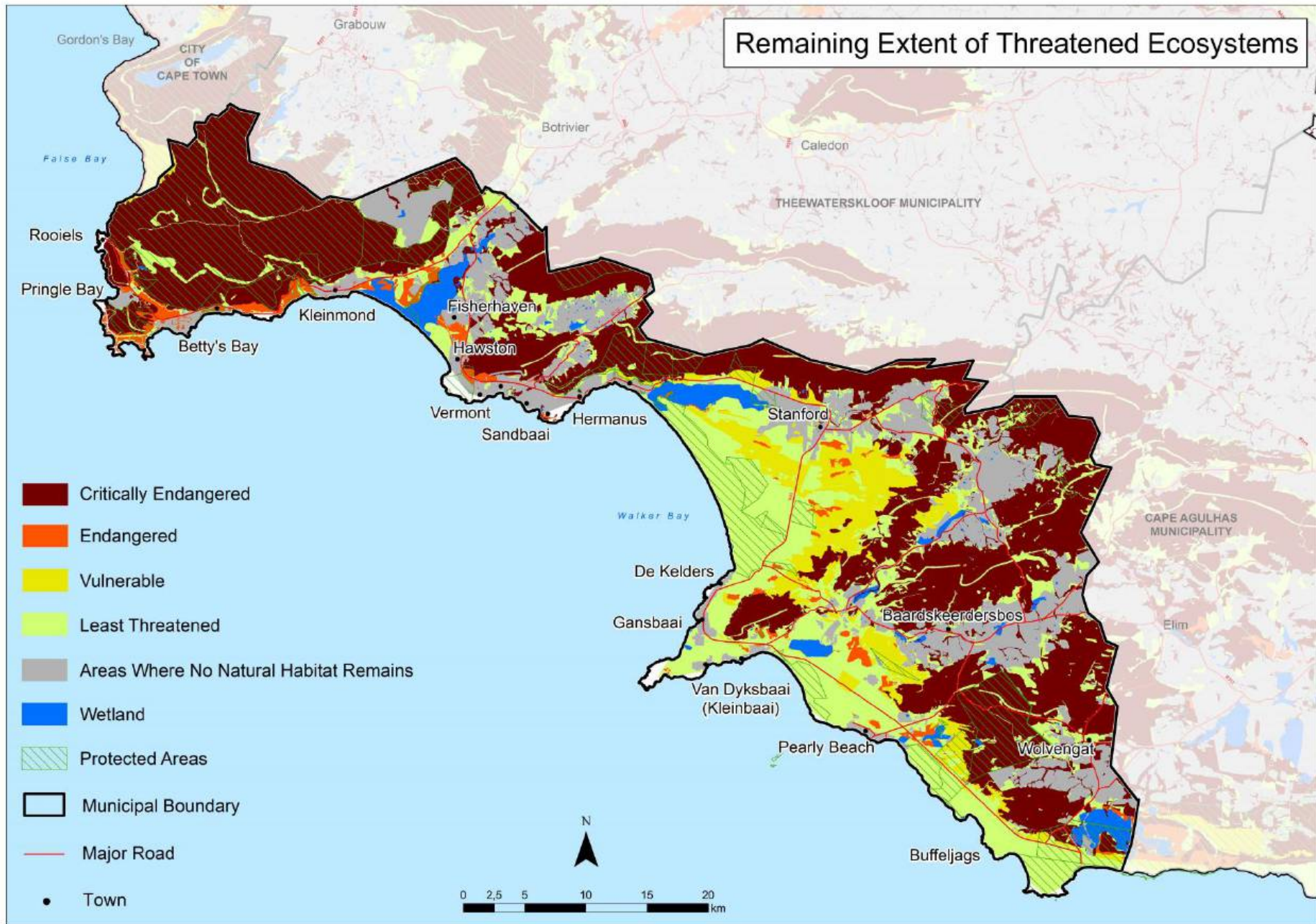
(Overstrand EMF, 2014)



“Within the Hermanus area you'll be able to find a large variety of Fynbos scattered throughout the town and surrounds. The Fernkloof Nature Reserve, situated in the Voelklip area, is known as the best place to go in Hermanus for all things Fynbos. The reserve boasts over 1 474 species of Fynbos, with the numbers growing every year. In the reserve you'll find information boards, well-kept hiking trails and even a waterfall, and no matter where you go in the reserve you will always be surrounded by these endemic floral displays. Around Hermanus you will also find pockets of beautiful Fynbos, especially along the Cliff Path and outer areas of the town.”

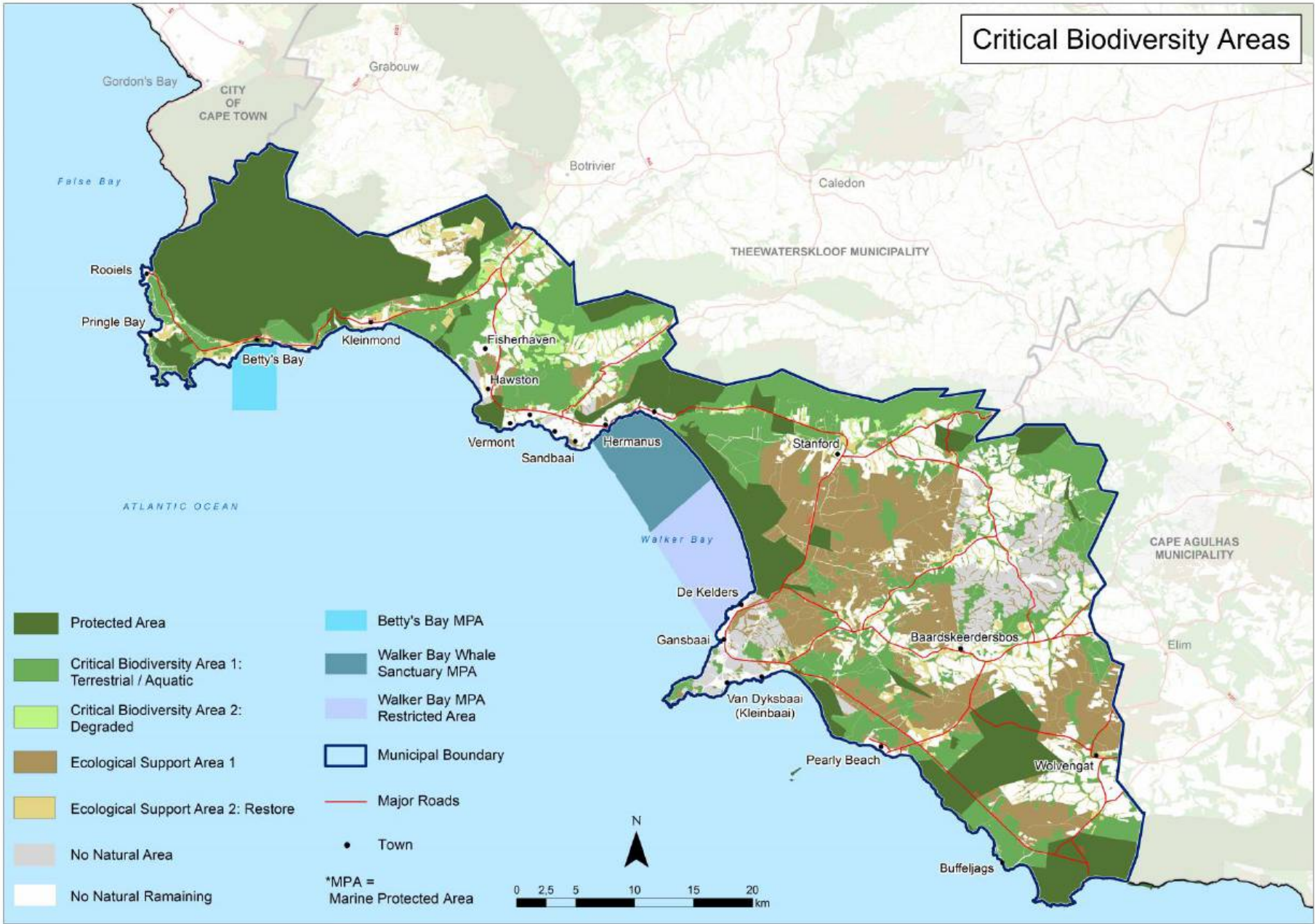






**Plan 4: Remaining Extent of Threatened Ecosystems**

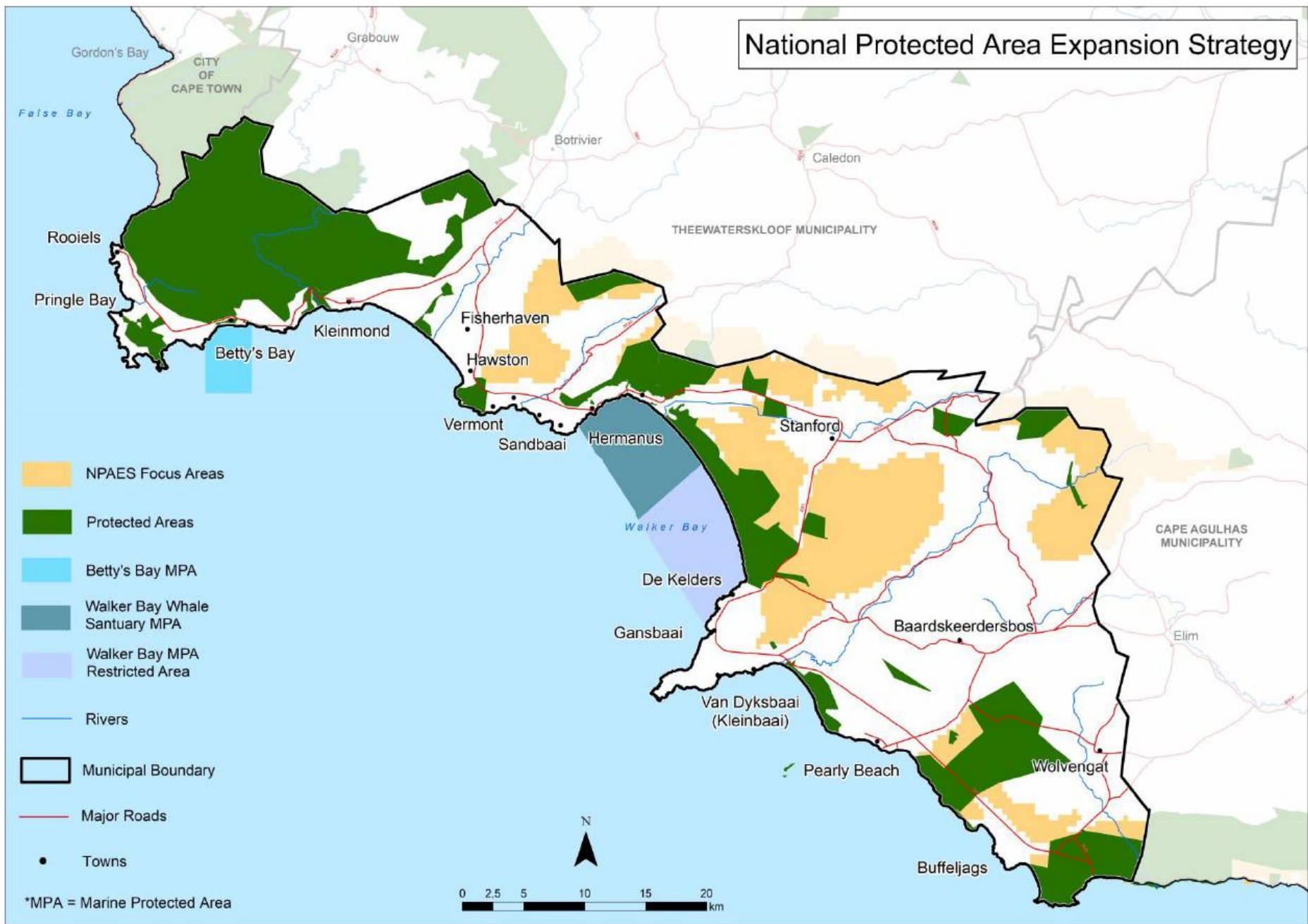
# Critical Biodiversity Areas



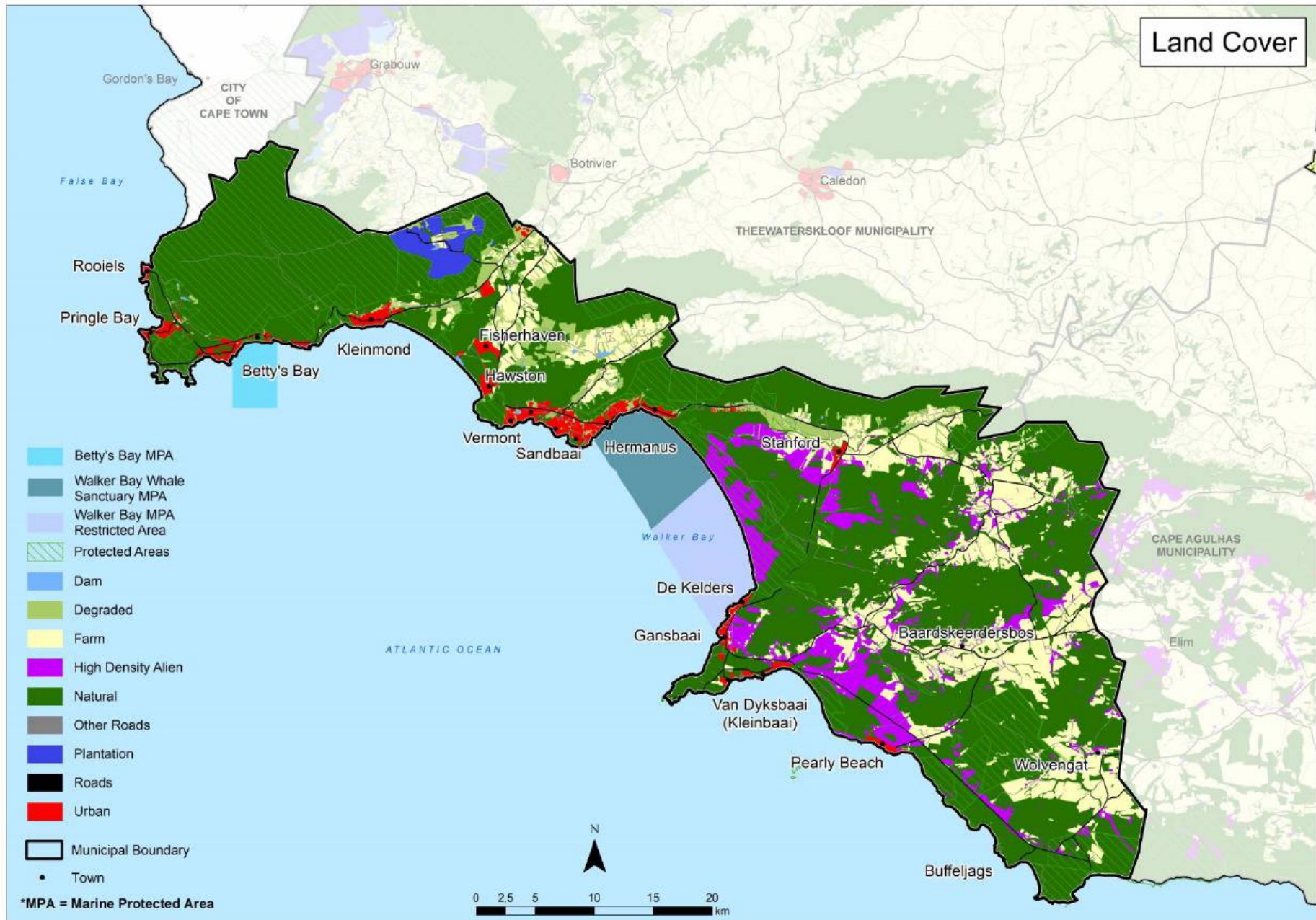
Plan 5: Critical Biodiversity Areas



# National Protected Area Expansion Strategy



**Plan 6: National Protected Area Expansion Strategy**



**Plan 7: Overstrand Municipality Land Cover**

## 2.6.2 Municipal Draft Heritage and Environmental Overlay Zone Regulations

In response to the immense challenge of protecting not only the Overstrand's vast natural resources but also its heritage resources, the Municipality compiled detailed overlay zone regulations for both the municipal area and its individual settlements.

Two sets of overlay zone regulations with very specific objectives were promulgated as part of the Overstrand Municipal Planning By-law, namely the draft Heritage Protection Overlay Zones (draft HPOZs) and draft Environmental Management Overlay Zones (EMOZs), respectively. The two sets of overlay zones are, in terms of delineation, based on syntheses of a plethora of baseline information, extensive research and consultation, which includes the aspects referred to in the preceding section. The overlay zone regulations are the statutory regulatory mechanism that enables protection of the Overstrand's natural and heritage resources.

### 2.6.2.1 Draft Heritage Protection Overlay Zones

The regulations consist of the following heritage protection overlay zones based on a municipal scale (Refer **Plans 8- 10**):

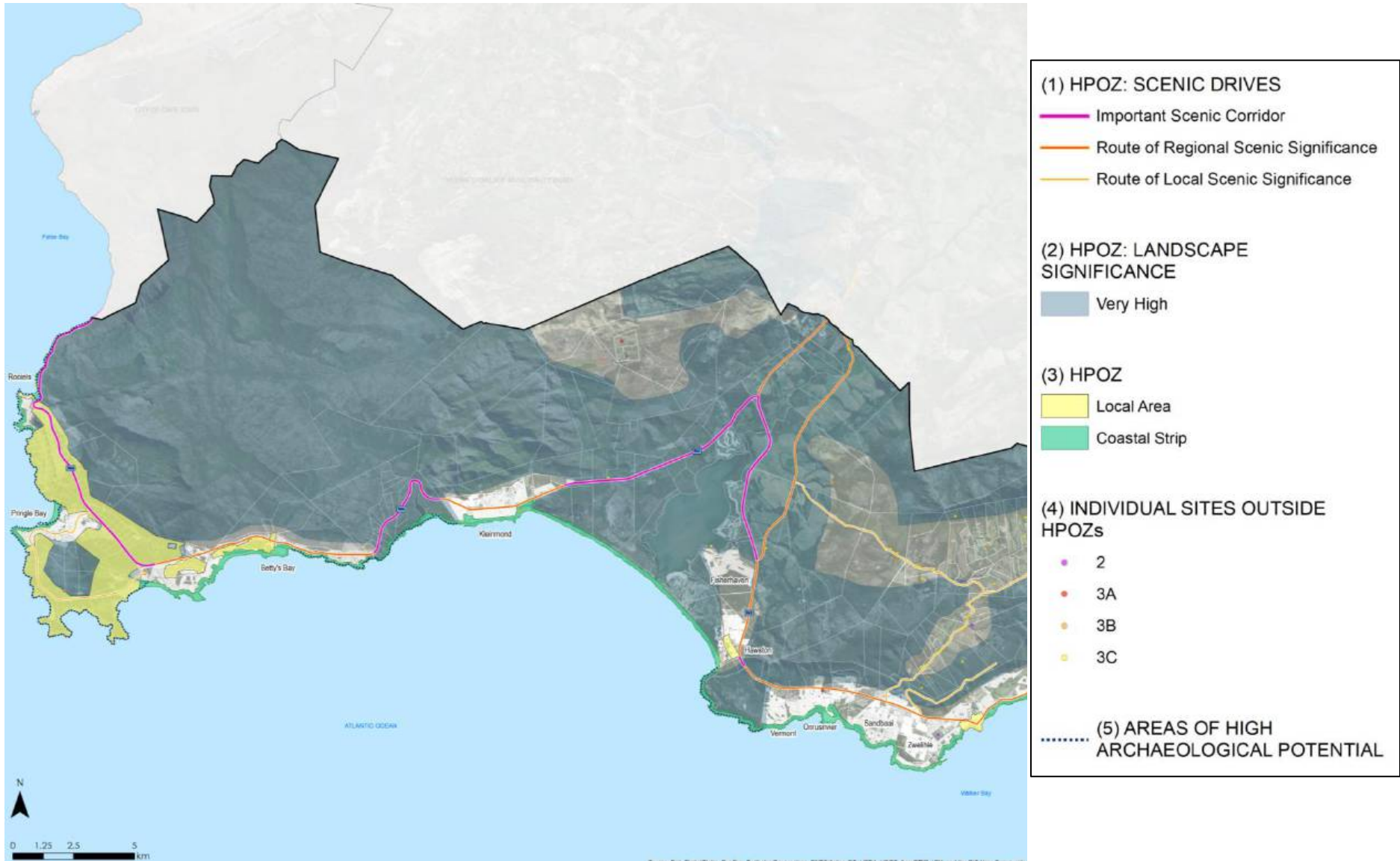
- Landscapes of Heritage Significance
- Scenic Drives
- Local Area and Coastal Overlay Zones
- Areas of High Archaeological Potential
- Specific Heritage Resources located outside of draft HPOZs

The draft HPOZ Regulations provides detail regarding the purpose and objectives, the overlay zone delineations as well as the statutory regulations related thereto. The regulations are available on the Municipal website:

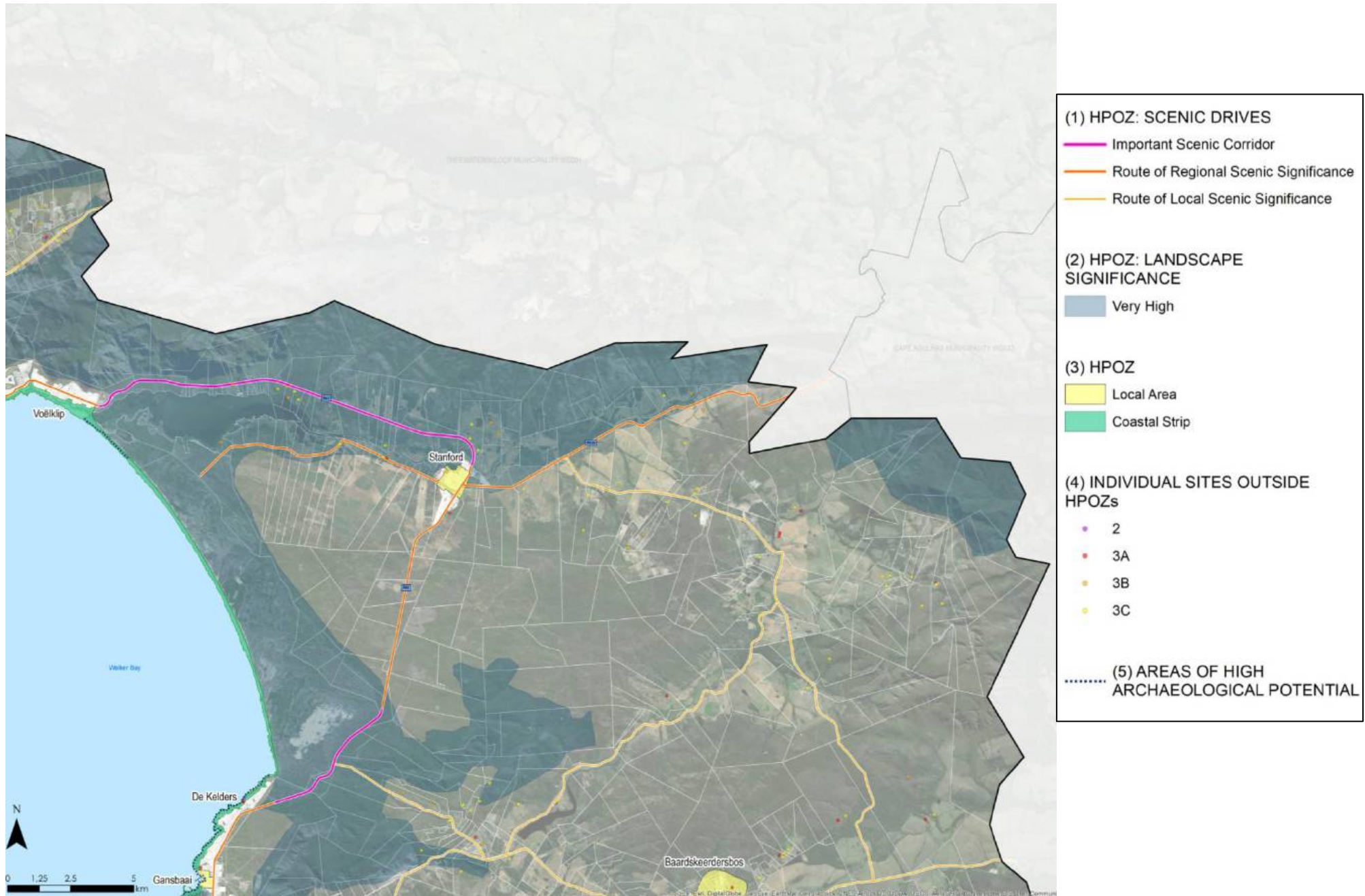
(<https://www.overstrand.gov.za/en/documents>)



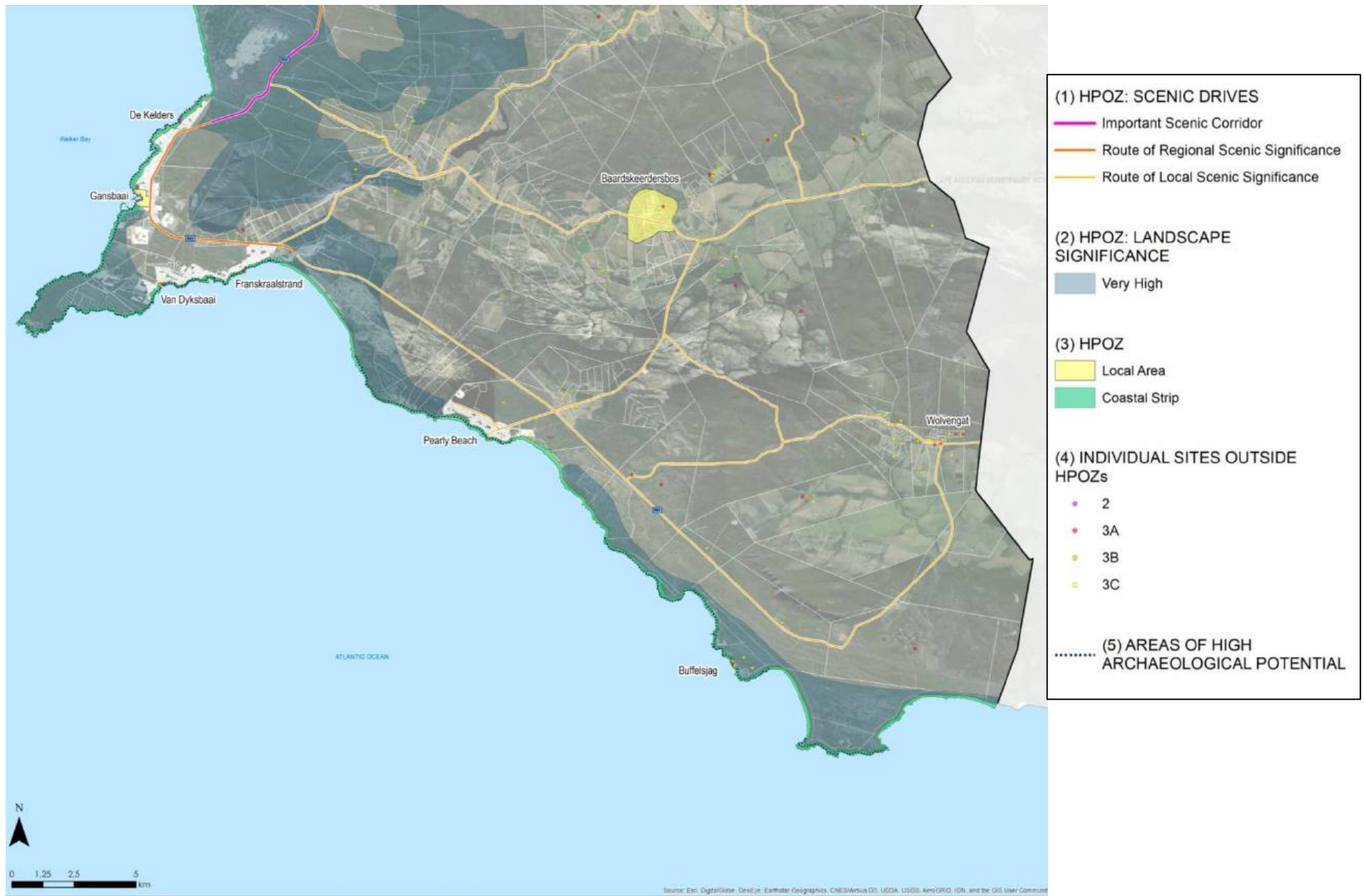
*“When Sir William Hoy the then head of the South African Railways and Harbour Services visited Hermanus in the 1900’s, he already had witnessed what railway lines did to small villages like Kalk Bay and was determined to keep Hermanus a village with fresh air. Based on this opinion, he actively opposed the already developed Hermanus railway line. He overruled all attempts at any further extensions and reportedly set up a coach service between the two towns to make sure not even a single train ever entered the station building at Hermanus. Hence, Hermanus railway station has never had any train on it.”*



**Plan 8: Municipal Wide Draft Heritage Protection Overlay Zones**



**Plan 9: Municipal Wide Draft Heritage Protection Overlay Zones**



**Plan 10: Municipal Wide Draft Heritage Protection Overlay Zones**

### 2.6.2.2 Draft Environmental Management Overlay Zones

The Draft Environmental Management Overlay Zones are spatially depicted on two scales, namely on municipal scale and per settlement scale.

The overlay zones specifically focused on environmental protection within specific settlements (i.e. Urban Conservation EMOZs), are compiled based on, amongst other, site specific circumstances and are therefore also provided on the individual status quo plans (Refer **Section 7.5.2**) as this is a key informant to the compilation of the individual settlement proposals.

The municipal scale EMOZs **consist of the** following as illustrated on **Plans 11-16**.

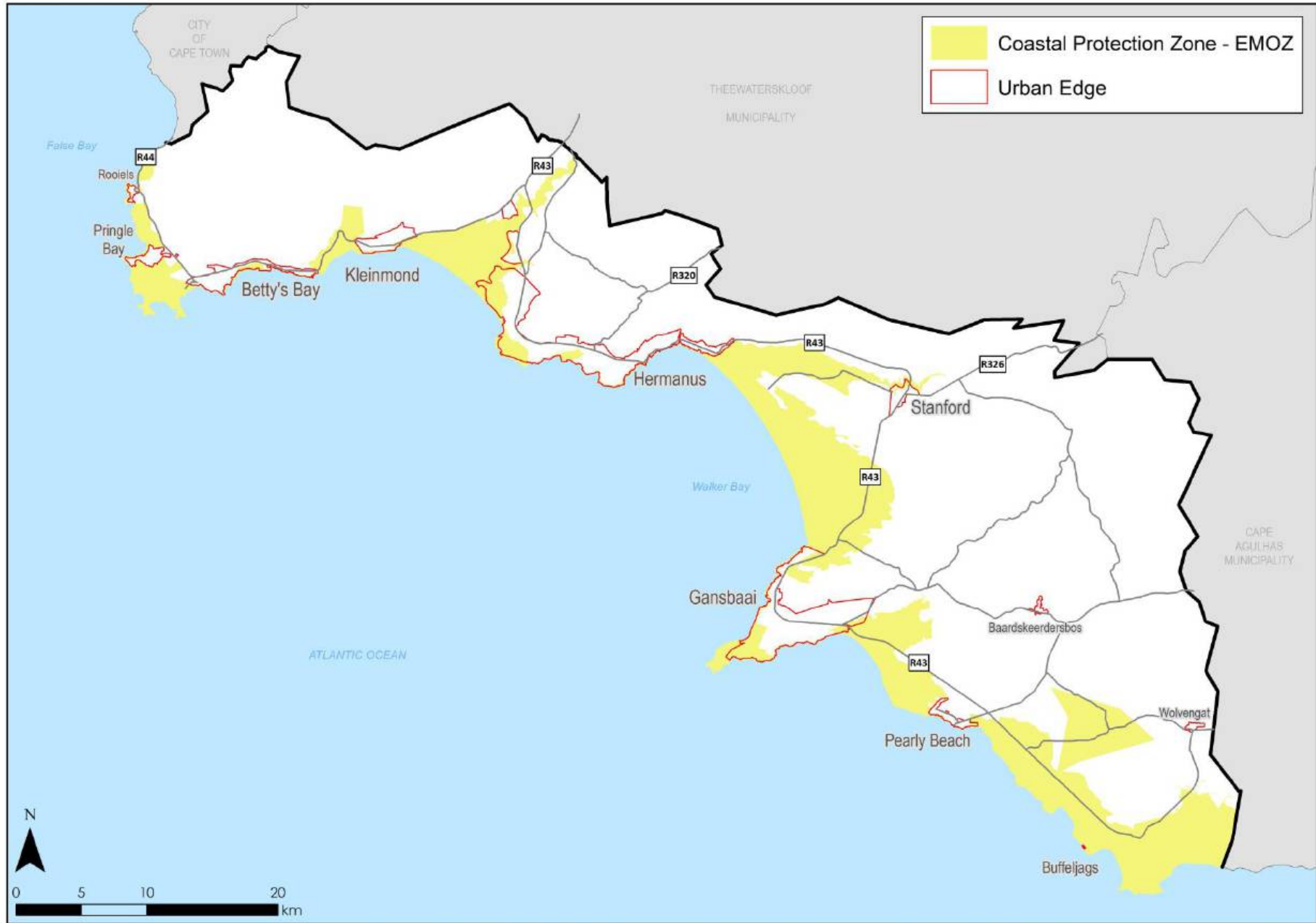
- Coastal Protection EMOZ
- Mountain Catchment EMOZ
- Protected Area Buffer EMOZ
- Riverine EMOZ
- Urban Conservation EMOZ

The EMOZ Regulations provides detail regarding the purpose and objectives, the overlay zone delineations as well as the statutory regulations related thereto. The regulations are available on the Municipal website:

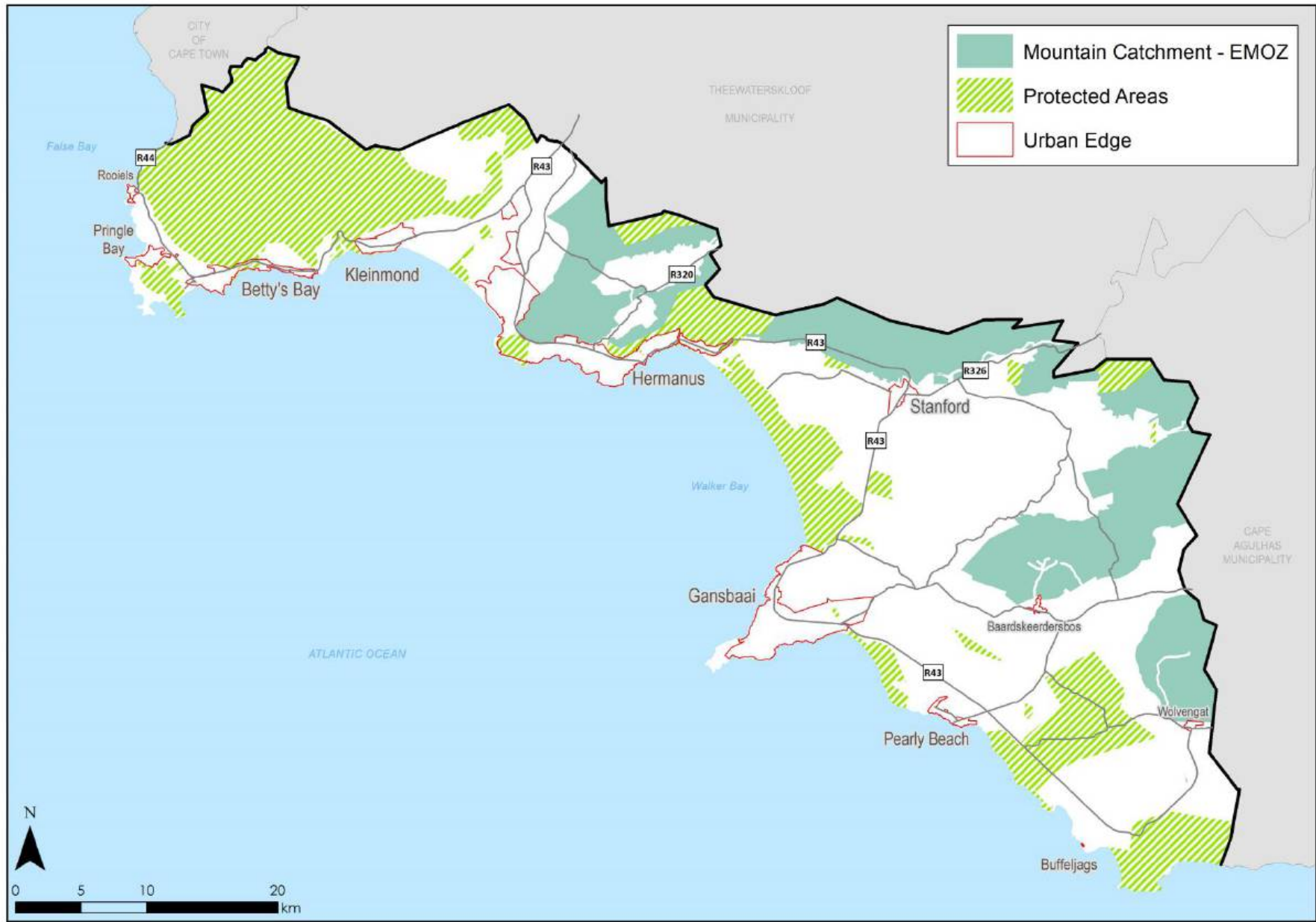
<https://www.overstrand.gov.za/en/documents>



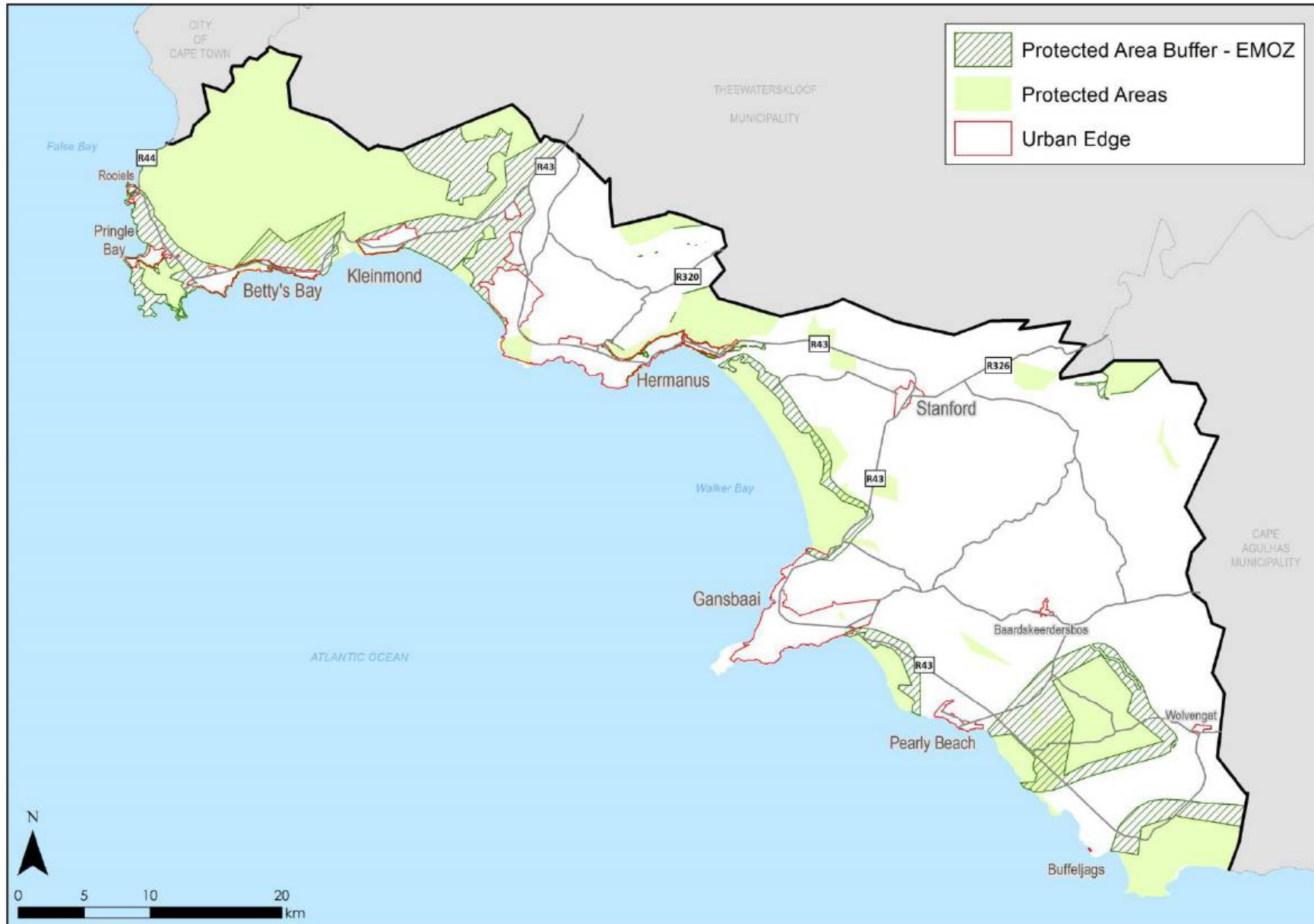
*“The Fernkloof Nature Reserve comprises 0.002% of the Cape Floral Kingdom but contains 18% of its plants in just 18 square kilometers. There is no other place on earth where so many different species can be seen growing in such close proximity. More than 1 474 species of plant have thus far been collected and identified in the Reserve itself.”*



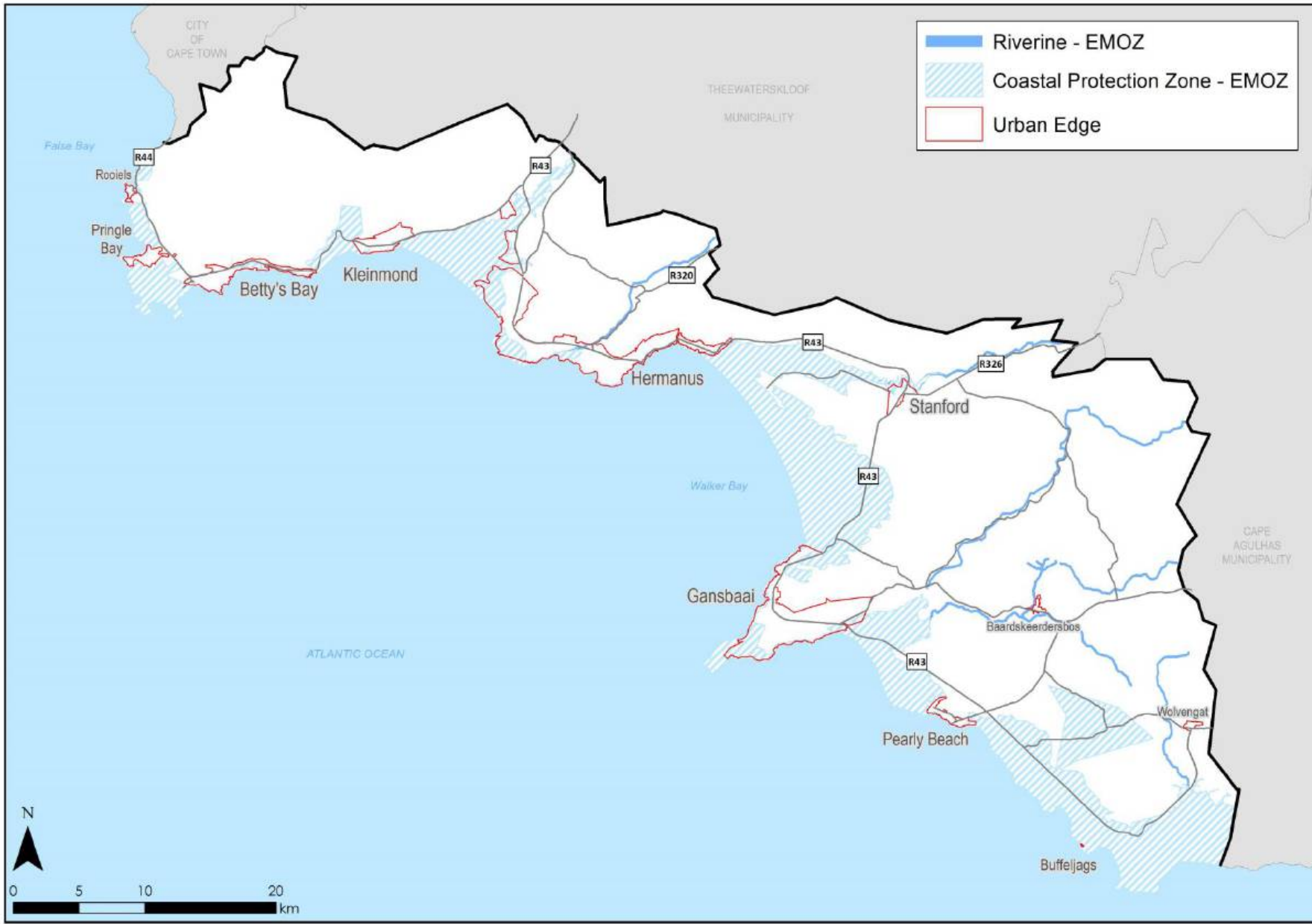
**Plan 11: Coastal Protection Zone EMOZ**



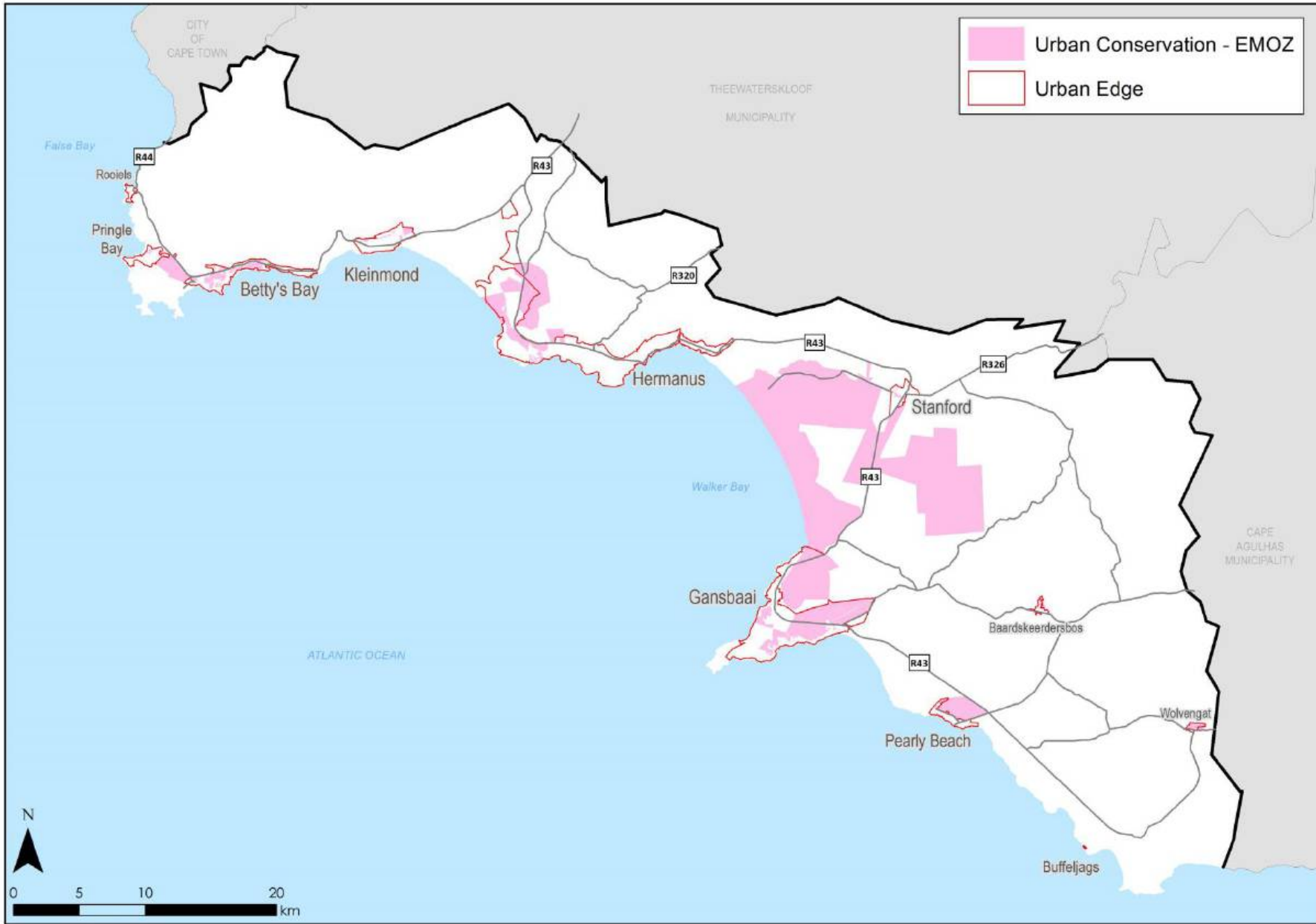
**Plan 12: Mountain Catchment EMOZ**



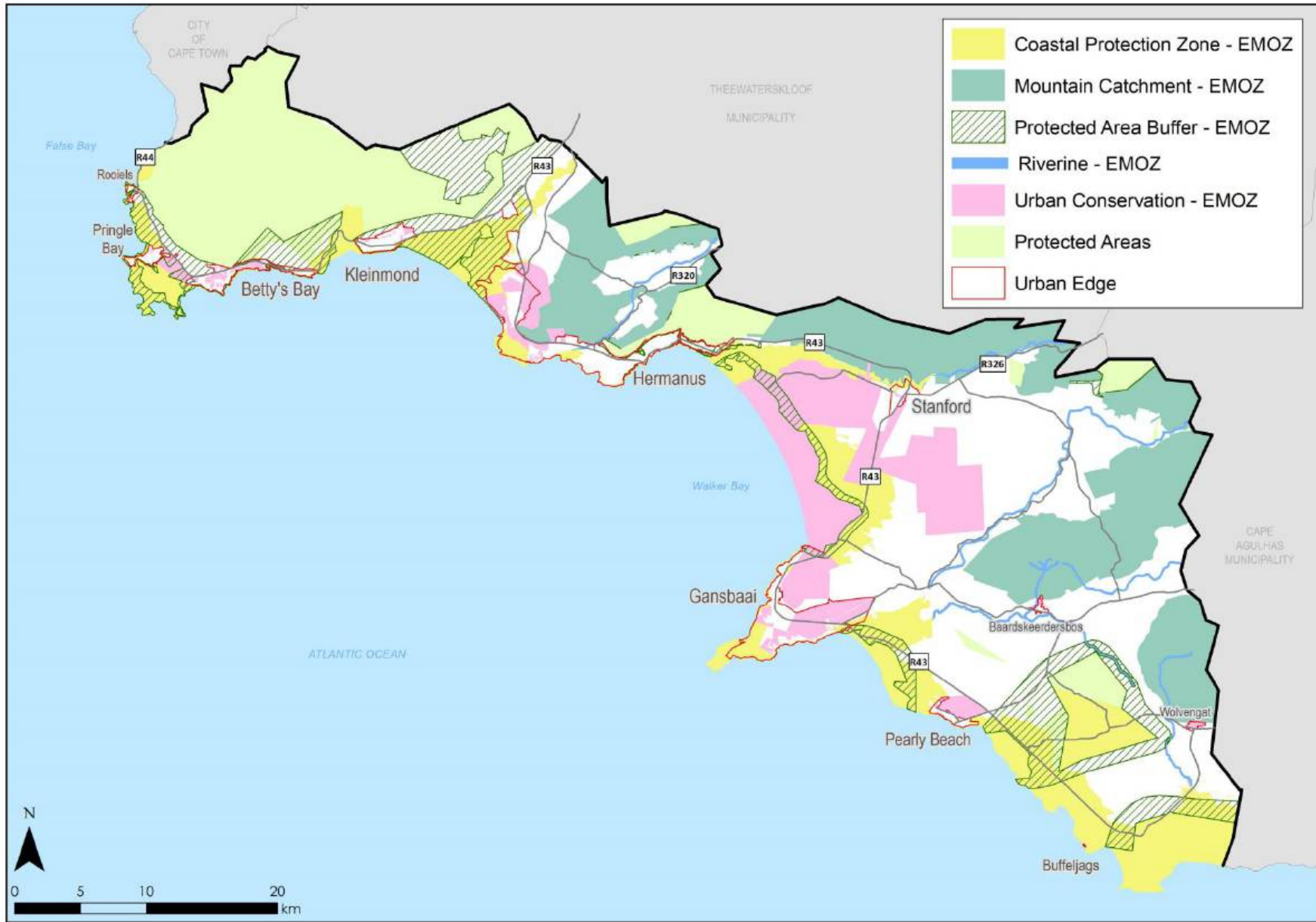
**Plan 13: Protected Area Buffer EMOZ**



**Plan 14: Riverine EMOZ**



**Plan 15: Urban Conservation EMOZ**



**Plan 16: Composite EMOZ**

## 2.7 OUR RURAL AND URBAN ENVIRONMENTS

### 2.7.1 Regional Landscape and Land Use Activities

On a Municipal scale, Overstrand consists of three broad landscape zones namely the coastal belt, coastal plain and mountainous areas. The landscapes are traversed by a system of riverine corridors.

The coastline stretches from False Bay to the Cape Agulhas Peninsula with thirteen coastal towns located in this area. The coastal plain forms the base for mainly extensive agricultural activities such as the farming of wheat, flowers, canola and dairy products. A number of small towns function as service centres for the area.

The mountainous zones are comprised of amongst other, expansive protected natural areas, privately owned forest plantations, small-holdings and larger agricultural holdings, including wine farms (**SDF Vol. 1, 2004: 176-298**). **Plan 17** provides a perspective of the various land uses on a municipal scale.

Tourism is a major economic driver in the Overstrand and its popularity as a holiday destination results in a fourfold increase of its population over the holiday seasons. In addition to the pristine beaches dotting the coastline the Overstrand boasts of three Blue Flag beaches and a number of major tourism areas/attractions of national and international significance.

Specialised shark cage diving boats leaves the Kleinbaai harbour of Gansbaai daily, so that adventure seekers can have close encounters with Great White sharks. The fertile Baardskeerdersbos valley, the fresh water caves at De Kelders, the Jackass penguins at Dyer's Island and the renowned Shark Alley, in addition makes Gansbaai a uniquely attractive region within Overstrand Municipality.

The Kleinmond- Hangklip coastal area (inclusive of Betty's Bay, Hangklip, Pringle Bay and Rooiels) has the unique status of being situated in the Kogelberg Biosphere Reserve which was the first UNESCO designated biosphere reserve in South Africa. Hiking in the biosphere reserve with 1 800 floral species, visiting the Stony Point penguin colony and a tour of the Biosphere Eco-Centre in Rooiels include some of the eco-tourism attractions offered by this scenically magnificent and environmentally sensitive area of the Overstrand.

Hermanus, the business and cultural heart of the Overstrand, is situated between mountains and the Atlantic Ocean and is a 1<sup>1/2</sup> hour (140 km) scenic drive from Cape Town. Tourism is a main contributor to the economy of Hermanus and businesses catering for the robust hospitality industry are plentiful. Hermanus is also known as the best land based whale watching destination in the world.

A number of smaller scale recreational resort nodes are located along lagoons and estuaries formed as the result of the regional system of riverine corridors originating in the upper mountain areas and terminating at the coastline.

Agricultural land use contributes significantly to the Overberg economy. The historic economic base of the majority of rural settlements and local towns can also be linked to agriculture. The agricultural potential of Overstrand municipality refers to land with a relatively high production potential (refer **Plan 18**).

Land use trends related to agricultural areas of the municipality include the development of non-agricultural land uses aimed at supplementing bona fide farming activities. Some trends entail the replacement of agriculture with other land use types. This being mainly the result of economically non-viable agricultural operations, and contributes to the need for alternative income sources. The main categories of non-agricultural uses in this context are game lodges, resorts, small holdings, farm stalls, guest accommodation, extensive industries and agri-industries.

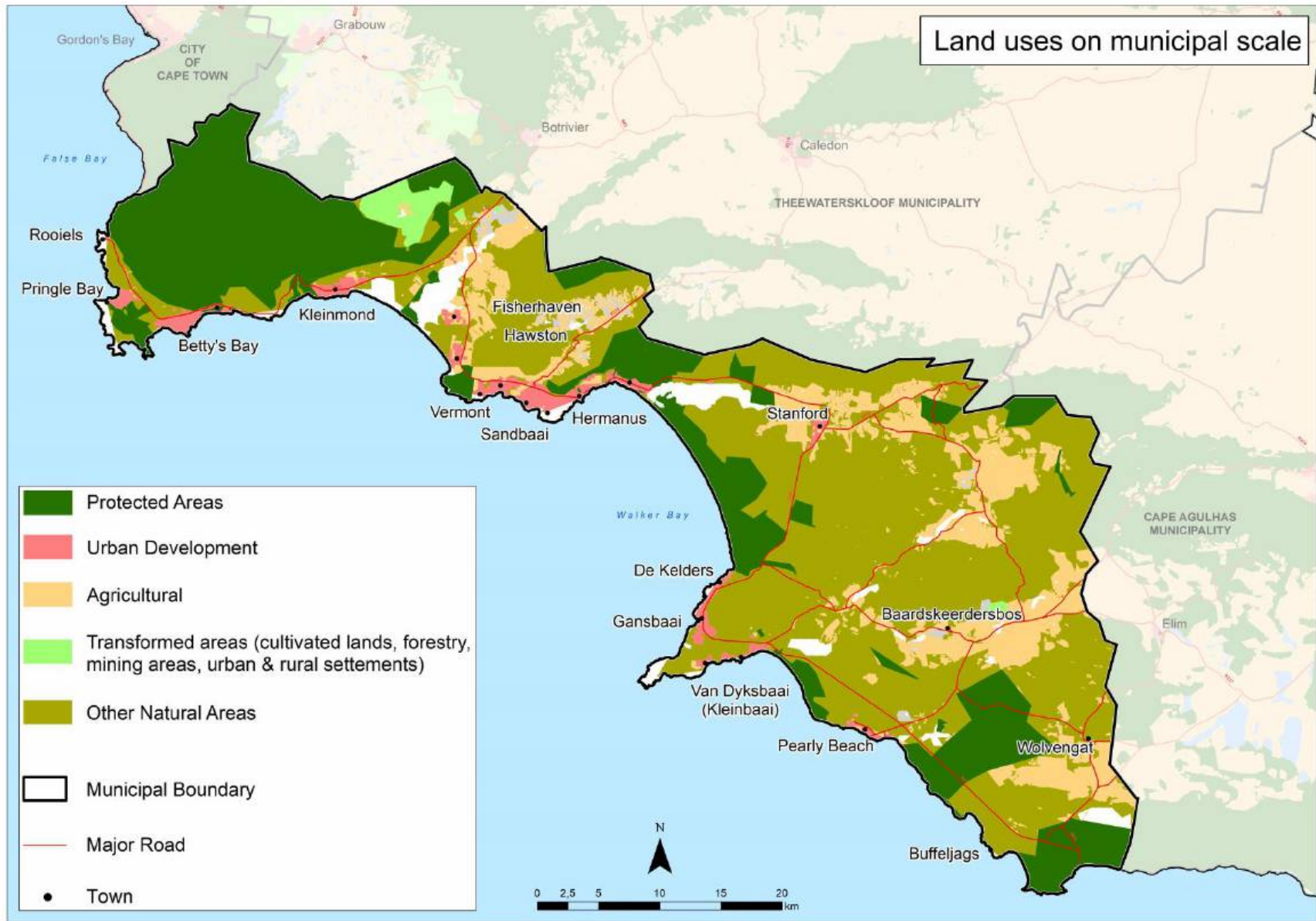
A small number of small scale farming activities exist in the Municipal area with an increasing need therefore based on the fact that it provides income to several groupings of previously disadvantaged communities. These communities lease portions of commonage from the local authority for this purpose.

Mining activities in the Municipal area include clay, gravel, kaolin, stone aggregate and sand mining with the last being the most predominant. Sand mines are situated not only in isolated areas, but also in environmental sensitive and visually prominent areas.

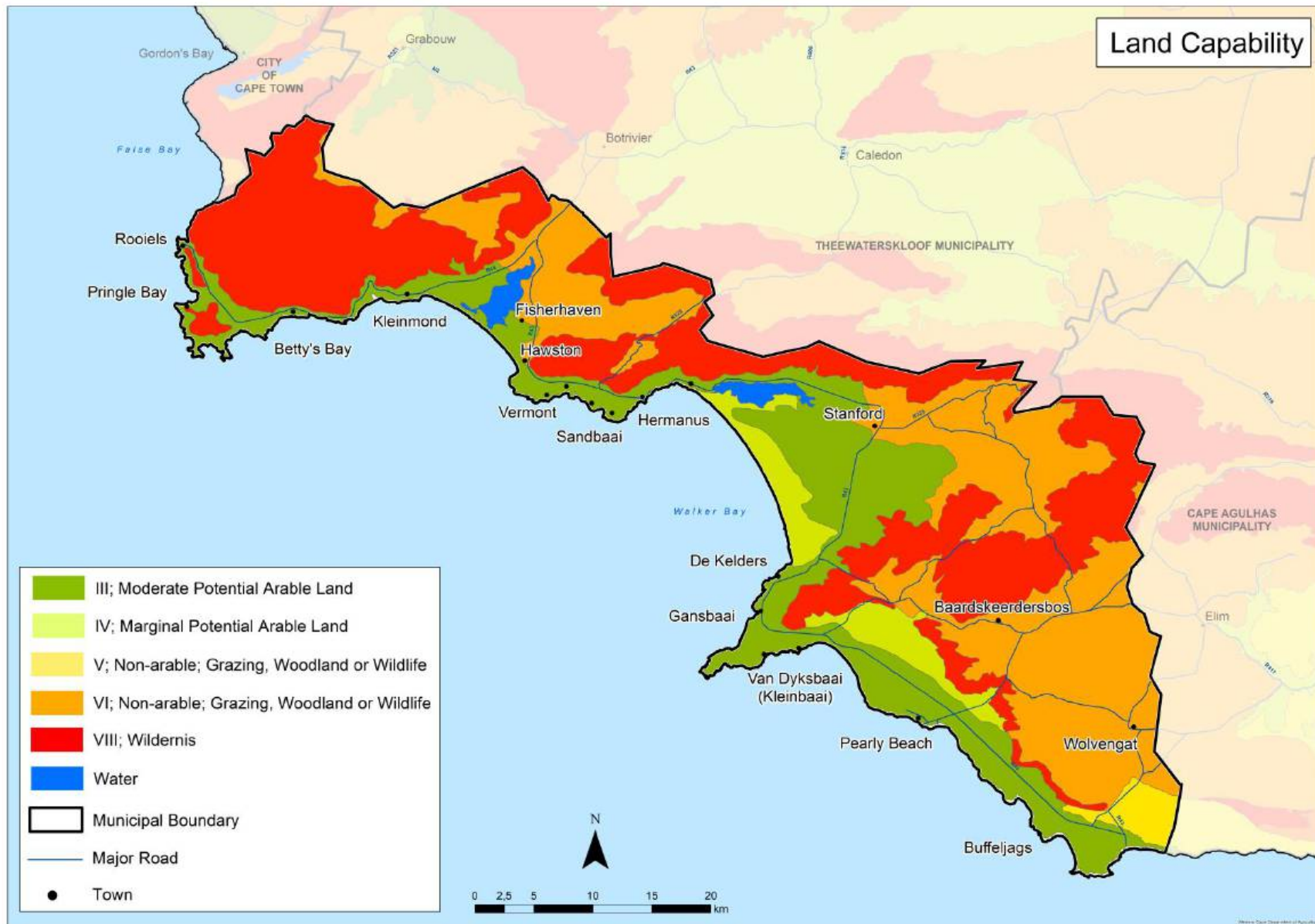
The nature of the western and northern extent of the Municipal area in terms of topography, climate and soil characteristics is highly supportive of commercial forest production. A number of the MTO Forestry Company plantations are situated in these areas and although not of indigenous nature, some of the forests could be rehabilitated to its original state.

As an additional informant the DRDLR are currently in the process of developing specific methodology pertaining to the establishment of the Future Production Support Units with the following focus (refer **Plan 19**):

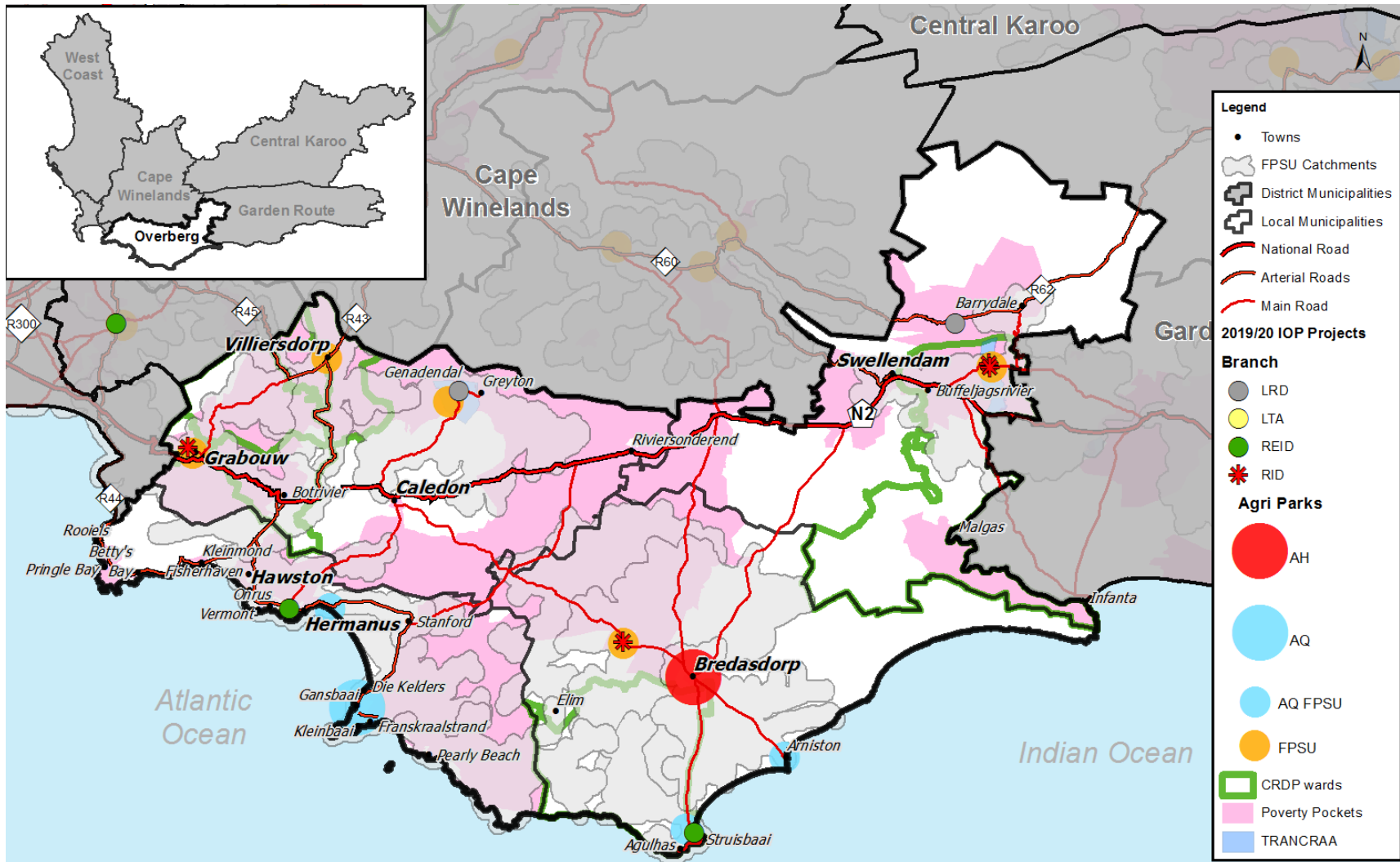
- Needs (e.g. Farmers/Small Scale Farmer Needs, Investigate Management Structures and Support Structures).
- Feasibility Studies (e.g. identification of sites (depending on needs identified, municipal planning requirements).
- Business Plans (e.g. updated/compile new Business Plans).



*Plan 17: Land Uses on Municipal Scale*



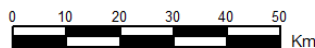
*Plan 18: Land Capability*



-- IOP Projects 2019/20 --  
 DRDLR Sector Plan - FPSU Catchments  
 Overberg DM

Date: 07-Jun-19

Datum: Hartebeesthoek 94  
 Projection: Geographic



Plan 19: Sector Plan

The municipal area is traversed by a network of high order transport roads including the N2 national road and the R43 and R44 regional roads that forms the east-west link within the municipality (Refer **Plan 20&21**) (OMSDF Vol. 1, 2004: 176-298).

## 2.7.2 Spatial Development Pattern

Development pattern in the spatial planning context refers to the distribution of urban nodes and settlements and its locational characteristics. The term settlement is outlined as the grouping of people, building, structures and communication networks functioning as an integrated dynamic system. Development in the Overstrand Municipal area is organised in two main categories, namely urban nodes and rural settlements.

The area's urban nodes are mainly located in a linear development pattern along the coastline with a number of identifiable conurbations. Low intensity agricultural settlement nodes are further located inland. The location of the urban nodes and settlements are indicated on **Plan 20**.

The distribution pattern of urban nodes and settlements within the municipal area is the result of factors such as the alignment of transport routes, the nature of the economic base, population distribution, historic motivation and political decision making.

The Overstrand Municipality consist of the following urban and rural settlements as indicated on **Plan 20**.

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Rooiels;</li> <li>• Pringle bay;</li> <li>• Betty's Bay West;</li> <li>• Betty's Bay East;</li> <li>• Kleinmond;</li> <li>• Arabella &amp; Benguela Cove;</li> <li>• Fisherhaven &amp; Hawston;</li> <li>• Hermanus West;</li> <li>• Hermanus Central;</li> <li>• Hermanus East;</li> </ul> | <ul style="list-style-type: none"> <li>• Stanford;</li> <li>• De Kelders;</li> <li>• Gansbaai;</li> <li>• Birkenhead;</li> <li>• Franskraal;</li> <li>• Pearly Beach;</li> <li>• Wolvengat;</li> <li>• Baardskeerdersbos; and</li> <li>• Buffeljags.</li> </ul> |
|--|---|

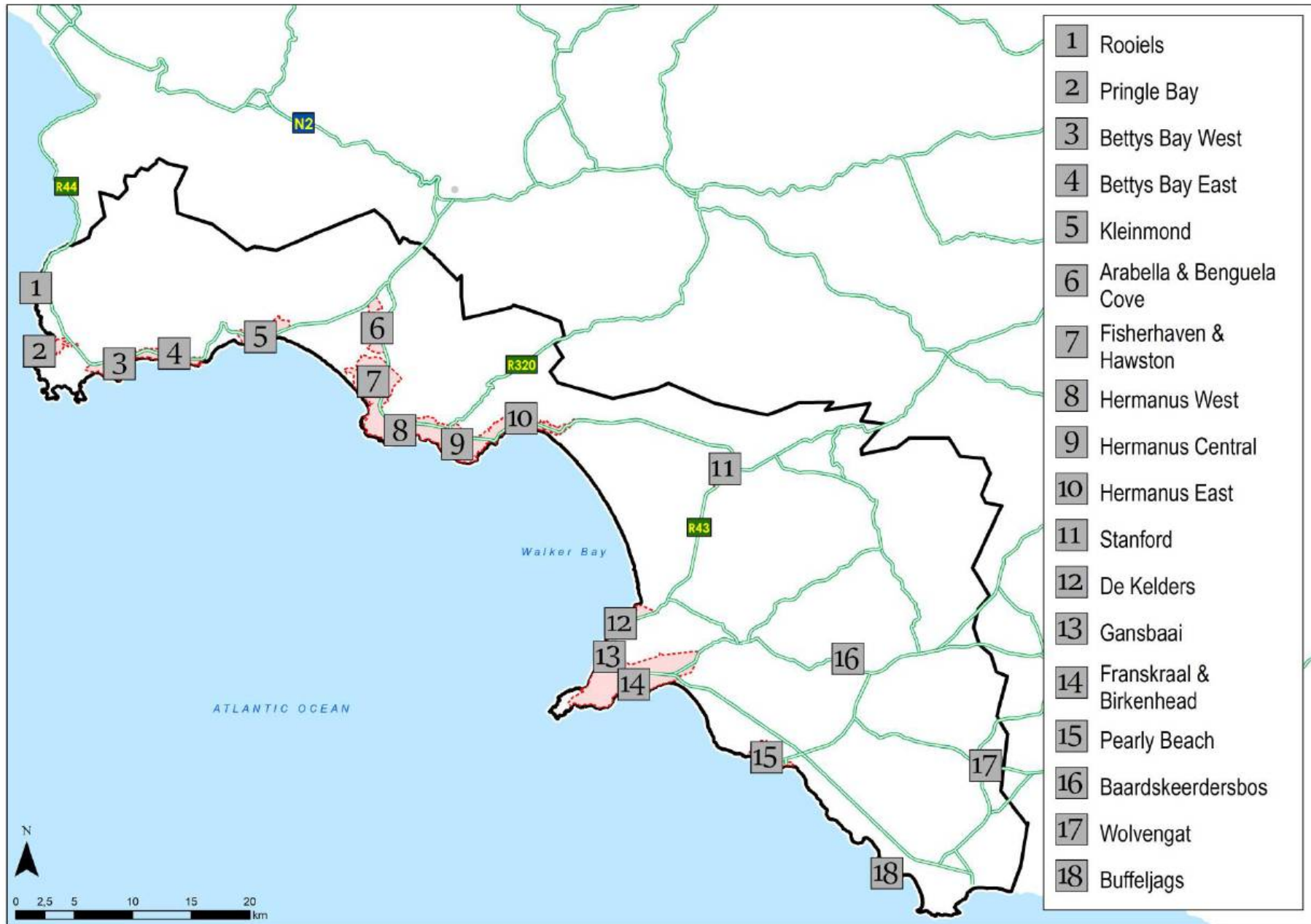
The hierarchal classification of nodes was done based on the nature of the nodes' functions, taking into account factors such as population size, influence sphere, interconnectivity, service delivery as well as informants from the Growth Potential of Towns Study, 2014 (GPTS). The 2013 version of this study classifies Hermanus, Onrus Fisherhaven and Hawston as settlements with very high growth potential and high socio-economic needs, whilst Betty's Bay and Pringle Bay is classified as settlement with very high development potential and very low socio-economic potential. It should be noted that the function of the latter as two dormitory holiday towns, renders future development for other purposes questionable.

The hierarchy of nodes in the municipal area, based on the aforementioned informants are listed in **Table 2.15** below.

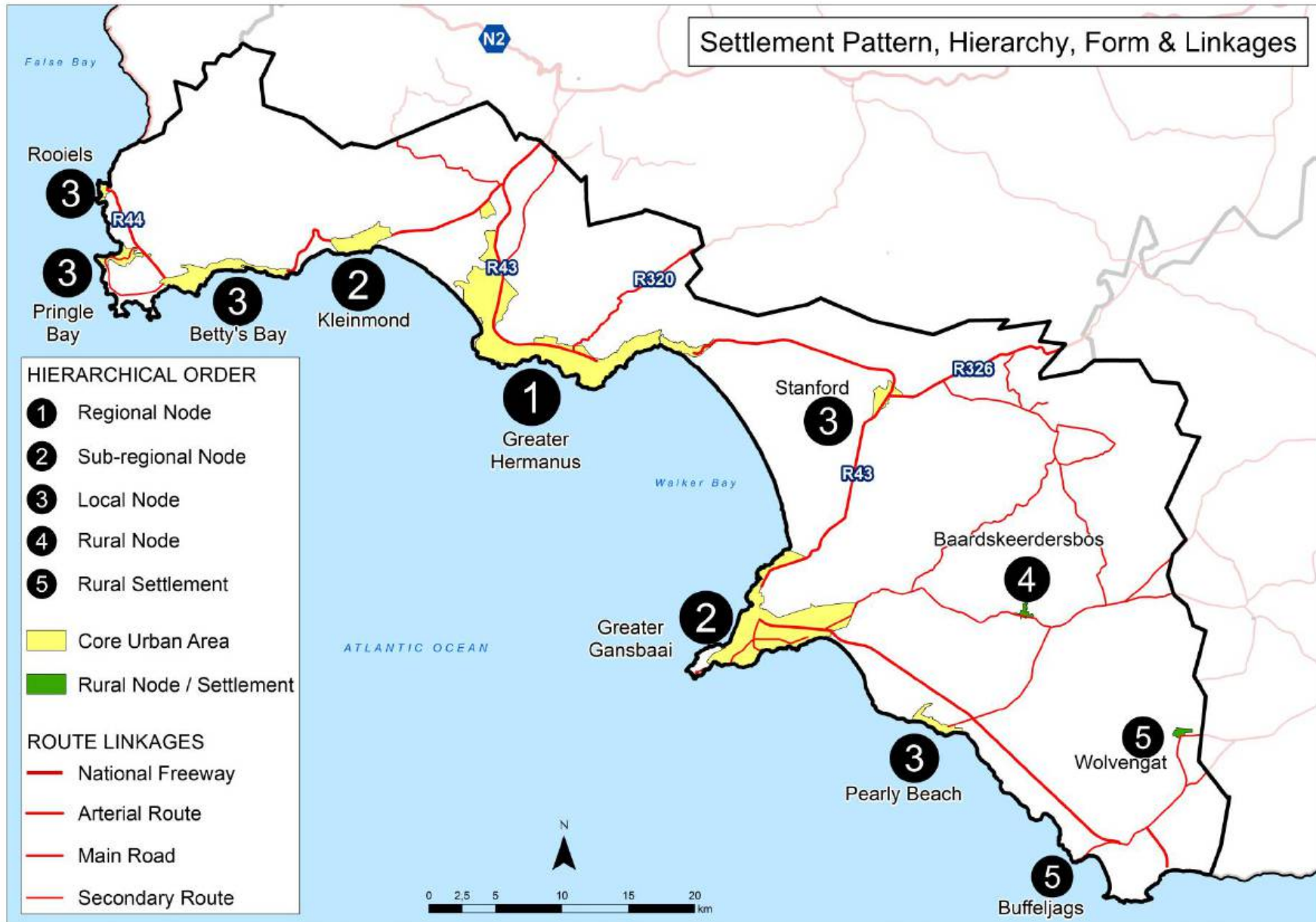
HIERARCHY	ORDER	NODE
Regional Node	1	Greater Hermanus including Onrus, Fisherhaven and Hawston)
Sub-Regional Node	2	Greater Gansbaai Kleinmond
Local Nodes	3	Rooiels Pringle Bay Betty's Bay Stanford Pearly Beach
Rural Nodes	4	Baardskeerdersbos
Rural Settlements	5	Buffeljags Wolvengat

**Table 2.15: Overstrand Municipality: Hierarchy of Nodes**

**Plan 21** illustrates the Overstrand urban and rural settlement patterns, spatial form, nodal hierarchy and transport linkages. It is evident that the hierarchical classification is informed by the aforementioned GPTS 2014 as Greater Hermanus is earmarked as the primary node and Greater Gansbaai as a secondary node. Growth and development intervention is to a large extent focused on the 1<sup>st</sup> and 2<sup>nd</sup> order nodes except for areas where drastic development interventions are required, or areas with specific development initiatives (IDF, 2014).



Plan 20: Urban and Rural Settlements



Plan 21: Overstrand Settlement Hierarchy

### 2.7.3 Basic Infrastructure Services Delivery on Municipal Scale

The Following section provides a broad overview on items related to the Overstrand's existing infrastructure provision on municipal scale as contained in its 2018 IDP. Technical detail on individual services infrastructure provision for the region is contained in the Municipal databases and can be accessed via the Overstrand Municipal Website. These include the following: *Water Service Development Plan, Integrated Waste Management Plan, Local Integrated Transport Plan and Electrical Master Plans.*

Services infrastructure in the context of this document refers to infrastructure related to the provision of potable water, treatment of waste water, provision of sanitation facilities, treatment of sewerage effluent, supply of electricity and the provision of transport related infrastructure. Bulk service infrastructure provision for the Overstrand municipal area is spatially illustrated on **Plan 22 (IDF, 2014).**

#### Water and Sanitation

All formal and informal settlements in the urban areas of the Overstrand Municipality have access to at least basic water and sanitation services. According to the 2011 (i.e. the latest) census figures there are still small backlogs in terms of water and sanitation services in the rural areas of the Overstrand Municipality. According to the national Strategic Framework for Water Services, farm owners are water services intermediaries, and are therefore responsible for the provision of water services to people living on their property. This provision is included in the Overstrand Water Services Bylaws.

#### Access to Electricity

The current (2018) backlog in electricity services is addressed in the 5 year housing plan. According to Municipal records, 13 units in the informal settlements do not have access to electricity (IDP, 2018).

#### Refuse Removal

All the urban and informal areas of Overstrand Municipality have access to at least a basic refuse removal service. No refuse removal service exists in the rural areas and farming communities, but all the rural areas have access to drop off facilities and landfill sites.

#### Farming areas requiring access to municipal services:

The farming areas in the Overstrand that require access to municipal services are:

- Ward 1 (Franskraal),
- Ward 4 (Hemel and Aarde Valley)
- Ward 8 (Fisherhaven)
- Ward 9 (Kleinmond)
- Ward 10 (Betty's Bay & Pringle bay)
- Ward 11 (Baardskeerdersbos, Stanford).

#### Stormwater

During the period of 2014 to 2017 the Municipality installed approximately 5.2km of new stormwater infrastructure. Section 2.7.5. outlines the status of stormwater infrastructure provision per settlement.

#### Road Infrastructure

**Table 2.16** outlines the status of provision and maintaining of tarred- and gravel roads on Municipal scale.

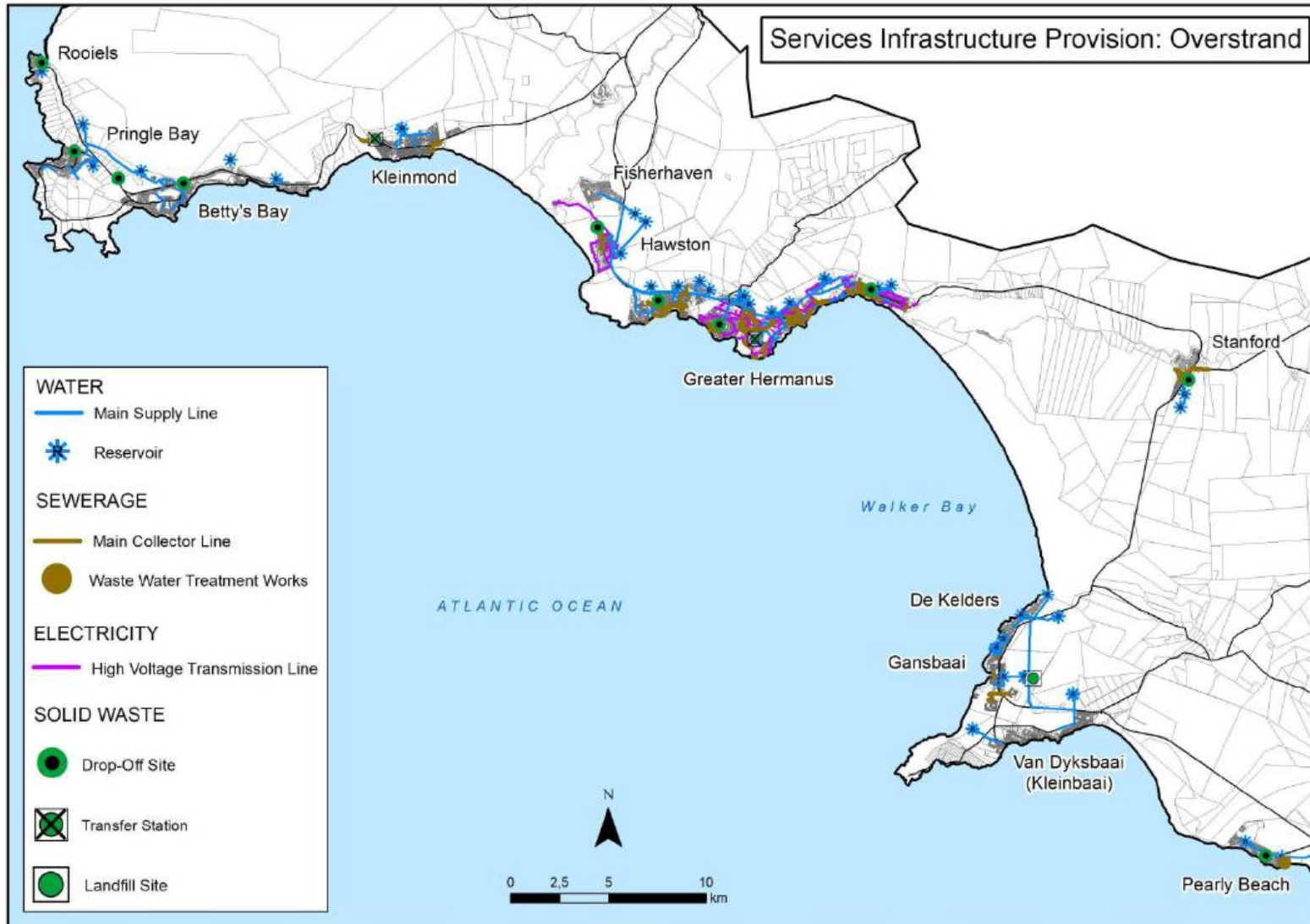
Tarred Road Infrastructure: Kilometres					
Year	Total tarred roads	New tar roads	Existing tar roads resurfaced	Existing tar roads resealed	Tar roads maintained
2014/2015	481	0	1	21.1	481
2015/2016	494	13	0	24	494
2016/2017	500	6	0	17.2	500

Gravel Road Infrastructure: Kilometres				
Year	Total gravel roads	New gravel roads constructed	Gravel roads upgraded to tar	Gravel roads graded/maintained
2014/2015	151	0	0	151
2015/2016	151	0	0	151
2016/2017	155	7	3	155

**Table 2.16: Overstrand Tarred and Gravel Road Infrastructure**

The Overstrand is evidently well serviced albeit predominantly at basic levels of services. The key basic service delivery challenges facing the Municipality on a broad scale include the replacement of aging water reticulating infrastructure, the reduction of water losses, the maintenance of existing tarred roads and the upgrade of aging electrical network infrastructure. The key challenges related to service infrastructure provision per settlement, is outlined in the section 2.7.4 (**Overstrand IDP: 2018**).



Plan 22: Bulk Services Infrastructure

### 2.7.4 Rural Settlements

The total rural population growth amounted to 1,6% for the period between 2011-2016. In 2018 the total rural population of the Overstrand amounted to 6 615 people.

A number of rural settlements such as Wolvengat and Buffeljags are located within the agricultural hinterland of the main urban development area of the Overstrand Municipality. The origin of most rural settlements can be attributed to the existence and dependence of its inhabitants on natural resources as the foundation of its primary economic activities. This includes agriculture, fishery, forestry and mining.

The rural settlements do not reflect the range of land use categories found within urban developments. It typically includes residential land uses with little or no diversification for other land use categories.

As a result of the low level of non-residential land uses, few of the settlements contain functions of a threshold value and influence sphere that overlaps with the functions of other rural settlements. It contains lower order facilities and relies heavily on linkages with urban settlements for the provision of services, household products and community facilities.

### 2.7.5 Urban Nodes

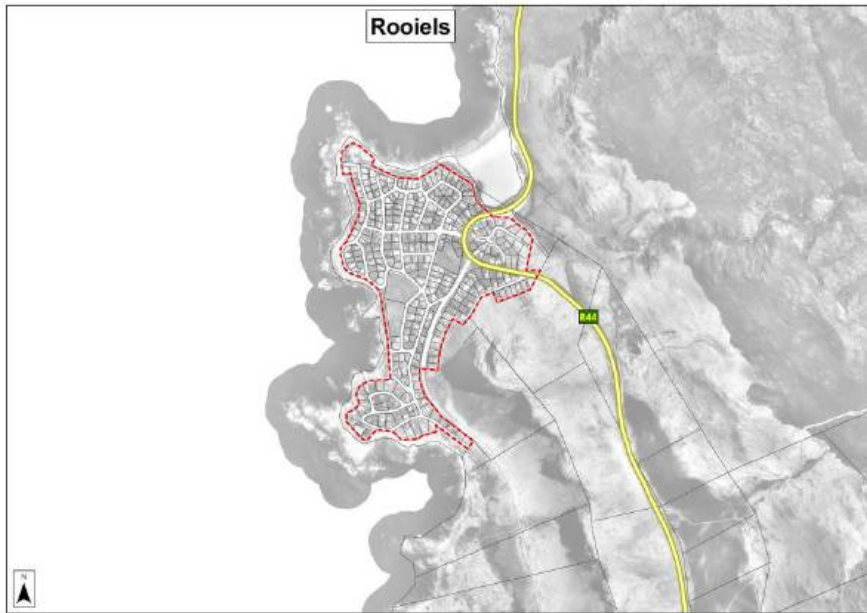
The following section provides a broad overview of each of the Overstrand urban nodes. The sections in addition to information related to locality, settlement pattern, main function, demographics and other informants, contain detailed status quo plans which informed the spatial proposals in the subsequent sections of this report. It is important to note that community facility provision per settlement is addressed separately. This is based on variances in the data sets related to demarcated focus areas (i.e. status quo plans/areas vary from community facility focus areas)(refer section 2.8).

### Rooiels

The settlement of Rooiels is illustrated in **Plan 23** in relation to the key status quo components which collectively informed the compilation of the town's MSDF spatial proposal presented in subsequent sections. The town is located 26km west from Kleinmond on the western boundary of the Overstrand Municipality.

The total projected population of Rooiels amounted to **218 in 2019** based on a 7% projected growth per annum (Census 2001-2011). The town will consist of a population of **513 in 2031**, if the same projection of 7% is applied. Although the projected rate was based on the available Census data, it is likely that, due to the fact that the town predominantly functions as a residential and holiday centre with approximately only 20% of the existing residences permanently occupied, growth may be significantly lower than projected.





As illustrated in **plan 23** Rooiels is further characterised by a low density nodal settlement pattern. The existing land use pattern is structured by a small local business node at the entrance to the settlement with the remainder primarily consisting of single residential erven, similar in extent and dimension. It contains a large number of gravel roads and vacant erven.

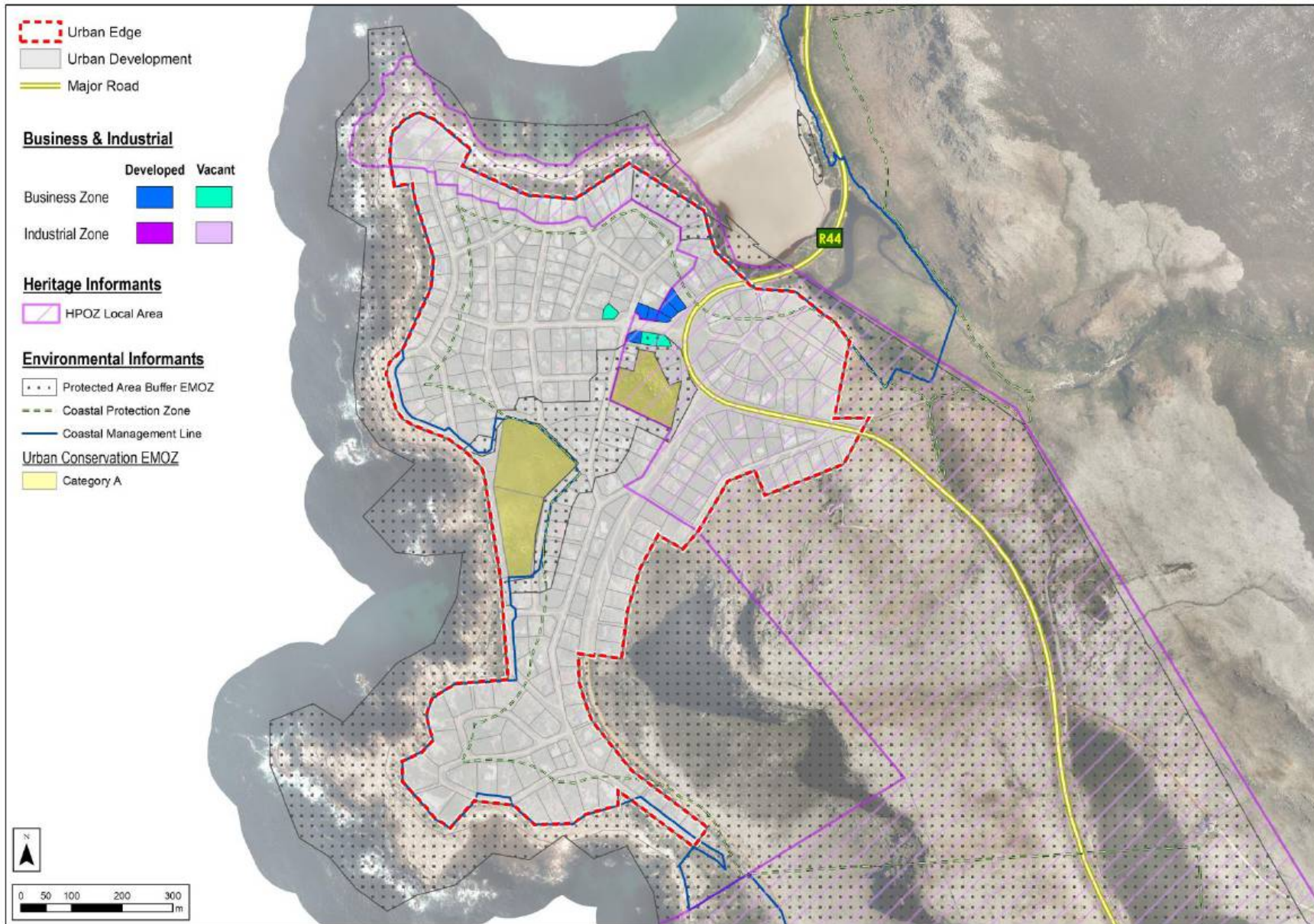
The town is surrounded by a protected area buffer draft EMOZ and the western and northern area by a local area draft HPOZ. This primarily functions as buffer area to the abutting natural areas and as protection of the R44 scenic drive qualities. A significant part of the residential area falls within the coastal protection zone and two extensive Municipal owned natural areas are included in an urban conservation overlay zone (draft EMOZ). More detail with regards to the purpose and objectives of the draft EMOZ and HPOZ areas are contained in the regulations itself (**Refer Draft Overstrand EMOZ and HPOZ Regulations – Municipal Website**).

In terms of services infrastructure provision, an adequate network of roads has been established in Rooiels. Measures should be taken to improve safety of the access to the town from the R44 Provincial Road. The current bulk water source is of sufficient capacity to provide adequate provision for the settlement’s future water needs.

Rooiels is serviced by a sanitation system combined of septic tanks and conservancy tanks. Although this system functions at present, the it is deemed unsustainable and needs to be re-evaluated. The solid waste drop-off system operates effectively even in peak holiday periods. The existing electricity supply from ESKOM is sufficiently servicing the town. The settlement stormwater infrastructure requires upgrading.

The town was surveyed in terms of availability of vacant land in 2019, and a total of 58 vacant residential erven were identified. A total amount of 295 additional people will need to be accommodated from 2019 to 2031. Based on an average household size of 2.6 persons per household, this amounts to a total requirement of 113 additional dwelling units by 2031. When the aforementioned existing amount of available erven for residential development is compared to the amount of additional dwelling units, it is evident that a shortage of approximately 55 dwelling units will be required by 2031.

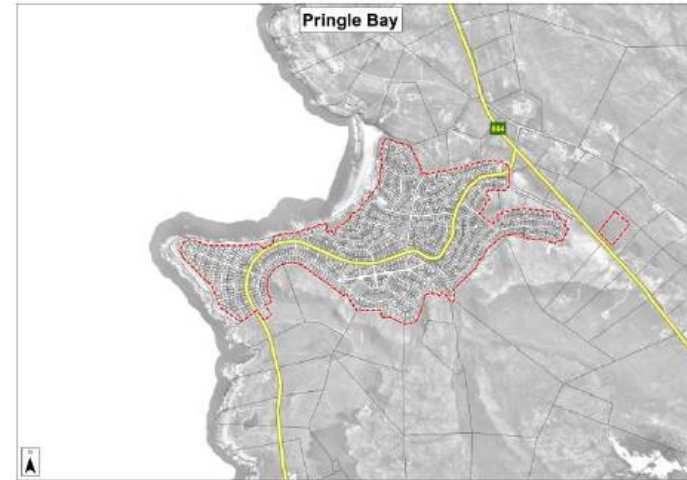
No densification is proposed for Rooiels in terms of the Overstrand Growth Management Strategy. Therefore the shortage of 55 dwelling units will either have to be accommodated by means of secondary dwelling units on existing erven or a maximum of approximately 55 additional erven will be required.



Plan 23: Rooiels Status Quo

## Pringle Bay

Pringle Bay is located on the western side of the Overstrand Municipality, 26km west of Kleinmond and 24 km east of Rooiels. The total projected population of Pringle Bay amounted to **1 039 in 2019** based on a 3.3% projected growth per year (Census 2001-2011). Based on the said projected growth, the town will consist of a population of **1 533 in 2031**. Although the projected rate was based on the available Census data, it is also likely that, that due to the fact that the town functions as a residential and holiday centre with approximately a fifth of its residential erven permanently occupied, growth may be lower than projected.



The town was surveyed in terms of availability of vacant land in 2019, and a total of 370 vacant residential erven were identified. A total amount of 494 additional people will need to be accommodated from 2019 to 2031. Based on an average household size of 2.6 persons per household, this amounts to a total requirement of 190 additional dwelling units by 2031. When the aforementioned existing amount of available erven for residential development is compared to the amount of additional dwelling units, it is evident that a significant excess of residential developable land will be available by 2031 (sufficient land area to develop a surplus of approximately 180 dwelling units).

**Due to the excessive amount of vacant residential zoned land in Pringle Bay no densification will be required by 2031.**

The town is structured by a curvilinear road layout that largely responds to the topographical contours (Refer **Plan 24**).

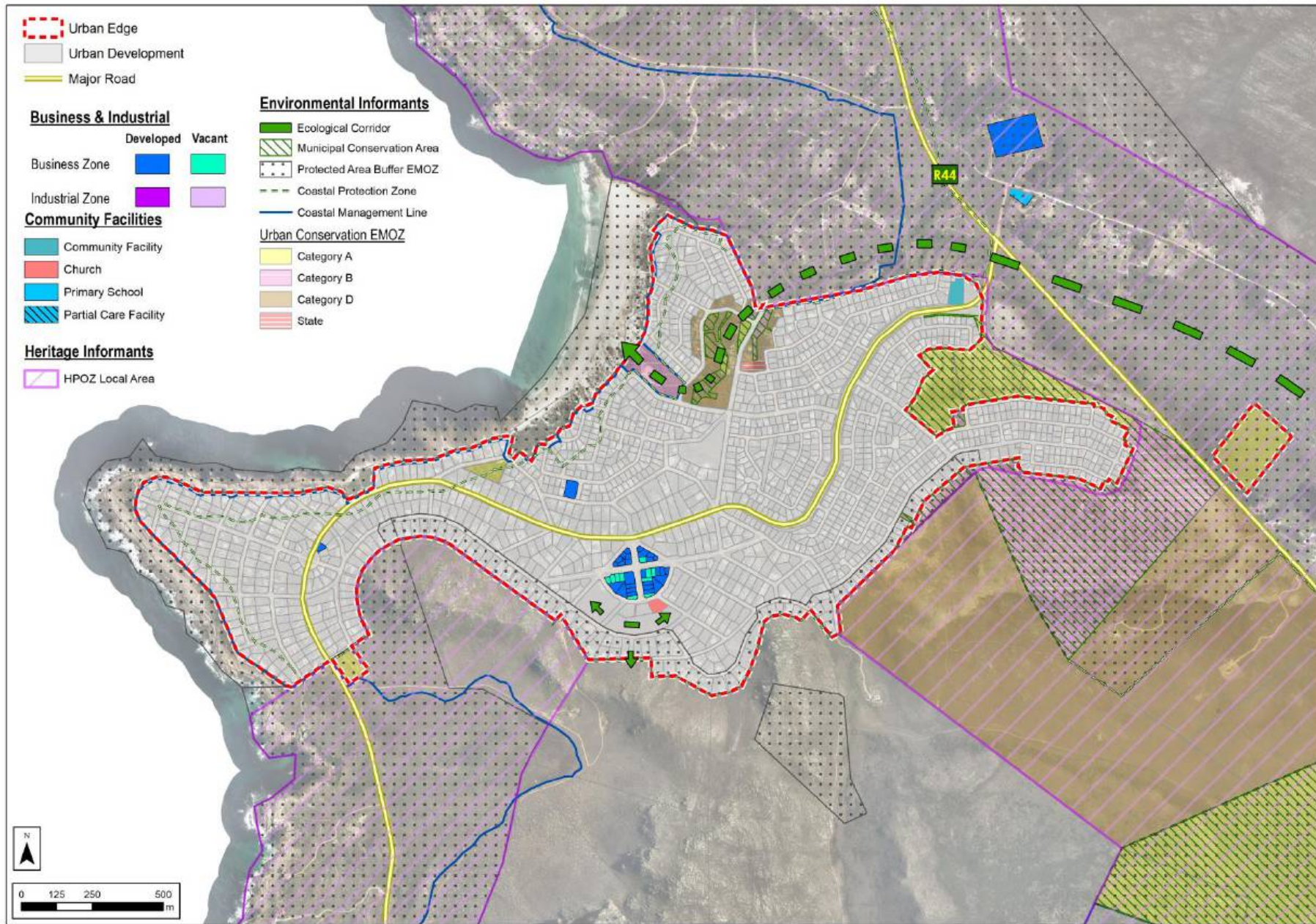
A small central business node caters for mainly the town's permanent residents and tourists. A number of vacant business zone properties are located within this node. Its residential areas mainly consist of middle to high income single dwelling units of which the high value areas are predominantly located along the coastal area.

Several scattered portions of vacant municipal owned land and two significantly larger portions are located within Pringle Bay. The two distinct landscape features are the rocky peninsula to the south known as Die Punt and the dynamic coastal dune system to the north. These areas as well as the areas abutting the mountainous areas, are protected by specific draft environmental management overlay zones, as is the significant privately-owned land to the east of the town.

The area north and north-east of Pringle Bay are protected by both draft heritage protection- and draft environmental management overlay zones which relates to the natural vegetation and ecosystems associated with the abutting nature reserve as well as R44 scenic drive. A distinct ecological corridor links the eastern part of the nature reserve with the Pringle Bay urban fabric and ultimately its abutting coastal area and is in its entirety protected by draft EMOZ regulations. A significant part of the residential area falls within the coastal protection zone (**Refer Overstrand EMF: 2014 and Draft Overlay Zone Regulations**).

In terms of services infrastructure provisions, the following should be highlighted:

- The Pringle Bay-R44 Provincial road access point does not meet up with safety requirements and thus need to be upgraded to standard.
- The settlement street layout lacks legibility and accessibility to the main attracting land uses in the town. Improvement of the road hierarchy system within Pringle Bay should contribute substantially to resolving this issue.
- An increase in bulk water supply to the settlement will become necessary due to vacant erven being developed. The Municipality is in the planning phase for providing a new reservoir to address this.
- Sewerage effluent is managed via septic- and conservancy tanks which is regarded as a constraint to further development due to high maintenance costs and environmental risks.
- The settlement is not adequately serviced by stormwater infrastructure.
- Electricity is supplied by and the network maintained by ESKOM. The existing available bulk supply is considered adequate taking into account an expected demand increase, although power failures occur regularly.
- The solid waste management system is deemed sufficient.

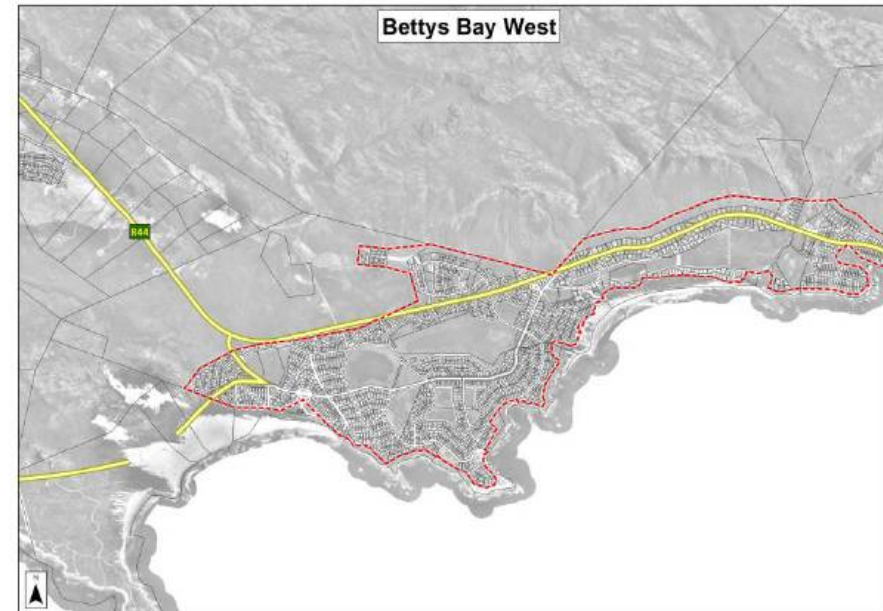


## Betty's Bay

Betty's Bay is situated on the western side of the Overstrand Municipality, 19km east of Rooiels and 13 km west of Kleinmond. It predominantly functions as a holiday and retirement destination, but is increasingly serving as a residential suburb to Kleinmond. For ease of reference and legibility, the plan of Betty's Bay was divided into two areas (i.e. west and east). These are presented as **Plan 25** and **26** respectively.



The total projected population of Betty's Bay amounted to **1 948 in 2019** based on a 4.4% projected growth per annum (Census 2001-2011). The population will consist of **2 365 in 2031**, if the same projection rate is applied. Almost half of the erven zoned for residential use are currently vacant.



The town was surveyed in terms of availability of vacant land in 2019, and a total of 856 vacant residential erven were identified. A total amount of 417 additional people will need to be accommodated from 2019 to 2031.

Based on an average household size of 2.6 persons per household, this amounts to a total requirement of 160 additional dwelling units by 2031. When the aforementioned existing amount of available erven for residential development is compared to the amount of additional dwelling units required, it is evident that a significant excess of residential developable land will be available by 2031 (sufficient land area to develop a surplus of approximately 696 dwelling units).

**Due to the excessive amount of vacant residential zoned land in Betty's Bay no densification will be required by 2031.**

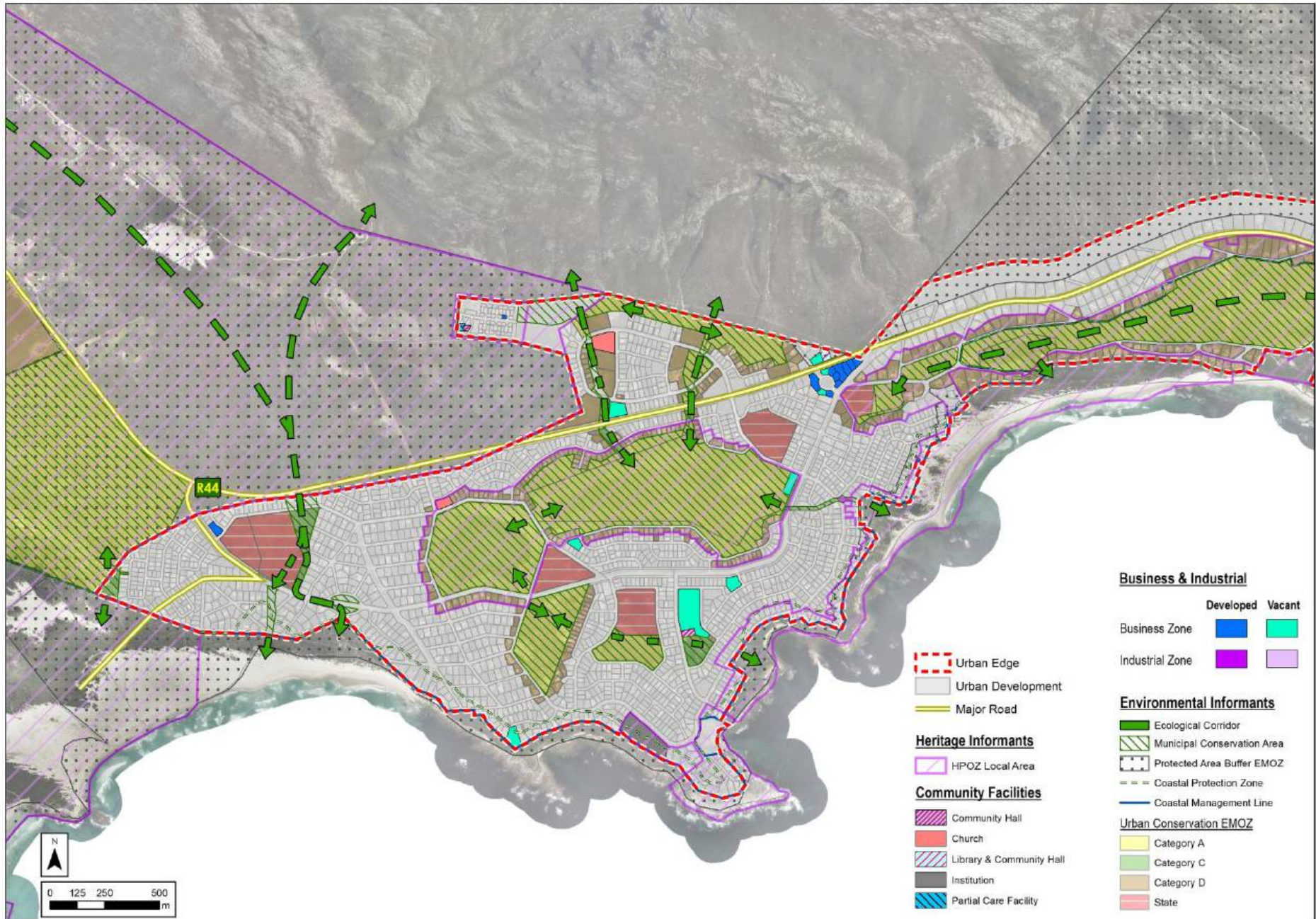
Betty's Bay land use pattern is comprised of an area of single residential development located between the coastline and Kogelberg, three small retail nodes located along the R44 scenic route and the wetland system flowing through the town (refer **plans 25 and 26**). Legibility and navigation within the settlement is confined as result of the curvilinear nature of its road network pattern. Community facilities have been provided for as outlined in detail in section 2.8 of this document.

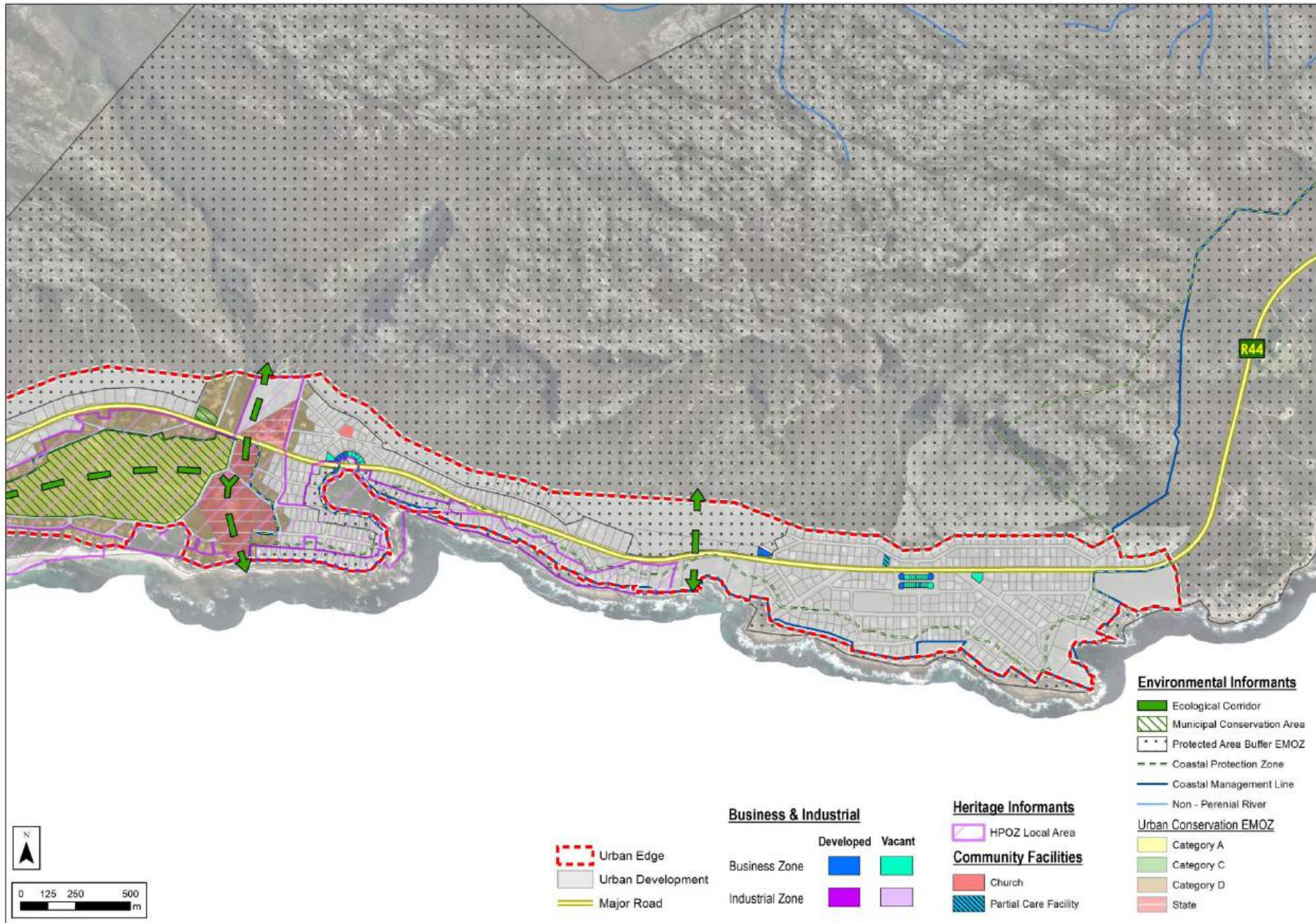
The wetland system comprises of a series of water bodies aligned in an east-west direction and is the dominant form giving element to the settlement. A number of fairly large state owned properties (other than municipal) is located throughout the town.

It is evident from the two plans that virtually the entire Betty's Bay is surrounded by a protected area buffer EMOZ (draft), purposed at limiting negative impact on both the mountainous areas and the coastline. A number of ecological corridors exist not only from mountain to shoreline, but also linking the internal wetland systems. The wetland systems have predominantly Municipal conservation status. In addition to the environmental aspects, the north western part of the town as well as areas along the coastline form part of draft Heritage Overlay Zones with specific heritage values (**Refer Draft Overstrand HPOZ**).

In terms of services infrastructure provisions, the following should be highlighted:

- Although the Betty's Bay road network system, dominated by the R44 provincial road as main collector is deemed adequate in terms of functionality, the north-eastern section consist mainly of gravel roads on steep slopes. This section of the network becomes inadequate during the rainfall winter season.
- Retail nodes are allocated along the R44 road that stimulates pedestrian crossing over this higher order road. Specific interventions are required to improve and ensure the safety of pedestrians crossing the road.
- Betty's Bay is currently adequately supplied with bulk water in terms of source and network provision, however continuous replacement of old water network pipelines are needed to reduce the high water losses.
- Sewer effluent is accommodated by on-site septic- and conservancy tanks. Although the system currently functions, increasing the number of tanks may threaten the quality of ground water and the natural environment. The cost of upgrading the current provision to a sewerage reticulation system is, at present, not feasible due to the large amount of erven being vacant. Investigation into the development of an alternative such as an effluent treatment plant is proposed.
- The settlement is not adequately serviced by stormwater infrastructure.
- The existing ESKOM electricity supply is of limited capacity. The supply network cannot accommodate further development without being upgraded.
- Solid waste is sufficiently managed by means of waste drop-off facilities.

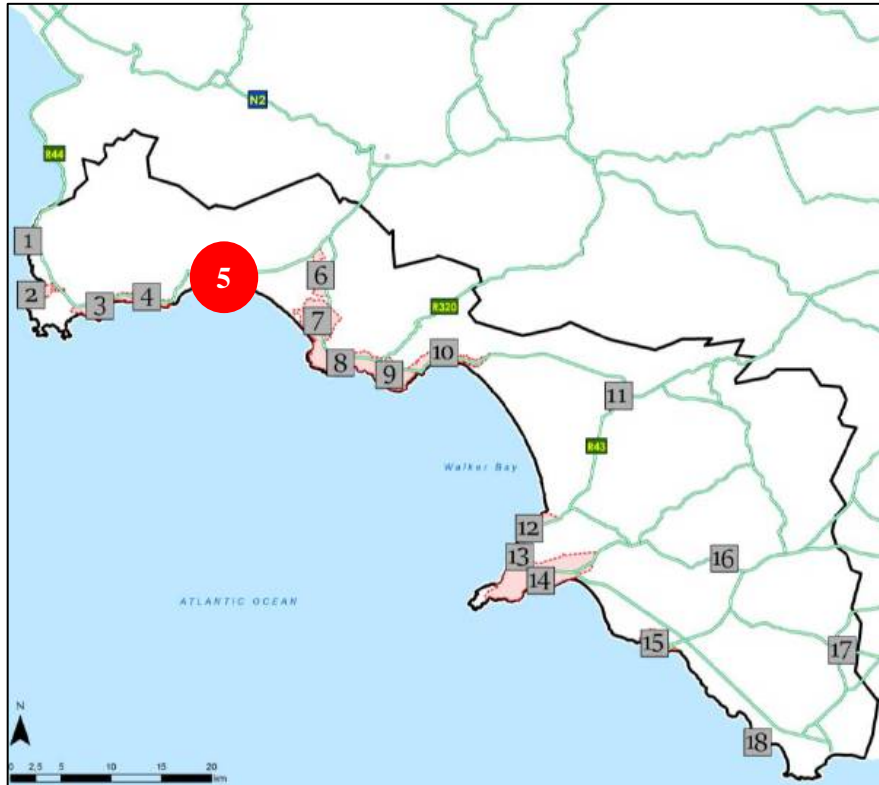




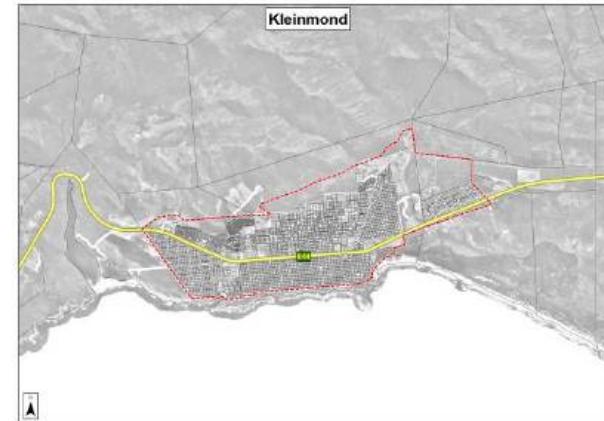
Plan 26: Betty's Bay East Status Quo

## Kleinmond

Kleinmond, illustrated in **Plan 27**, is located on the western periphery of the Overstrand Municipality, 13km east of Betty's Bay and 33km west for Hermanus.



The total projected population of Kleinmond amounted to **6 848 in 2019** based on a 0.4% projected growth per annum (Census 2001-2011). Based on the aforementioned projected growth, the town will consist of a population of **7 184 in 2031**.



A desktop survey in terms of the availability of vacant land was undertaken in 2019. A total of 250 vacant residential erven were identified. A total amount of 336 additional people will need to be accommodated from 2019 to 2031, based on the aforementioned population total. Based on an average household size of 2.6 persons per household, this amounts to a total requirement of 130 additional dwelling units by 2031.

When the aforementioned existing amount of available erven for residential development is compared to the required amount of additional dwelling units, it is evident that a significant excess of residential developable land will be available by 2031 (sufficient land area to develop a surplus of approximately 120 dwelling units).

As illustrated in **Plan 27** an informal settlement is located in the area north of the R44 at the western most periphery of the town. The housing need for the indigent and estimated percentage annual growth in Kleinmond is presented in detail in Sections 2.4.11 and 2.4.12 of this report. The Hangklip – Kleinmond area had a total housing need ranging from 855du in 2011, **1 177 in 2016** which has been projected to increase to **2 468du by 2031**, this is a cumulative estimate for the Hangklip – Kleinmond area and not Kleinmond only (Refer Section 2.4.11).

This translates to a total required housing land area of  $\pm 65$ ha by 2031 when the density of 20du/ha is applied. This is a key informant to the spatial proposal of this MSDF presented in subsequent sections of this report. Kleinmond boasts of a substantial housing project currently underway.

The town predominantly functions as a residential and retirement settlement, holiday destination and commercial centre serving the settlement of Rooiels, Pringle Bay and Betty's Bay.

Kleinmond is confined to the coastal plateau between the Bot River and the Palmiet River estuaries on its eastern and western sides, the Palmiet Mountains to its north and the Atlantic Ocean to the south. Its urban form is characterised by a dominant orthogonal grid layout pattern which facilitates permeability and easy movement throughout the area.

Residential development has responded to the amenity value of the gentle sloping land and sea views offered by the level areas closest to the coastline. Residential areas developed for the same reason in areas in close proximity to fresh water sources, predominantly the area abutting the mouth of the Kleinmond Lagoon and at the Jongensklip harbour.

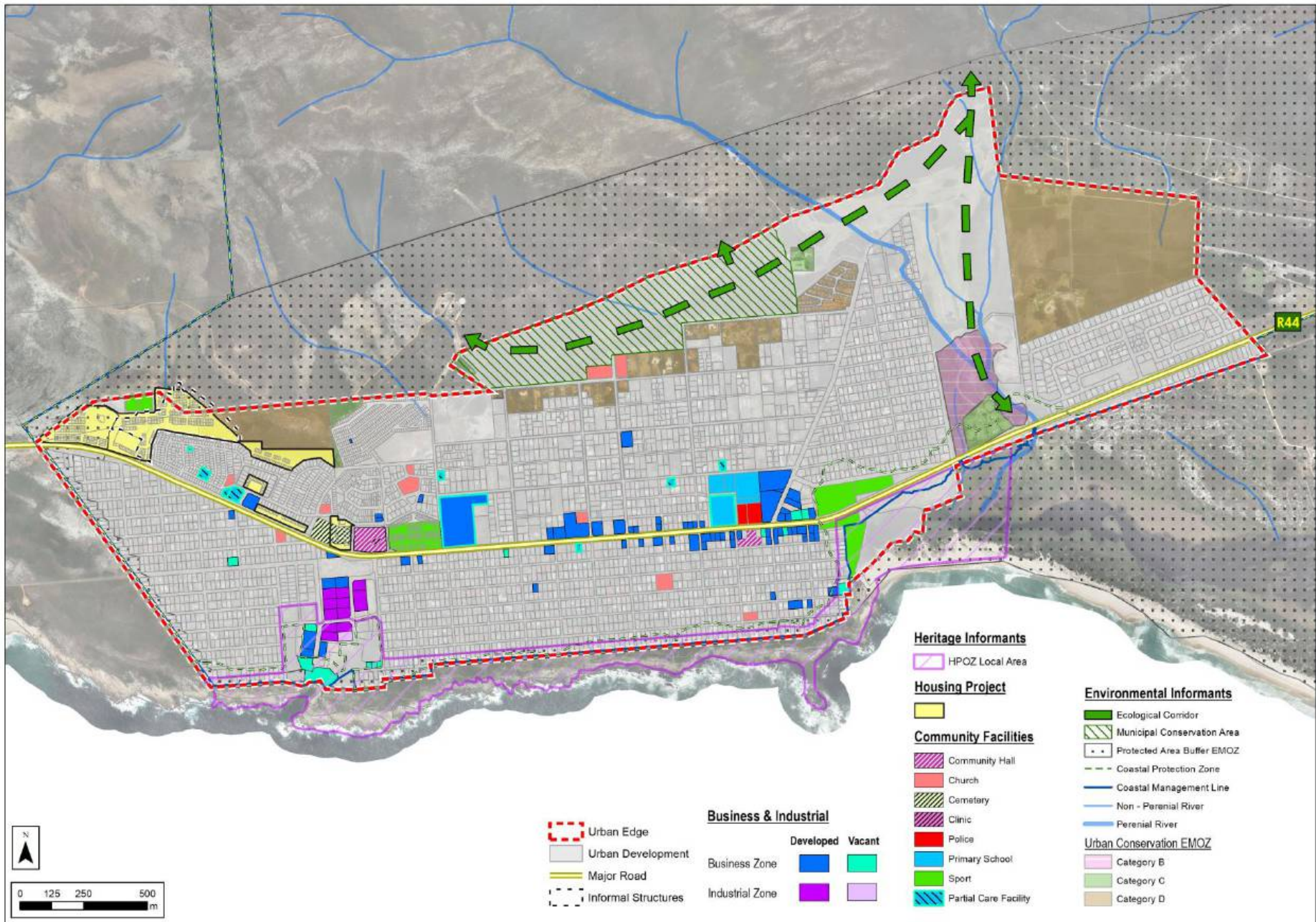
The entire coastline of Kleinmond falls within a draft heritage protection overlay zone area. Two major biodiversity corridors link the mountainous area with the town itself. There are a number of urban conservation heritage protection overlay zones (draft) located within the town, both of municipal and private ownership (**Refer Draft Overstrand EMOZ regulations for detail**). A draft buffer heritage overlay zone furthermore straddles the town to the north and east.

A number of commercial land uses are located along the R44 road with community facilities also present in this corridor.

The town also consist of a small industrial area, with a one vacant industrial zoned property.

In terms of services infrastructure provision, the following should be noted:

- The R44 runs through Kleinmond and serves as the main collector road. The internal road network is established, with the older areas lacking a defined road hierarchy.
- The bulk water source is sufficient to serve the town and the main supply line is in the process of being upgraded.
- Kleinmond largely relies on septic- and conservancy tanks for waste water treatment, even though the waste water treatment works has sufficient capacity. The tanks require high maintenance and holds environmental risks. The Municipality, in light of the aforementioned, is in the process of procuring a service provider for the upgrade of the existing system to a sewerage network. The Kleinmond waste water treatment works is in need of capacity upgrade and refurbishment. The sewer network is being extended (contractor on site).
- The solid waste transfer station at Kleinmond has been repaired and upgraded and has sufficient capacity
- The existing Municipal bulk electricity supply network has sufficient capacity to service the town.

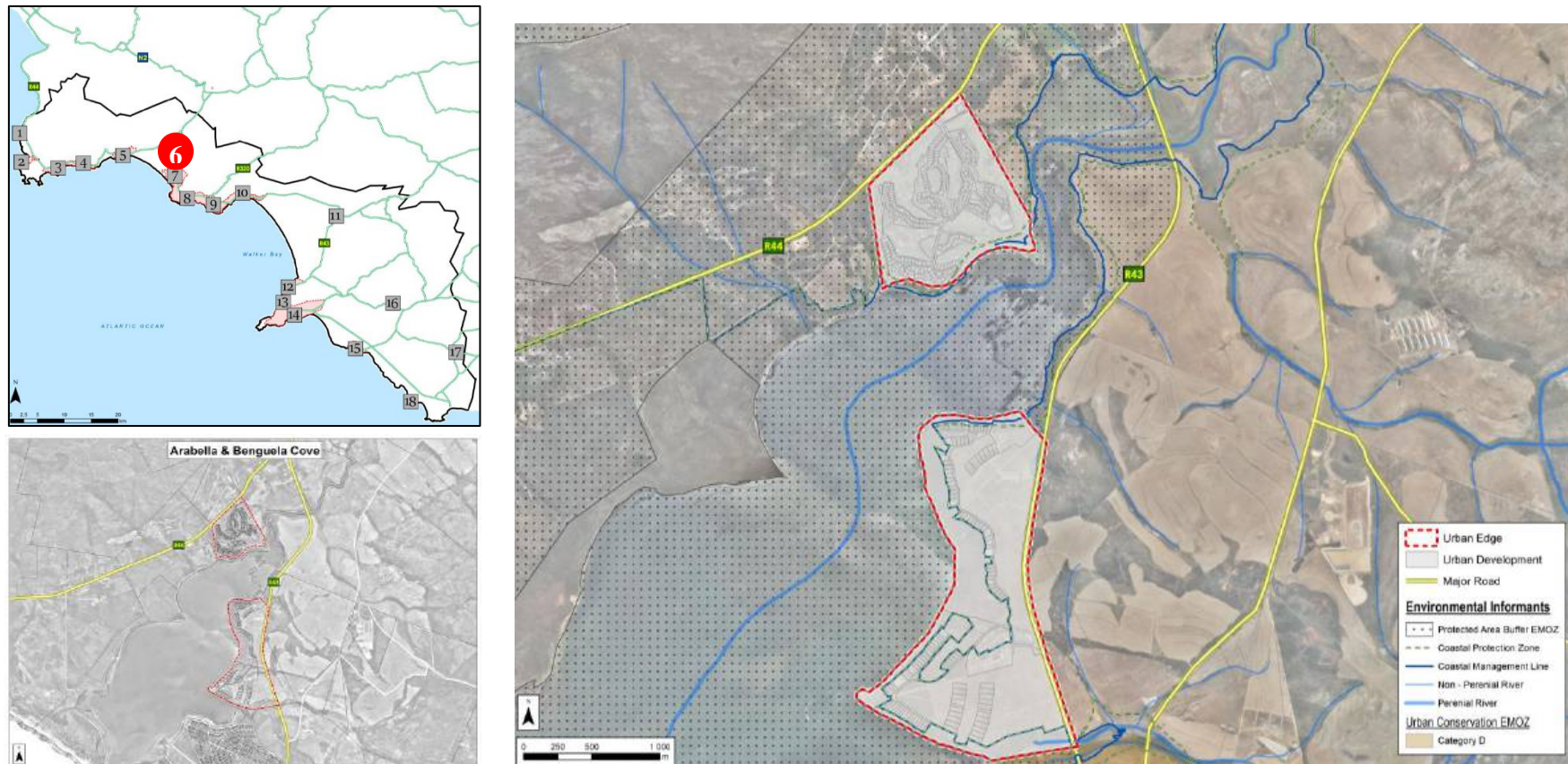


## Arabella and Benguela Cove

The two settlements of Arrabella and Benguela Cove are both rural residential estates where residential opportunities are provided with high quality amenities within pristine natural settings. Arrabella is well known for its golfing facilities and pristine natural setting, whilst the Benguela Cove development concept integrates residential opportunities with planted vineyards, tourist facilities and its natural estuarine landscapes (Refer **Plan 28**).

The total 2019 population estimate of Arabella and Benguela Cove collectively amount to 692 people. Due to unavailability of sufficient Census data, the amount of dwelling units were counted and multiplied by the Overstrand average persons per household factor of 2.6 to determine the said population. It was, given the aforementioned limited amount of information (i.e. no 2001 Census data available), not possible to project the future population.

At the high end of the Overstrand residential market, the estates are both serviced at high standards. The prolonged drought resulted in decreasing dam levels in Fisherhaven, and therefore Benguela Cove requires alternative irrigation water. The supply of treated effluent from the Hawston WWTW for this purpose is being investigated.

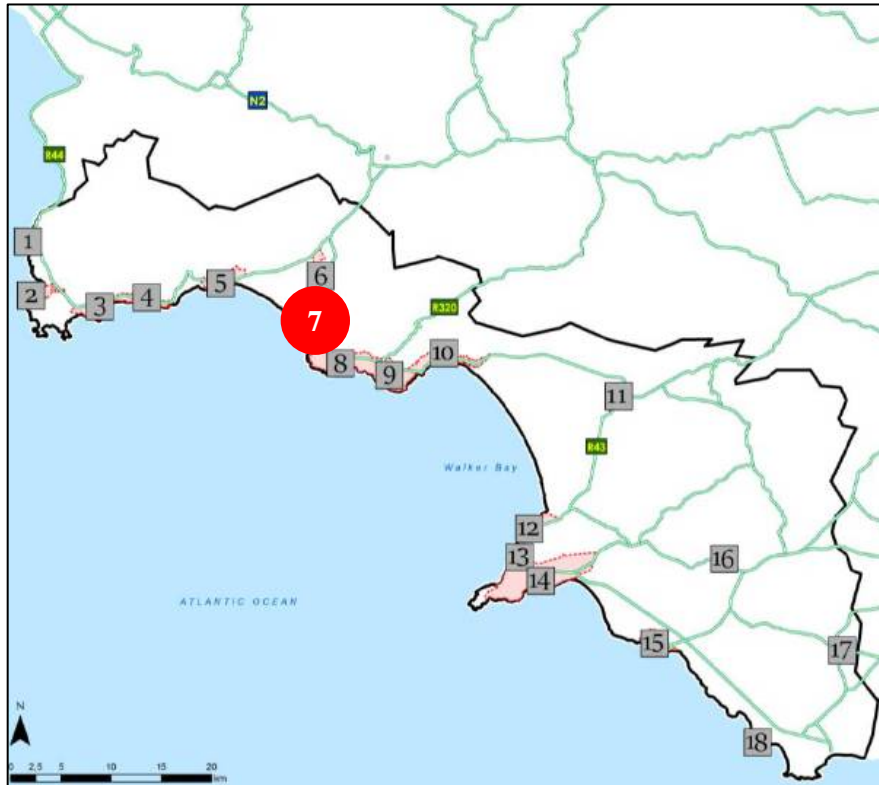


*Plan 28: Arabella & Benguela Cove Status Quo*

## Fisherhaven / Hawston

The two settlements are located in close proximity and share a range of interconnected biodiversity and other functions (i.e. protected area central to the settlements and partially surrounding aquatic system). Therefore the settlements are for the purposes of this MSDF located on one spatial plan (Refer **Plan 29**).

The settlements are situated 16km east of Kleinmond and 9km west of Hermanus. The total collective projected population of the two settlements amounted to **10 397 in 2019** based on a 2.9% projected growth per annum (Census 2001-2011). Based on the said projected growth, the settlements will consist of a collective population of **13 455 in 2031**.



The settlements were surveyed in terms of availability of vacant land in 2019, and a total of 448 vacant residential erven were identified. A total amount of 3 058 additional people will need to be accommodated from 2019 to 2031.



Based on an average household size of 2.6 persons per household, this amounts to a total requirement of 1165 additional required dwelling units by 2031. When the aforementioned existing amount of available erven for residential development is compared to the amount of additional dwelling units, it is evident that a significant additional amount of residential developable land will be required by 2031.

The Overstrand Growth Management Strategy identified the aforementioned vacant zoned land as a densification area. With the correct density factor applied, the extent of the area will be sufficient to provide for the remaining 2031 population.

## Fisherhaven

Fisherhaven is sparsely developed with over 40% of residential erven vacant. The local business area operates on a low level with businesses providing for the basic needs of the local inhabitants.

The form and structure of Fisherhaven is largely the result of the landscape setting and natural elements surrounding the town, such as the banks and mouth of the Bot River estuary, the natural coastal fynbos and the ecological corridor that provides a link between the western coastline and the high lying land to the east. The said bank area is protected by protected area buffer EMOZ (draft) which regulates development within this area. A range of draft EMOZ's protect the aforementioned ecological corridor and an extensive urban conservation EMOZ (draft) is located to the east of the town (refer **Plan 29**).

Detail with regards to the exact purpose and objectives as well as the draft overlay zone regulations are available on the Municipal website.

In terms of services infrastructure provision, the following should be noted:

- Many of the roads in Fisherhaven are unsurfaced, but the road network functions adequately.
- The bulk water source is sufficient to serve the town's present need.
- The limited sewer network in Fisherhaven is linked to the Hawston waste water treatment works via a pump station and rising main pipeline. The sewer network however requires extension.
- The ESKOM bulk electrical network will have to be upgraded if further development is considered.
- Solid waste is sufficiently accommodated by the solid waste drop-off station between Hawston and Fisherhaven.

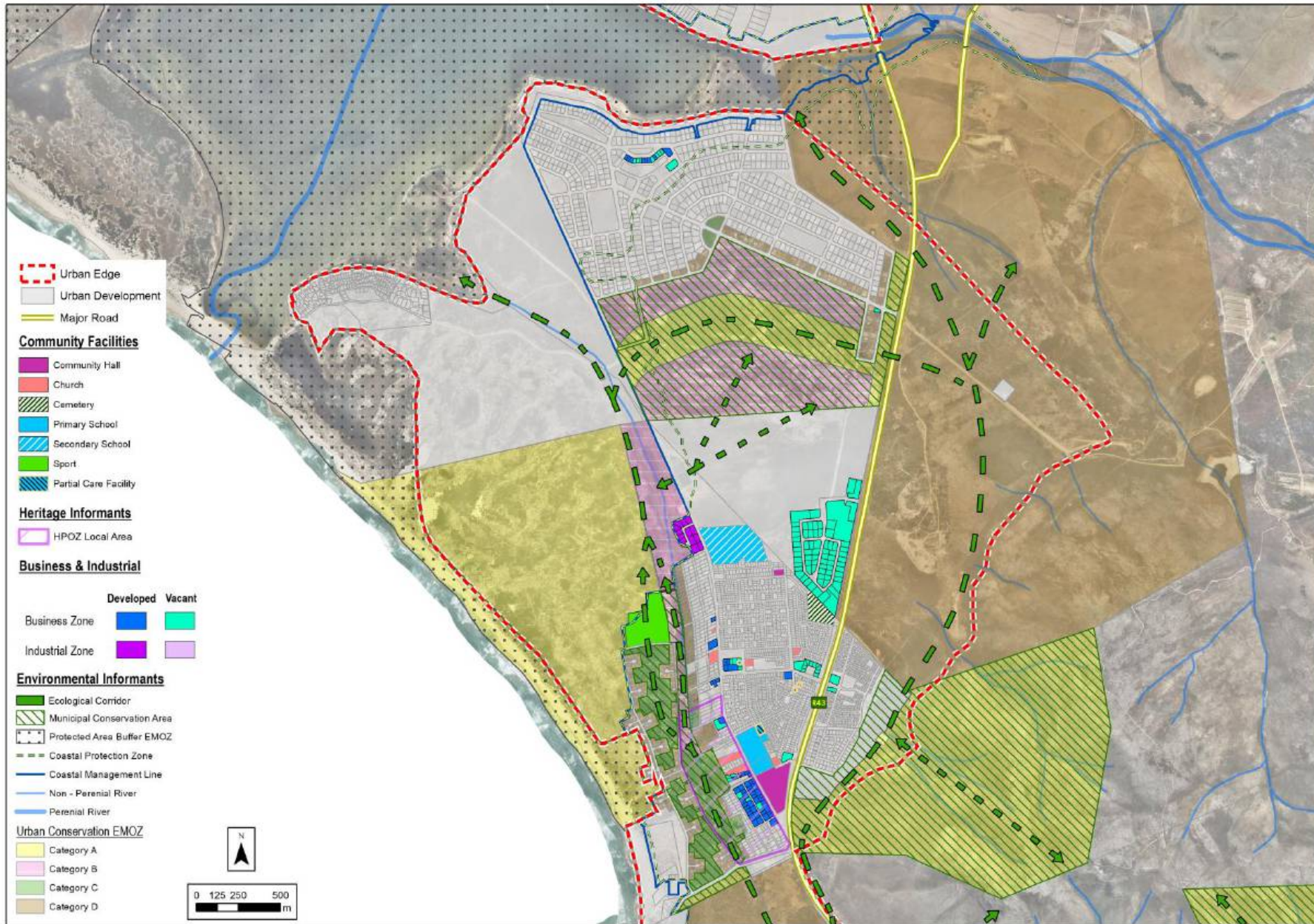
## Hawston

As illustrated in **Plan 29**, the eastern boundary of Hawstons is formed by the Onrus Mountain, while other structuring features include Paddavlei, the R43 Provincial Route, several sand dune systems and the coastal edge. The town boasts of a significant ecological corridor linking biodiversity areas to the south with areas to the north, ranging as far as Fisherhaven. The eastern, southern and western perimeters of the town are therefore protected by a range of draft overlay zones, namely a Protected Area Buffer Area EMOZ (draft) along the coastline and urban conservation EMOZ (draft) on and within the said perimeter. Two significant municipal conservation areas border the town to the east and west, forming part of the larger environmental protection area.

Although the town functions as a dormitory settlement, it consists of a relatively extensive new vacant business area that abuts the R44. The potential of this well located business zoned area should be optimised, specifically focused on a developing variety of business sectors and catchment areas.

In terms of services infrastructure provision, the following should be noted:

- Church Street serves as the primary collector and internal roads function at acceptable service levels. The R43 access point is a safety concern for both motorised and pedestrian traffic. The intersection has therefore been upgraded to serve mainly the new human settlement development.
- The current water services network is adequate and while the bulk water source sufficiently provides for present need, the limited storage capacity of the reservoir will limit future development.
- Hawston is supplied with water from the same sources and water treatment plant (Preekstoel) as the rest of the Greater Hermanus area.
- The waste water treatment works is planned to be upgraded in future.
- The settlement is not adequately serviced by stormwater infrastructure.
- Hawston's electricity is sufficiently provided for by the Municipality and consists of an adequate electrical network.
- Solid waste removal is also sufficiently managed.



Plan 29: Fisherhaven & Hawston Status Quo

## Hermanus

The total projected population of the Greater Hermanus amounted to **62 929 in 2019** based on a 5.2% projected growth per annum (Census 2001-2011). Based on the said projected growth, the town will consist of a population of **155 272 in 2031**.

The town of Hermanus is for ease of reference and plan legibility, divided in three prominent areas, namely Hermanus West, Hermanus East and Hermanus Central (Refer **Plans 30-32**).

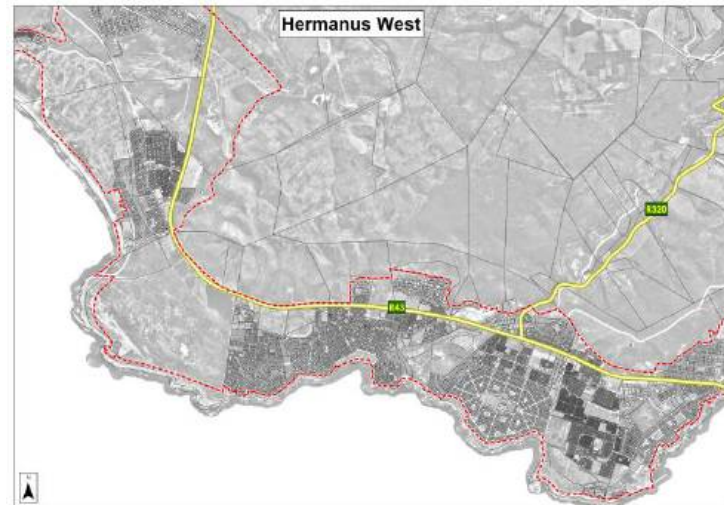
A survey in terms of the availability of vacant land was undertaken in 2019. A total of 1241 vacant residential erven were identified. A total amount of 92 343 additional people will need to be accommodated from 2019 to 2031, based on the aforementioned population total. Based on an average household size of 2.6 persons per household, this amounts to a total requirement of 35 517 additional dwelling units by 2031. The population figures have been influenced by the drastic population influx of 2018 and provision is made to accommodate similar influx peaks in the future.

The high density residential suburb of Zwelihle is situated within Hermanus central. Zwelihle consisted of approximately 4261 informal settlements in 2018. According to (MPBS: Sept 2019), the **future projected housing need**, informed by the said amount of informal structures, will amount to **7 127 by 2021 and 11 234 by 2031**. This relates to a required land area of approximately **356ha by 2021 and 562ha by 2031 based on a density of 20du/ha**.

Densification as spatial planning mechanism advocated by the Municipality's Growth Management Strategy will need to be applied in order to accommodate of the aforementioned future population.

## Hermanus West

Hermanus West consists of the area approximately 8km from the Hermanus CBD and includes the suburbs of Vermont, Onrus and Sandbaai.

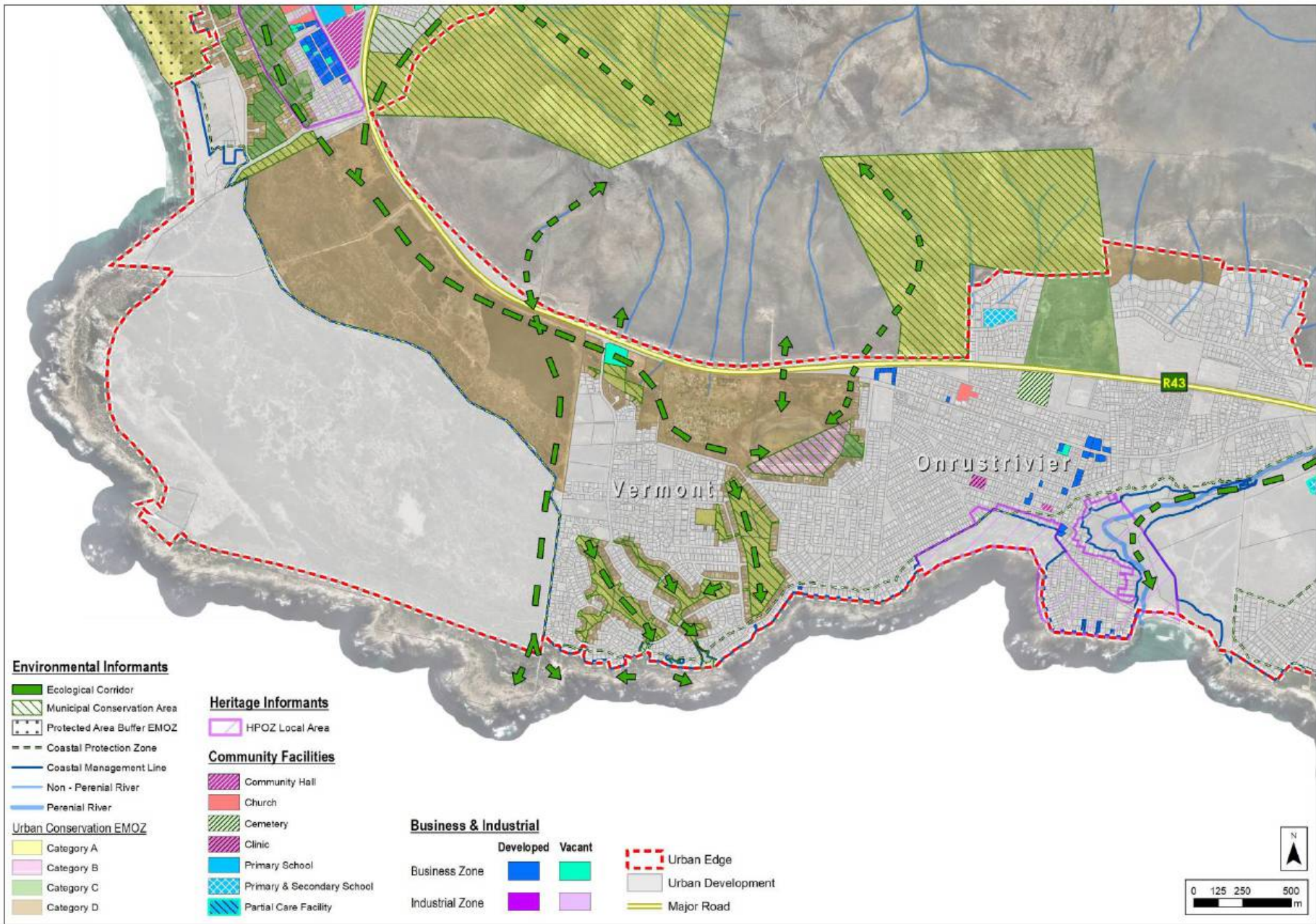


Hermanus West (illustrated in **Plan 30**) is predominantly a residential area in nature with its spatial pattern / urban form dictated by the coastline to the south, the Onrus Mountains and the R43 to the north as well as the Onrus River that centrally bisects the area. The business areas within Hermanus West are typical small business nodes sparsely located within the neighbourhoods. The industrial area to the east of Hermanus and abutting Hermanus Central is prominent (Refer **Hermanus Central**).

The rocky and sandy shoreline, the coastal plateau and the Onrus Mountains have brought about, over time, environmental and heritage landscapes that are of particular quality. These landscapes are integrated along biodiversity corridors which originate in the mountainous areas, include pockets of municipal protected biodiversity rich land, and terminate at the coastline. The land which is included in these corridors is mainly protected by draft EMOZ protecting both public and municipal land (Refer **Plan 30**).

The central coastline of Hermanus West is also partially protected by the draft HPOZ, due to the presence of local heritage resources. In terms of services infrastructure provisions, the following should be noted:

- The R43 Provincial Road leading through Hermanus functions mostly at an acceptable service standard and has been upgraded in order to accommodate heavier traffic volumes. Internal roads function at acceptable levels of service.
- While the bulk water supply for Hermanus west is sufficient, additional sources are being investigated (i.e. new bore holes with treatment facilities). The water treatment works has relatively recently been upgraded. The water network servicing Onrus and Sandbaai is, however, in need of repair and upgrade. Additional bulk water sources are required in the interim. A recent feasibility study indicated seawater desalination to be the preferred option.
- The waste water treatment work has sufficient capacity to service the area.
- Stormwater management infrastructure is moderate in terms of sufficiency and needs to be upgraded.
- The existing electricity supply and network adequately services the present demand of Hermanus West.
- Solid waste removal infrastructure and system are sufficiently provided for.



Plan 30: Hermanus West Status Quo

## Hermanus Central

The prominent suburbs of Zwelihle, Mount Pleasant, Westdene, Hermanus Central and Northcliff, are located roughly 24km east of Kleinmond and 33km west of Gansbaai. The area functions as the primary civic, administrative, and business centre of the Overstrand and is illustrated in **Plan 31**.

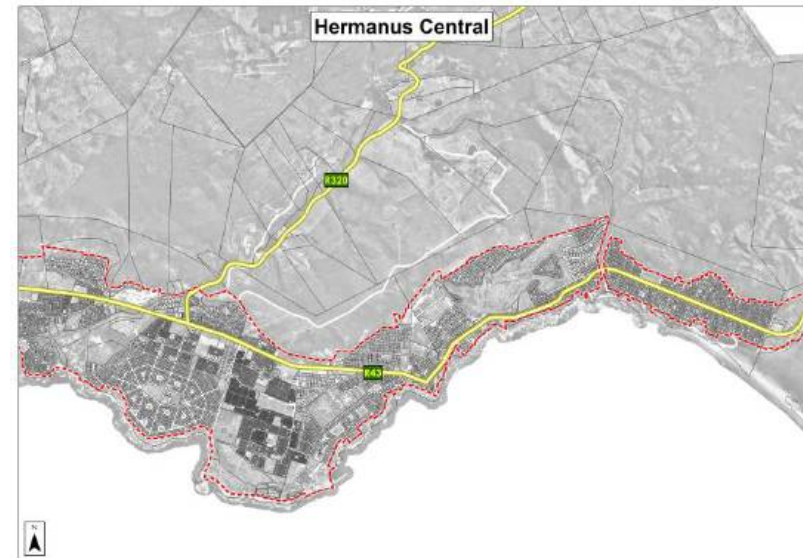


Main urban structuring elements include the R43 Provincial Road that runs through the core of the Hermanus business area, the Hermanus CBD, Hoy's Koppie abutting the CBD, the old harbour and the unique elevated shoreline.

Hermanus Central boasts of a number of recently successfully implemented housing projects, of which that of Mount Pleasant is among the recent developments.

The Hermanus CBD is a relatively confined area with mixed business related land uses on mainly a small scale. The relatively recent development of two large regional and sub-regional retail centres did not seem to have had a deteriorating effect on either the CBD function in terms of economy, nor on its role of providing a quality urban environment.

The CBD is unique not only due to its pristine natural setting, but also its permeability to pedestrians and its human scale which was retained regardless of the aforementioned economic development and population growth. The historic CBD, the harbour as well as a substantial coastal are protected by a local area draft HPOZ as it is recognised as of unique heritage value.



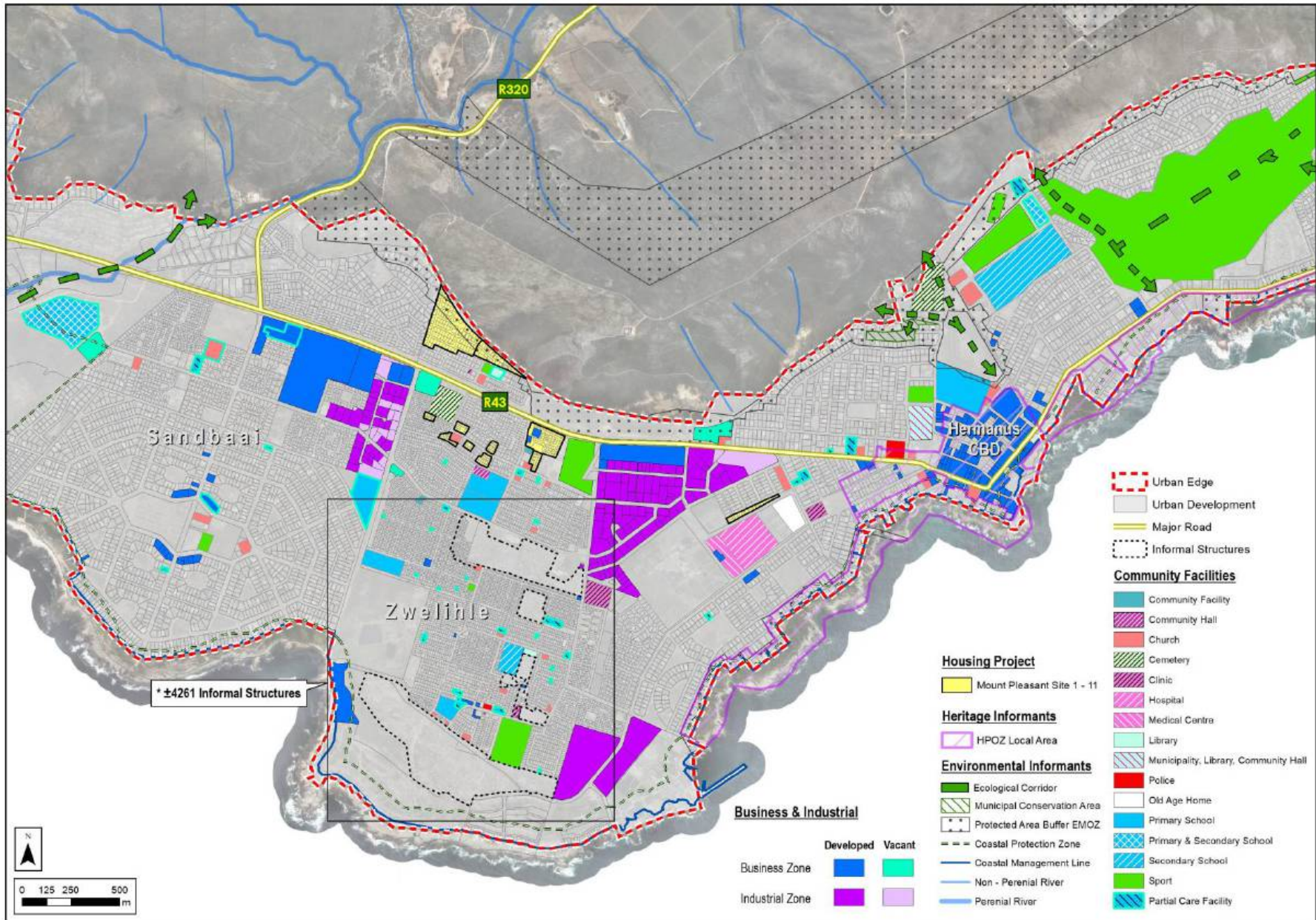
Two ecological corridors have been identified and mapped during the exercise of delineating the draft Overstrand Overlay Zones. The first is a corridor that links the CBD to Hoy's Koppie and the second a strong link between the mountainous areas and the coastline the latter also integrates the said natural areas with the Fernkloof Nature to the east (refer **Plan 31**).

The Overstrand Growth Management Strategy substantially address the challenge of limited development space within the Overstrand (Refer OGMS) This policy substantially informed the compilation of the Overstrand spatial proposals insofar as its density and land use guidelines are concerned.

In terms of services infrastructure provisions, the following should be noted:

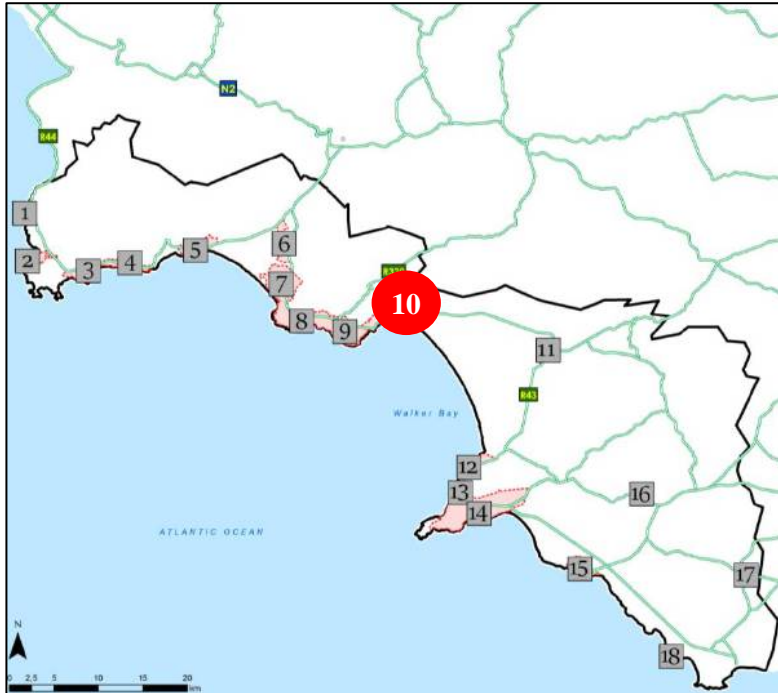
- Measures have been taken to relieve the congestion through the Hermanus CBD on the existing collector route system. The road network servicing the remainder of the town operates at an acceptable level.
- The water pipe network servicing the older areas of Hermanus Central needs to be replaced. The bulk water supply is sufficient. Additional bulk water sources are required in the interim. A recent feasibility study indicated seawater desalination to be the preferred option.
- The small bore sanitation system within large areas of Hermanus Central restricts new development and an upgrade of the waste water system is required.
- The upgrade of the area's stormwater infrastructure is in the planning phase.
- The increasing demand for electricity provision should be monitored and timeously managed to prevent future deficits.
- Solid waste removal is adequately managed.

The area consists of three prominent industrial areas, which have a very limited amount of vacant land area available for expansion.



## Hermanus East

Hermanus East is located directly east of Hermanus Central and  $\pm 43\text{km}$  west of Gansbaai. The Hermanus East area functions primarily as a dormitory town and comprises of higher income residential suburbs such as Vo'lkliip, Fernkloof, Kwaiwater and Hermanus Heights (refer **Plan 32**).



The more recently developed residential areas located to the north, north-east and within the Hermanus Golf course has a more contemporary curvilinear environmental area concept layout, while the older areas, which include the majority of this planning area, has a clear legible grid pattern.

The urban structure was informed by the ocean and the long narrow coastal plane, the Olifants Mountains to the north and the R43 Provincial Road which separates the area into a northern and southern area.

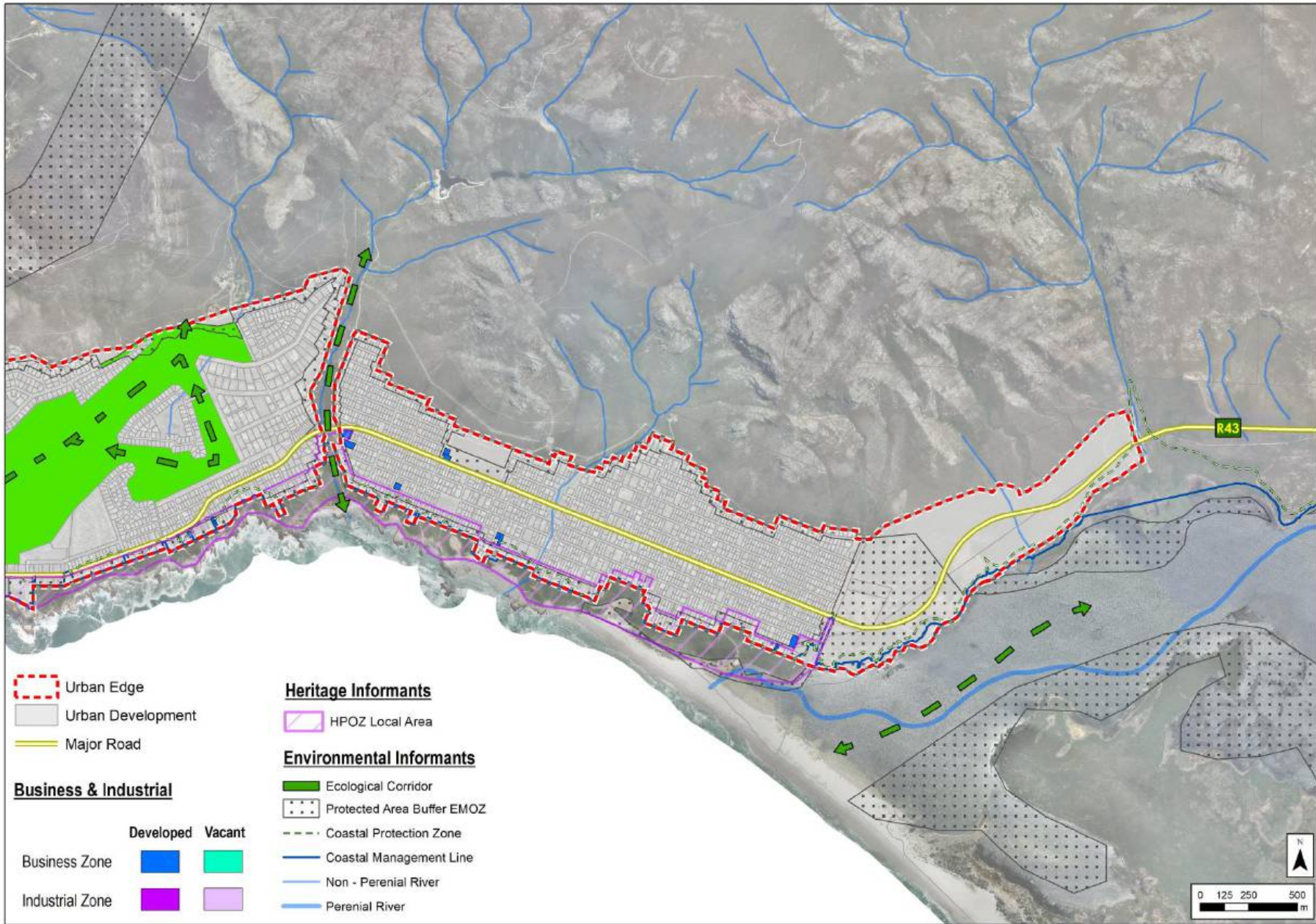


The coastline is protected by draft HPOZ's local areas and a significant mountain to ocean biodiversity corridor links the Fernkloof Nature Reserve with the coast.

The area consists of a limited amount of small scale retail / commercial nodes (i.e. garage, coffee shops, small convenience centre etc.).

In terms of services infrastructure provision, the following should be noted:

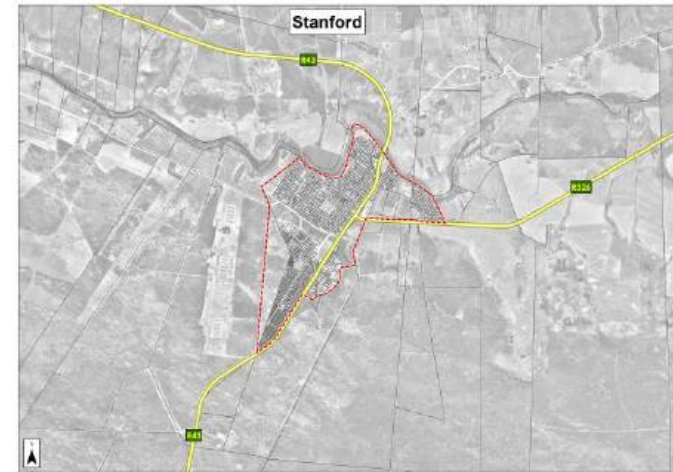
- The collector road and other road systems of Hermanus east is well maintained and functions at acceptable service levels.
- Due to an increase in demand by continuous new development, the water networks in the older Hermanus East areas such as Vo'lkliip are in the process of being replaced.
- The bulk water supply is deemed sufficient.
- The area is served by the Hermanus Waste Water Treatment Works, which has adequate capacity. Additional bulk water sources are required in the interim. A recent feasibility study indicated seawater desalination to be the preferred option.
- Stormwater infrastructure provision is inadequate and needs to be upgraded.
- The current electricity supply meets the current demand.
- Solid waste removal services function at acceptable level and capacity is deemed sufficient for current need.



Plan 32: Hermanus East Status Quo

## Stanford

Stanford (Refer **Plan 33**) is an increasingly popular tourist destination due to its historical character - the settlement dates from the mid-nineteenth century. The town is located on the banks of the Klein River, 22km east of Hermanus and 21km west of Gansbaai.



The total projected population of Stanford amounted to **6 172 in 2019** based on a 3.2% projected growth per annum (Census 2001-2011). Based on the said projected growth, the town will consist of a population of **9 000 in 2031**.

A survey in terms of the availability of vacant land was undertaken in 2019. A total of 225 vacant residential erven were identified. A total amount of 2 828 additional people will need to be accommodated from 2019 to 2031, based on the aforementioned population total. Based on an average household size of 2.6 persons per household, this amounts to a total requirement of 1 088 additional dwelling units by 2031.

When the aforementioned existing amount of available erven for residential development is compared to the additional required amount of additional dwelling units, it is evident that a significant shortage of residential developable land will exist by 2031.

An informal settlement is located in an area west of the R43 at the southernmost periphery of the town. The housing need, informed by this settlement count, for the indigent and estimated percentage annual growth in Stanford is presented in detail in Sections 2.4.11 and 2.4.12 of this report. Stanford had a total housing need ranging from of 330du in 2011, 454 in 2016 which has been projected to increase to **953du by 2031 (Refer Section 2.4.11)**. This amounts to a required land area of **±48ha by 2031** when the density of 20du/ha is applied.

This is a most significant informant to the MSDF spatial proposal for Stanford. Provision for expansion, by means of extending the urban edge, has been made on available vacant land as discussed in subsequent sections of this report.

The Klein River on the northern side of the village, the stream originating from “Die Oog” flowing towards the Klein River, as well as the R43 and R326 Provincial Roads, collectively form the structuring elements of Stanford (Refer **Plan 33**).

Stanford’s residential suburbs on the western side of the R43 (North of the natural water course which drains into the Klein River) are renowned for its historical grid layout pattern. The more recent suburbs to the east of the aforementioned water course are characterised by higher density more modern layout patterns, although informed to an extent by the said historical grid layout. The eastern suburbs were laid out based on the garden city concept.

The historical grid layout and Cape vernacular townscape is regarded as such a significant heritage resource, that the Overstrand Municipality delineated this entire area as a individual and unique draft HPOZ (Refer Municipal Website for detail).

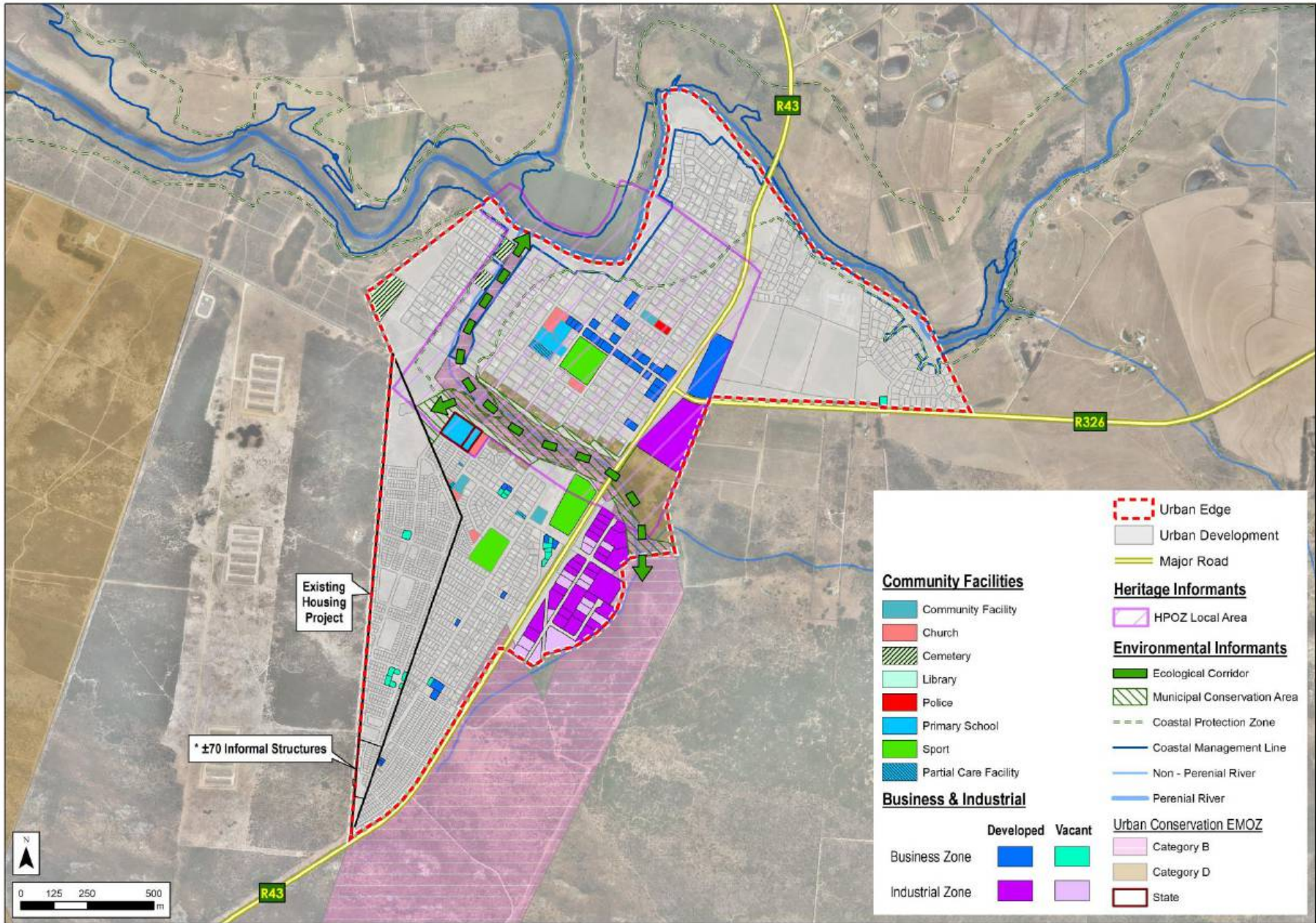
In addition to the aforementioned, the area south of the natural spring (i.e. “Die Oog”) and the area that connects to the non-perineal river that bisects the town have been included in one urban conservation EMOZ (draft) (therefore protected in terms of the draft EMOZ regulations).

Stanford’s historical townscape, its significant heritage resources related thereto as well as its natural resources are therefore very well protected.

In terms of urban land uses, the town has a distinct business area along its main road with industrial areas located along the R43.

In terms of services infrastructure delivery, the following should be noted:

- The Stanford road network is well established and functions at an acceptable service level.
- The fresh water source serves the village via a well-developed water reticulation network.
- A small part of the town relies on septic- and conservancy tanks that need to be connected to the existing sewage network that had recently been upgraded. The upgrade of the WWTW has been completed.
- The town is adequately serviced in terms of stormwater management.
- Bulk electricity is supplied by the Municipality and is sufficient.
- Sufficient capacity exists with regards to the solid waste management system.



Plan 33: Stanford Status Quo

## Greater Gansbaai

The greater Gansbaai is an extensive linear developed town and for ease of reference and plan legibility it is therefore divided into the three areas, namely De Kelders, Gansbaai Proper and Franskraal. The primary functions for Gansbaai are those of a fishing village, residential, retirement and holiday town. Pearly Beach is located 18km east of Gansbaai and Stanford 21km to the north thereof.

The total projected population of the Gansbaai amounted to **19 405 in 2019** based on a 4% projected growth per annum (Census 2001-2011). Based on the said projected growth, the town will consist of a population of **34 354 in 2031**.

A survey in terms of the availability of vacant land was undertaken in 2019. A total of 2 888 vacant residential erven were identified. A total amount of 14 949 additional people will need to be accommodated from 2019 to 2031, based on the aforementioned population total. Based on an average household size of 2.6 persons per household, this amounts to a total requirement of 5 750 additional dwelling units by 2031. There will therefore be a total shortage off approximately 2 861 Dwelling units by 2031.

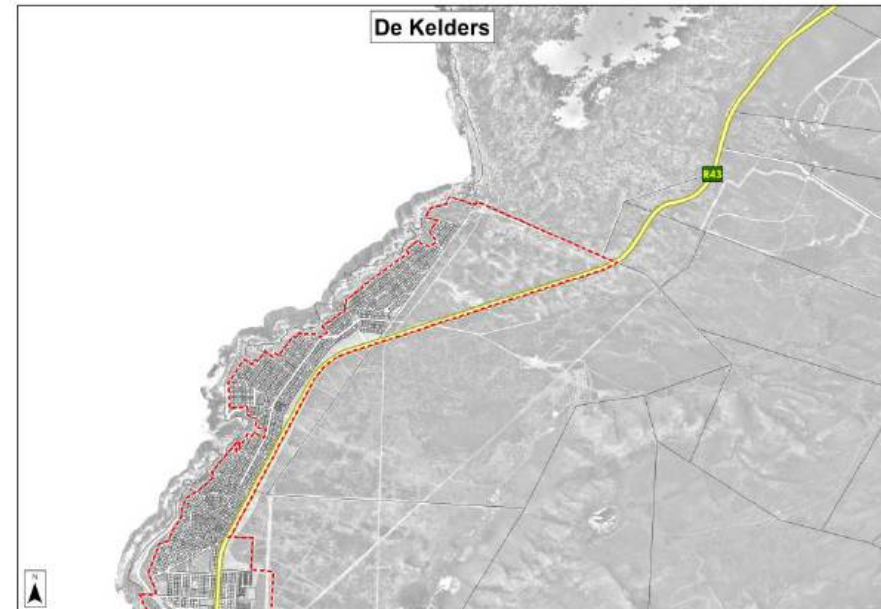
The suburb of Mashakane and Blompark located in Gansbaai Proper, harbours informal settlement of  $\pm$  1 272 and 105 structures respectively based on a 2018 shack count. The future projected housing need, will amount to **2934 by 2021** and **4624 by 2032**. This relates to a required land area of approximately 147 ha by 2021 and **231 ha by 2031 based on a density of 20du/ha**.

Densification as spatial planning mechanism advocated by the Municipality's Growth Management Strategy will need to be applied within the CBD and in the areas abutting the CBD in order to accommodate the aforementioned future population. Additional vacant land will also be required.

## De Kelders

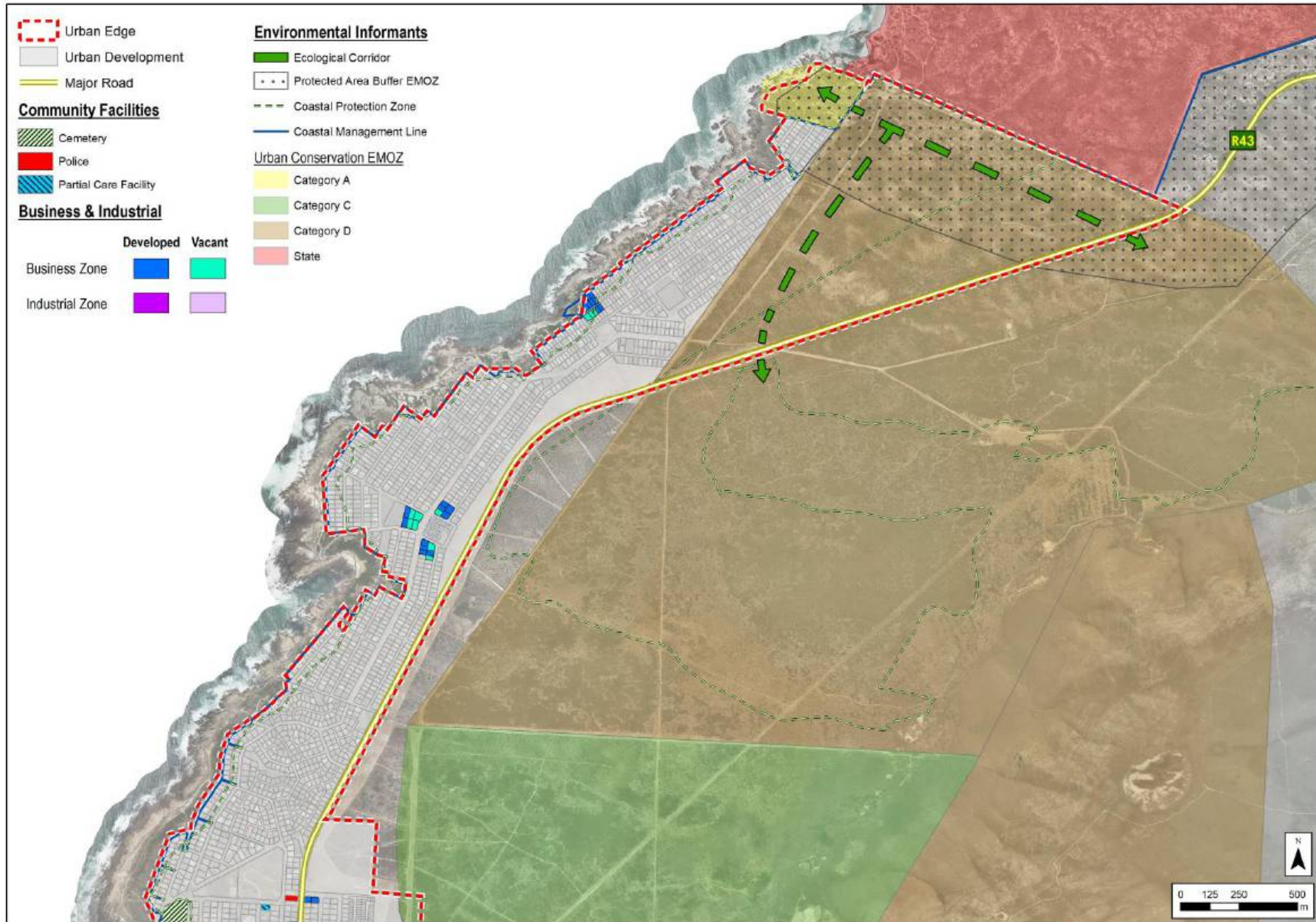
The suburb of De Kelders forms part of Gansbaai and its primary functions are those of residential, retirement and holiday destination. De Kelders is a linear development, brought about by the R43 Provincial Road to the east and the coastline to the west (Refer **Plan 34**). Natural elements such as the Walker Bay Nature Reserve, the Franskraal Mountains, coastal fynbos, and the Duiwelsgat coastal trail further contribute to containing the form and structure of the suburb and are protected by

draft EMOZ's. A number of small local business zones are located throughout this area, with a few vacant business erven available.



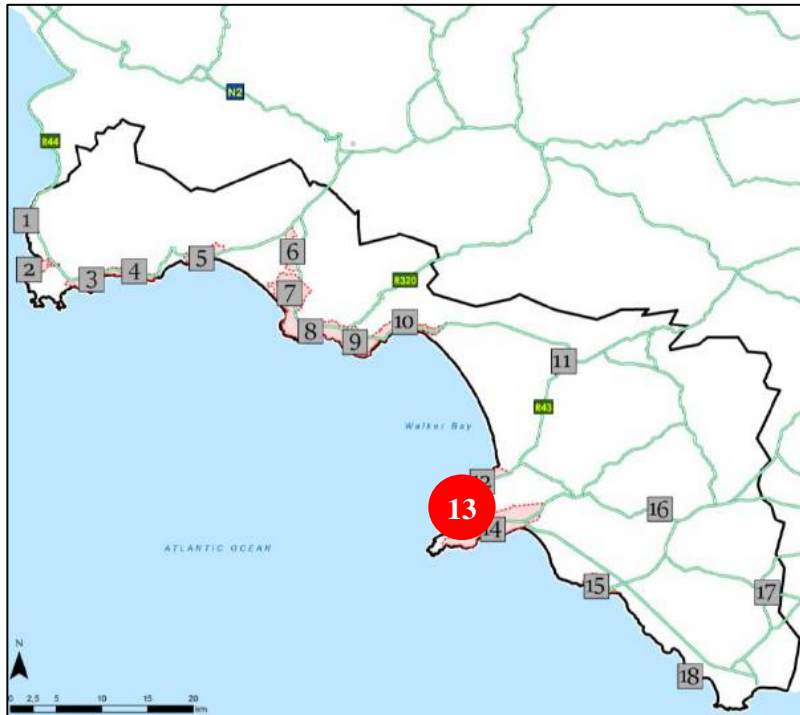
In terms of services infrastructure provision, the following should be noted:

- The collector road and extended road network through De Kelders is well developed and functions sufficiently.
- The poor water quality of the area has been attended to by the Municipality and the water supply network is acceptable.
- De Kelders is reliant on a septic- and conservancy tank system with associated risks such as high maintenance cost and negative environmental impacts. In order to facilitate future development, connection to the waste water treatment works will be required.
- The town is adequately serviced in terms of stormwater management.
- The town is sufficiently serviced in terms of electricity supply from the Municipality. Limited capacity, however, exist within the ESKOM network which needs to be addressed.
- The solid waste landfill site at Gansbaai is sufficiently capacitated to accommodate waste from De Kelders.

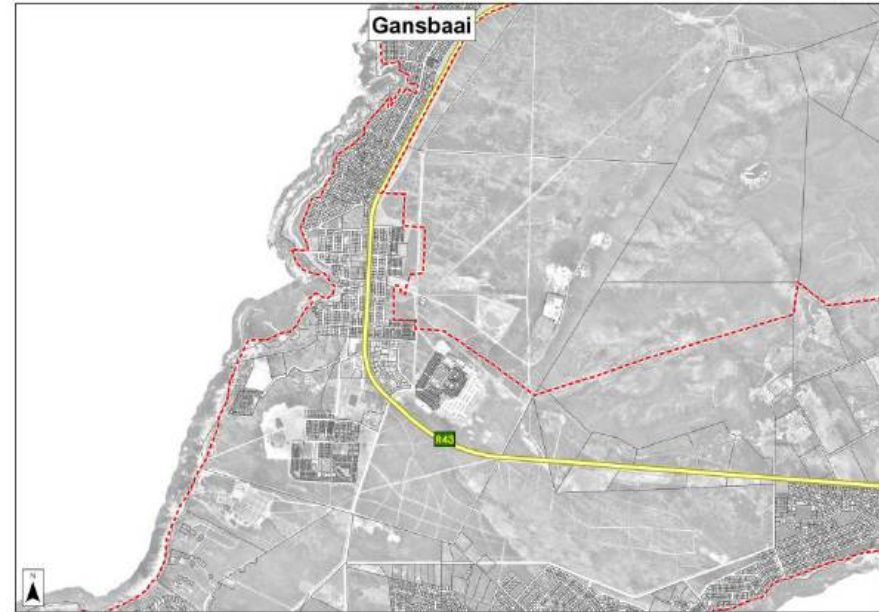


## Gansbaai Proper

Gansbaai proper is located on the coastal plateau between the coastline and the Franskraal Mountains. The area is further contained by the Duiwelsgat trail and existing greenfield areas to the north. Atlantic Ocean, the R43 Provincial Road running through Gansbaai, and the old and new harbours are the principal structuring elements of the town. The CBD is well developed along the R43, and the new business area to the east of the CBD promotes integration between Gansbaai, Mashakane and Blompark (refer **Plan 35**).



The residential suburbs generally have grid patterns and a clear hierarchy of streets. The lack of a clearly defined link between the CBD and the harbour, however, thwarts the development potential of the harbour.

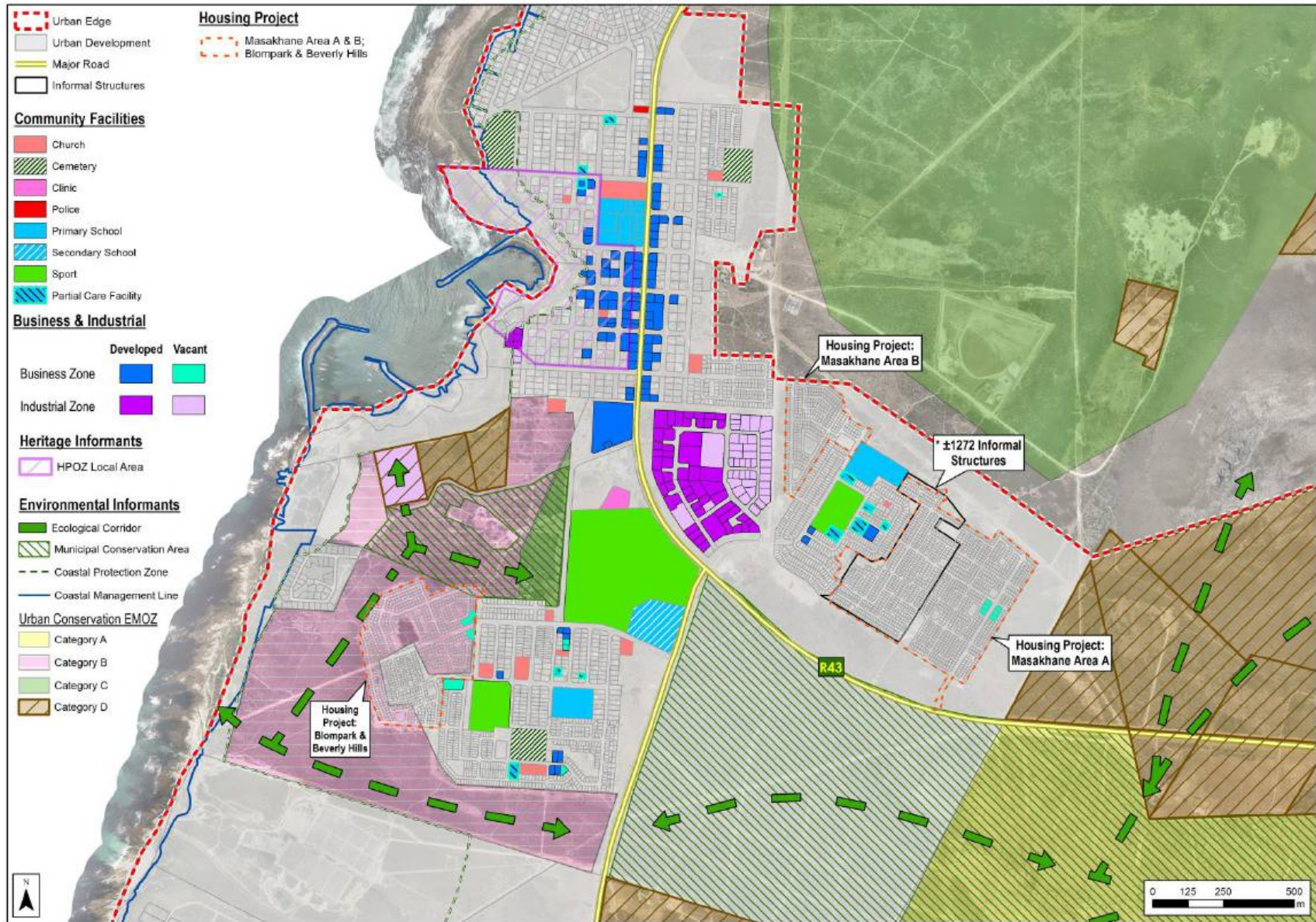


Gansbaai proper boasts of four recent/current housing projects, namely Mashakane A, Mashakane B, Blompark and Beverly Hills. The Gansbaai main industrial area is located between the CBD and Mashakane.

Gansbaai has a rich biodiversity which includes a urban biodiversity corridor that abuts the east and southern periphery of the town before stretching northwards and terminating centrally within the Gansbaai proper urban area. This area is also protected by a series of draft Overlay zones (i.e. Draft EMOZ's and HPOZ's) based not only on the said natural biodiversity, but also on its heritage resources value. The harbour and abutting CBD area is also earmarked as an area of local heritage value (Draft HPOZ)(Refer **Plan 35**).

In terms of services infrastructure provision, the following should be noted:

- The collector route and internal road network of Gansbaai operates at acceptable service levels.
- Gansbaai consist of an adequate water source and effectively functioning water reticulation network. A bulk water reservoir will however be needed to facilitate future development and is in the planning process.
- The town is sufficiently serviced in terms of sewerage infrastructure and the sewerage network is in the process of being upgraded.
- Gansbaai is sufficiently serviced by stormwater management infrastructure. Upgrading of the infrastructure is currently in the planning phase.
- The town is sufficiently supplied with electricity by the Municipality. The ESKOM supply network is however in need of upgrades.
- The Gansbaai solid waste landfill site has adequate capacity for the next 13 years.



## Franskraal & Birkenhead

Kleinbaai/Franskraal is comprised of Van Dyksbaai, Birkenhead, Kleinbaai, Klipfontein and Franskraal suburb, which in turn constitutes a suburb of the Greater Gansbaai (Refer **Plan 36**).



The area is well known for its shark diving industry and is becoming an increasingly popular tourist, holiday, residential and retirement destination. The settlement has a predominantly long and linear form and a low density, residential character. The layout pattern is however, arbitrary with varying degrees of legibility and connectivity with the coastal edge.

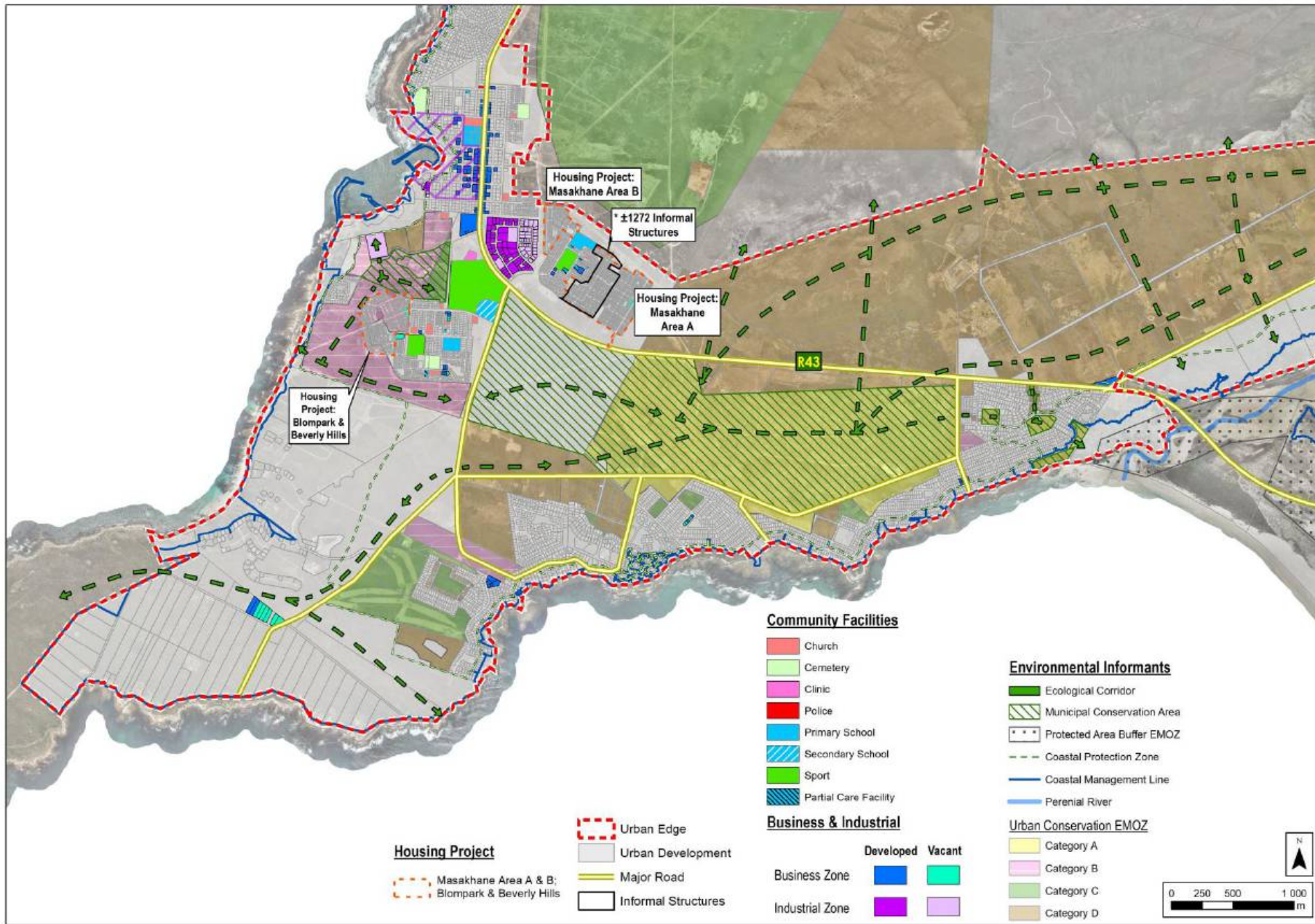
The urban areas are contained by natural elements such as the Danger Point Conservancy, the Uilkraalsmond Reserve, the Uilkraals Mountains, the coastline and the Kleinbaai harbour. It consists of a variety of extensive biodiversity corridors. The

corridors link extensive pristine privately owned land within the urban edge with the Uilkraalsmond Reserve and ultimately the coastal area along Birkenhead. The said area is also protected by draft EMOZ regulations, which includes the privately owned land.



In terms of services infrastructure provision, the following should be noted:

- The roads network, potable water and water network, as well as the solid waste drop-off system operate at acceptable service levels.
- The predominant reliance on septic- and conservancy tanks needs to be evaluated. Connections with the sewerage system and waste water treatment works are necessary in order to facilitate future development.
- The area is adequately serviced in terms of stormwater management.
- The area is sufficiently serviced in terms of electricity supply from the Municipality. Limited capacity, however, exist within the ESKOM network and this needs to be addressed.
- Birkenhead does not consist of any internal services infrastructure.



Plan 36: Franskraal & Birkenhead Status Quo

## Pearly Beach

Pearly Beach is a retirement and holiday town 18km east of Gansbaai. The settlement is principally formed by its long, sandy beach, the Haelskraal River Estuary and the Pearly Beach Reserve, while a central green ridge that runs through the town also provides some natural landmark quality (Refer **Plan 37**).



The settlement is linear in nature, but lacks a clearly legible urban layout / structure. Furthermore, the low-income area of Eluxolweni is spatially disconnected from the main settlement. A number of small vacant business zones erven are located throughout the settlement. An extensive land area, located between the settlement's northern urban edge and the R43 have been included in draft Environmental Management Overlay Zones and comprises predominantly of privately owned land. Detail in this regard can be obtained via accessing the Municipal Website.

Its total projected population amounted to **1 310 in 2019** based on a 2.9% projected growth per annum (Census 2001-2011). Based on the said projected growth, the town will consist of a population of **1 846 in 2031**.

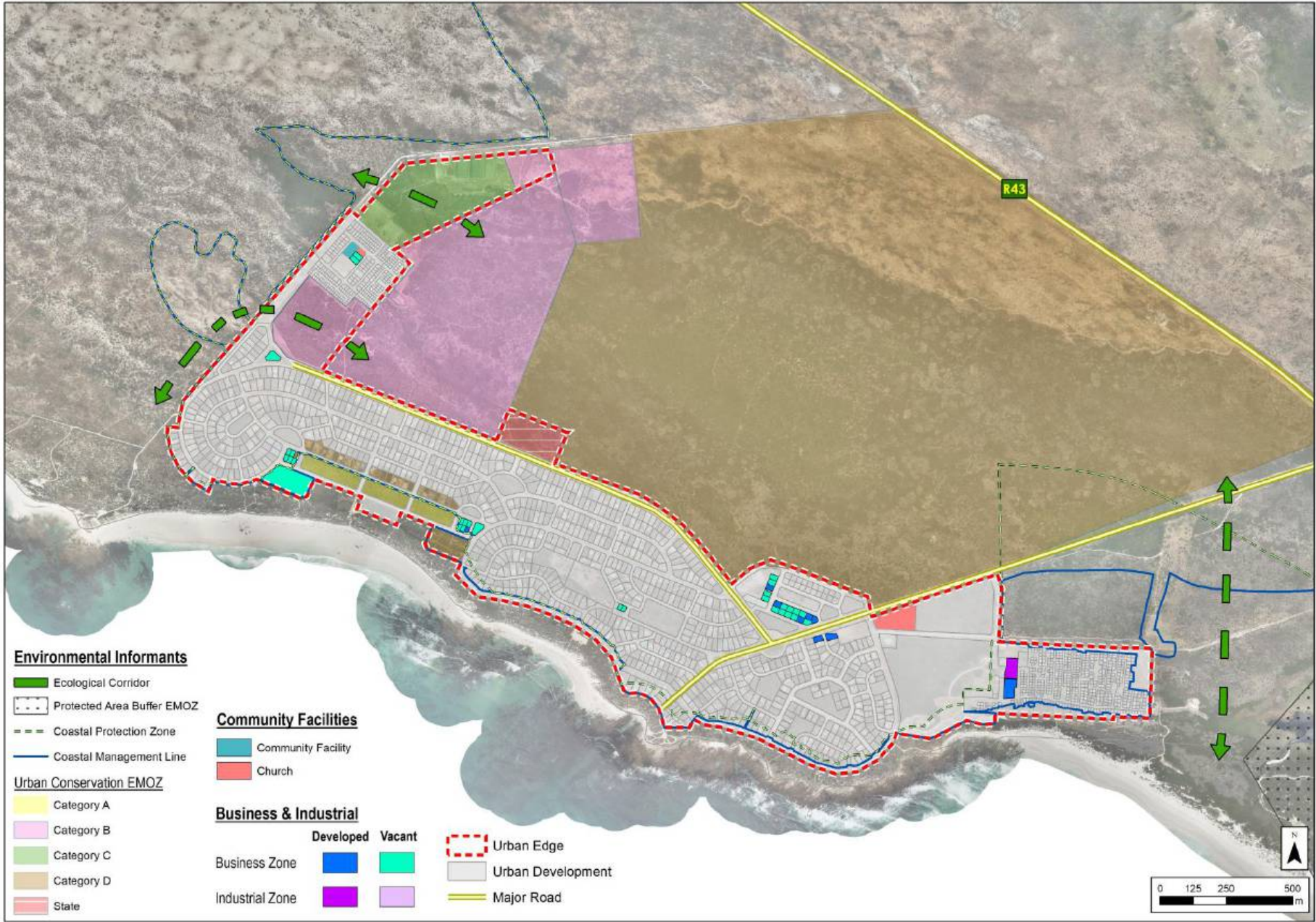


The town was surveyed in terms of availability of vacant land in 2019, and a total of 331 vacant residential erven were identified. A total amount of 536 additional people will need to be accommodated from 2019 to 2031. Based on an average household size of 2.6 persons per household, this amounts to a total requirement of 206 additional dwelling units by 2031. When the aforementioned existing amount of available erven for residential development is compared to the amount of additional dwelling units required, it is evident that a excess of residential developable land will be available by 2031 (sufficient land area to develop a surplus of approximately 125 dwelling units).

**Pearly Beach consists of sufficient developable land to accommodate the projected future population by 2031.**

In terms of services infrastructure provision, the following should be noted:

- The road network, water source, potable water treatment works and solid waste system are capacitated and operate at acceptable service levels.
- A sewerage network system is required as the town is currently reliant on a septic- and conservancy tank system that cannot adequately service future development.
- The town is adequately serviced in terms of stormwater management.
- The town is sufficiently serviced in terms of electricity supply from the Municipality. Limited capacity, however, exist within the ESKOM network and needs to be addressed.



Plan 37: Pearly Beach Status Quo

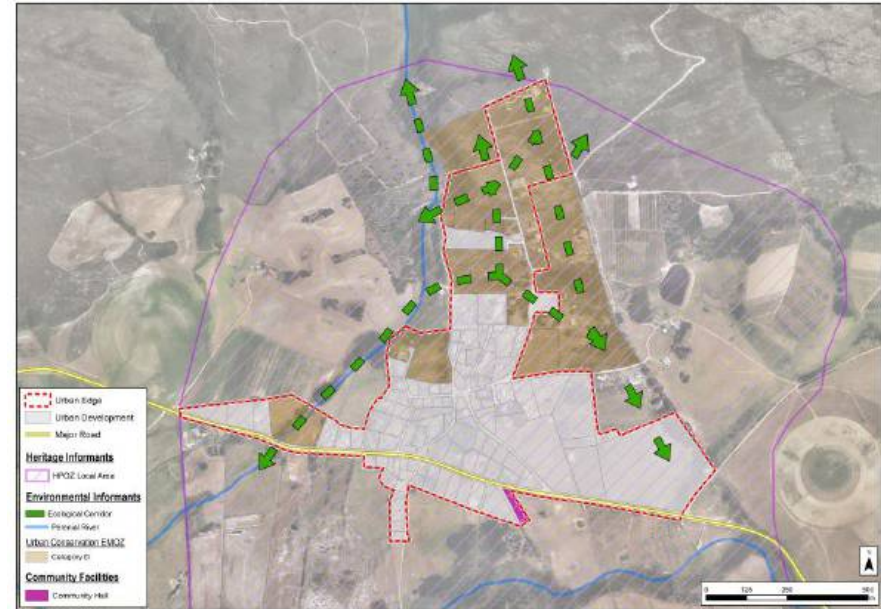
### Baardskeerdersbos / Wolvengat / Buffeljags

The three small rural settlements of Baardskeerdersbos, Wolvengat and Buffeljags all have rural residential and associated agricultural production functions. Due to insufficient demographic data, population projections could not be done for the settlements. The three settlements are spatially depicted in **Plans 38-40**, respectively.



### Baardskeerdersbos

The unique rural-urban character of Baardskeerdersbos and its environs, warranted the entire inclusion thereof in a local area Draft HPOZ. The majority of the privately owned land in the northern part of the settlement consist of biodiversity corridors and was therefore included in an urban conservation EMOZ (draft) (Refer **Plan 38**).



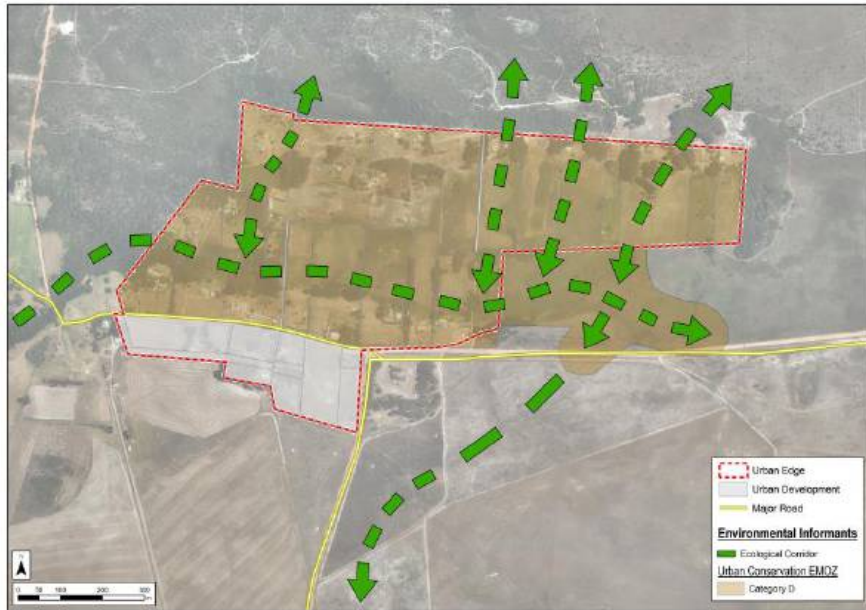
*Plan 38: Baardskeerdersbos Status Quo*

In terms of services infrastructure provision, the following should be noted:

- The settlement is currently adequately serviced in terms of potable water, but additional sources will be required should development take place.
- There is no existing WWTW to connect to. A sewer network and WWTW will have to be developed for the village
- Solid waste is effectively managed at the Gansbaai transfer station.
- Electricity is supplied by ESKOM, but the supply deemed unreliable.
- No stormwater management system exist in the settlement.

## Wolvengat

The settlement of Wolvengat is similar to Baardskeedersbos, and also consists of a prominent biodiversity corridor system and most of the settlement is therefore included in an urban conservation EMOZ (draft) area. Wolvengat does not consist of any internal services infrastructure.



*Plan 39: Wolvengat Status Quo*

## Buffeljags

Buffeljags is a small residential community associated with abalone farming along the easternmost coastal border of the Overstrand. The village is supplied with bulk water from a municipal bore hole into a reservoir and reticulation network. The raw water quality requires some form of treatment in future. In terms of waste water the village is served with conservancy tanks.



*Plan 40: Buffeljags Status Quo*

The aforementioned sections provided a diverse overview in terms of urban/settlement planning informants. These informants collectively formed the basis of the process of developing the spatial development concepts of this MSDf, as will be outlined in the forthcoming sections.

## 2.8 OUR FACILITIES

Community facility provision is an integral part of effecting the development of sustainable human settlements as opposed to merely establishing residential areas. The following section provides a summary of the community facility need per Overstrand settlement in 2019, as well as for the 2031 future development scenario. The methodology followed in calculating the figures was as follows:

- The population totals of each settlement were compared with the CSIR community facility requirements, establishing the total gross need (Refer Section 2.7 of this report).
- The existing 2019 amount of facilities was then compared with the aforementioned totals and the nett shortage or excess determined. The existing totals were determined by means of land use surveys undertaken in 2019.
- The nett excess/shortfall informed the spatial proposals.

This provides an indication of facility requirements in 2019 as well as for the following approximately ten years. It should be noted that factors such as shared facilities were not factored into this calculation exercise due to the unavailability of data. The data in this MSDF should therefore inform final decision based on detailed analyses pertaining to at least capital intensive facilities of wide services areas (i.e. secondary schools, regional hospitals etc.).

## Rooiels

At present, Rooiels is a residential settlement with a 2019 population of 218 people and a very limited projected future population (i.e. 513 people by 2031). The CSIR population total threshold for requirement of community facilities is 500-5000

inhabitants, which is lower than the current population for Rooiels. Due to the fact that Rooiels has a low very low population as well as growth rate no facilities are planned for in this MSDF spatial proposal.

Facilities	Population Threshold	CSIR requirement 2019	Current provision 2019	Additional Required 2019	Additional required 2021	Additional required 2026	Additional required 2031	Total required
Place of Worship	3000-6000 (Depending on demand)	0	0	0	0	0	0	0
Secondary school	2500	0	0	0	0	0	0	0
Primary school	1000	0	0	0	0	0	0	0
Grade R-class (in primary school)	1000	0	0	0	0	0	0	0
Small crèche/Childhood Dev. Centre	Variable	0	0	0	0	0	0	0
Level surface playing field	Total provision for these facilities approx. 0.56 ha/1000	0	0	0	0	0	0	0
Single hard surface court		0	0	0	0	0	0	0
Neighbourhood park (with Equip.)	Optional	0	0	0	0	0	0	0

*Table 2.17: Community Facility Requirements Rooiels*

## Pringle Bay

Pringle Bay has a current population of 1948 people. Its community facilities include a community hall, pre-primary school, place of worship and approximately 8ha of public open space. When the current population figure is applied to the CSIR community facility requirements and the current facilities are taken into account,

the results indicate the settlement currently requires a crèche, a grade R class, a level surface playing field and a single hard court surface. By 2031 an additional primary school and a grade R-class be required.

Facilities	Population Threshold	CSIR requirement 2019	Current provision 2019	Additional Required 2019	Additional required 2021	Additional required 2026	Additional required 2031	Total required
Place of Worship	3000-6000 (Depending on demand)	0	1	0	0	0	0	0
Community Hall	12500	0	1	0	0	0	0	0
Secondary school	2500	0	0	0	0	0	0	0
Primary school	1000	1	1	0	0	0	0	0
Grade R-class (in primary school)	1000	1	0	1	0	0	0	1
Small crèche/Childhood Dev. Centre	Variable	0	0	1	0	0	0	1
Level surface playing field	Total provision for these facilities approx. 0.56 ha/1000	1	0	1	0	0	0	1
Single hard surface court		1	0	1	0	0	0	1
Neighbourhood park (with Equip.)	Optional	0	0	0	0	0	0	0

*Table 2.18: Community Facility Requirements Pringle Bay*

## Betty's Bay

The settlement of Betty's Bay has a current population of 1948 people and is serviced by three places of worship, one library, two community halls, one ICT access point, one home for Alzheimers/Dementia, one single hard surface court, one neighbourhood park and one crLdhe. In 2031 one primary school, one grade-R class, one level surface playing field, one neighbourhood park and one single hard surface courts will be required based on the projected population total of 3265 people.

The calculated requirement for educational facilities is, however, deemed excessive in light of the fact that Betty's Bay is to a very large extent a holiday town with holiday homes which are not permanently occupied. A further in depth and focused study should therefore be undertaken by the Department of Education or any private education services provider prior to the provision of additional education facilities as opposed to purely basing facility provision on the CSIR requirement calculations.

Facilities	Population Threshold	CSIR requirement 2019	Current provision 2019	Additional Required 2019	Additional required 2021	Additional required 2026	Additional required 2031	Total required
Place of Worship	3000-6000 (Depending on demand)	0	3	0	0	0	0	0
Library	Can be a shared facility	0	1	0	0	0	0	0
Community Hall	12500	0	2	0	0	0	0	0
ICT access point	5000	0	1	0	0	0	0	0
Secondary school	2500	0	0	0	1	0	0	1
Primary school	1000	2	0	2	0	0	1	3
Grade R-class (in primary school)	1000	2	0	2	0	0	1	3
Small crLdhe/Childhood Dev. Centre	Variable	0	1	0	0	0	0	0
Level surface playing field	Total provision for these facilities approx. 0.56 ha/1000	2	0	2	0	0	1	3
Single hard surface court		2	1	1	0	0	1	2
Neighbourhood park (with Equip.)		2	1	1	0	0	1	2
Alzheimer / Dementia Facility		Optional	0	1	0	0	0	0

*Table 2.19: Community Facility Requirements Betty's Bay*

## Arabella & Benguela Cove

Arabella & Benguela Cove are predominantly residential estates with resort components. Its current collective population amounts to approximately 692 people, falling well below the CSIR threshold for community facility provisions. The nature of these high income developments also typically include all required facilities within its development enclaves (in addition to a range of luxury facilities).

### Hawston & Fisherhaven

Hawston and Fisherhaven are spatially integrated and is a sound example of where shared facilities could successfully be co-utilised. These two settlements are for the purposes of this section and based on its proximity regarded as a single spatial entity in terms of community facility requirements. Based on the current collective population of 10 398, and taking into account the existing facilities, a number of additional community facilities are required in 2019, namely one primary healthcare clinic, a local library, two community halls, one cemetery, one grade R-class (in primary school) and six crèches.

In 2031, based on a projected population total of 13456 people an additional one mobile/e-gov. integrated service, a cemetery, one primary school, one grade R-class (in primary school) units, a single hard surface court and two neighbourhood parks (with equip.) will additionally be required. No new place of worship facilities are foreseen as required as there are currently a total of eight provided. Due to the water scarcity in the Western Cape Province, it is not recommended that a community pool be provided (refer **Table 2.20**).

Facilities	Population Threshold	CSIR requirement 2019	Current provision 2019	Additional Required 2019	Additional required 2021	Additional required 2026	Additional required 2031	Total required
Place of Worship	4500	2	9	0	0	0	0	0
Primary healthcare clinic	6000	2	1	1	0	0	0	1
Local library	12500	1	1	0	0	0	0	0
Mobile/e-Gov. Integrated Service	2000	5	0	5	0	1	1	7
Community hall	12500	1	2	0	0	0	0	0
ICT access point	10000	1	0	1	0	0	0	1
Post office	15000	1	0	1	0	0	0	1
Cemetery	Very small - 0.88 ha/5 000	2	1	1	0	0	1	2
Police station	Subject to SAPS work study and requirements of the area	0	0	0	0	0	0	0
Secondary school	12500	1	1	0	0	0	0	0
Primary school	7000	1	1	0	1	0	0	1
Grade R-class (in primary school)	1000	10	1	9	0	1	1	11
Small crèche/Childhood Dev. Centre	2700	4	6	0	0	0	0	0
Level surface playing field	3000	3	0	3	1	0	0	4
Grassed surface (2 football fields)	15000	1	0	1	0	0	0	1
Grassed fields with 500 seat stand	30000	0	0	0	0	0	0	0
Single hard surface court	3000	3	0	3	0	0	1	4
Community pool	10000	1	0	1	0	0	0	1
Neighbourhood park (with Equip.)	2000	5	0	5	0	1	2	8

*Table 2.20: Community Facility Requirements Hawston and Fisherhaven*

## Hermanus

Hermanus is for the purposes of this study divided into 3 main areas, namely Hermanus East, Hermanus Central and Hermanus West. These to a large extent share the settlement's high order community provisions and the majority of these facilities are provided around the central parts of Hermanus, including Zwelihle, Hermanus CBD and Mount Pleasant.

The Western area of Hermanus includes the suburbs of Vermont, Onrus and Sandbaai, while the Eastern area is comprised of Fernkloof Estate and the suburb of Vo' lklip. By providing the bulk of the large scale community facilities in the central parts of Hermanus, all three communities can theoretically have access to these facilities as the town-span is approximately 16km from East to West. Therefore most facilities will be within approximately 8km radius or closer in this scenario. Local scale facilities, will however be located within a suburban context. The actual proposed locations of facilities are provided in subsequent sections of the MSDF (spatial proposals).

The Greater Hermanus is significantly under-provided (in 2019) to a large extent as result of the significant population influx in 2018. Specifically the area of Zwelihle underwent extensive exponential population growth due to this influx, which left the community

Facility provision of this area is lacking as outlined in **Table 2.21**. The shortfall relative to the 2019 supply is evident.

As illustrated in **Table 2.21** the following community facilities provisions will be required by the year 2031, namely one community healthcare centre, nine primary healthcare facilities, one local library, twenty four mobile/e-gov. integrated services, three community halls, three ICT access points, four post offices, four secondary schools, five primary schools, forty nine grade R-class's, nine level playing fields, two 500 stands grass playing field, eight single hard court surfaces, two athletics/cricket stadiums and twenty four neighbourhood parks. **Providing additional facilities over and above these estimated projections is deemed excessive.** As the facility provision requirements is deemed to high this have been workshopped with the Municipality, resulting in a more pragmatic and realistic spatial provision.

Facilities	Population Threshold	CSIR require ment 2019	Current provision 2019	Additional Required 2019	Additional required 2021	Additional required 2026	Additional required 2031	Total required
Place of Worship	3 000 - 6 000 (Varies depending on demand)	19	38	0	0	0	9	9
Community Healthcare Centre	100000-140000	0	0	0	0	0	1	1
Primary healthcare clinic	6000	9	1	8	1	6	9	16
Local library	12500	1	2	1	0	0	1	2
Mobile/e-Gov Integrated Service	2000	28	0	28	4	16	24	44
Community hall	12500	4	5	0	0	2	3	7
ICT access point	10000	6	1	5	0	3	3	11
Post office	15000	6	2	4	0	4	4	14
Cemetery	17.2 ha/100 000 (large)	1	4	0	0	0	0	0
Police Station	Subject to SAPS work study and requirements of the area	0	1	0	0	0	0	0
Home for the Aged	Variable	0	0	0	0	0	0	0
Child Welfare Centre	Variable	0	0	0	0	0	0	0
Secondary school	12500	4	5	1	1	3	4	9
Primary school	7000	8	7	1	0	3	5	9
Grade R-class (in primary school)	1000	56	2	54	11	30	49	144
Small crèche/Childhood Dev. Centre	5400	10	13	0	3	3	6	12
Level surface playing field	3000	19	9	10	0	3	9	22
Grassed surface (2 football fields)	15000	4	5	0	0	2	3	5
Grassed fields with 500 seat stand	30000	2	4	2	0	1	2	5
Athletics/Cricket Stadium	60000	1	0	1	0	1	2	3
Single hard surface court	3000	19	25	0	0	2	8	10
Community pool	10000	6	2	4	0	0	0	4
Neighbourhood park (with Equip.)	2000	28	11	17	4	16	24	61
Play parks	60000	0	1	0	0	1	0	1

*Table 2.21: Community Facility Requirements Hermanus*

## Kleinmond

The 2019 population estimate for Kleinmond is 6 849 people, and therefore the current requirements in terms of community facilities (as prescribed by the CSIR guidelines) are three mobile/e-gov. integrated services, two grade R-classes, two level surface playing fields and three neighbourhood parks (Refer **Table 2.22**). Based on the projected 2031 population no additional community facilities are foreseen.

Facilities	Population Threshold	CSIR requirements 2019	Current Provision 2019	Additional Required 2019	Additional Required 2021	Additional required 2026	Additional required 2031	Additional required
Place of Worship	3 000-6000 (Varies depending on demand)	2	10	0	0	0	0	0
Primary healthcare clinic	6000	1	1	0	0	0	0	0
Local library	12500	1	1	0	0	0	0	0
Mobile/e-Gov. Integrated Service	2000	3	0	3	0	1	0	4
Community hall	12500	1	6	0	0	0	0	0
ICT access point	10000	1	1	0	0	0	0	0
Post office	15000	1	1	0	0	0	0	0
Cemetery	Very small - 0.88 ha/5 000	1	2	0	0	0	0	0
Police Station	Subject to SAPS work study and requirements of the area	0	1	0	0	0	0	0
Secondary school	12500	1	0	1	0	0	0	1
Primary school	7000	1	2	0	0	0	0	0
Grade R-class (in primary school)	1000	7	0	2	0	0	0	2
Small crLdhe/Childhood Dev. Centre	2700	3	9	0	0	0	0	0
Level surface playing field	3000	2	0	2	0	0	0	2
Grassed surface (2 football fields)	15000	0	4	0	0	0	0	0
Grassed fields with 500 seat stand	30000	0	0	0	0	0	0	0
Single hard surface court	3000	2	1	1	0	0	0	1
Community pool	10000	1	0	0	0	0	0	0
Neighbourhood park (with Equip.)	2000	3	1	2	0	1	0	3
Play parks		0	2	0	0	0	0	0

*Table 2.22: Community Facility Requirements Kleinmond*

### **Gansbaai (De Kelders, Van Dyksbaai, Franskraal, Birkenhead)**

Gansbaai, De Kelders, Van Dyksbaai, Franskraal and Birkenhead are for the purposes of this section regarded as one interconnected town. The population data of the collective area will be used to determine the community facilities provision requirements due to, amongst other, the fact that the area is within an approximately 5km radius from Gansbaai CBD and shared facilities is/ will be reality.

The town function as a collective, therefore providing community facilities for each individual area will be an excessive expenditure of state capital. The greater Gansbaai area consists of predominantly holiday suburbs/areas (Franskraal, Birkenhead, Van Dyksbaai and De Kelders) with seasonal dependency. The permanent residents reside mostly in Gansbaai, Blompark & Mashakane, which will therefore be the focus of the community facilities provision. The ultimate locations of new facilities will be reflected in subsequent sections of the MSDF.

In 2019 the Greater Gansbaai will require the following facilities, namely two primary health clinics, one local library, ten mobile/e-gov. integrated services, one post office, one secondary school, twelve grade R-classes, five small childhood development centres, six level surface playing fields, one grassed field with 500 seat stand, six single hard surface courts, and six neighbourhood parks. The facilities that will be required by 2031 are listed in **Table 2.23**.

Facilities	Population Threshold	CSIR requirements 2019	Current Provision 2019	Additional needed 2019	Additional needed 2021	Additional needed 2026	Additional needed 2031	Total needed
Place of Worship	3 000 - 6 000 (Varies depending on demand)	4	16	0	0	0	0	0
Primary healthcare clinic	6000	3	1	2	2	1	2	7
Local library	12500	2	1	1	0	0	2	3
Mobile/e-Gov Integrated Service	2000	10	0	10	1	3	3	17
Community hall	12500	2	3	0	0	0	1	1
ICT access point	10000	2	3	0	0	0	1	1
Post office	15000	2	1	1	0	1	1	3
Cemetery	Very small - 0.88 ha/5 000	4	5	0	0	0	2	2
Police Station	Subject to SAPS work study and requirements of the area	0	1	0	0	0	0	0
Secondary school	12500	2	1	1	0	0	1	2
Primary school	7000	3	3	0	0	1	1	2
Grade R-class (in primary school)	1000	19	7	12	9	6	7	22
Small crLdhe/Childhood Dev.Centre	2700	7	3	5	3	2	3	13
Level surface playing field	3000	6	0	6	1	2	2	11
Grassed surface (2 football fields)	15000	1	3	0	0	0	0	0
Grassed fields with 500 seat stand	30000	1	0	1	0	0	0	1
Single hard surface court	3000	6	0	6	1	2	2	10
Community pool	10000	2	0	2	0	0	0	0
Neighbourhood park (with Equip.)	2000	10	4	6	0	4	3	17

*Table 2.23: Community Facility Requirements Greater Gansbaai*

## Stanford

The population of Stanford is currently 6172 people, with a projected growth rate of 5.1% per year. The CSIR guideline based calculations indicate that the following community facilities are required in 2019, namely three mobile/e-gov. integrated services, one small crèche/childhood dev. centre, two level surface playing fields and two neighbourhood parks (with equip.).

Based on the requirements for the 2031 projected population, one primary health care facility, one mobile/e-gov. integrated service, one Grade r-class and one neighbourhood park (with Equip.) will additionally be required by 2031. A moderate need exists for the provision of schools and places of worship. **Table 2.24** provides a breakdown of, amongst other the CSIR requirements and facility requirements from 2019 until 2031.

Facilities	Population Threshold	CSIR requirements 2019	Current provision 2019	Additional needed 2019	Additional needed 2021	Additional needed 2026	Additional needed 2031	Total needed
Church	3 000-6000 (Varies depending on demand)	1	8	0	0	0	0	0
Primary healthcare clinic	6000	1	1	0	0	0	1	1
Local library	12500	0	1	0	0	0	0	0
Mobile/e-Gov Integrated Service	2000	3	0	3	0	1	1	5
Community hall	12500	0	1	0	0	0	0	0
ICT access point	10000	1	1	0	0	0	0	0
Post office	15000	1	1	0	0	0	0	0
Cemetery	Very small - 0.88 ha/5 000	1	2	0	0	0	0	0
Police Station	Subject to SAPS work study and requirements of the area	0	1	0	0	0	0	0
Secondary school	12500	0	0	0	0	0	0	0
Primary school	7000	1	2	0	0	0	0	0
Grade R-class (in primary school)	1000	6	6	0	1	1	1	3
Small crèche/Childhood Dev. Centre	2700	2	1	1	0	2	0	3
Level surface playing field	3000	2	0	2	0	1	0	3
Grassed surface (2 football fields)	15000	0	3	0	0	0	0	0
Grassed fields with 500 seat stand	30000	0	2	0	0	0	0	0
Single hard surface court	3000	2	2	0	0	1	0	1
Community pool	10000	1	0	0	0	0	0	0
Neighbourhood park (with Equip.)	2000	3	1	2	0	1	1	4

*Table 2.24: Community Facility Requirements Stanford*

## Pearly Beach

Pearly Beach has a 2019 population of 1310 people with an average growth of 2.9% per year and is mostly a seasonal holiday town with a limited amount of permanently residents. Based on the population growth figures for 2019 the following community

facilities are required, namely one pre-primary, one primary school apart from facilities that have already been provided. The population growth estimated for the year 2031 is deemed very low (1846 people) and will only require an additional Mobile/e-Gov integrated service and one grade-R class.

Facilities	Population Threshold	CSIR requirements 2019	Current provision 2019	Additional needed 2019	Additional needed 2021	Additional needed 2026	Additional needed 2031	Total needed
Church	4500	0	1	0	0	0	0	0
Primary healthcare clinic	6000	0	1	0	0	0	0	0
Local library	12500	0	1	0	0	0	0	0
Mobile/e-Gov Integrated Service	2000	0	0	0	0	0	1	1
Community hall	12500	0	1	0	0	0	0	0
ICT access point	10000	0	1	0	0	0	0	0
Post office	15000	0	1	0	0	0	0	0
Cemetery	Very small - 0.88 ha/5 000	0	0	0	0	0	0	0
Police Station	Subject to SAPS work study and requirements of the area	0	0	0	0	0	0	0
Secondary school	12500	0	0	0	0	0	0	0
Primary school	7000	0	0	0	0	0	0	0
Grade R-class (in primary school)	1000	1	0	1	0	0	1	2
Small crèche/Childhood Dev. Centre	2700	0	1	0	0	0	0	0
Level surface playing field	3000	0	0	0	0	0	0	0
Grassed surface (2 football fields)	15000	0	1	0	0	0	0	0
Grassed fields with 500 seat stand	30000	0	0	0	0	0	0	0
Single hard surface court	3000	0	0	0	0	0	0	0
Community pool	10000	0	0	0	0	0	0	0
Neighbourhood park (with Equip.)	2000	0	1	0	0	0	0	0

*Table 2.25: Community Facility Requirements Pearly Beach*

### Baardskeerdersbos

Baardskeerdersbos has a population of approximately 102 people with one place of worship. No additional facilities are required for this settlement based on the minimum CSIR community facilities provision threshold.

Facilities	Population Threshold	CSIR requirement 2019	Current provision 2019	Additional Required 2019	Additional required 2021	Additional required 2026	Additional required 2031	Total required
Place of Worship	3000-6000 (Depending on demand)	0	0	0	0	0	0	0
Secondary school	2500	0	0	0	0	0	0	0
Primary school	1000	0	0	0	0	0	0	0
Grade R-class (in primary school)	1000	0	0	0	0	0	0	0
Small crLdhe/Childhood Dev. Centre	Variable	0	0	0	0	0	0	0
Level surface playing field	Total provision for these facilities approx. 0.56 ha/1000	0	0	0	0	0	0	0
Single hard surface court		0	0	0	0	0	0	0
Neighbourhood park (with Equip.)	Optional	0	0	0	0	0	0	0

*Table 2.26: Community Facility Requirements Baardskeerdersbos*

### Wolvengat

Wolvengat is a small rural settlement with a population of approximately 51 people and no community facilities are present. Based on the minimum of 500 people threshold for community facility provision as per the CSIR guidelines, community facility provision will be excessive and unfeasible.

Facilities	Population Threshold	CSIR requirement 2019	Current provision 2019	Additional Required 2019	Additional required 2021	Additional required 2026	Additional required 2031	Total required
Place of Worship	3000-6000 (Depending on demand)	0	0	0	0	0	0	0
Secondary school	2500	0	0	0	0	0	0	0
Primary school	1000	0	0	0	0	0	0	0
Grade R-class (in primary school)	1000	0	0	0	0	0	0	0
Small crLdhe/Childhood Dev. Centre	Variable	0	0	0	0	0	0	0
Level surface playing field	Total provision for these facilities approx. 0.56 ha/1000	0	0	0	0	0	0	0
Single hard surface court		0	0	0	0	0	0	0
Neighbourhood park (with Equip.)	Optional	0	0	0	0	0	0	0

*Table 2.27: Community Facility Requirements Wolvengat*

## Buffelsjag

Based on the extremely low population of Buffelsjag and the aforementioned 500 people threshold for community facility provision as per the CSIR guidelines, community facility provision will be also be excessive and unfeasible. The only facility provided for this town is a community hall.

Facilities	Population Threshold	CSIR requirement 2019	Current provision 2019	Additional Required 2019	Additional required 2021	Additional required 2026	Additional required 2031	Total required
Place of Worship	3000-6000 (Depending on demand)	0	0	0	0	0	0	0
Secondary school	2500	0	0	0	0	0	0	0
Primary school	1000	0	0	0	0	0	0	0
Community hall	12500	0	1	0	0	0	0	0
Grade R-class (in primary school)	1000	0	0	0	0	0	0	0
Small crèche/Childhood Dev. Centre	Variable	0	0	0	0	0	0	0
Level surface playing field	Total provision for these facilities approx. 0.56 ha/1000	0	0	0	0	0	0	0
Single hard surface court		0	0	0	0	0	0	0
Neighbourhood park (with Equip.)	Optional	0	0	0	0	0	0	0

*Table 2.28: Community Facility Requirements Buffelsjag*

The aforementioned community facility requirements informed the Overstrand MSDF spatial proposal following intensive engagement with the municipality.

## 2.9. Conclusion

The foregoing information as outlined in the analyses of this report provides a strategic spatially orientated development perspective (status quo) of the Overstrand Municipal Jurisdictional Area.

On the basis of this information, the Overstrand development strategy has been revised, consisting of a spatial policy framework, Municipal spatial proposal, spatial proposals per settlement, implementation strategy and capital expenditure framework.

A significant shortcoming had been identified in the available status quo information assessment. The Human Settlement Plan is outdated and needs to be revised by the Municipality as a matter of priority, as this is the core policy/plan directing future integrated human settlement planning and development on a more detailed scale than this MSDF.

In conclusion, the findings of the status quo analysis highlighted per section, have informed the subsequent sections of the MSDF in a manner which is consistent with the Municipal long term vision and other relevant spatial planning policies.



# Part 3: Spatial Vision, Strategies and Policies

## 3.1 INTRODUCTION

This section provides the integrated spatial vision and strategic framework for the MSDF by outlining what kind of environment we want to live in, not only within the next 5-10 year planning cycle, but also in 30 – 40 years as required by SPLUMA (i.e. MSDF Vision). The strategic framework which is set out in this section provides the integrated MSDF policy platform linked to a range of implementation mechanisms, to serve as vehicles for realising the framework. **The Municipal Spatial Concept** and individual **settlement spatial proposals** informed by this strategic policy framework are subsequently presented in Section 4 of this MSDF. The spatial policy directives were, amongst other, significantly informed by the principles of SPLUMA (Specific references made in spatial directive tables of Part 3).

The following strategic spatial policy directives illustrated in **Figure 3.1** collectively form the basis of the development framework:

- A liveable Overstrand.
- An environmentally sustainable and resilient Overstrand.
- A memorable and distinctive Overstrand.
- Vibrant and exciting urban areas.
- An accessible and connected Overstrand.
- An Overstrand that enables a prosperous and diverse economy.

The policy framework will guide future spatial planning, strategic land use planning and related decision making for the Overstrand Municipal area.

The manner in which these seven spatial directives provide the platform for the MSDF policy framework is expanded on in the following section. It commences with an explanation of how aspects related to, amongst other, spatial planning, environmental

management, urban design and related elements can contribute towards achieving each spatial directive. The key principles that should be implemented in order to achieve the respective directive are then outlined. Finally a series of objectives, policies, implementation mechanisms and actions are tabulated. **This collectively forms the theoretical and practical path towards realising the Overstrand 2050 integrated development vision and the MSDF five-ten year development horizon imbedded therein.**

The implementation mechanisms and related actions are linked with the MSDF Implementation Plan contained in Part 6. The detail break-down of each action tabled in Part 3 is provided in Part 6. The links between the MSDF spatial policy directives and the various national, provincial and municipal statutory policy requirements are self-explanatory.

**Figure 3.1 MSDF Spatial Policy Directives**



### 3.2 A LIVEABLE OVERSTRAND



#### Description

Liveability is internationally regarded as an integral guiding principle for sound urban and regional planning. It is also one of the most prominent of the MSDF spatial directives and can be defined as the quality of life as experienced by the residents within a region and its settlements.

The quality of life experienced by urban or rural inhabitants is tied to their ability to access infrastructure (transportation, communication, potable water, and sanitation), affordable housing, employment, public facilities, food, clean air and natural or green environments.

Spatial planning influences the ease with which human interaction and activities can take place within a region's settlements. Liveability can be increased by implementing land use planning principles such as promoting the location of new residential development in close proximity to existing employment opportunities, community and recreation facilities, thus creating activity centres of improved accessibility. The

significance of accessibility is expanded on in the section dealing with the spatial directive "An accessible and connected Overstrand".

Regional and urban liveability is also a force of attraction for new business activities and a skilled workforce.

Liveability must be created in a sustainable manner. If the quest for creating employment opportunities and housing is solved in ways that progressively and irreparably degrade the natural environment, then the goal of achieving liveability is jeopardised in the long term. To be sustainably liveable, a region and its settlements should provide livelihoods for its inhabitants that preserve the quality of the environment.

#### Where we want to be in 2050

In 2050, the Overstrand is known as a region harbouring a variety of liveable urban and rural settlements. The settlements are characterised by a range of affordable housing opportunities located in close proximity to employment, retail, recreational, community and public transport facilities.

Its settlements are internally and externally connected and integrated on local and regional scale, due to well established and effective connectivity channels that facilitate the flow of resources that sustain its activities. These channels include sustainable service infrastructure networks, world class communication technology systems, efficient and cost effective mixed mode transportation networks that prioritise walking, public transport and efficient movements of goods and finally, well managed green corridors that sustain biodiversity habitats while also providing good quality recreational spaces.

The Overstrand's diverse natural environment is in pristine condition, well managed and accessible to all its inhabitants. The quality and attraction of the built environments are enhanced as result of commitment on prioritising aesthetics and preserving its social and cultural attributes. The natural and built environments are well integrated, further contributing to the uniqueness and liveability of the Overstrand settlements.

Not only inhabitants of the Overstrand, but also a significant amount of tourists enjoy and are attracted by the unique sense of place that the Overstrand settlements are renowned for.

## What we will do

\*LO: Liveable Overstrand

OBJECTIVE	POLICIES & KEY POLICY INFORMANTS	IMPLEMENTATION MECHANISMS AND ACTIONS
<p><b>LO 1*. Overstrand has a resilient and safe water supply.</b></p>	<p>i. Progressively ensure efficient, affordable, economical and sustainable access to water services that promote sustainable livelihoods.</p> <p>ii. Protect and manage natural sources of potable water to ensure water supply and quality. Refer <a href="#">Overstrand EMF, 2013</a> &amp; <a href="#">Overstrand Mountain Catchment EMOZ, WSDP</a>.</p>	<p>Engineering Services Management –ESM 1.</p> <p>Spatial Planning – SP 27</p>
<p><b>LO 2. Overstrand settlements have high levels of air quality.</b></p>	<p>i. Encourage use of clean energy sources in accordance with the Overstrand Air Quality Plan, 2013.</p> <p>ii. Provide all households with electricity supply minimising dependence on fires for heating and food preparation. <a href="#">SPLUMA: Spatial Sustainability, DRDLR SDF Guidelines; 2017</a>.</p>	<p>Energy Management and Provision – ENE 1, ENE 2, ENE 3 &amp; ENE 4.</p> <p>Spatial Planning – SP 27</p>
<p><b>LO 3. Overstrand’s settlements offer a wide variety of housing options catering for all market segments as well as an adequate housing stock. Informal settlements are minimised/largely eradicated.</b></p>	<p>i. Progressively ensure housing provision for different lifestyle choices, income groups, life stages, household sizes, including adequate provision for the aging. Refer <a href="#">Overstrand Growth Management Strategy, 2010</a> &amp; <a href="#">SPLUMA: Spatial Justice, DRDLR SDF Guidelines; 2017</a>.</p> <p>ii. Addressing the current housing need as outlined in Section 2 of this report, as a matter of urgency. Refer <a href="#">SDF Policy P19.1, 2006</a>, Refer <a href="#">Overstrand Growth Management Strategy, 2010</a> &amp; <a href="#">SPLUMA: Spatial Justice, DRDLR SDF Guidelines; 2017</a>.</p> <p>iii. All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities. Refer <a href="#">Overstrand HSP, 2013</a>. <a href="#">SPLUMA: Spatial Justice &amp; Spatial Sustainability, DRDLR SDF Guidelines; 2017</a> &amp; <a href="#">Overstrand Growth Management Strategy, 2010</a>.</p>	<p>Spatial Planning – SP 10.</p> <p>Community Services– CS 1.</p> <p>Financial Incentives – FI 1.</p> <p>Property Development and Public-Private Partnerships – PROP 1.</p>
<p><b>LO 4. Human interaction takes place with ease within the Overstrand settlements as result of sound spatial planning such as conveniently locating urban activities and promoting public and non-motorised transport.</b></p>	<p>i. Increase liveability by implementing land use planning principles promoting the location of new residential development in close proximity to existing opportunities. Refer <a href="#">SPLUMA: Spatial Justice, Spatial Sustainability &amp; Efficiency, DRDLR SDF Guidelines; 2017</a></p>	<p>Spatial Planning – SP 1, SP 2 &amp; SP 11.</p>

	<p>ii. Buildings that accommodate community activities, as well as education and health facilities should be located at points of highest access in urban settlements Refer <a href="#">Overstrand Growth Management Strategy, 2010</a> &amp; <a href="#">SPLUMA: Spatial Justice &amp; Efficiency, DRDLR SDF Guidelines; 2017</a></p> <p>iii. Judicious densification and intensification in urban areas should be actively promoted in order to achieve more environmentally sustainable, accessible and economically affordable settlement forms. Refer <a href="#">Overstrand SDF 2006, Policies P.18.3, P21.4, Refer Overstrand Growth Management Strategy, 2010, SPLUMA: Spatial Justice, SPLUMA: Spatial Justice, Spatial Sustainability &amp; Efficiency, DRDLR SDF Guidelines; 2017.</a></p> <p>iv. Ensure that mixed-use densification of land uses is achieved when managing urban growth. Refer <a href="#">Overstrand Growth Management Strategy 2010</a> &amp; <a href="#">SPLUMA: Spatial Justice, Spatial Sustainability &amp; Efficiency, DRDLR SDF Guidelines; 2017.</a></p>	
<b>LO 5. The Overstrand settlements are internally and externally well connected and the municipal area regionally integrated due to well established and effective connectivity channels that facilitate the flow of resources that sustain its activities.</b>	<p>i. Ensure the effective functioning and improvement of connectivity channels including:</p> <ul style="list-style-type: none"> <li>- Sustainable service infrastructure networks;</li> <li>- Communication technology networks and;</li> <li>- Mixed mode transportation networks.</li> </ul> <p><a href="#">SPLUMA: Spatial Justice, Spatial Sustainability &amp; Efficiency &amp; Overstrand Integrated Transport Plan.</a></p>	<p>Engineering Services Management – <b>ESM 2 &amp; ESM 3.</b></p> <p>Energy Management and Provision - <b>ENE 2.</b></p>
<b>LO 6. The Overstrand’s diverse natural environment is in pristine condition, well managed and accessible to all its inhabitants.</b>	<p>i. Ensure the sustained quality of the Overstrand’s natural environment through effective and efficient management.</p> <p>ii. Protect biodiversity resources. Refer <a href="#">Overstrand EMF, 2013, Overstrand EMOZs, DEADP Rural Development Guidelines 2019 &amp; SPLUMA: Sustainability.</a></p>	<p>Funding Sources – <b>FUND 1.</b></p> <p>Spatial Planning – <b>SP 27</b></p>
<b>LO 7. The natural and built environments are well integrated, further contributing to the uniqueness and liveability of the Overstrand settlements.</b>	<p>i. Encourage integration of natural areas with urban and rural settlements. Refer <a href="#">Overstrand Growth Management Strategy, 2010, Overstrand Urban Conservation EMOZs, Overstrand Heritage Protections Overlay Zones (HPOZs) &amp; SPLUMA: Sustainability.</a></p>	<p>Spatial Planning – <b>SP 12.</b></p> <p>Property Development and Public-Private Partnerships – <b>PROP 2.</b></p> <p>Financial incentives – <b>FI 2.</b></p>

	<p>ii. Encourage the development of natural open space systems within urban and rural settlements. Refer <a href="#">Overstrand EMF, 2014, Overstrand EMOZs and SPLUMA: Sustainability</a>.</p>	
<p><b>LO 8. The quality and attraction of the built environments are enhanced due to commitment to prioritising aesthetics and preserving its social and cultural attributes.</b></p>	<p>i. Ensure that new development reflects and enhances the distinct built and natural environmental and heritage context in which it is located. Refer <a href="#">draft Overstrand EMF, 2014, EMOZs and HPOZs</a>.</p> <p>ii. Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced. Refer <a href="#">draft Overstrand EMOZs and HPOZs, Overstrand GMS 2010 and SDF Policy P17.1, 2006</a>.</p> <p>iii. "Foreign or unsympathetic styles of site layout and buildings should be discouraged in urban settlements and rural areas as to strengthen the local sense of place and minimise visual impact." Refer <a href="#">Overstrand HPOZs</a>.</p>	<p>Spatial Planning – <b>SP 12 &amp; SP 13.</b></p>
<p><b>LO 9. All of the Overstrand's urban and rural settlements are provided with adequate civil services infrastructure</b></p>	<p>i. Ensure that civil services infrastructure master planning and implementation takes place in an integrated and sustainable fashion, ensuring that all land use activities are timeously provided with all of the civil infrastructure and services required. Refer <a href="#">Overstrand Services Master Plans, WSDP and IDP</a></p>	<p>Engineering Services Management and Projects – <b>ESM 1, ESM 2, ESM 3, ESM 5 &amp; ESM 6.</b></p>

### 3.3 AN ENVIRONMENTALLY SUSTAINABLE AND RESILIENT OVERSTRAND



#### Description

Environmental management towards achieving sustainability is a vital component of sound urban and regional planning. It can be explained as a combination of spatial planning and land-use management of urban and rural areas, focused at meeting the needs of the current population without unduly compromising the natural environment or the ability of future generations of meeting their needs. A key component of environmental sustainability is environmental resilience, referring to the ability of ecosystems to recover from the impacts of natural hazards in the short to medium term and to adapt to future scenarios such as climate change in the long term. Some landscape features are more likely to support biodiversity resilience to climate change than others.

Institutional resilience is another requirement for safeguarding and improving the quality of the rural and natural environments for the benefit of present and future generations. Institutional resilience refers to the ability of provincial, district and municipal authorities to plan for sustainable development and to manage the rural and natural environments pro-actively in order to avoid crisis situations. The natural environment is the foundation from which all of society's economic, social and environmental benefits are derived.

The natural environment provides ecosystem services such as clean air, water and flood attenuation. Society is furthermore dependent on the rural and productive environment for amongst other, the provision of food, fuel, and construction materials.

To safeguard the resilience of ecosystems, it is important to function within the limits of acceptable environmental change. There are limits to the levels of disturbance that natural areas can absorb before their ability to sustain them and provide services is compromised. One of the key determinants of an ecosystem's resilience is biodiversity.

The key contributors to achieving an environmentally sustainable and resilient area are spatial planning and design that considers environmental attributes and physical constraints, judicious rural land-use management and the safeguarding of biodiversity features that provide key ecosystem services.

Areas important for climate change resilience need to be managed and conserved through a range of mechanisms including land-use planning, environmental impact assessments, protected area expansion, and collaboration with industry sectors to minimise their spatial footprint and other impacts.

#### Where we want to be in 2050

In 2050, Overstrand continues to be South Africa's leading Municipality in terms of best practice for conservation planning and sustainable environmental management. The Overstrand supports bioregional planning, defined as land-use planning and management that promotes sustainable development, as the methodology on which spatial planning is based.

The concepts of sustainability and resilience are integral in the development and functioning of its economic, social and environmental sectors.

The character, identity and social fabric of its urban and rural settlements and their communities are sustained and its productive land is conserved.

The natural state of the Overstrand's diverse and unique natural environments is preserved. Development that impacts on these environments is conducted in accordance with Bioregional Planning Principles and managed in such a way that it protects and enhances it.

Natural areas are linked via a network of green and blue corridors, including rivers and their tributaries, ridgelines and mountainous areas, which provide habitats and movement routes for indigenous plant and animal life.

This network spatially integrates the Overstrand with its greater region and its settlements with their surrounding areas. A resilient and regenerative system of conservation areas forms part of this network.

New roads and infrastructure development is planned and implemented based on the current and future needs of target communities, in compliance with heritage and environmental guidelines and legislative requirements. Development and maintenance methodologies ensure that negative environmental impacts are minimised.

External and internal transport connections function efficiently and cater for a variety of transport modes.

Sustainable and effective public transport systems, bicycle and pedestrian routes are established, which in addition to optimising the connectivity of the Overstrand municipal area, contributes to reducing atmospheric pollution.

New developments are designed and constructed based on low-impact designs, sustainable energy sources and locally sourced materials wherever possible. These buildings are warm in winter and cool in summer, are energy efficient and minimise water consumption and waste production. A large proportion of existing buildings have been retro-fitted to the same standard.

What we will do

\*EO: An Environmentally Sustainable and Resilient Overstrand

OBJECTIVE	POLICIES & KEY POLICY INFORMANTS	IMPLEMENTATION MECHANISMS AND ACTIONS
<p>EO 1*. The resilience of ecosystems is maintained and enhanced.</p>	<p>i. Ensure protection of prominent indigenous vegetation and the habitats of indigenous fauna. Refer <a href="#">Overstrand EMF (2014)</a>, <a href="#">draft EMOZ's &amp; Overstrand GMS (2010/2020)</a>.</p> <p>ii. Encourage and support rehabilitation of environmentally degraded areas. Refer <a href="#">Overstrand EMF (2014)</a> &amp; <a href="#">draft EMOZ's</a>.</p> <p>iii. Ensure that the natural environment is protected and restored and its natural productive capacity is preserved by means of sound land use management. Refer <a href="#">SPLUMA Spatial Sustainability, Overstrand GMS 2010/2020, Overstrand EMF (2014)</a> &amp; <a href="#">draft EMOZ's</a>.</p> <p>iv. Prevent unsustainable change in land use of biodiversity rich rural areas to other uses. Refer <a href="#">SPLUMA Spatial Sustainability, Overstrand EMF (2014)</a>, <a href="#">draft EMOZ's &amp; DEADP Rural Development Guidelines 2019</a>.</p>	<p>Environmental Management. – ENV 1 &amp; ENV 5.</p> <p>Spatial Planning – SP 4 &amp; SP 5.</p>
<p>EO 2. Protect Biodiversity and agricultural resources.</p>	<p>i. The existing pattern of development should be maintained and the establishment of new nodes or settlements should not be encouraged. If, however, the Municipality deem a new node or settlement to be desirable, the proposed development thereof should take place in a manner consistent with the overarching long term vision and spatial directives of this MSDF. Refer <a href="#">MSDF Spatial Directives, LO, EO, MO, VO, AO &amp; ECO</a>.</p> <p>ii. Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles. Refer <a href="#">SPLUMA Efficiency, Overstrand Growth Management Strategy (2010/2020)</a> &amp; <a href="#">SDF Policies P17.1 &amp; P17.3 &amp; 18.3, 2006</a>.</p> <p>iii. Prevent unsustainable change in land use of biodiversity rich rural areas, existing agricultural activity</p>	<p>Spatial Planning – SP 5 &amp; SP 27.</p> <p>Environmental Management – ENV 1.</p>

	<p>and soil with agricultural potential to other uses. Refer SPLUMA Spatial Sustainability, Overstrand EMF (2014), draft EMOZ's &amp; DEADP Rural Development Guidelines 2019.</p> <p>iv. Ensure that existing agricultural activity and soils with high production potential is retained. Refer SPLUMA Spatial Sustainability, Overstrand EMF (2014), EMOZ's &amp; DEADP Rural Development Guidelines 2019.</p> <p>v. Minimise the fragmentation of rural land by managing rural development based on the Overstrand SDF Rural Land Use Policy. Refer DEADP Rural Development Guidelines 2019.</p> <p>vi. Subdivision of agricultural land should be strongly resisted except where it is consistent with the requirements as stipulated by Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) and the related policy of the responsible department (SDF Policy P.1, 2006). Refer DEADP Rural Development Guidelines 2019.</p> <p>vii. The desirability of designating mining areas should take into account the worth of the material to be extracted against the long term costs to the visual quality of the area, the potential loss in agricultural production, as well as the impacts on existing rights of neighbouring property owners Refer SDF Policy P15.1 (2006), Overstrand EMF (2014), draft EMOZ's &amp; DEADP Rural Development Guidelines 2019.</p>	
<p><b>EO 3. Overstrand's rural areas and settlements are integrated by natural environment or green corridors that connect ecosystems and contribute to biodiversity conservation.</b></p>	<p>i. Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment. Refer Overstrand EMF (2014) &amp; draft EMOZ's.</p> <p>ii. Ensure that opportunities for establishing a network of</p>	<p>Spatial Planning – SP3, SP 6 &amp; SP 12.</p> <p>Environmental Management – ENV 2.</p> <p>Financial Incentives – FI 2.</p>

	existing and potential natural corridors are created by encouraging/enforcing the inclusion of natural open space in new development designs. Refer <a href="#">SPLUMA Spatial Sustainability</a> , <a href="#">Overstrand EMF (2014)</a> & <a href="#">draft EMOZ's</a> .	
<b>EO 4. Threats posed by climate change and natural disasters are reduced.</b>	<p>i. Discourage development in areas subject to potential natural threats in future, such as flooding or tidal inundation due to sea level rise. Refer <a href="#">Overstrand EMF (2014)</a> &amp; <a href="#">draft EMOZ's</a>.</p> <p>ii. Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion. Refer <a href="#">Overstrand EMF (2014)</a> &amp; <a href="#">draft EMOZ's</a>.</p>	<p>Spatial Planning - <b>SP 4, SP 7 &amp; SP 27.</b></p> <p>Environmental Management – <b>ENV 2 &amp; ENV 3.</b></p>
<b>EO 5. Development within urban and rural settlements has a low or positive impact on the natural environment.</b>	<p>i. Encourage the design and construction of new developments and retrofitting of existing buildings based on low environmental impact design principles, the utilisation of energy efficient sources and locally sourced materials. Refer <a href="#">draft Overstrand EMOZ's</a>.</p> <p>ii. Carefully assess the location and visual impact of non-agricultural related land uses in agricultural and rural areas, to ensure that the sense of place considerations of the development contribute towards / enhance the character of the rural environment. Refer <a href="#">SDF Policy P7.1, (2006)</a> &amp; <a href="#">draft Overstrand Heritage Protection Overlay Zones (HPOZ's)</a>.</p>	<p>Spatial Planning – <b>SP 4, SP 8, SP 11, SP 12, SP 13 &amp; SP 27.</b></p> <p>Environmental Management – <b>ENV 1</b></p> <p>Financial Incentives – <b>FI 2.</b></p> <p>Property Development – <b>PROP 2.</b></p>
<b>EO 6. Sustainable integrated waste management is consistently being achieved based on best practice environmental standards.</b>	<p>i. Establish and maintain sufficient waste management facilities, such as disposal sites, transfer stations, material recovery facilities, collection infrastructure, buy-back centres, composting facilities, public drop-offs, etc. Refer <a href="#">Overstrand Integrated Waste Management Plan</a>.</p> <p>ii. Establish a system of waste management that will see the least possible amount of waste going to modern engineered landfills. Refer <a href="#">Overstrand Integrated Waste Management Plan</a>.</p>	<p>Engineering Services Management and Projects – <b>ESM 4.</b></p> <p>Spatial Planning –<b>SP 27.</b></p>

<p><b>EO 7. The Overstrand has a sustainable potable water supply. Provision of potable water as well as the treatment and discarding of waste water takes place in sufficiently managed water infrastructure networks.</b></p>	<ul style="list-style-type: none"> <li>i. Discourage development in areas where there are major infrastructure constraints (e.g. where existing systems are at or over capacity and engineering solutions would be prohibitively expensive to implement). Refer <a href="#">Engineering Services Master Plans</a>.</li> <li>ii. Ensure appropriate storm water collection and disposal and wastewater treatment in greenfield subdivisions and on non-reticulated sites, including low impact design. Refer <a href="#">Engineering Services Master Plans</a>.</li> <li>iii. Encourage new development in existing urban areas, where there is sufficient water infrastructure capacity. Refer <a href="#">SPLUMA Efficiency &amp; Overstrand GMS (2010/2020)</a>.</li> <li>iv. Enforce clear policies for connections and extensions to water and waste water infrastructure. Refer <a href="#">Engineering Services Master Plans</a>.</li> <li>v. Reduce the current municipal percentage of non-revenue water as far as possible and keep the future water demand as low as possible. Refer <a href="#">Overstrand EMF (2014)</a>.</li> </ul>	<p>Spatial Planning – <b>SP 2</b>.</p> <p>Engineering services management and projects – <b>ESM 1, ESM 2, ESM 3 &amp; ESM 5</b>.</p>
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### 3.4 A MEMORABLE AND DISTINCTIVE OVERSTRAND



#### Description

The quality, design and preservation of urban and natural environments are what define their character and identity and make them memorable and distinctive in addition to their unique physical characteristics.

The built form of settlements reflects and embodies urban history and the development of its people. Globalisation has in many parts of the world led to the degrading of the individual identity of environments resulting in anonymous, characterless and unappealing areas, unattractive to live, visit or conduct business in. This phenomenon confirms the importance of maintaining and enhancing the individual character and quality of urban and natural places in ensuring its sustainable future.

Evidence has shown a direct relation between maintaining and enhancing the identity, culture, history and character of places and the quality of life experienced by its inhabitants. Places characterised by the above tend to attract skilled labour, business opportunities and employers and visitors, providing it with a competitive advantage within its regional context.

The management of spatial relations in a region and the forms of its settlements is a significant determinant for maintaining and enhancing identity and character. This includes the nature and extent in which natural areas and the built environments are integrated, interrelated and how they complement and define each other.

Spatial planning including regional, urban and environmental planning and urban design is integral to creating memorable and distinctive urban and natural places. Management of the location and extent of new land use types and the design of buildings and structures in rural and natural areas with significant conservation status is essential to the preservation of the character of these spaces.

Urban planning and design are the vehicles used for the protection and management of the built and cultural heritage and character of urban and rural settlements. The look and feel of streets and public spaces as well as the interface between these and private spaces are controlled by urban design and land use management. Creating memorable and distinctive places also require encouraging innovation and design quality.

#### Where we want to be in 2050

In 2050, the Overstrand's character and identity is secured and enriched, including the character and function of the diverse range of natural landscapes, the rural areas and rural and urban settlements.

Overstrand is renowned for its distinctive settlements with the unique natural and cultural elements from its hinterlands well integrated with its built environments. The distinctive character of its rural and natural base is reflected in the design and function of each settlement. This is achieved by exercising sound environmental management, spatial planning, urban design and building control practises.

The identities of the rural and urban communities throughout the various settlements are enhanced with well-designed new developments and amenity improvements. These developments and improvements respect the individual character of the various local communities and their surrounding landscapes. Natural areas are accessible to all, with facilities developed in key locations enabling people to visit and experience

the variety of the natural and cultural heritage the region has to offer. Public facilities within these areas cater for all of the Overstrand's inhabitants including young children, the elderly and the physically impaired. Accessibility is ensured by accommodating a variety of transport modes.

The urban and rural settlements have clearly defined centres, commercial and socio-cultural precincts and integrated public open space systems.

These systems are formed by creating networks of streets and attractive open spaces that facilitate connection between people and enable ease of movement.

Principles of good urban design are applied to all developments in urban centres aimed at amongst other promoting the distinctive character of each of the individual settlements.

What we will do

\*MO: Memorable and Distinctive Overstrand

OBJECTIVE	POLICIES & KEY POLICY INFORMANTS	IMPLEMENTATION MECHANISMS AND ACTIONS
<p>MO 1*. The diverse character of Overstrand’s rural and natural environment is maintained and enhanced.</p>	<p>i. Ensure the sustained quality of the Overstrand’s natural environment through effective and efficient management. Refer Overstrand EMF (2014) &amp; draft EMOZ’s (per settlement and on Municipal scale).</p> <p>ii. Protect biodiversity resources. Refer Overstrand EMF (2014) &amp; draft EMOZ’s (per settlement and on Municipal scale).</p> <p>iii. Carefully assess the location and visual impact of non-agricultural related land uses in agricultural and rural areas, to ensure that the sense of place considerations of the development contribute towards / enhance the character of the rural environment Refer DEADP Rural Development Guidelines 2019, Overstrand SDF Policy P7.1, (2006), draft HPOZ’s, EMF (2014) &amp; draft EMOZ’s.</p> <p>iv. Ensure that tourism facilities are of a scale and built form that is consistent with the character of the rural environment. Refer draft Overstrand HPOZ’s &amp; SDF Policy P10.2 (2006).</p> <p>v. Roads traversing the outstanding scenery of the Overstrand Municipality should be designated as scenic routes, and views and vistas from these routes should be protected from insensitive development Refer draft Overstrand HPOZ’s (Scenic Routes) &amp; SDF Policy P13.2, (2006).</p> <p>vi. Where development is considered in an area / location regarded as visually sensitive, a visual impact assessment should be conducted to protect its significant sense of place characteristics Refer SDF Policy P16.1 (2006), draft HPOZ’s &amp; HRA.</p>	<p>Environmental Management – ENV 2, ENV 3, ENV 5 &amp; Spatial Planning – SP 4, SP 8 &amp; SP 12.</p> <p>Engineering Services Management and Projects – ESM 3.</p>

<p><b>MO 2. Overstrand settlements are well integrated with the natural elements from its surrounding areas.</b></p>	<p>i. Encourage integration of natural areas with urban and rural settlements. Refer <a href="#">SPLUMA Efficiency, draft Overstrand EMOZ's &amp; Growth Management Strategy (2010/2020)</a>.</p> <p>ii. Encourage the development of natural open space systems within urban and rural settlements. Refer <a href="#">SPLUMA Efficiency &amp; draft Overstrand Urban Conservation EMOZ's</a>.</p> <p>iii. Manage and channel growth into areas which can accommodate growth without adverse environmental and heritage impacts. Refer <a href="#">Overstrand EMF (2014), draft HPOZ's &amp; draft EMOZ's</a>.</p>	<p>Spatial Planning – <b>SP 6 &amp; SP 12.</b></p> <p>Environmental Management –<b>ENV 6.</b></p> <p>Property Development and Public-Private Partnerships – <b>PROP 2.</b></p> <p>Financial incentives – <b>FI 2.</b></p>
<p><b>MO 3. The identity, character, and history of the diverse settlements that make up the Overstrand are protected and celebrated.</b></p>	<p>i. Ensure that new development reflects and enhances the distinct built and natural environmental and heritage context in which it is located.</p> <p>ii. Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced. Refer <a href="#">draft Overstrand HPOZ's, draft EMOZ's &amp; EMF (2014)</a>.</p> <p>iii. “Foreign or unsympathetic styles of site layout and buildings should be discouraged in urban settlements and rural areas so as to strengthen the local sense of place and minimise visual impact.” Refer <a href="#">PSDF Strategic Objective 5, Policy HR 23 &amp; Stanford draft HPOZ's</a>.</p>	<p>Spatial Planning – <b>SP 3 &amp; SP 12</b></p> <p>Environmental Management – <b>ENV 4</b></p> <p>Financial Incentives – <b>FI 2.</b></p>
<p><b>MO 4. Natural areas are accessible to all of the Overstrand's inhabitants.</b></p>	<p>i. Encourage the development of strategically located facilities that provide access to distinctive natural areas and present opportunities for recreation activities. Refer <a href="#">SPLUMA Spatial Justice &amp; Overstrand EMF (2014)</a>.</p> <p>ii. Ensure that facilities/amenities cater for the need of all of the Overstrand's inhabitants including those reliant on public transport, the elderly and physically impaired. Refer <a href="#">SPLUMA Spatial Justice and Efficiency</a>.</p>	<p>Spatial Planning – <b>SP 14 &amp; SP 15.</b></p>

### 3.5 VIBRANT AND EXCITING URBAN AREAS



#### Description

Vibrancy in the context of settlement planning refers to areas that are full of variety and vitality, that are perceived to be lively and that provide a multitude of experience. Spatially, the levels of vibrancy in settlement are depended on the levels of pedestrian activity and the number of activities that take place within the settlements. A settlement's vibrancy, as does its level of liveability and sustainability, depends on a spatial form that agglomerates social and economic activities in walkable centres that encourage pedestrian activity. Vibrant centres attract people, are accessible and provide comfortable and safe places to socialise in.

The continuous and increased dependence on private motorised transport significantly changed the spatial form of many of South Africa's settlements during the last fifty years. Most urban and rural centres used to provide a range of high quality urban functions including retail, residential, recreation activities, social and community

support services and public transportation hubs that could easily be accessed and were safe to use. Although many of these functions are still provided, the quality, accessibility and safety of these environments significantly degraded and its attraction and vibrancy diminished as result of amongst other, the emphasis on planning for and accommodating private motor use. The gradual but prominent shift towards private motorised transportation systems significantly changed the manner in which commercial and residential activities were distributed in urban settlements.

At present, many of our settlements forms are characterised by vast horizontally dispersed monotonous land use areas, served by isolated socio-economic centres that negatively affects the social and economic role and function and ultimately the character of central settlement centres.

These centres are more often than not unsafe, inaccessible to pedestrians, unattractive and subject to urban and economic decay. This presents a clear contradiction of liveability, sustainability and vibrancy.

#### Where we want to be in 2050

In 2050, Overstrand is renowned as a region that harbours a variety and diverse range of attractive settlements. The combination of the region's rich natural and cultural tourism attractions, integrated with quality built environments makes it an attractive tourism destination and well sought after area to live in. The Overstrand settlements offer a variety of activities, accessible to pedestrians in safe and attractive environments. The vibrancy of its settlements attracts not only national and international visitors, but also a variety of skilled labour and new businesses.

The role of the central areas as the core of its settlements' economic and social life is maintained and strengthened through sound urban design and urban revitalisation applications. The central areas have networks of mixed transportation and pedestrian routes that connect retail, entertainment and other prominent land uses with residential areas. The revitalisation of urban, suburban and rural centres have been achieved by the development of people orientated public spaces, the renovation of the existing built environment, the integration thereof with natural areas and the encouragement of new development that enhances the accessibility, attractiveness and desirability of the centres.

The current hierarchy of the Overstrand settlements' urban, suburban, neighbourhood and rural centres have been strengthened, enhancing their functionality. The centres successfully provide for people's social, economic and cultural needs by presenting a variety of retail, social, recreation and leisure facilities.

Retail and other business function have successfully been accommodated within these centres as opposed to in newly developed facilities on the peripheries of settlements. This resulted in the transformation of less efficient centres into thriving economic hubs.

The public spaces within these centres are often filled with people engaging in social, leisure and recreation activities.

The above was achieved to a significant extent by building on the initiatives of the Overstrand Growth Management Strategy and the principles related to the creation of compact, mixed use, higher density areas.

As collective result of the restructuring and transformation of the hierarchy of the Overstrand's socio-economic centres, related spatial integration and densification strategies, the manifestations of spatial fragmentation and urban sprawl have been minimised and contained.

What we will do

\*VO: Vibrant and Exciting Urban Areas

OBJECTIVE	POLICIES AND POLICY INFORMANTS	IMPLEMENTATION MECHANISMS AND ACTIONS
<p>VO 1*. The main urban, suburban and rural centres of the Overstrand’s settlements continue to be the focal points of human activity and functions as social and economic hubs offering a variety of employment, retail, social and recreation opportunities and a range of community facilities.</p>	<ul style="list-style-type: none"> <li>i. Encourage mixed use and high density residential development within and adjacent to urban, suburban and rural centres. Refer SPLUMA Spatial Justice, Spatial Sustainability &amp; Efficiency, Overstrand SDF Policy P18.3, (2006) &amp; Growth Management Strategy (2010/2020).</li> <li>ii. Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres. Refer Overstrand Growth Management Strategy, (2010/2020).</li> <li>iii. Allow only specific types of commercial development outside settlement centres. Refer Overstrand Growth Management Strategy (2010/2020).</li> <li>iv. Encourage the development and transformation of urban and rural centres into people orientated as opposed to function and production orientated places. Refer SPLUMA Efficiency and Overstrand Growth Management Strategy (2010/2020).</li> <li>v. Manage the location and design of large scale retail facilities to enhance the viability and vibrancy of existing centres, as opposed to creating satellite retail centres that duplicate existing urban and rural centre functions to the detriment of the latter. Refer Overstrand Growth Management Strategy (2010/2020).</li> <li>vi. Encourage and facilitate urban regeneration and restoration of under-utilised or decayed existing centres. Refer Overstrand Growth Management Strategy (2010/2020).</li> </ul>	<p>Spatial Planning – SP 1, SP 2, SP 3, SP 16, SP 17 &amp; SP 18.</p>

	<p>vii. Encourage the development and recognition of vibrant social, recreation, arts and culture precincts in urban and rural centres. Refer <a href="#">Overstrand Growth Management Strategy (2010/2020)</a>.</p> <p>viii. Encourage through design, revitalisation the implementation of focused initiatives improved safety and security in and around urban and rural centres.</p> <p>ix. Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres. Refer <a href="#">SPLUMA Efficiency, Overstrand SDF Policy 21.4, (2006) &amp; Growth Management Strategy (2010/2020)</a>.</p>	
<p><b>VO 2. Overstrand is nationally and internationally renowned for its diverse and accessible and vibrant tourism, social and heritage scenes, its facilities and the activities it presents.</b></p>	<p>i. Encourage and facilitate the development of high quality tourism and heritage related infrastructure in the Overstrand settlements, utilising heritage buildings where appropriate. Refer <a href="#">Overstrand EMF (2014)</a>, <a href="#">draft EMOZ's</a> and <a href="#">draft HPOZ's</a>.</p> <p>ii. Ensure the inclusion and enhancement of tourism, social and heritage infrastructure and facilities in settlement centres, in close proximity to transportation routes or within walking distance of residential areas. Refer <a href="#">SPLUMA Efficiency</a>, <a href="#">draft EMOZ's</a> and <a href="#">Overstrand Growth Management Strategy (2010/2020)</a>.</p> <p>iii. Create a network of well-designed public spaces that support participation in social, recreational and cultural events. Refer <a href="#">draft Overstrand Urban Conservation EMOZ's</a>.</p>	<p>Spatial Planning – <b>SP 2 &amp; SP28.</b></p> <p>Environmental Management – <b>ENV 4.</b></p> <p>Engineering Services Management and Projects - <b>ESM 3.</b></p>

### 3.6 AN ACCESSIBLE AND CONNECTED OVERSTRAND



#### Description

Accessibility in terms of spatial planning refers to the level of ease with which people can reach key destinations. Accessibility levels are determined by the time, level of discomfort, risk and cost of reaching essential destinations such as employment, education, commercial and health care.

Accessibility is affected by the efficiency of transportation networks consisting of national, regional and local roads, public transport routes, cycle ways and pedestrian routes.

It is further influenced by the number of transport alternatives provided for in a network and the quality thereof. Factors determining the quality of transportation options include their availability, frequency, safety, price, speed and the level of which

it accommodates users with varying needs. Key aspects determining the quality of a transportation network include its level of connectivity and its capacity to meet variable demand levels by all of its transport modes.

Land use distribution also determines accessibility as it affects the distances that people or goods must travel to reach their destination. The overall level of accessibility in settlements impacts on property values and influences the types of business and economic development that takes place in specific areas. Spatial planning is often used to maximise accessibility by means of the distribution of land uses for example by locating new residential development in close proximity to employment, education, economic and recreational facilities. Activities are often clustered in centres, creating high density, mixed land use nodes served by high frequency transport hubs.

A connected region does not only offer accessible urban and rural settlements, but is also spatially well integrated on a larger regional, national and global scale in terms of the movement of people, goods and communication.

#### Where we want to be in 2050

In 2050, The Overstrand urban and rural settlements' are internally connected by highly efficient transportation networks. Residential and business communities are effectively linked allowing all residents to access the services and goods needed to maintain their quality of life.

Most residents live within walking distance from a suburban, urban or rural centre that provides for essential shopping needs and a variety of community services and facilities.

These centres are inter-connected and linked to primary centres via frequent and fast public transport services. Traffic calming measures is effectively applied in the settlement centres, making it safe to cycle to and within these areas. Public, bicycle and pedestrian transport are the primary modes operating in the Overstrand's urban centres and are well provided for with many streets been converted into attractive boulevards and avenues.

The Overstrand's public transport services are highly accessible, reliable, affordable and well-utilised, with most of the urban population living in close proximity to a public transport route. Rural settlements are linked to each other and to main urban centres by means of a public transport system and local private transport facilities.

The dependency of rural settlements on urban centres is minimised by the sufficient provision of basic local products and services within the settlements. These include amongst other, food supply stores, schools, clinics and community centres.

The regional road network within the Overstrand municipal connects it with the remainder of the Western Cape and Eastern Cape provinces, is well maintained and of high standard in terms of efficiency and safety. This further enhances the popularity of the Overstrand as tourism destination and a quality location to live and conduct business in.

## What we will do

### \*An Accessible and Connected Overstrand

OBJECTIVE	POLICIES	IMPLEMENTATION MECHANISMS AND ACTIONS
<p><b>*AO 1. The Overstrand municipal area harbours an effective and safe road network.</b></p>	<p>i. Ensure that the road system continues to meet the demands of all the inhabitants of the Overstrand Refer <a href="#">SPLUMA Spatial Justice</a>, <a href="#">SDF Policy P23.1 (2006)</a> &amp; <a href="#">Overstrand Integrated Transport Plan</a>.</p> <p>ii. Prioritise road safety improvements targeted at problem areas and vulnerable groups. Refer <a href="#">SPLUMA Spatial Justice</a> &amp; <a href="#">Overstrand Integrated Transport Plan</a>.</p> <p>iii. Continuously monitor the road network for congestion, intersection functionality and other problems and test the efficiency of the network.</p>	<p>Engineering Services Management and Projects – <b>ESM 3</b>.</p>
<p><b>AO 2. Overstrand offers affordable and convenient public transport.</b></p>	<p>i. Encourage public transportation improvements and optimise the function of connections between urban, suburban and rural centres. Refer <a href="#">SPLUMA Spatial Justice</a> &amp; <a href="#">Spatial Sustainability</a>, <a href="#">SDF Policy P23.5</a> &amp; <a href="#">Overstrand Integrated Transport Plan</a>.</p>	<p>Engineering Services Management and Projects - <b>ESM 3</b>. Spatial Planning – <b>SP 12 &amp; SP 15</b>.</p>
<p><b>AO 3. Overstrand’s transportation system supports sustainable transport choices and dependence on oil for transport is reduced.</b></p>	<p>i. Ensure modal integration of transport solutions by improving connections between public transport, cycle, pedestrian and private motor networks. Refer <a href="#">SPLUMA Spatial Justice</a>, <a href="#">Overstrand Integrated Transport Plan</a>.</p> <p>ii. Encourage residential living in areas where a choice of transport modes exists, or could affordably and effectively be provided. Refer <a href="#">SPLUMA Spatial Justice</a>, <a href="#">Overstrand Integrated Transport Plan</a>.</p> <p>iii. Encourage the use of transport facilities other than private motor vehicles by managing the supply and cost of public car parking in settlement centres.</p>	<p>Engineering Services Management and Projects - <b>ESM 3</b>. Spatial Planning – <b>SP 1</b>.</p>
<p><b>AO 4. The compact urban form and design of Overstrand’s urban and rural settlements enables high levels of accessibility to key destinations such as employment, healthcare, education and recreation.</b></p>	<p>i. Judicious densification and intensification in urban areas should be actively promoted. Refer <a href="#">SPLUMA Spatial Sustainability &amp; Efficiency</a>, <a href="#">Overstrand Growth Management Strategy (2010/2020)</a>, <a href="#">Integrated Transport Plan</a> and <a href="#">SDF Policy P18.3 (2006)</a>.</p>	<p>Spatial Planning – <b>SP 1, SP 2, SP 11, SP 12 &amp; SP 15</b>. Engineering Services Management and Projects - <b>ESM 3</b>.</p>

	<p>ii. Ensure effective integration between land-use and transportation planning and operations. Refer <a href="#">SPLUMA Spatial Justice, Overstrand Growth Management Strategy (2010/2020)</a> &amp; <a href="#">Overstrand Integrated Transport Plan</a>.</p> <p>iii. Encourage the location of high trip generator land uses within urban and rural centres with good public transportation access. Refer <a href="#">SPLUMA Spatial Justice, Efficiency &amp; Overstrand Integrated Transport Plan</a>.</p> <p>iv. Manage public car parking provision in terms of distribution, amount and cost aimed at supporting the desirability and viability of centres as the prime locations for commercial activities.</p> <p>v. Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres Refer <a href="#">SDF Policy 21.4 (2006)</a> &amp; <a href="#">Overstrand Growth Management Strategy (2010/2020)</a>.</p>	
<p><b>AO 5. Overstrand is a region where it is safe and pleasant to walk and cycle in.</b></p>	<p>i. Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes. Refer <a href="#">Spatial Justice and Overstrand Integrated Transport Plan</a>.</p> <p>ii. Ensure that new greenfield residential development is designed to accommodate and provide infrastructure to support cyclists, pedestrians and other non-motorised transport modes.</p> <p>iii. Manage the impact of heavy vehicle movement on the comfort and safety of pedestrians and cyclists.</p>	<p>Engineering Services Management and Projects – <b>ESM 3</b>.</p> <p>Spatial Planning – <b>SP 12 &amp; SP 13</b>.</p>

### 3.7 AN OVERSTRAND THAT ENABLES A PROSPEROUS AND DIVERSE ECONOMY



#### Description

Regions that are well integrated with its surrounding spatial entities, that consist of well preserved and high quality rural and natural environments and harbour well designed settlements with strong local identity and sense of place attract and retain people and investment, contributing to economic prosperity. In order to be a prosperous area, the Overstrand should value its rural and natural environments, tourist attractions and heritage resources and profit from these economic pillars. It should furthermore stimulate economic growth and improve stability by diversifying its economy by means of introducing new sectors and expanding existing sectors with growth potential.

The desirability of the greater area as well as its individual settlements to potential and current residents can significantly impact on the ability of the labour market to attract and retain skilled labour. This especially applies to the quaternary sector

including health and education where specialised individuals have a variety of options of where to find employment.

The links between quality urban design and the economic performance and global competitiveness of specifically urban settlements, is reflected in international liveability indexes. The Overstrand's objectives, policies and implementation mechanisms formulated in order to optimise liveability are presented in section 3.2 of this document.

Strategic land-use planning can be used to increase business investment in an area by providing greater certainty of current and future spatial scenarios and in so doing, help guide the investment decisions of businesses and developers. The flexibility of planning in this context is important in order to create a platform that is adaptable to changing circumstances.

Urban and regional planning and urban design can contribute to creating economic prosperity and diversity in a number of ways, including the following:

- By ensuring that transportation and communication infrastructure effectively serves the needs of current economic activities and can accommodate the future expansion thereof;
- By establishing land use patterns that enable and support the agglomeration of business activities;
- By allocating and providing an adequate supply of strategically well-located land for economic functions in order to ensure that the price of commercial and industrial land remains competitive and transportation costs are minimised;
- By ensuring that land uses sensitive to influences from its surroundings are buffered; and
- By ensuring land use compatibility hence prohibiting reverse-sensitivity.

#### Where we want to be in 2050

In 2050, the Overstrand's economic sectors are strongly linked with those of the Overberg region and Western Cape Province. The integration of the above in addition to strong national and international economic ties enhances the sustainability of the Overstrand economy. Economic strategies are formulated in collaboration with the Overberg District Municipality and the Western Cape Provincial Government, further strengthening the Overstrand economic structure, while minimising its vulnerability.

Although agriculture and tourism remain important sectors of the local economy, the expansion of existing and the introduction of additional sectors transform the Overstrand economy into one that is prosperous, diverse and resilient. Overstrand values and preserves its rural and natural environments and maintains a thriving rural sector that contributes to local and export markets.

The Overstrand builds on its reputation as being a world class tourism destination attracting increasing amounts of tourists to its prime locations and facilities. Tourists in addition to visitors and new skilled labourers are drawn to the Overstrand's unique natural, heritage and cultural attributes and well-designed built environment, providing a consistent economic influx to the area.

Businesses and organisations benefit from the opportunities of connecting to markets via quality transportation links and digital networks.

A diversity of agricultural, tourism, commercial and industrial activities occur in strategic locations throughout the Overstrand's rural and urban settlements, providing a range of local employment opportunities.

Business agglomeration is strengthened by locating similar businesses in attractive and visible locations and as result of the ease with which people can connect in person, or by means of communication technology.

The local economies of the Overstrand's rural settlements are healthy as result of successful local economic development initiatives and the provision of adequate services and facilities.

What we will do

\* An Overstrand that enables a Prosperous and Diverse Economy

OBJECTIVE	POLICIES	IMPLEMENTATION MECHANISMS AND ACTIONS
<p>*ECO 1. Overstrand maintains and strengthens its tourism sector.</p>	<p>i. Ensure that the Overstrand's heritage and natural environment is protected and restored. Refer <a href="#">SPLUMA Spatial Sustainability</a>, draft <a href="#">Overstrand EMOZ's</a>, draft <a href="#">HPOZ's &amp; EMF (2014)</a>.</p> <p>ii. Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities. Refer <a href="#">Local Economic Development (LED) Strategy</a>.</p> <p>iii Market the Overstrand as a world-class tourism destination. Refer <a href="#">Overstrand LED Principles and Strategies (2019/23)</a>.</p>	<p>Environmental Management – ENV 1, ENV 4 &amp; ENV 5</p> <p>Spatial Planning – SP 4, SP 5, SP 7, SP 12, SP 13, SP 14 &amp; SP 15.</p> <p>Financial Incentives - FI 2.</p>
<p>ECO 2. Overstrand maintains and grows a strong rural economy based on its agricultural sector.</p>	<p>i. Protect and restore productive agricultural land. Refer <a href="#">SPLUMA Spatial Sustainability and Overstrand EMF (2014)</a>.</p> <p>ii. Provide appropriately located land for industries producing value-adding products.</p> <p>iii. Encourage and facilitate the introduction of new agri-industries in areas with locational advantages.</p>	<p>Environmental Management – ENV 1.</p> <p>Spatial Planning – SP 4</p>
<p>ECO 3. Existing and new commercial and industrial areas exhibit sustainable growth and complement and strengthen one another.</p>	<p>i. Encourage decision making regarding the development and location of new business centers based on the principle of strengthening existing centers by means of creating productive co-existence. Refer <a href="#">Overstrand LED Principles and Strategies (2019/23)</a>.</p> <p>ii. To improve the level of sustainability of nodes and settlements, commercial developments should be guided to locate within nodes and settlements where a comparative advantage for a specific land use already exists and which complements the function of the node or settlement. Refer <a href="#">SDF Policies 17.3 &amp; P31.1 (2006)</a>.</p> <p>iii. Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public</p>	<p>Spatial Planning – SP 1, SP 3, SP 9, SP 12, SP 16 &amp; SP 19.</p>

	<p>infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres. Refer SDF Policy 21.4 (2006).</p> <p>iv. To attract new investment, local planning initiatives should focus on strategies (where applicable) for the development of activity streets, strategies for historic conservation districts and strategies for urban renewal/improvement districts. Refer Overstrand SDF Policy P21.5 (2006) and draft HPOZ's.</p> <p>v. Within the context of the free market system, discourage the duplication of key business functions that would undoubtedly lead to the detriment of existing business.</p> <p>vi. The establishment of industries should be encouraged in specific identified urban areas within established industrial precincts. Refer Overstrand SDF Policies P22.1 &amp; P22.5 (2006).</p> <p>vii. The provision of bulk infrastructure and services to industrial areas must be given high priority. Refer Overstrand SDF Policy P22.2 (2006).</p> <p>viii. The development of light industrial/business hives which accommodate a large number of small manufacturers should be encouraged. Refer SDF Policy P22.4, (2006).</p>	
<p><b>ECO 4. Overstrand is connected with world class communication technology.</b></p>	<p>i. Support development of fibre networks in all of the Overstrand's settlements.</p> <p>ii. Ensure that the provision of service infrastructure co-ordinate with the provision and installation of communication technology networks and systems.</p>	<p>Engineering Services Management and Projects – <b>ESM 6.</b></p>
<p><b>ECO 5. Overstrand consist of a competitive local labour force.</b></p>	<p>i. Encourage and facilitate the development of education facilities where needed, including adult and tertiary education opportunities. Refer Overstrand Growth Management Strategy (2010/2020).</p>	<p>Community Facilities – <b>CS 2 &amp; CS 3</b></p>

<p><b>ECO 6. Overstrand attracts and retains highly skilled labour and entrepreneurs.</b></p>	<p>Refer policies and actions related to A liveable Overstrand and Vibrant and Exciting Urban Areas.</p>	
<p><b>ECO 7. Overstrand's land and infrastructure meets the needs of existing and new businesses enterprises by the creation of favourable locational factors (i.e. qualities which effect a 'good place for business').</b></p>	<p>i. Ensure that land allocated for business purposes are strategically located and offers what is required to optimise business functions (i.e. visibility, accessibility, extent etc.). Refer <a href="#">Overstrand LED Principles &amp; Strategies (2019/23)</a>.</p> <p>ii. Ensure that transportation infrastructure meets the need of business operators and clients.</p> <p>iii. Ensure that service infrastructure requirements of new business such as potable water, wastewater, solid waste and electricity are met.</p>	<p>Spatial Planning – <b>SP 3 &amp; SP 9.</b></p> <p>Energy Management and Provision – <b>ENE 1, ENE 2, ENE 3 &amp; ENE 4.</b></p> <p>Engineering Services Management and Projects – <b>ESM 1, ESM 3, ESM 5 &amp; ESM 6.</b></p>
<p><b>ECO 8. Support the expansion and retention of the Overstrand's existing local businesses and generating new local economic / business opportunities.</b></p>	<p>i. Assist in creating marketing strategies for local business. Refer <a href="#">Overstrand LED Principles &amp; Strategies (2019/23)</a>.</p> <p>ii. Making local markets work well by creating places and opportunities to match supply and demand. Refer <a href="#">Overstrand LED Principles &amp; Strategies (2019/23)</a>.</p> <p>iii. Discover propagate and promote new business opportunities through identified economic spaces. Refer <a href="#">Overstrand LED Principles &amp; Strategies (2019/23)</a>.</p> <p>iv. Provide the required infrastructure required for informal trading.</p> <p>v. Introduce a clear market and business focus in LED. Address market failure in informal settlements in an appropriate manner to stimulate business opportunities. Refer <a href="#">Overstrand LED Principles &amp; Strategies (2019/23)</a>.</p> <p>vii. Persuade local stakeholders to look for specific project ideas that are quickly implementable and can make a difference for local businesses. This can be partnered and facilitated with the Economic Development Partnership (EDP). Refer <a href="#">Overstrand LED Principles &amp; Strategies (2019/23)</a>.</p>	

<p><b>ECO 9. Overstrand strengthens its formal and informal business sector.</b></p>	<p>i. Initiate the process of strengthening informal and formal business via multi-faceted engagements between relevant stakeholders (with the Local Economic Development Strategy Policy as guiding strategy). Refer <a href="#">Overstrand LED Strategy</a>, <a href="#">SPLUMA</a>, <a href="#">Spatial Sustainability &amp; Efficiency</a>.</p>	
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## 4.1 INTRODUCTION

The spatial development strategy is a plan of action for the implementation of the overall spatial planning concept and development principles for the Overstrand Municipal area as a whole. This spatial concept and its development principles must ultimately provide the overall spatial structure and broad principles that will be used to guide growth, development and land use management in the Overstrand Municipal Area.

The objectives of this spatial planning concept and development principles are the following:

- **To provided spatial definition to the vision and strategic priorities of the Municipality (as outlined in detail in the preceding sections of this report).**
- To identify strategic priority areas for public / private sector developments.
- To establish a spatial framework to assist decision makers in addressing development initiatives, concerns, problems and opportunities based on sound planning principles (and not opinion).
- To provide strong direction to private sector initiatives.
- To ensure that the municipality's service infrastructure and investment strategy responds to the development and basic needs of the greater community.
- To provided clear policy direction and prioritisation to local level priority planning areas.
- To create a clear framework to direct ongoing data collection, analysis and planning so that over time, the municipal planning framework becomes an increasingly refined management tool.

## 4.2 THE MUNICIPAL SPATIAL PLANNING CONCEPT

The spatial development concept for the municipal area with its development policies and land use proposals provides the broad municipal wide basis for spatial planning for the Overstrand Municipal area for the next 5-10 years. The primary function of this municipal wide perspective will be to define the spatial form, extent and nature of development at a broad spatial level and thus provide high level strategic overall growth management framework.

The compilation of the overall spatial planning concept for the Overstrand Municipal area has been informed by:

- A set of overarching spatial planning principles; and
- An analysis and assessment of the bio-physical elements, ecological processes and natural landscape features of the study area as well as the urban morphology and related systems.

### 4.2.1 Overarching Spatial Planning Principles

The methodology used in the compilation of the spatial planning concept has also been informed by the application of a number of spatial planning principles which must on an ongoing basis further underpin the municipality's approach to the integrated spatial management of land use and economic development within its jurisdictional area. These principles are:

- **Identity and overarching spatial development pattern within a clear hierarchy of nodes and settlements**

Development should be guided by an overarching hierarchical spatial development pattern of needs and settlements. The hierarchy of the development patterns being clearly defined based on the empirical determined growth potentials, the principles of comparative advantage and the prerequisite of sustainable development.

- **Containment**

The growth of urban nodes and rural / agricultural settlements should be strictly contained within well-defined boundaries, within new potential rural development areas contained by the same mechanism.

- **Compaction and Densification**

Growth should be managed so as to ensure that development pressures are, wherever possible, directed and absorbed within the defined urban areas. Appropriate densification specific to each urban area must be encouraged to limited unwanted sprawl into the rural hinterland as outlined in detail in the Overstrand Growth Management Strategy.

- **Ecological Integrity**

The diversity, health and productivity of natural eco-systems, throughout the rural, urban and agricultural areas should be maintained through an interlinked web of natural spaces and the protection of important and sensitive habitats. The Overstrand Strategic Environmental Management Framework, 2014 forms a basis from which this principle can further be translated to implementation.

- **Agricultural Enhancement**

Protect prime and unique agricultural areas from non-soil based land use activities.

- **Land Use Diversification**

The diversification of rural and industrial based development opportunities, based on locational and comparative resource advantages must be promoted in selected areas to stimulate economic growth and employment of the rural population.

#### 4.2.2 Analysis and Assessment

Area wide mapping and analysis of the synthesised biophysical features and ecological processes, natural land form, farming districts, roads, urban nodes and settlements as well as elements of the draft environmental management- heritage overlay zones, collectively provide the spatial basis of the analysis. This analysis together with the provincial, regional and sub-regional policy context and the economic growth potentials have collectively informed the formulation of the overarching spatial planning concept of the Overstrand Municipal area.

The following flow-chart illustrates the key analyses components in relation to the composite spatial concept plan.

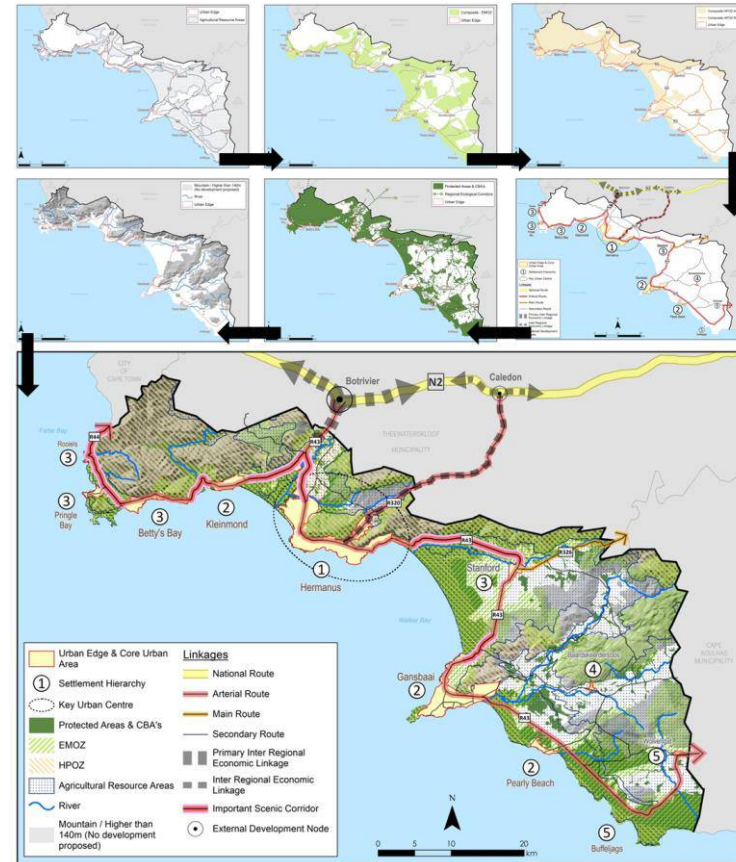
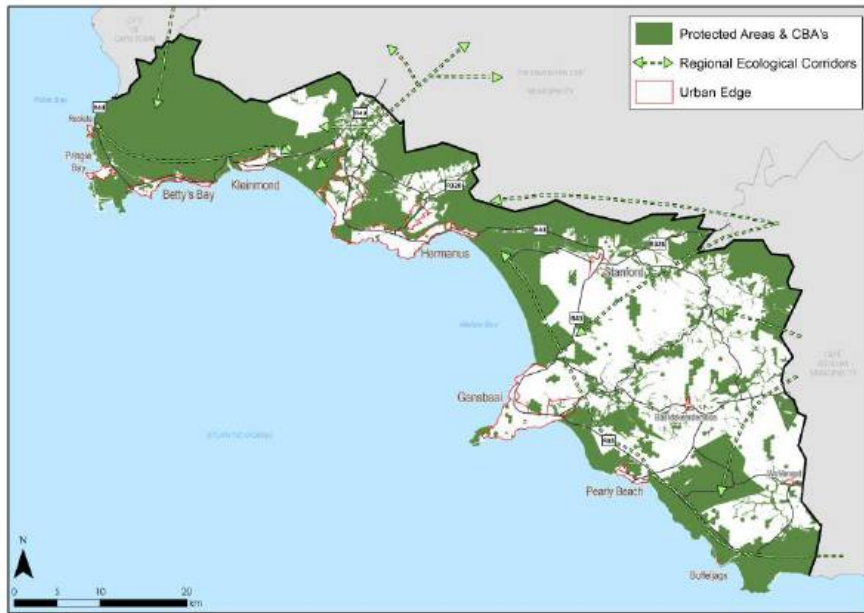


Figure 4-1: Spatial Concept Plan

The aforementioned primary spatial informants, to be read within the context of the contextual analysis presented in Parts 1 of this report, being:

▪ **Biophysical Features, Process and Corridor Features**

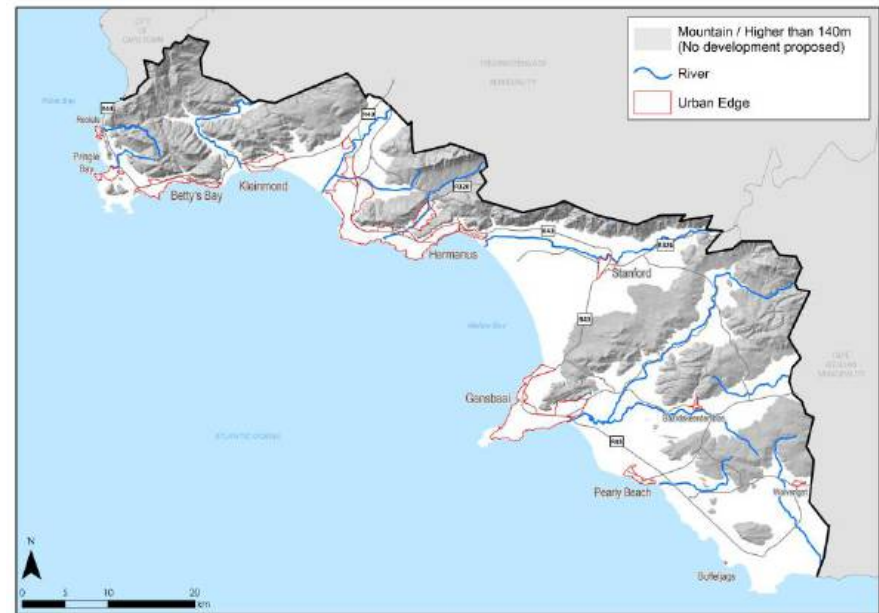


**Figure 4.2 Biophysical Features, Processes and Corridors**

Areas regarded as being critical for biodiversity and maintenance of ecological services (e.g. water production) consisting of:

- Protected Areas.
- Vegetation and habitat with high irreplaceability value, of local and global value.
- Rivers and wetlands.
- Areas important for maintaining ecological and evolutionary processes.

▪ **Physical Morphology and Landscape**



**Figure 4.3 Physical Morphology and Landscape Features**

The main land elements which contribute towards defining the landscape, namely:

- Mountains and steep slopes.
- Valley floors.
- The coastline.
- Natural waterways.

Intensive Agricultural Resource Areas

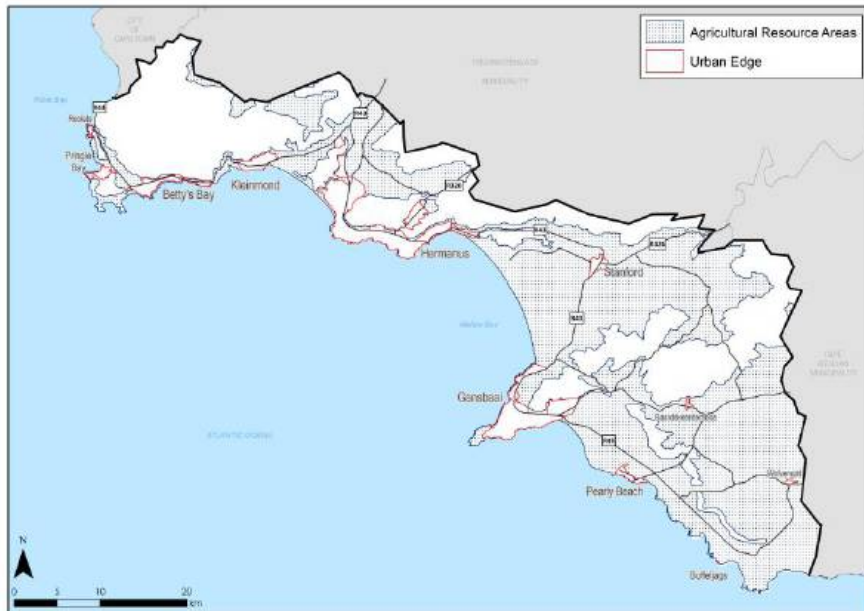


Figure 4.4 Intensive Agricultural Resource Areas

The main agricultural resource areas are:

- Klein River Valley (Stanford)
- Boesmansrivier (Baardskeedersbos)
- Uilkraalsrivier (Baardskeedersbos)
- Wolvengat
- Onrusrivier Valley
- Hemel-en-Aarde

Urban and Rural Settlement Pattern, Form, Hierarchy and Linkages

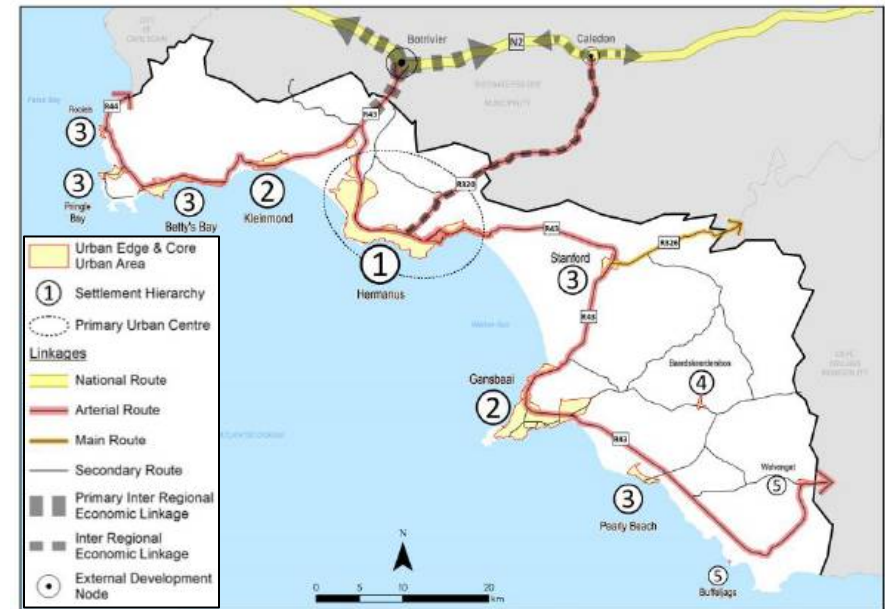


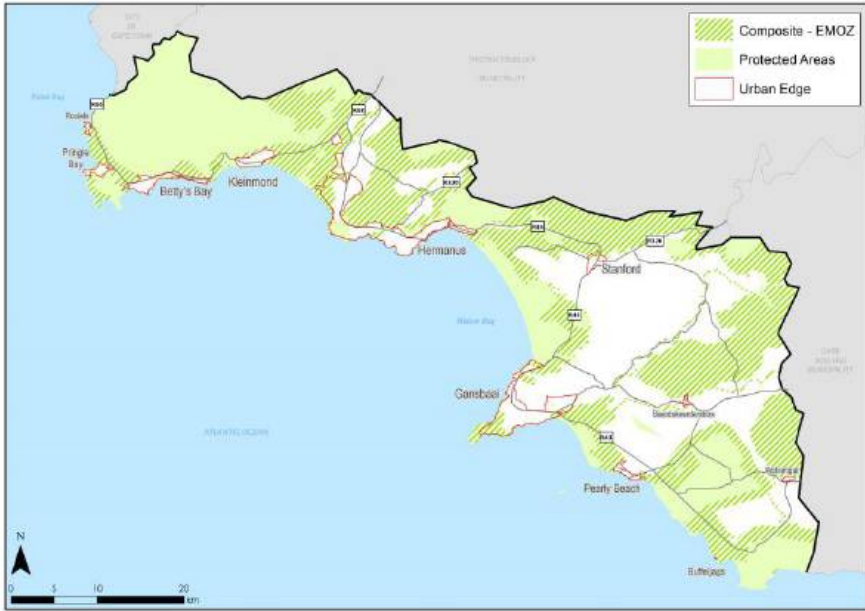
Figure 4.5 Urban and Rural Settlement Pattern, Form, Hierarchy and Linkages

HIERARCHY	ORDER	NODE
Regional Node	1	Greater Hermanus including Onrus Fisherhaven and Hawston)
Sub-Regional Node	2	Greater Gansbaai Kleinmond
Local Nodes	3	Rooiels Pringle Bay Betty's Bay Stanford Pearly Beach
Rural Nodes	4	Baardskeedersbos
Rural Settlements	5	Buffeljags Wolvengat

Table 4.1 Overstrand Municipal Hierarchy of Nodes

- **Draft Environmental Management Overlay Zones (EMOZs)**

The EMOZs are purposed at regulating land uses within environmental sensitive areas to effect the preservation thereof. As referred to in Section 2.6.2.2 of this MSDF, it consists of a series of individual draft overlay zones of specific role and functions. These are for the purpose of informing the Municipal Spatial Concept synthesised into one single overlay zone layer, as illustrated in Figure 4.6 (i.e. composite of all draft HPOP's & draft EMOZ's).



*Figure 4.6 Draft Environmental Management Overlay Zones*

- **Draft Heritage Protection Overlay Zones (HPOZs)**

The HPOZs are purposed at regulating land uses within heritage sensitive areas to effect the preservation thereof. As referred to in Section 2 of this MSDF, it, as is the case with the EMOZs, consist of a series of individual overlay zones of specific roles and functions. These are for the purpose of informing the Municipal Spatial Concept also synthesised into one single overlay zone layer, as illustrated in Figure 4.7.

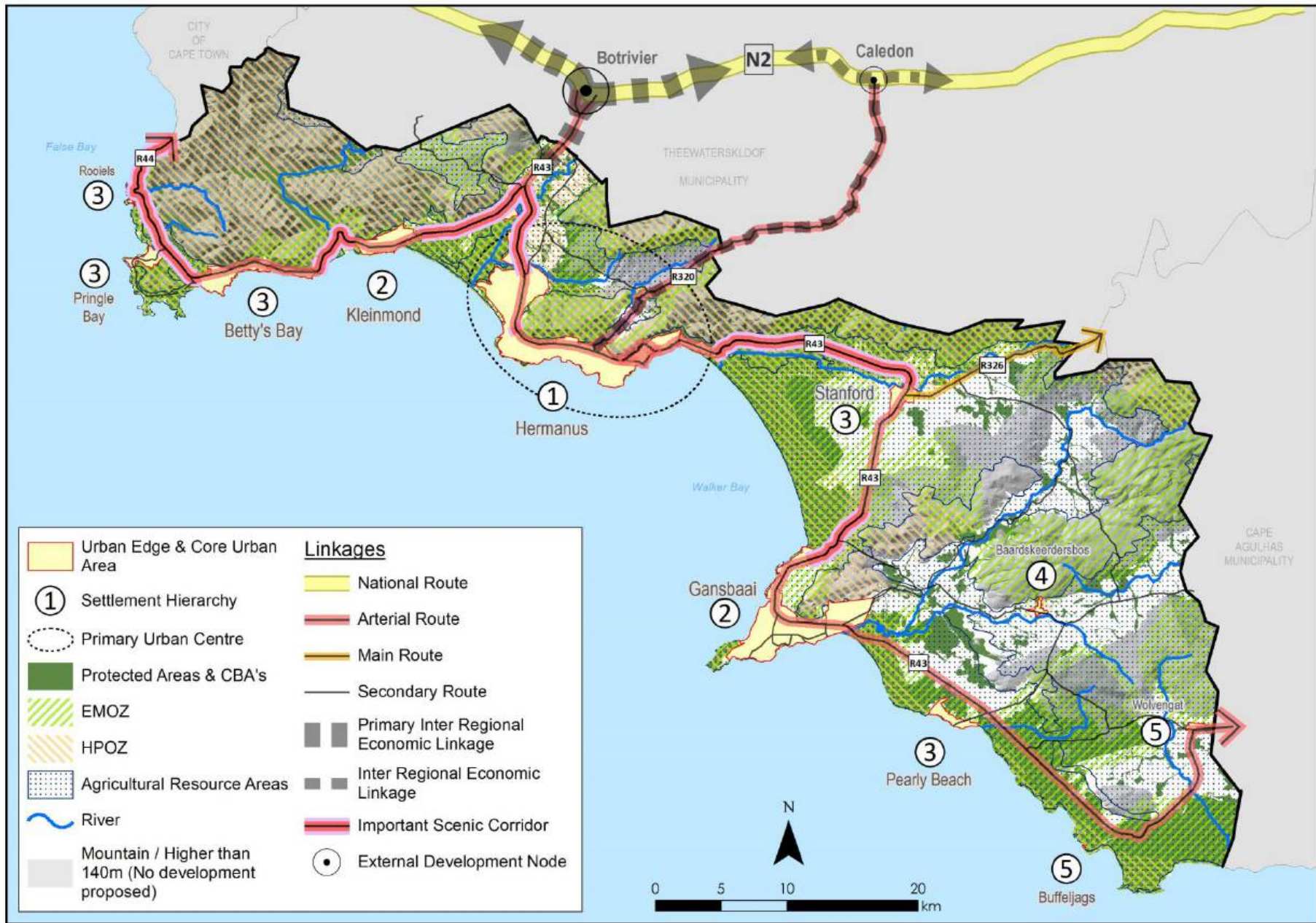


*Figure 4.7 Draft Heritage Protected Overlay Zones*

The aforementioned synthesis of natural and man-made elements collectively contributes, together with the aforementioned spatial planning principles, towards informing the overarching compilation of a Spatial Management Concept for the Overstrand Municipal area.

#### 4.2.3 Spatial Management Concept

The resulting spatial management concept is a guide to the management of land use and development within the municipality and is illustrated in **Plan 41**. This concept must be viewed as an informed response to understanding the spatial dynamics of the relationship between growth potential, anthropogenic impacts, socio-economic factors, natural features and processes.



Plan 41: Overstrand Municipality Spatial Management Concept

The objective of the spatial management concept is to, within a well-defined land use management framework, direct growth and development to areas with the highest potential and physical capacity to accommodate long term sustainable growth. In this regard, adequate greenfield urban extension areas have been identified in Kleinmond, the Greater Hermanus Area, Stanford, Fisherhaven and the Greater Gansbaai area.

Conversely, urban extension areas have been limited in areas where, in-ordinate growth, for varying reasons, would be counterproductive to achieving sustainable development objectives. Areas where urban extension areas have been limited are Rooi-Els, Pringle-Bay, Betty's Bay and Pearly Beach.

The primary elements which informed the proposed spatial management planning concept are:

- Protection of areas of high irreplaceability in terms of meeting targets for biodiversity conservation, areas important for the maintenance of ecological and evolutionary processes, areas critical to the provision of ecological services, and special habitats.
- Integration of the river systems and coastal line as ecological corridors into the regional open space system.
- Integration of the mountain ranges and catchment areas into the regional open space system.
- Protecting soil-based agricultural potential areas.
- **The Municipality recently advertised its Draft Environmental Management- and Draft Heritage Protection Overlay Zones which were compiled specifically to regulate the protection and management of the aforementioned resources.**
- The EMOZs and HPOZs are substantial informants to the spatial growth and management of the Overstrand Municipal area and therefore also informed the planning concept.
- Promoting urban development and growth within an established growth potential hierarchy and with due regard to the main functions, growth potentials, comparative economic advantages and spatial capacity of the various urban areas. Hermanus is identified as the primary and key urban node / centre with the secondary, tertiary, quaternary nodes also indicated on the plan.

- Retaining rural settlements and their surrounding areas as focus areas for rural development initiatives based on their unique comparative advantages.
- Protecting scenic routes identified during the process of delineating the Draft Heritage Protection Overlay Zone Regulations.
- Cross municipal biodiversity linkages especially to be managed in cooperation with abutting Municipalities.
- The potential for increased inter-municipal and regional economic growth via strengthening the economic and spatial linkages between the Overstrand settlements, Theewaterskloof (Botrivier/Caledon) and the City of Cape Town Metropolitan Municipality.

### 4.3 THE MUNICIPAL SPATIAL DEVELOPMENT STRATEGY

For the purpose of this MSDF, strategy is understood as the key strategic interventions required to successfully implement the Spatial Development concept – growth management strategy for the Overstrand Municipal area. In this regard, it is recommended that 7 key strategies should underpin all spatially related decision making in the Overstrand Municipal area, the 7 strategies being:

#### 4.3.1 Managing Population Growth and in-migration

**Strategy: Adopt a selective “supply driven” approach by only providing for housing growth and related community facilities in the urban areas where the highest potential for sustained economic growth exists.**

This strategy being operationalized by making “ supply side “ provision for growth in terms of the land, bulk services, community facilities in the urban areas where the highest potential for sustained economic growth exists **in accordance with the provisions of SPLUMA’s principle of Spatial Justice, Spatial Sustainability and Efficiency.**

#### 4.3.2 Mixed Use Densification

**Strategy: Implement a bold mixed use densification policy which earmarks densification areas within urban settlement in order to accommodate growth**

**in the Overstrand based on the extremely limited amount of greenfield land available for development.**

This strategy has been implemented by means of the compilation of the Overstrand Municipal Growth Management Strategy. This spatial and land use planning tool is key to ensuring sustainable growth and development within the confined urban settlements. This strategy is recommended to be continued to be used as a key development informant and is to be adopted as a Council Policy. It will form the next higher level of localised planning detail based on the provisions of this MSDF.

#### 4.3.3 Housing Strategy

**Strategy: Eliminate the current housing need based on the revision of the Overstrand Human Settlement Plan. The key principle of this plan being the establishment of human settlements which include the required community facilities, are located in proximity to economic opportunities etc.**

The cornerstone of this strategy and the HSP is to provide sustainable human settlement as opposed to mere monotonous extensive high density residential areas. It furthermore implies:

- Ensuring the pro-active identification of suitable land for housing in areas with the highest growth potential as per the growth management framework.
- Ensuring bulk services development and provision is coordinated with the housing supply plan.

#### 4.3.4 Bulk Service Infrastructure Provision

**Strategy: Compile a coordinated bulk services supply provision policy which prioritises the implementation of bulk infrastructure based on the municipality spatial development concept - Growth Management Framework.**

This implies that the provision of bulk infrastructure roads and services must be strategically prioritised to ensure that a “supply side” approach is followed. That is to provide and upgrade the capacities of bulk infrastructure services in the towns and areas, as per the growth management plan. This will ensure that growth and development is strategically facilitated in the areas with the highest potential to sustain economic growth and provide employment.

A Capital Expenditure Framework (CEF) has been compiled as required by SPLUMA as point of departure for providing the said role and functions and is provided in part 7 of this MSDF.

#### 4.3.5 Initiate – Place Specific Key Economic Development Projects / Drivers

**Strategy: Stimulate economic growth and development linked to the comparative locational advantage. Municipality must identify and actively facilitate key catalyst projects in conjunction with strategic partnerships with business/investors.**

It is critical that these key economic development projects predominantly be located in the areas with the highest growth potential to sustain economic growth and provide employment.

#### 4.3.6 Priority Areas for Biodiversity Conservation

**Strategy: All public owned land (including State property, Municipal and Provincial property) that is of high conservation importance is to be included in a formal municipal protection area network. The mechanisms being to establishing contract nature reserves negotiated in conjunction with the WCNCB conservation stewardship programme, providing legally bounding guidelines for land use.**

The objective of this strategy is to ensure that a broader formal conservation strategy is implemented for all public owned land within the Municipal area. Private land owners should also be encouraged to join the stewardship programme, in order to conserve land identified as being critical for biodiversity conservation in perpetuity.

The draft Environmental Overlay Zone regulations, in the process of being promulgated, should be noted as a mechanism with similar objectives and once implemented, this strategy of the MSDF should be considered to be revised / integrated with the EMOZ regulation provisions.

#### 4.3.7 Rural Development Strategy

**Strategy: Rural development to be informed by the DEADP Rural Development Guidelines (2017), where applicable.**

# Part 5: Planning Proposals and Strategies: Local Level



## 5.1 INTRODUCTION

The compilation of the spatial proposals at both overarching and at the local level has been informed by the mandate given to local government in terms of the Municipal Systems Act, 2000 (Act No. 32 of 2000), namely to give meaning to **Developmental Local Government** and to empower municipalities to move progressively towards the social and economic upliftment of communities and the provision of basic services to all. The focus of these local level proposals is therefore aimed at identifying local Spatial Interventions critical to achieving the goals and objectives of the IDP.

### 5.1.1 Spatial Logic and Development Principles

The Provincial Spatial Development Framework (PSDF) spatial logic substantially informed the development of the OMSDF spatial concepts.

The logic underpinning the PSDF spatial agenda is to:

- **Capitalise** and build on the Western Cape comparative strengths (e.g. gateway status, knowledge economy, lifestyle offering).
- **Consolidate** existing and emerging regional economic nodes as they offer the best prospects to generate jobs and stimulate innovation.
- **Connect** urban and rural markets and consumers, fragmented settlements and critical biodiversity areas.
- **Cluster** economic infrastructure and facilities along public transport routes and respond to unique regional identities within the Western Cape.

The Overstrand Municipal spatial logic is based on the PSDF principles and was refined to form the Overstrand local level spatial logic to a per settlement basis. The underpinning principles, unpacked in the subsequent sections, being:

- **Encourage** (i.e. integration, Local Economic Development, etc.)
- **Promote** (i.e. densification, linkage, etc.)
- **Restrict** (i.e. urban sprawl, etc.)
- **Maintain** (ecological and heritage integrity, etc.)
- **Contain** (i.e. Urban Edge, etc.)

The aforementioned spatial logic was applied to the individual settlements in compiling its spatial development proposals.

### 5.1.2 Overstrand Long Term Vision

The MSDF policy and proposals are embedded in the Overstrand Long Term Vision (i.e. IDF, 2014) which forms the strategic overarching policy directive and spatial framework of the Overstrand and therefore this MSDF.

The individual 2020 MSDF spatial proposals as informed by the IDF proposals and provided in this section, are therefore presented in conjunction with the long term spatial vision plans, illustrating consistency of the proposals with the Overstrand's vision towards 2050.

### 5.1.3 Strategic Nature of the OMSDF

It is critical that the logic be underpinned by the local need of creating a MSDF which is flexible in terms of its interpretation as well application in order to accommodate changes in the status quo without requiring small ad hoc amendments the MSDF within the statutory review period.

The local level proposals of this municipal wide MSDF, are therefore **broad and strategic** in nature considering the broad morphological elements (i.e. urban form) and the key land use components related thereto (i.e. central business district, commercial, industrial, conservation, developable areas). It is most important to note that the proposed "New Development Areas" is not earmarked solely for residential purposes, but can also include the associated required community facilities and mixed use development, the detail of which is contained in the **Overstrand Growth Management Strategy**. As eluded to, the higher level of detail related to the growth management of the Overstrand's settlements as well as land use types and locations are provided extensively in the Overstrand GMS. **This document needs to be consulted when applying decision-making informed by this SDF, with the OMSDF providing the informative detail. Please note that the OGMS is in the process of being updated.**

In the event that unsubstantial changes are required to the Overstrand Spatial/Forward planning proposals, the OMGS as Council Policy can be **amended by Council decision as opposed to via the annual MSDF revision process only.**

#### 5.1.4 Conclusion

This MSDF is therefore broad and strategic in its spatial development proposals to enable flexibility, but based on a spatial logic underpinned by the PSDF and local principles and strategies related to land use designation and growth management.

The key sources of the aforementioned spatial proposals presented in the subsequent sections of this report are the Overstrand IDF (2014), MSDF (2006), draft HPOZ's, draft EMOZ's & OGMS which can be consulted as baseline informants.

The Overstrand Settlement Pattern is for ease of reference illustrated in **Figure 5.1.**

The following sections present the Overstrand settlement spatial proposals. The detail situational analysis which informed the compilation thereof on numerous levels is presented in Section 1 and 2 of this report. These sections should be consulted should baseline information be required as the baseline information was further synthesized in the spatial proposals and is not duplicated in this section.

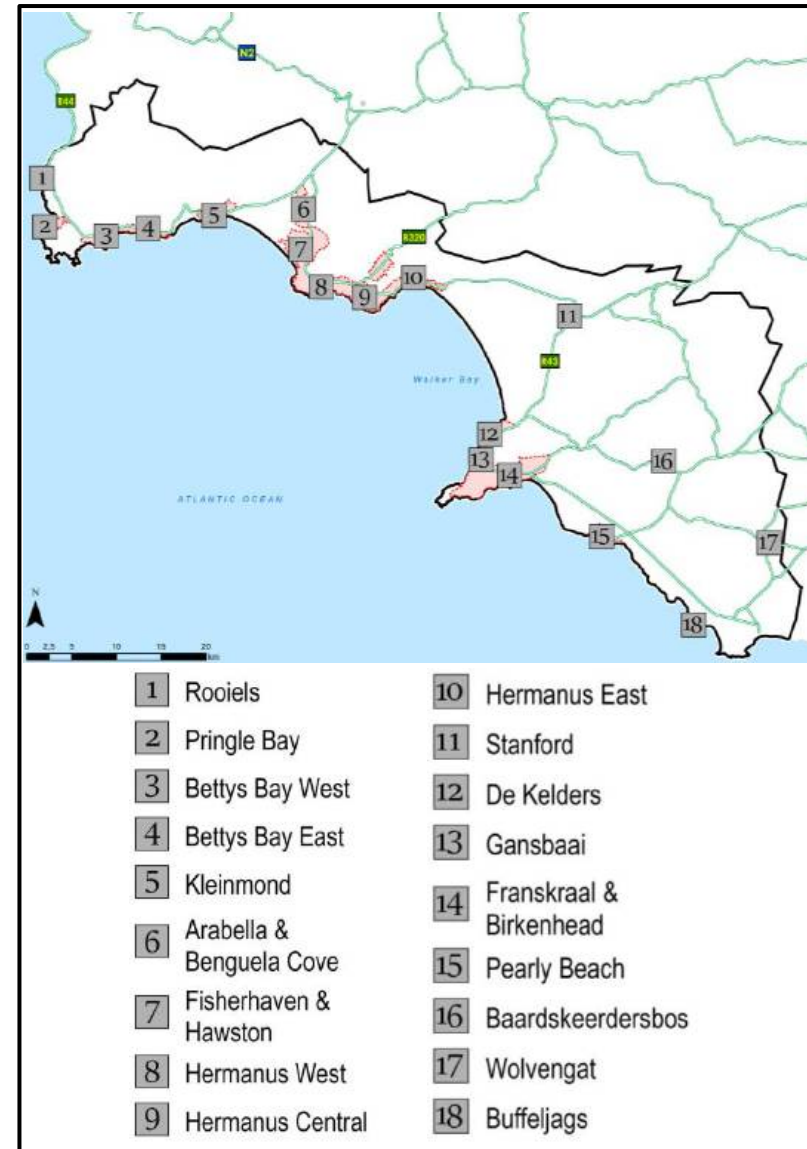
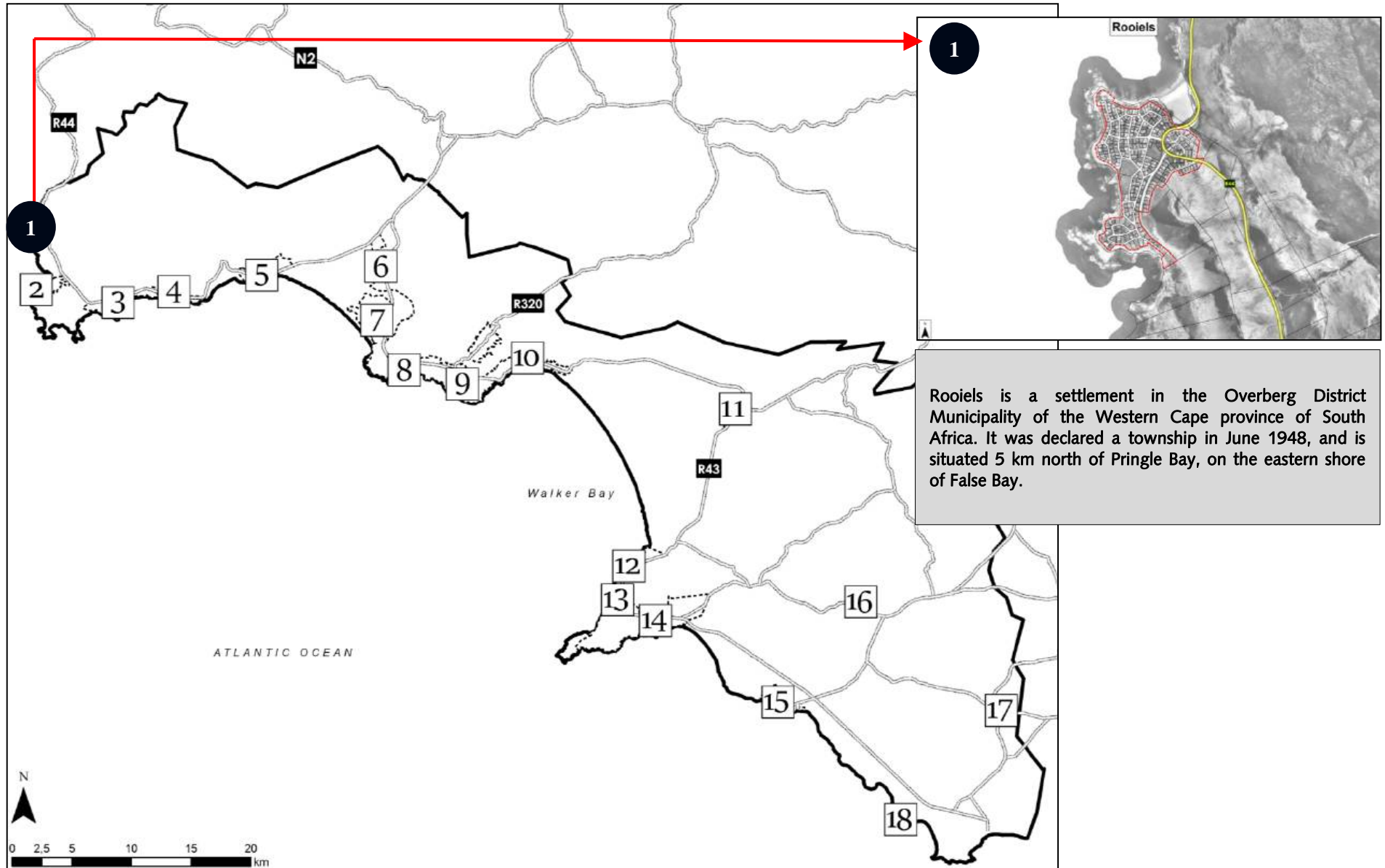


Figure 5.1 Settlement Pattern

## 5.2 ROOIELS



## 5.2.1 2050 Vision

### Key policies directing future management and development (refer Plan 42)

LO 8 (ii) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 1 (i) Ensure the protection of prominent indigenous vegetation and the habitats of indigenous fauna.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

EO 5 (i) Encourage the design and construction of new developments and retrofitting of existing buildings based on low environmental impact design principles, the utilisation of energy efficient sources and locally sourced materials.





MO 1 (v) Roads traversing the outstanding scenery of the Overstrand Municipality should be designated as scenic routes, and views and vistas from these routes should be protected from insensitive development.

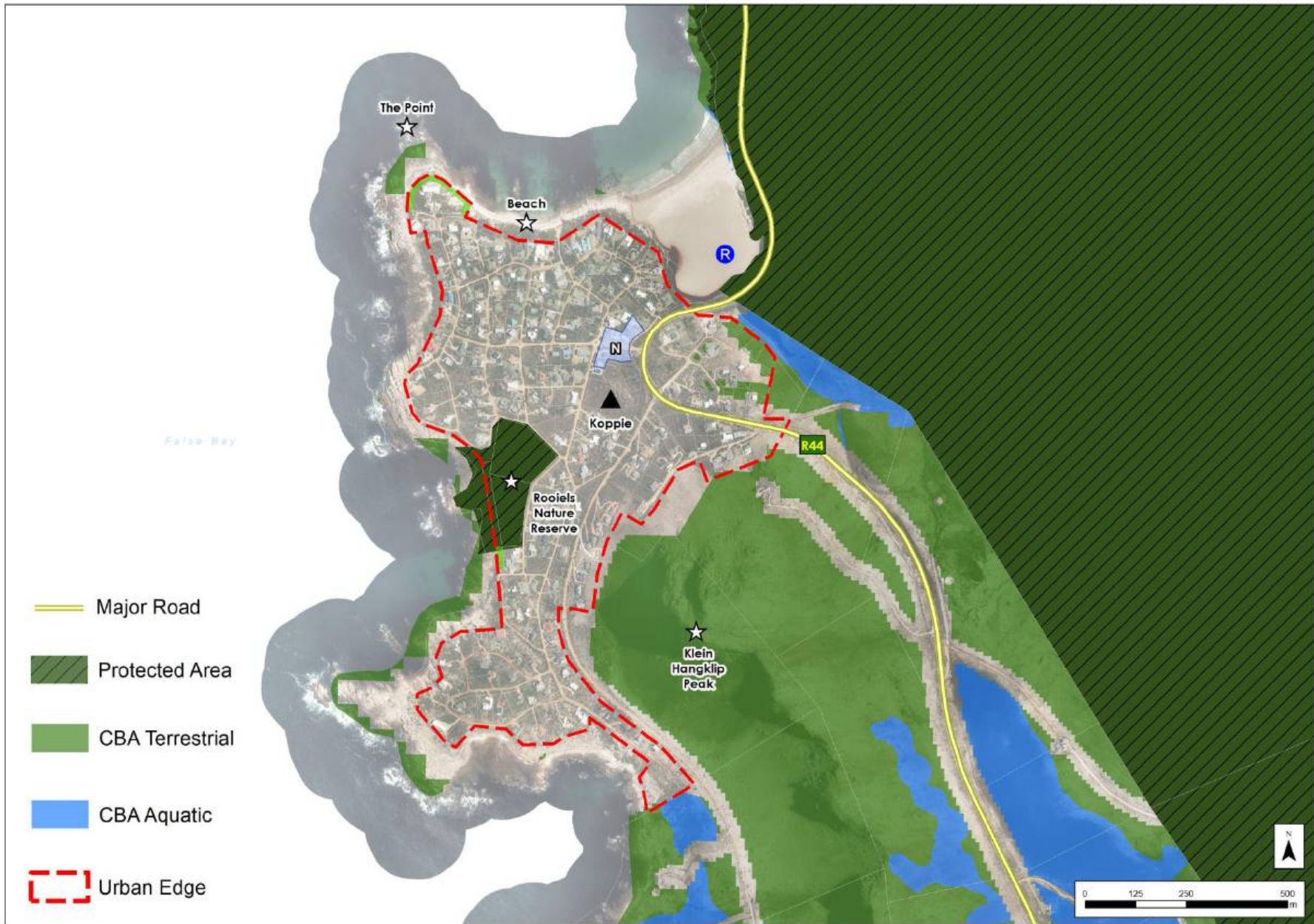
MO 4 (ii) Ensure that facilities/amenities cater for the need of all of the Overstrand's inhabitants including those reliant on public transport, the elderly and physically impaired.

VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

## Management Approach

Commercial / Community Nodes		
	<b>Rooiels Business/Retail Node</b>	Promote the intensification of the existing business node based on specific local urban design guidelines. Business uses should only be permitted in the existing nodal area.
Special Places		
	<b>The Point</b>	Ensure an appropriate interface between the coast line and urban development.
	<b>Beach</b>	Ensure protection of the dynamic coastal dune system.
	<b>Rooiels Nature Reserve &amp; Klein Hangklip Peak</b>	Manage these biophysical environments with conservation objectives in mind. Protect the reserve from urban development.
Open Spaces/Linkages		
	<b>Open Space Corridor / Amenities</b>	The functioning of the Rooiels River and its estuary environment as an ecological corridor and linear open space area should be protected and managed with conservation objectives in mind.
	<b>Open Space</b>	Prioritise the preservation of open spaces.
Key Improvements		
	<b>Spatial Integration</b>	The spatial integration of the residential areas, business area, coastline and nature areas should be promoted through the establishment of a formalised network of footpaths that link these areas.
	<b>R44 Scenic Link Route</b>	The R44 should be designated as a scenic route



*Plan 42: 2050 Spatial Proposal Rooiels*

## 5.2.2 Rooiels 2020-2030 MSDF Spatial Proposal

As outlined in detail in Section 2.7.5. Rooiels is a rural settlement located 26km west of Kleimond. Key to the future of Rooiels is to protect the vast environmental resources within and surrounding the settlement. The unique characteristics of Rooiels include its location along the coastline within a pristine natural setting. The MSDF proposal for this settlement is underpinned by these functions (refer **Plan 43**).

### 5.2.2.1 Local Spatial Development and Growth Management Principles

#### i **Promote:**

- conservation of the natural environment within which Rooiels is located (Refer Draft EMOZ);
- the role of the area is to serve as a transitional zone between the Kogelberg Nature Reserve and the coastline;
- infill development within existing boundaries through the development of vacant properties demarcated for urban development. Care should be taken to retain and enhance the existing open space systems which are integral to the character of the settlement and its integration into the natural environment;
- the role of Rooiels as a retirement and holiday village.
- tourism based development that is focussed on the ecological and heritage value of the region (urban and rural);

#### ii **Restrict:**

- further expansion beyond the existing urban edge;
- inappropriate housing forms and architectural treatment particularly on steep slopes and highly visible locations adjacent to the scenic route.
- land uses / development as per the provisions of the Draft HPOZ regulations.

#### iii **Maintain:**

- the unique village rural character of Rooiels by, amongst other, adhering to the Draft HPOZ and EMOZ regulations.
- the dominance of the surrounding natural environment as the visual setting for the village (Refer Draft EMOZ regulations).

#### iv **Contain**

- the urban footprint of Rooiels as far as possible within a clearly defined urban edge.

### 5.2.2.2. Growth Management Strategy

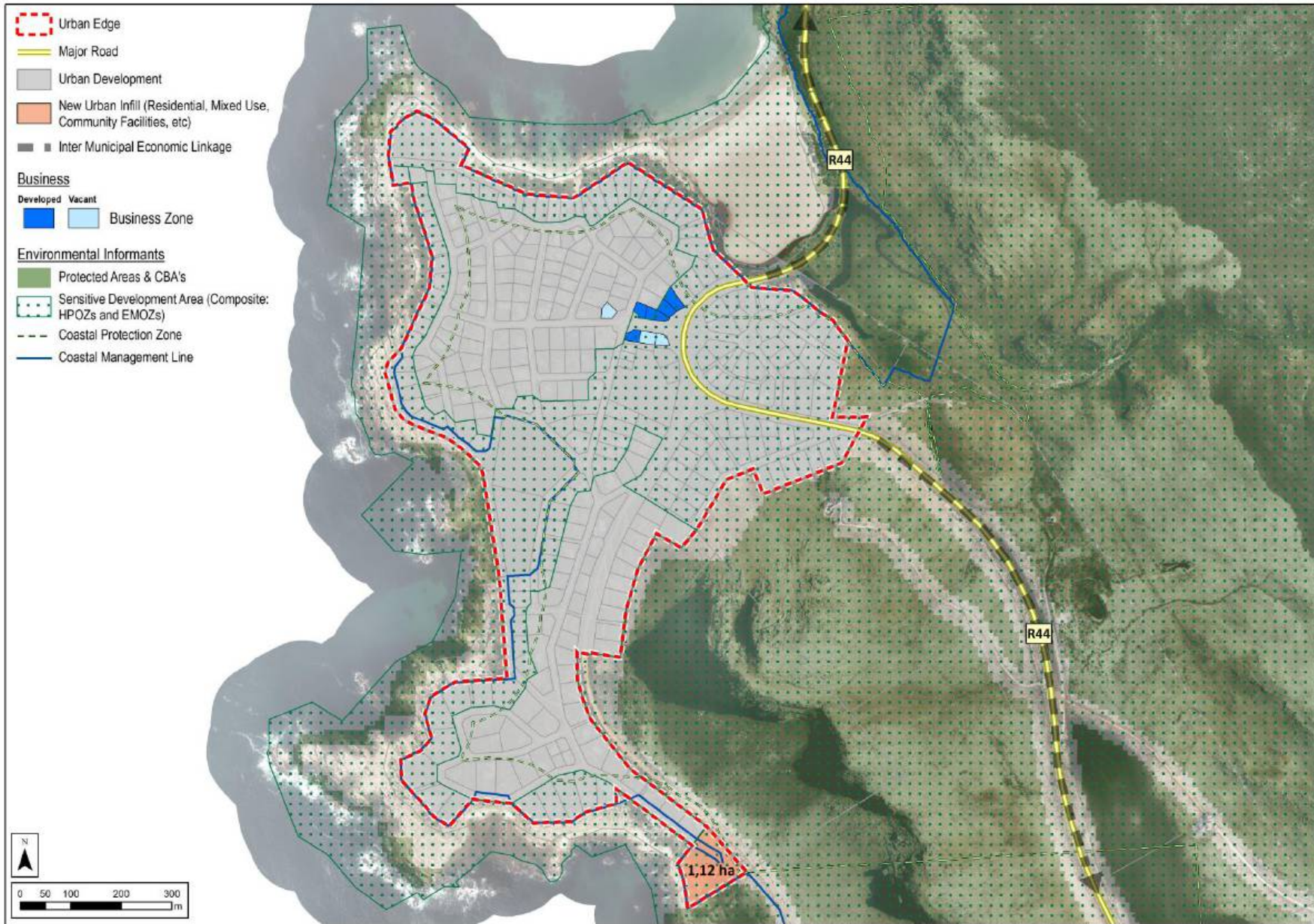
The densification proposals made for Rooiels by the OGMS, are made taking into consideration the landscape setting, existing nature, heritage and environment, increasing the density of Rooiels is not currently proposed. However, future densification may be possible, subject to the upgrade of the civil services to an acceptable level, as well as additional provision of community facilities.

The extensive detail pertaining to the growth management proposals for Rooiels, as for all settlements, is presented in the OGMS. This document is the dedicated spatial growth management tool of the Overstrand Municipality. As previously stated, this MSDF is the overarching spatial planning policy and is informed by various Council Policy Documents. It is reiterated that for enabling flexibility and the strategic function of this MSDF, the provisions of the GMS, is not duplicated in this MSDF report, but provides strategic detail related to the spatial proposals related to this MSDF. Please note that the OGMS is in the process of being updated.

### 5.2.2.3 Key Strategic Land Use Proposals

#### ROOIELS

The following section outlines the spatial proposal for Rooiels, which is predominantly focused on sensitive development related to unique biodiversity areas.



*Plan 43: Rooiels Spatial Proposal 2020*

**i Industrial**

There is no industrial development foreseen for this settlement, as this town is predominantly an retirement/holiday village.

**ii Commercial**

Business uses, commercial, retail and offices should be concentrated within the Central Business District and decentralisation of commercial development should not be permitted.

**iii New Urban Development**

A New Urban Development area is proposed on the southern periphery of the settlement. The land area is ± 1.12ha in extent and was included by re-alignment of the urban edge with the coastal management line. No new residential developments are foreseen for Rooiels (Refer Section 2.7.5. of this report).

**iv Sensitive Development Areas**

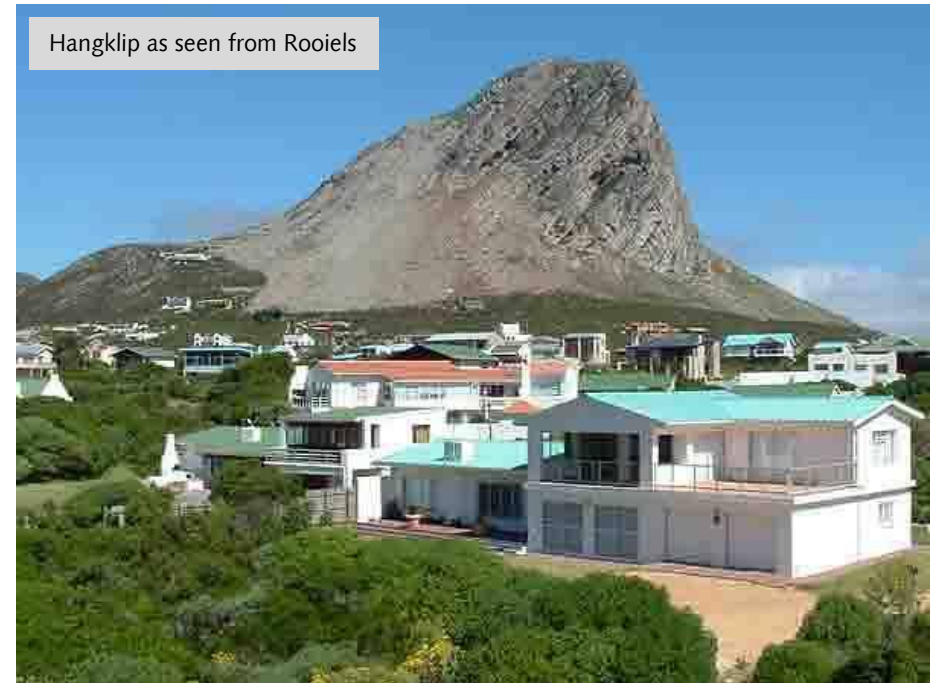
As previously stated this settlement is located within close proximity to the Kogelberg Nature Reserve, and therefore it is prudent that the Draft EMOZ regulations be taken into consideration when addressing any land use within this area.

These areas are based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered in accordance within the provisions of the HPOZ and EMOZ regulations.

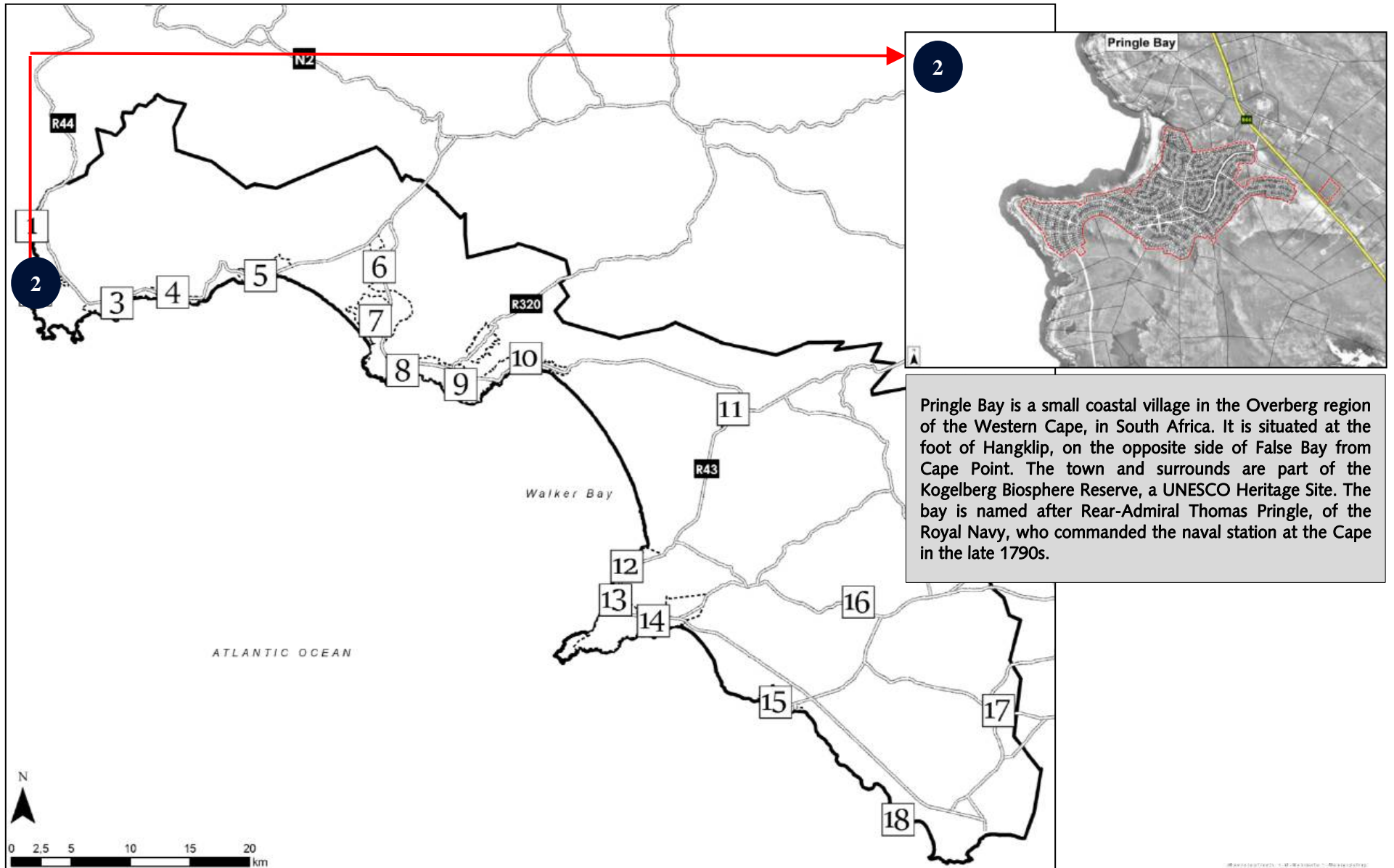
In summation the rural development of Rooiels should be protected in terms of its heritage and environmental resources. Only restricted and carefully considered development should be permitted.

**v. CBA's and Protected Areas**

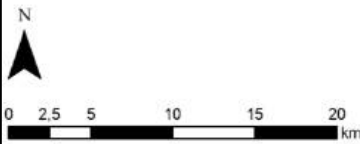
Rooiels is surrounded by protected and CBA areas. These areas should be preserved and maintained. This is structurally formalised in the proposed EMOZ regulations.



### 5.3. PRINGLE BAY



Pringle Bay is a small coastal village in the Overberg region of the Western Cape, in South Africa. It is situated at the foot of Hangklip, on the opposite side of False Bay from Cape Point. The town and surrounds are part of the Kogelberg Biosphere Reserve, a UNESCO Heritage Site. The bay is named after Rear-Admiral Thomas Pringle, of the Royal Navy, who commanded the naval station at the Cape in the late 1790s.



### 5.3.1 2050 Vision

#### Key policies directing future management and development (refer Plan 44)

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles

EO 3 (i) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

VO 1 (ix) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.

VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

### Management Approach

#### Commercial / Community Nodes



**Commercial Node / Community Facilities**

Business uses should be concentrated at one central location, to take advantage of the economic synergies created and to offer a sense of identity. The ideal location for business uses is at the existing commercial node off Hangklip Road.

#### Special Places



**Beach  
Die Punt**

Ensure protection of the dynamic coastal dune system.

Ensure an appropriate interface between the coast line and urban development.

#### Open Space / Linkages



**Open Space Linkages**

Integrate existing open space into an overall public space network.



**Open Space Corridor / Amenities**

The functioning of the Buffels River and its estuary as an ecological corridor and linear open space area should be protected and managed with conservation objectives in mind.

#### Key Improvements

**Integration**

To improve integration, it is proposed that a network of pedestrian routes and paths are established which link the primary land use components, improving accessibility and integration.



*Plan 44: 2050 Spatial Proposal Pringle Bay*

### 5.3.2 Pringle Bay 2020-2030 MSDF Spatial Proposal

As outlined in detail in Section 2.7.5. Pringle Bay is a rural settlement located 22km west of Kleimond. Key to the future of Pringle Bay is to protect the vast environmental resources within and surrounding the settlement. Pringle Bay functions as a popular holiday destination and retirement destination. Both Pringle Bay and Rooiels also functions as dormitory towns to the town of Kleinmond. The MSDF proposal for this settlement is underpinned by these functions (refer **Plan 45**).

#### 5.3.2.1 Local Spatial Development and Growth Management Principles

- i Promote:**
  - conservation of the existing coastal village character of Pringle Bay (refer Draft HPOZ);
  - conservation of the natural environment within which Pringle Bay is located (Refer Draft EMOZ);
  - the role of the area is to serve as a transitional zone between the Kogelberg Nature Reserve and the coastline;
  - the role of Pringle Bay as a retirement and holiday village.
  - tourism based development that is focussed on the ecological and heritage value of the region;
- ii Restrict:**
  - industrial and service trade uses;
  - further expansion beyond the existing urban edge;
  - Inappropriate housing forms and architectural treatment, particularly on steep slopes and highly visible locations adjacent to the scenic route.
  - land uses / development as per the provisions of the Draft HPOZ regulations.
- iii Maintain:**
  - the unique village/rural character of Pringle Bay by, amongst other, adhering to the Draft HPOZ and EMOZ regulations.
  - the open space corridors created by the Buffels River and other drainage canals;
  - the passive recreational role of Pringle Bay.
- iv Contain**
  - the urban footprint of Pringle Bay as far as possible within a clearly defined urban edge.

#### 5.3.2.2. Growth Management Strategy

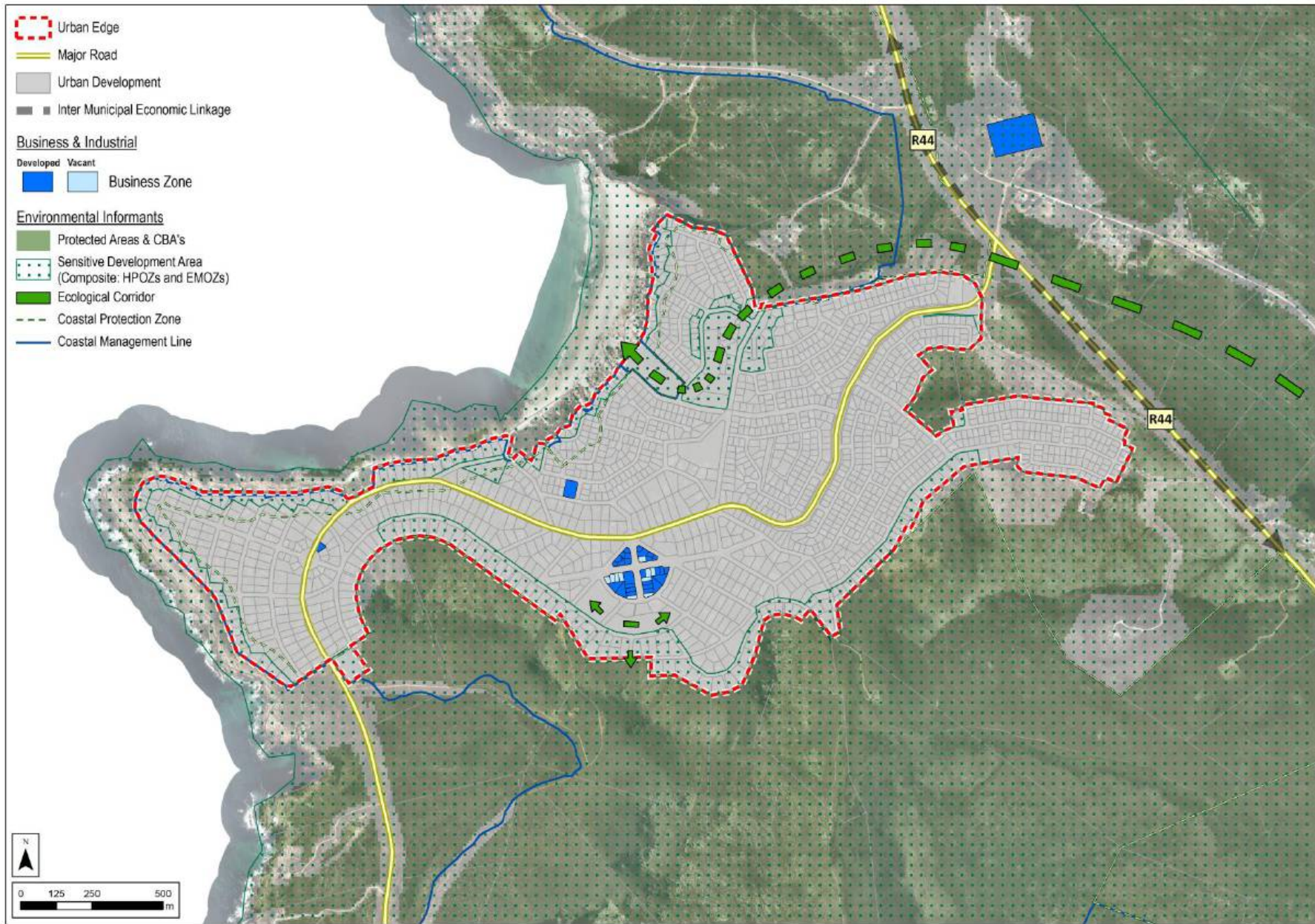
The densification proposals made for Pringle Bay by the OGMS, are made taking into consideration the landscape setting, existing nature, heritage and environment, the potential to increase the density of Pringle Bay is very limited. However, future densification may be possible, subject to the upgrade of the civil services to an acceptable level, as well as additional provision of community facilities.

The extensive detail pertaining to the growth management proposals for Pringle Bay, as for all settlements, is presented in the OGMS. This document is the dedicated spatial growth management tool of the Overstrand Municipality. As previously stated, this MSDF is the overarching spatial planning policy and is informed by various Council Policy Documents. It is reiterated that for enabling flexibility and the strategic function of this MSDF, the provisions of the GMS, is not duplicated in this MSDF report, but provides the strategic detail related to the spatial proposals related to this MSDF. Please note that the OGMS is in the process of being updated.

#### 5.3.2.3 Key Strategic Land Use Proposals

##### PRINGLE BAY

The following section outlines the spatial proposal for Pringle Bay, which is predominantly focused on sensitive development related to unique biodiversity areas.



*Plan 45: Pringle Bay Spatial Proposal 2020*

**i Industrial**

There is no industrial development foreseen for this settlement, as this town is predominantly a retirement/holiday village.

**ii Commercial**

Business uses, commercial, retail and offices should be concentrated within the Central Business District and decentralisation of commercial development should not be permitted.

**iii New Urban Development**

No new urban development is proposed for Pringle Bay.

**iv Sensitive Development Areas**

The unique sense of place should be maintained by implementation of the Draft EMOZ and the HPOZ regulations.

These areas are based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered in accordance within the provisions of the HPOZ and EMOZ regulations.

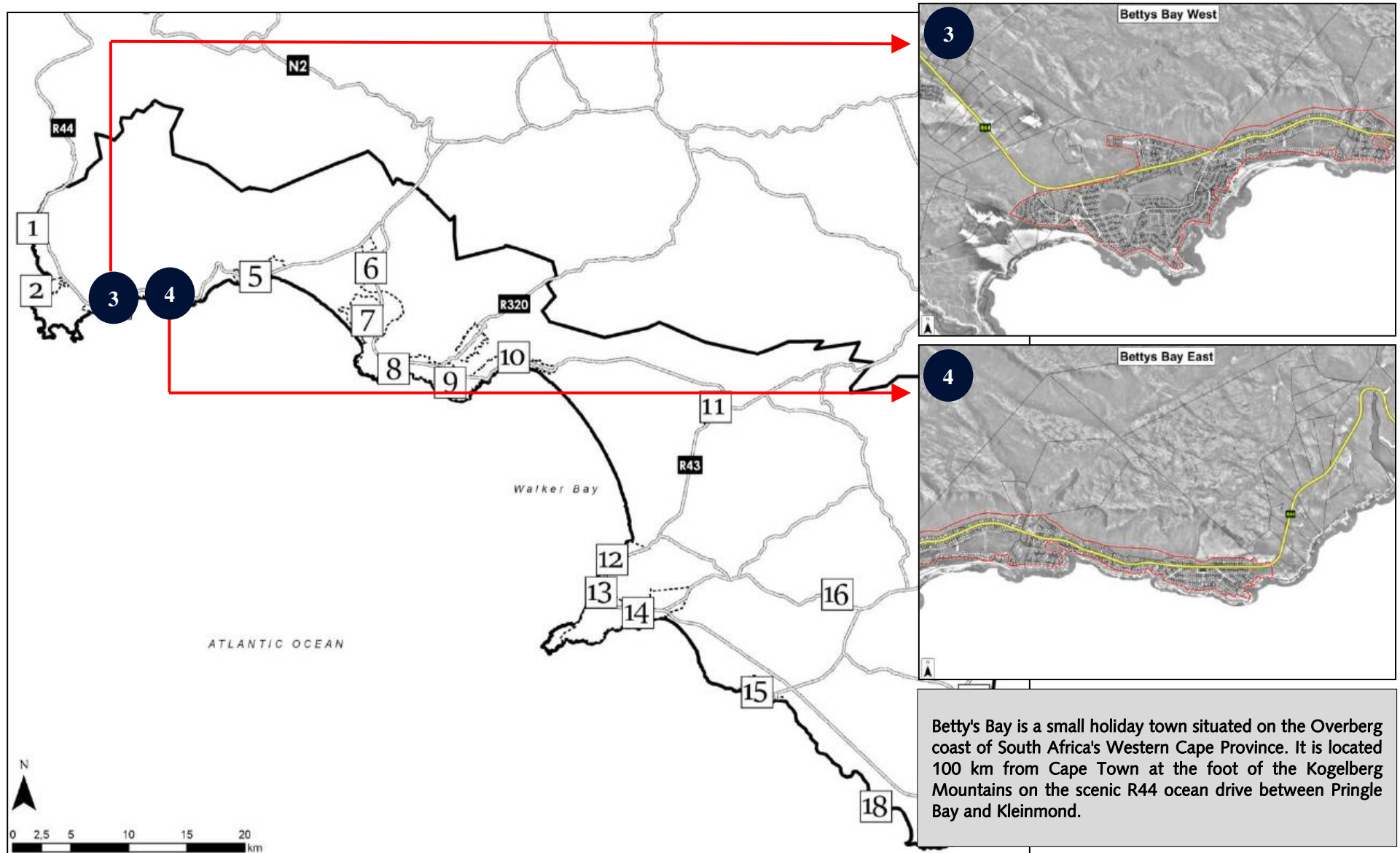
In summation the rural development of Pringle Bay should be protected in terms of its heritage and environmental resources. Only restricted and carefully considered development should be permitted.

**v. CBA's and Protected Areas**

Pringle Bay is surrounded by protected and CBA areas. These areas should be preserved and maintained. This is structurally formalised in the proposed EMOZ regulations.



## 5.4 BETTY'S BAY (West & East)



### 5.4.1 2050 Vision

#### Key policies directing future management and development (refer Plan 46)

LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities.

LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 1 (i) Ensure the protection of prominent indigenous vegetation and the habitats of indigenous fauna.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

EO 5 (i) Encourage the design and construction of new developments and retrofitting of existing buildings based on low environmental impact design principles, the utilisation of energy efficient sources and locally sourced materials.

EO 7 (IV) Enforce clear policies for connections and extensions to water and waste infrastructure.

MO 1 (v) Roads traversing the outstanding scenery of the Overstrand Municipality should be designated as scenic routes, and views and vistas from these routes should be protected from insensitive development.

MO 3 (i) Ensure that new development reflects and enhances the distinct built and natural environmental and heritage context in which it is located.




MO 4 (ii) Ensure that facilities/amenities cater for the need of all of the Overstrand's inhabitants including those reliant on public transport, the elderly and physically impaired.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.


ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

### Management Approach


#### Commercial / Community Nodes

	<b>Southern Retail Node</b>	Promote the establishment of a mixed-use medium density retail centre forming the primary node of Betty's Bay, based on strict development and design parameters to preserve views from the scenic drive. This node is the preferred option for densification.
	<b>Jock's Bay Retail Centre</b>	Local economic opportunity area
	<b>Eastern Retail Node</b>	Further expansion of this node should not be encouraged.

#### Special Places/Areas

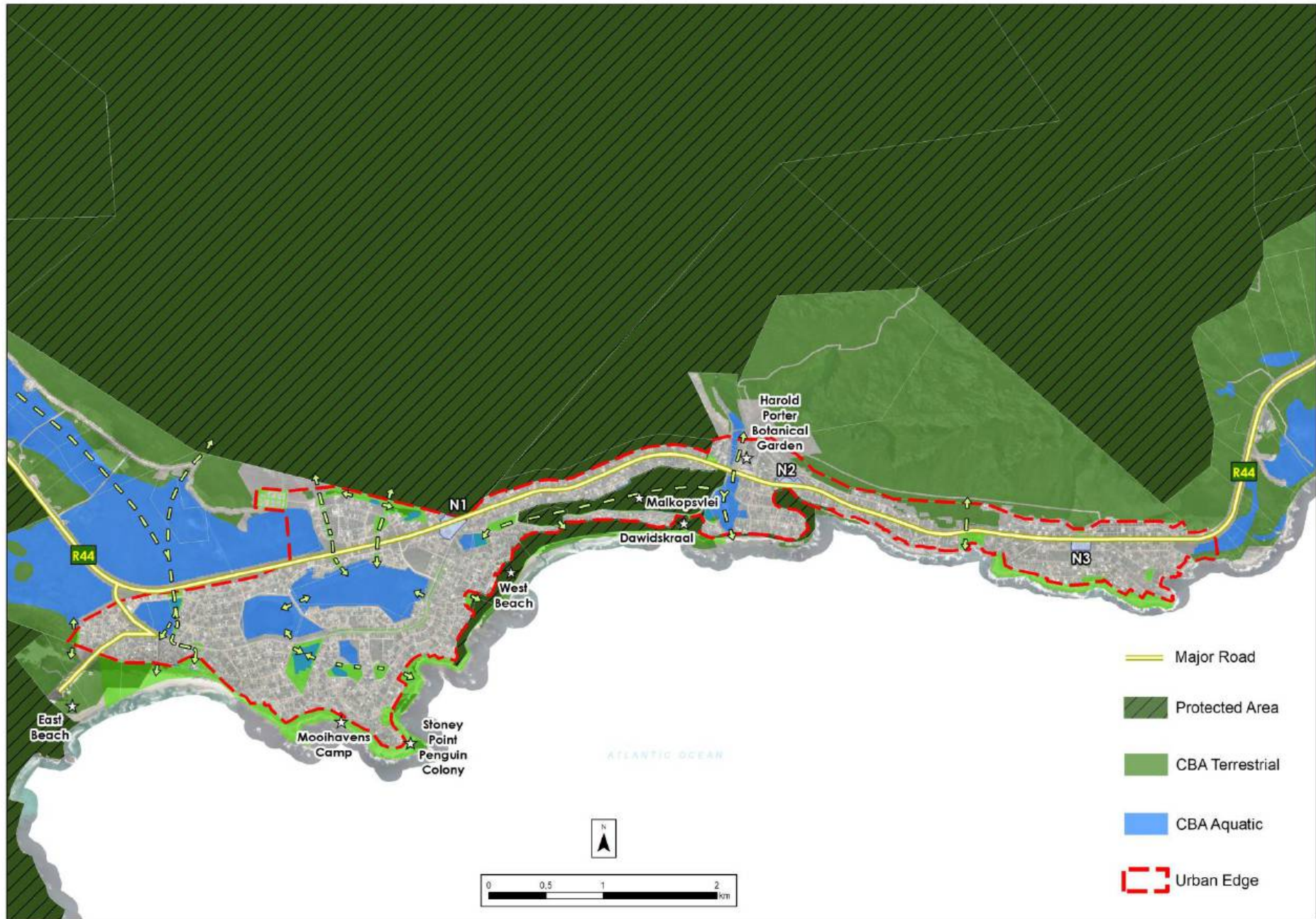
	<b>East Beach</b>	Ensure protection of the dynamic coastal dune system.
	<b>Mooihavens Camp</b>	
	<b>Stony Point Penguin Colony</b>	Judiciously protect the natural habitat of the penguin colony.
	<b>West Beach</b>	Setbacks should be strictly controlled in the sensitive coastal zone interface and green vegetation should predominate. Ensure protection of the dynamic coastal dune system.
	<b>Malkopsvlei</b>	Protect the archaeological, scientific, botanical, visual and recreational significance of Malkopsvlei.
	<b>Dawidskraal</b>	Protect the historical heritage value of Dawidskraal, the botanical significance due to the high concentration of milkwoods in the area and its social significance because of its continued role as a place of public recreation.
	<b>Open Space Link with Harold Porter National Botanical Garden</b>	

#### Open Spaces/Linkages

	<b>Open Space Corridor / Linkages</b>	Investigate the viability of integrating a public open space system with the east-west vlei system and north-south wetland system that links the Harold Porter National Botanical Garden with the coast line.
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#### Key Improvements

	<b>Spatial Integration</b>	Appropriate pedestrian linkages and cycle tracks should be formalised to integrate the different parts of the town.
	<b>R44 Scenic Link Route</b>	The R44 should be designated as a scenic route



Plan 46: 2050 Spatial Proposal Betty's Bay

#### 5.4.2 Betty's Bay 2020-2030 MSDF Spatial Proposal

As outlined in detail in Section 2.7.5. Betty's Bay is a rural settlement located 19km west of Kleinmond. The settlement functions as a popular holiday and retirement destination, and increasingly serves as a dormitory suburb to Kleinmond. The MSDF proposal for this settlement is underpinned by these functions (refer **Plan 47 & 48**).

##### 5.4.2.1 Local Spatial Development and Growth Management Principles

###### *i Promote:*

- Conservation of the sensitive natural resources, including the inland lake wetland system, state and private nature reserves and the interface between the mountain backdrop and urban settlement (Refer draft EMOZ);
- the role of the area is to serve as a transitional zone between the Kogelberg Nature Reserve and the coastline;
- conservation of cultural heritage resources including the historical whaling station and associated Penguin colony and World War 2 barracks (refer Draft HPOZ);
- infill development as prescribed in the OGMS;
- tourism based development that is focussed on the ecological and heritage value of the region;
- the role of Betty's Bay as a retirement and holiday town.

###### *ii Restrict:*

- industrial development;
- extensive expansion beyond the urban edge;
- land uses / development as per the provisions of the draft HPOZ and EMOZ regulations.

###### *iii Maintain:*

- the unique town/rural character of Betty's Bay by, amongst other, adhering to the Draft HPOZ and EMOZ regulations.
- the open space corridors created by the inland lake system and other natural drainage systems;
- the dominance of the natural environment as the natural setting for the town;
- the interface of the mountain backdrop and urban settlement.

###### *iv Contain*

- the urban footprint of Betty's Bay as far as possible within a clearly defined urban edge.

##### 5.4.2.2 Growth Management Strategy

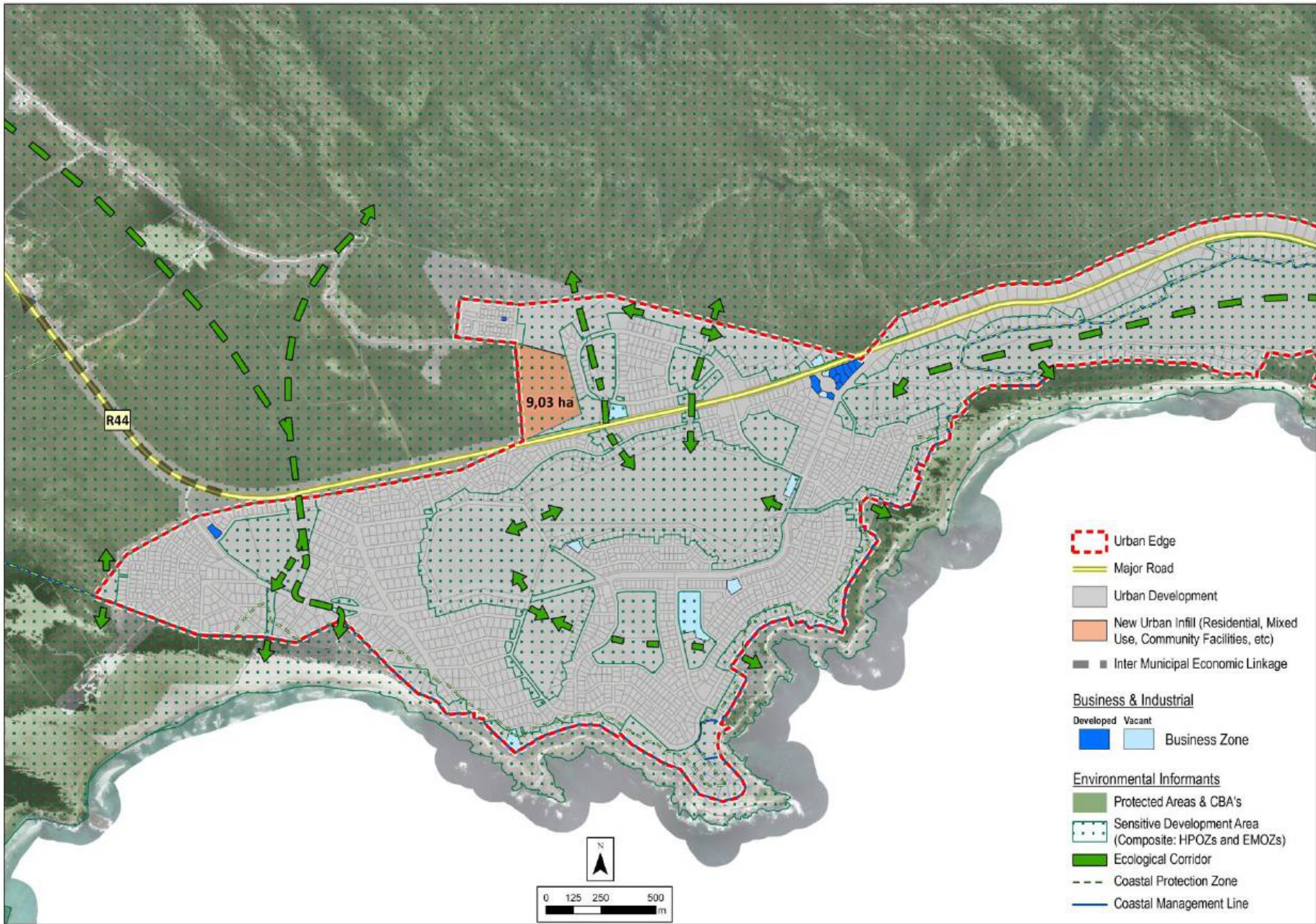
The densification proposals made for Betty's Bay by the OGMS, are made taking into consideration the existing nature, heritage and environment. Densification is envisaged, provided that the required civil services and community facilities are upgraded to an acceptable level.

The extensive detail pertaining to the growth management proposals for Betty's Bay, as for all settlements, is presented in the OGMS. This document is the dedicated spatial growth management tool of the Overstrand Municipality. As previously stated, this MSDF is the overarching spatial planning policy and is informed by various Council Policy Documents. It is reiterated that for enabling flexibility and the strategic function of this MSDF, the provisions of the GMS, is not duplicated in this MSDF report, but provides the strategic detail related to the spatial proposals related to this MSDF. Please note that the OGMS is in the process of being updated.

##### 5.4.2.3 Key Strategic Land Use Proposals

###### BETTY'S BAY WEST

The following section outlines the spatial proposal for Betty's Bay west, which is predominantly focused on sensitive development related to unique biodiversity areas with a significant inner urban wetland system.



Plan 47: Betty's Bay West Spatial Proposal 2020

*i* **Industrial**

There is no industrial development foreseen for this settlement, as this town is predominantly a retirement/holiday town.

*ii* **Commercial**

Business uses, commercial, retail and offices should be concentrated within the Central Business District as far as possible and prevent further large scale decentralisation of commercial development should not be permitted.

*iii* ***New Urban Development***

A New Urban Development area is proposed on the northern periphery of the settlement, directly abutting the R44 to the south. The land area is ± 9.03ha in extent and is intended for higher density human settlement development.

The proposed new urban development area will provide housing opportunities and associated land uses in the Overstrand, to accommodate human settlement and alleviate pressures in areas where expansion is not possible. In addition to the aforementioned, densification will be required in order to accommodate the future potential human settlement development, more specifically the extension of Mooiuitsig. Primary land uses envisioned will include residential development with required community facilities as informed by situational analysis, as well as potentially mixed use development.

*iv* ***Sensitive Development Areas***

The unique sense of place should be maintained by implementation of the Draft HPOZ and EMOZ regulations.

These areas are based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered in accordance within the provisions of the HPOZ and EMOZ regulations.

In summation the rural development of Betty's Bay should be protected in terms of its heritage and environmental resources. Only restricted and carefully considered development should be permitted.

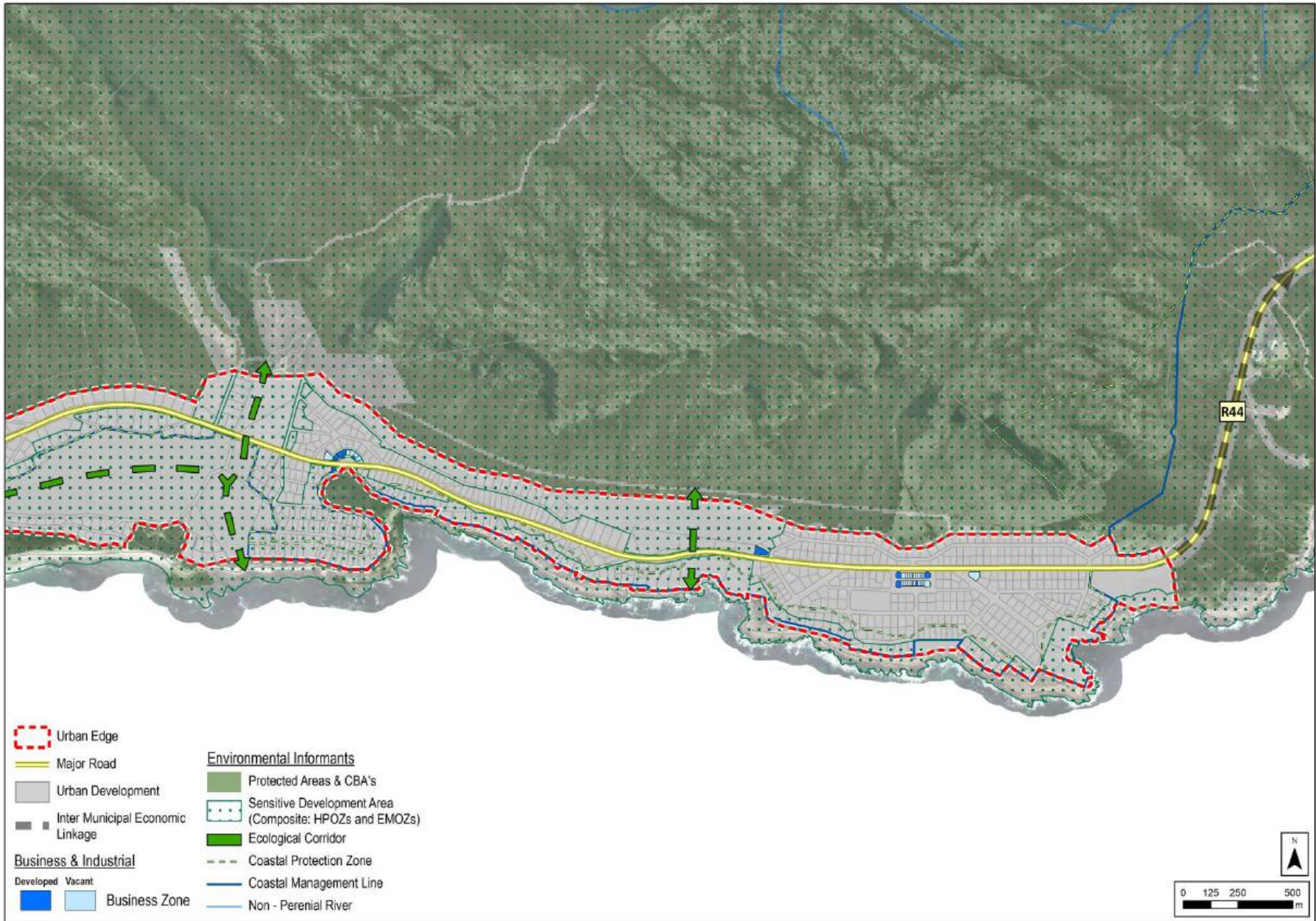
**v. CBA's and Protected Areas**

Betty's Bay is surrounded by protected and CBA areas. These areas should be preserved and maintained. This is structurally formalised in the proposed EMOZ regulations.



**BETTY'S BAY EAST**

The following section outlines the spatial proposal for Betty's Bay east, which is predominantly focused on sensitive development related to unique biodiversity areas.



#### 5.4.2.2 Key Strategic Land Use Proposals

##### *i* **Industrial**

There is no industrial development foreseen for this settlement, as this town is predominantly a retirement/holiday town.

##### *ii* **Commercial**

Business uses, commercial, retail and offices should be concentrated within the existing commercial nodes. Further decentralisation of commercial development should not be permitted.

##### *iii* ***New Urban Development***

No additional urban development is foreseen for Betty's Bay East as the town abuts extensive Critical Biodiversity and protected areas.

##### *iv* ***Sensitive Development Areas***

The unique sense of place should be maintained by implementation of the draft EMOZ and HPOZ regulations.

These areas are based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered in accordance within the provisions of the HPOZ and EMOZ regulations.

In summation the rural development of Betty's Bay should be protected in terms of its heritage and environmental resources. Only restricted and carefully considered development should be permitted.

##### **v. CBA's and Protected Areas**

Betty's Bay is surrounded by protected and CBA areas. These areas should be preserved and maintained. This is structurally formalised in the proposed EMOZ regulations.



#### 5.4.2.3. Rural Small-holdings (Hangklip and surrounds)

Situated outside of Rooiels, Pringle Bay, Betty's Bay and Kleinmond the Rural Small-holdings collectively has a relatively small population and functions rural residential areas with tourism accommodation and related uses (refer **Plan 49**).

*i. Promote:*

- Conservation of the sensitive natural resources, including the inland lake wetland system, state and private nature reserves and the interface between the mountain backdrop and urban settlement (Refer draft EMOZ);
- the role of the area is to serve as a transitional zone between the Kogelberg Nature Reserve and the coastline;
- conservation of cultural heritage resources (refer Draft HPOZ);
- tourism based development that is focussed on the ecological and heritage value of the region;

*ii Restrict:*

- Restrict and contain development outside the urban edges of Rooiels, Pringle Bay, Betty's Bay and Kleinmond to rural residential and tourism related development of appropriate context and scale;
- land uses / development as per the provisions of the draft HPOZ and EMOZ regulations.

*iii Maintain:*

- the open space corridors created by the inland lake system and other natural drainage systems;
- the dominance of the natural environment as the natural setting for the area;

#### 5.4.2.3. Rural Small-holdings: Key Land use proposals

*i Industrial*

No industrial development foreseen.

*ii Commercial*

No commercial development foreseen.

*iii New Urban Development*

No additional urban development is foreseen.

*iv Sensitive Development Areas*

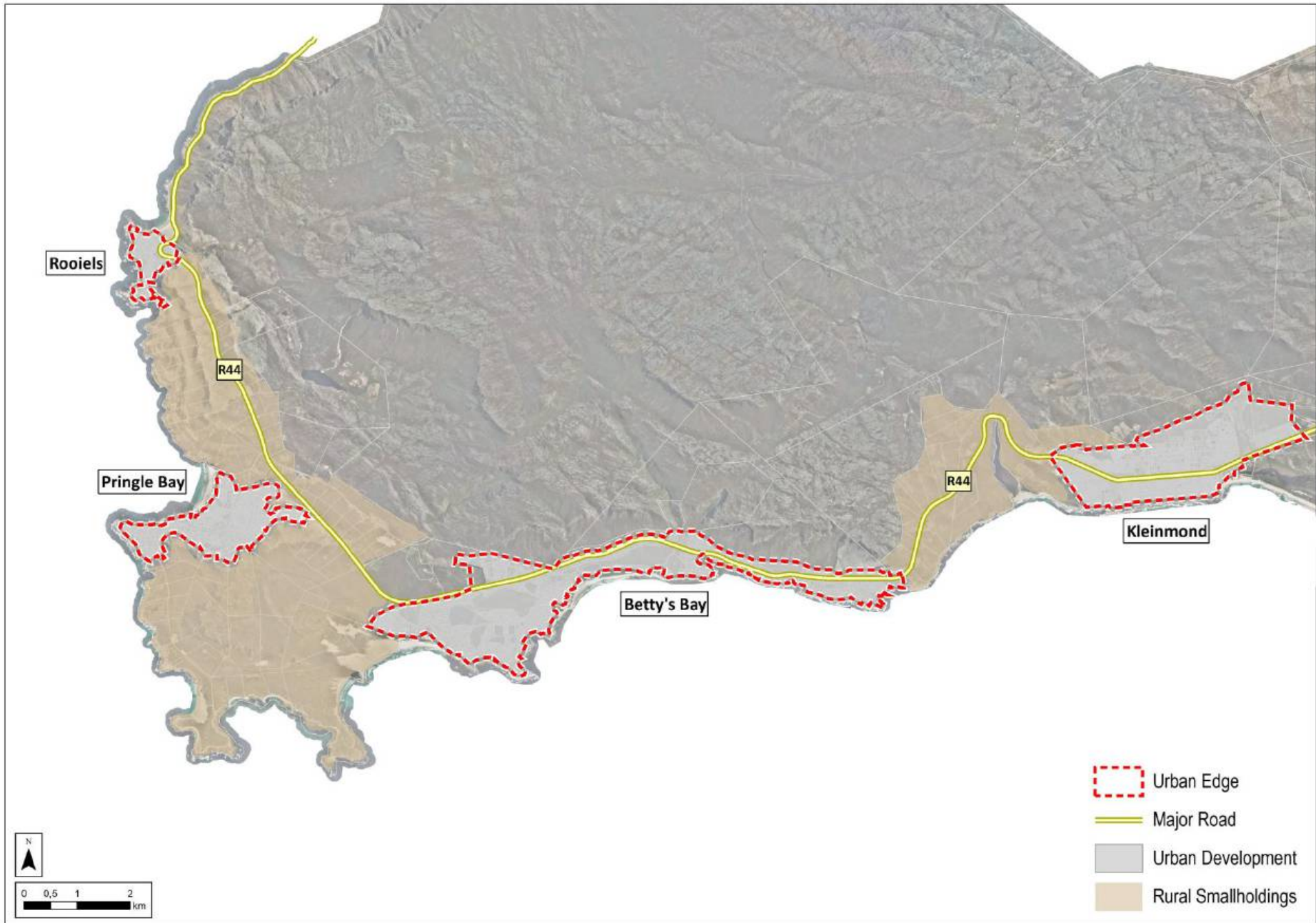
The unique sense of place should be maintained by implementation of the draft EMOZ and HPOZ regulations.

These areas are based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered in accordance within the provisions of the HPOZ and EMOZ regulations.

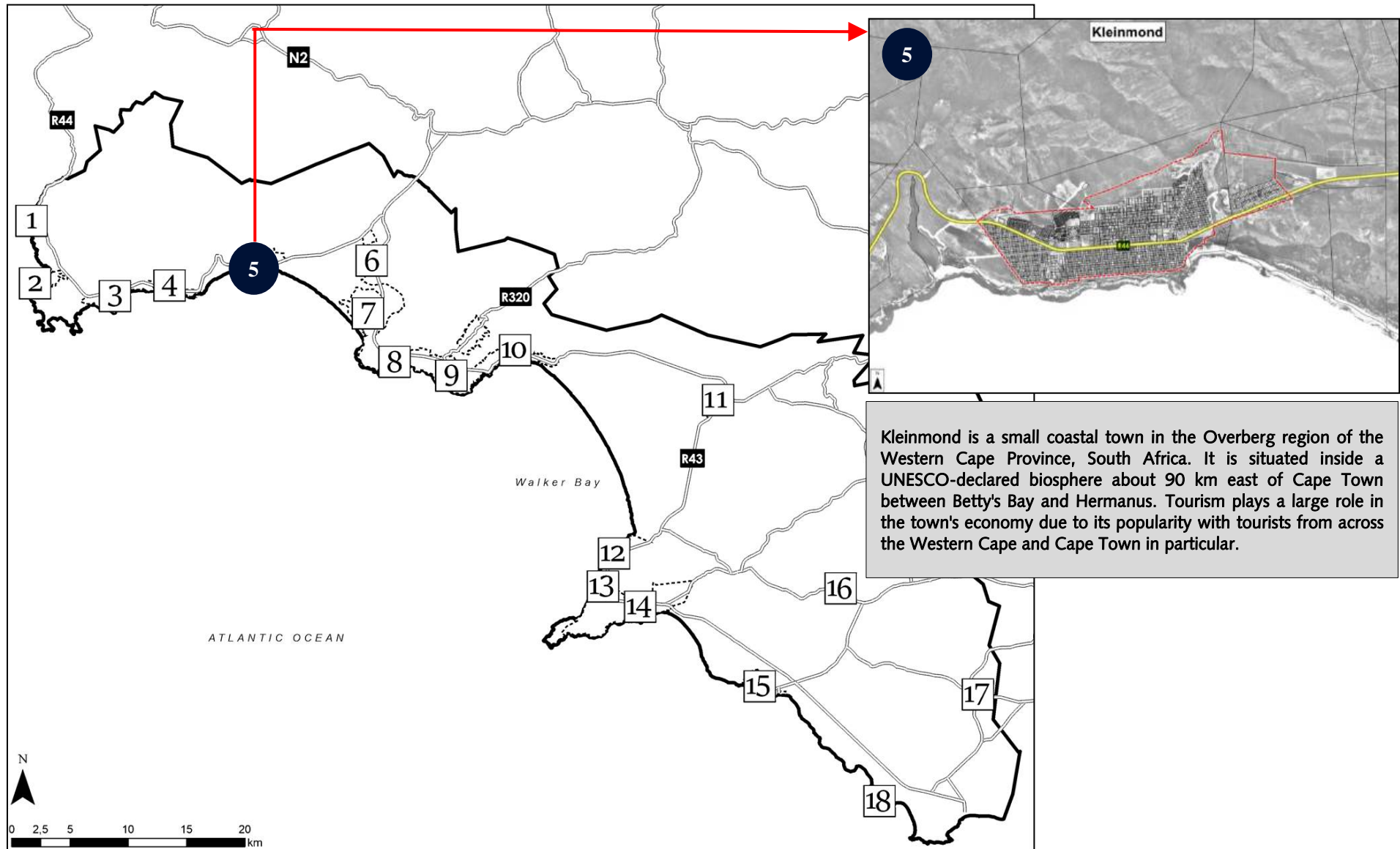
In summation the rural development of the Rural Small-holdings should be protected in terms of its heritage and environmental resources. Only restricted and carefully considered development should be permitted.

*v. CBA's and Protected Areas*

The Rural Small-holdings are surrounded and within protected and CBA areas. These areas should be preserved and maintained. This is structurally formalised in the proposed EMOZ regulations.



## 5.5 KLEINMOND



## 5.5.1 2050 Vision

### Key policies directing future management and development (refer Plan 50)

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles

EO 3 (i) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.








VO 1 (ix) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.

VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

### Management Approach

Commercial / Industrial/ Community Nodes		
	<b>Western Node / Jongensklip Activity Corridor</b>	Encourage development and redevelopment to maximise public amenity of this area with its high natural, scenic and historical significance. Manage development through a precinct development framework plan with specific design guides relating to industrial and commercial land uses.
	<b>Eastern Node</b>	Spatial extent of the CBD must be clearly defined. Provide clear development parameters in terms of the built form, aesthetics, parking requirements and traffic and pedestrian flow.
Industrial		
	<b>Industrial Development</b>	Industrial development should be contained within the existing industrial area and consideration should be as to limited expansion thereof abutting the area directly north of the R44
Special Places		
	<b>Palmiet Caravan Park / Estuary</b>	The functioning of the river and its estuary as an ecological corridor and linear open space area should be protected and managed.
	<b>Jongensklip Harbour</b>	Densification can be considered, but should reinforce the historical public recreational quality.
	<b>Die Preekstoel</b>	Ensure an appropriate interface between the coast line and urban development
	<b>Kleinmond Estuary Public Recreation Area</b>	The functioning of the river and its estuary as an ecological corridor and linear open space area should be protected and managed.
	<b>Kleinmond Caravan Park</b>	Protect and enhance open space corridor and linkages.
Historic Precinct		
	<b>Jongensklip Harbour Precinct</b>	Compile a Heritage Management Plan for the Harbour Precinct with a series of heritage guidelines to ensure appropriate development in this area.
Open Space / Linkages		
	<b>Open Space Linkages</b>	Enhance public access linkages between the coastline, estuary and the mountain.
	<b>Open Space Corridor / Amenities</b>	Protect and enhance open space corridor and linkages between estuary and associated amenities, via the golf course to the mountain.
Key Improvements		
	<b>R44 Scenic Link Route</b>	Strip development along the R44 scenic link route should be curtailed to clearly defined nodes or development zones.



Plan 50: 2050 Kleinmond Spatial Proposal

### 5.5.2 Kleinmond 2020-2030 MSDF Spatial Proposal

As outlined in detail in Section 2.7.5. Kleinmond predominantly functions as a retirement, residential and holiday destination. Kleinmond also functions as the higher order service centre to the settlements of Rooi Els, Pringle Bay and Betty's Bay. In this regard, it is important that adequate provision be made for the expansion of the commercial and service industrial components of Kleinmond. The MSDF proposal for these settlement is underpinned by this objectives (refer **Plan 51**).

#### 5.5.2.1 Local Spatial Development and Growth Management Principles

**i Encourage:**

- Conservation of the natural environment, particularly its combination of riverine estuarine conditions and sandy beaches, consistent with the Draft Urban Conservation EMOZ compiled for this settlement;
- The spatial integration and accessibility of the different land use components through pedestrian linkages and other appropriate measures.

**ii Promote:**

- Kleinmond as a retirement and tourism town;
- The establishment of a light service industrial area to service the greater Kleinmond area (land area to be continued).

**iii Restrict:**

- Industrial development to an area reserved specifically for this purpose and the potential aforementioned area to the north thereof;
- the expansion of the existing informal settlement in the west.

**iv Maintain:**

- The unique character of Kleinmond by implementing the Draft Overlay Zones in the process of being promulgated for the area;
- The open space corridors created by the Palmiet lagoon and other aquatic systems and strengthen the management thereof by application of the relevant Draft EMOZ regulations.
- Bot-Kleinmond Lagoon Estuary

#### 5.5.2.2 Growth Management Strategy

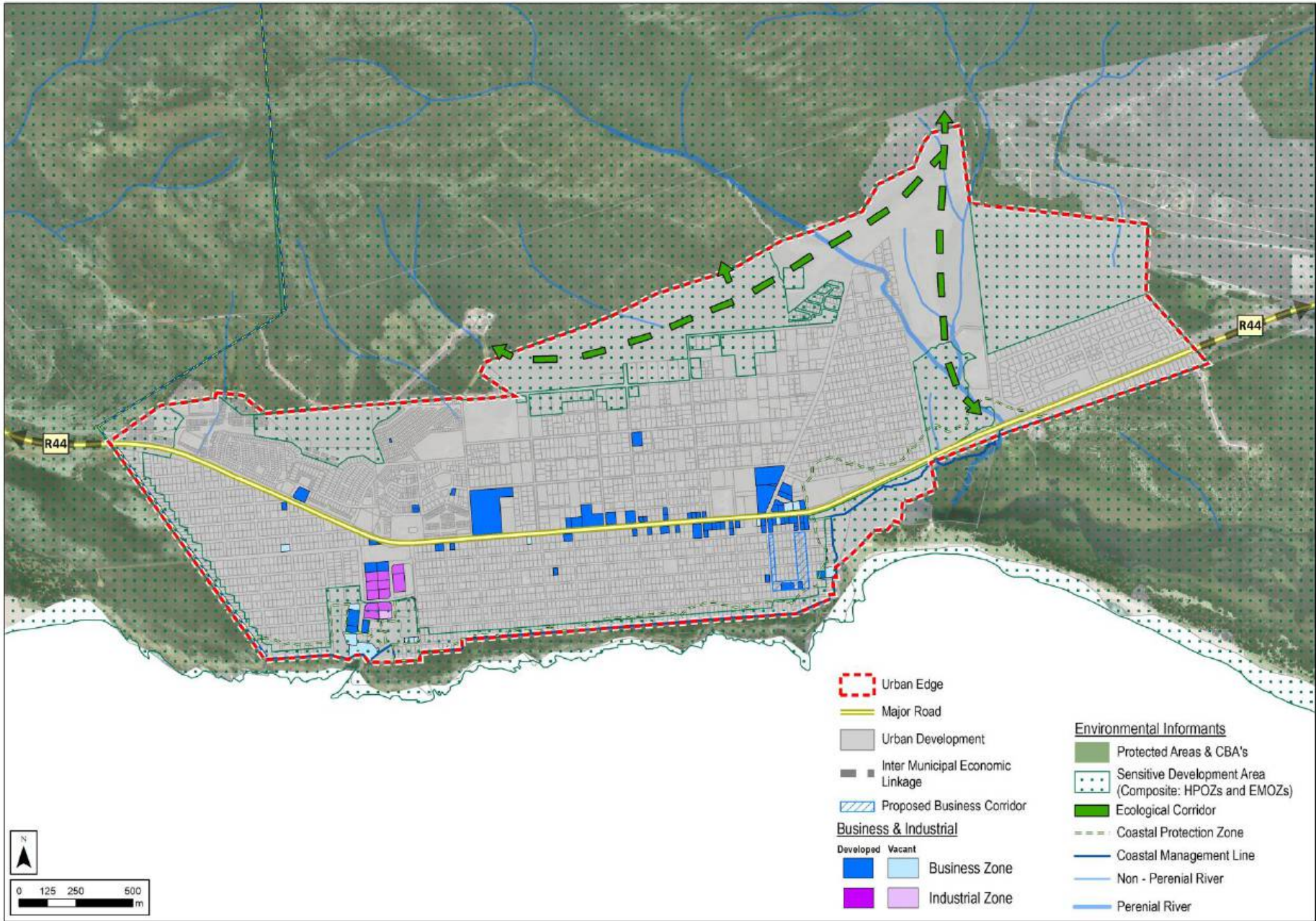
A number of densification opportunities in Kleinmond have been identified, taking the existing nature, heritage and environment into consideration. These opportunities are subject to the upgrade of the civil services to an acceptable level, as well as additional provision of community facilities, as outlined in the OGMS.

The extensive detail pertaining to the growth management proposals for Kleinmond, as for all settlements, is presented in the OGMS. This document is the dedicated spatial growth management tool of the Overstrand Municipality. As previously stated, this MSDF is the overarching spatial planning policy and is informed by various Council Policy Documents. It is reiterated that for enabling flexibility and the strategic function of this MSDF, the provisions of the GMS, is not duplicated in this MSDF report, but provides the strategic detail related to the spatial proposals related to this MSDF. Please note that the OGMS is in the process of being updated.

#### 5.5.2.3 Key Strategic Land Use Proposals

##### KLEINMOND

The following section outlines the spatial proposal for Kleinmond, which is predominantly focused on sensitive development related to unique biodiversity areas.



Plan 51: Kleinmond Spatial Proposal 2020

**i Industrial**

Permit further industrial development / redevelopment only on existing industrial zoned even within and abutting the existing industrial area to the north.

**ii Commercial**

The need to judiciously expand the CBD of Kleinmond within clear spatial and development parameters, is recognised. The OGMS proposal for linking harbour road with the R44 as an activity link must be retained. In this regard, it is recommended that the OGMS be revised in order to provide the required level of detail and information.

**iii New Urban Development**

No new urban development areas are proposed for Kleinmond and the urban edges of the settlement are retained. This is mainly due to the extensive amount of vacant land within the settlement as well as the sensitive biodiversity areas surrounding the town. A new housing project is, however, in the process of being established to address the housing need of Kleinmond.

**iv Sensitive Development Areas**

Kleinmond is entirely surrounded by sensitive development areas predominantly due to its settling between mountain and coastline. Predominant sensitive areas are also located within the settlement, mainly along the inside and abutting the outside of the urban edge. As stated previously, this land use category is a combination of environmental and heritage Overlay Zone data layers. This is underpinned by a plethora of information which can be accessed via visiting the Overlay Zone Regulations and Municipal GIS data base (Refer Municipal Website for regulations and informants).

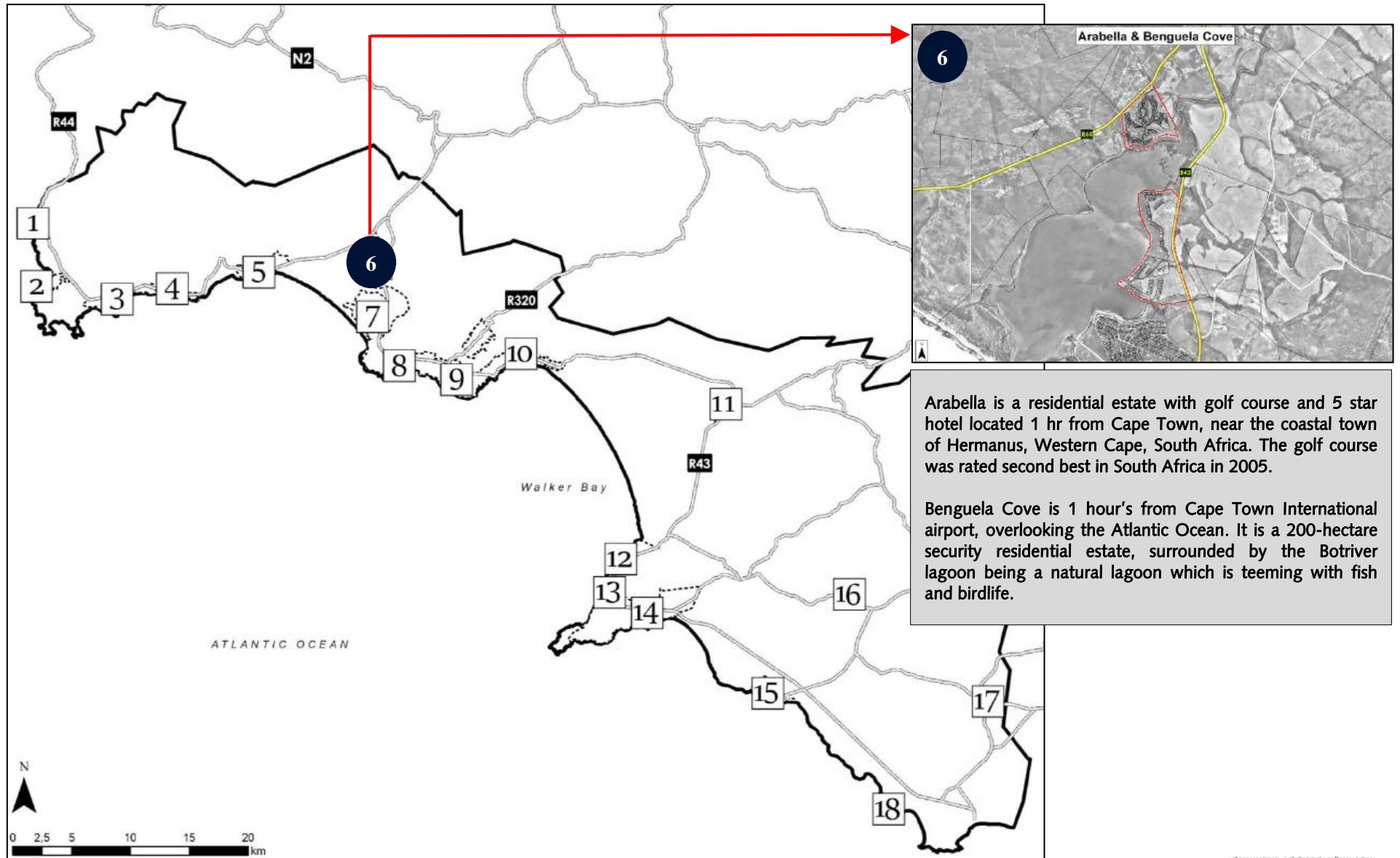
**v. CBA's and Protected Areas**

The entire area surrounding Kleinmond consists of CBAs and protected areas with the world renowned Kogelberg Biosphere reserve and Ramsar wetland at the mountainous backdrop of the town. It is of utmost importance that in addition to the relevant national legislation, that the Draft EMOZ and HPOZ regulations compiled for the Overstrand be enforced in this context. CBA's/protected areas.

The Bot/Kleinmond estuarine system and associated wetlands form a unique, biologically diverse and productive ecosystem. It is one of South Africa's most important nursery areas for the marine fish that sustain our fisheries. The tranquil quality of this natural environment makes it a popular recreation place for local families, fishers and nature-lovers and a sought-after destination for eco-tourists. Management of the estuaries takes place in partnership with the local community and all spheres of government".



## 5.6. ARABELLA & BENGUELA COVE



## 5.6.1 2050 Vision

### Key policies directing future management and development (refer Plan 52)

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (iii) Foreign or unsympathetic styles of site layout and buildings should be discouraged in urban settlements and rural areas as to strengthen the local sense of place and minimise visual impact.

MO 3 (i) Ensure that new development reflects and enhances the distinct built and natural environmental and heritage context in which it is located.

MO 4 (i) Encourage the development of strategically located facilities that provide access to distinctive natural areas and present opportunities for recreation activities.

EO 1 (iii) Ensure that the natural environment is protected and restored and its natural productive capacity is preserved by means of sound land use management.

EO 3 (i) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

## Management Approach

### Waterbodies



#### Estuary / Wetlands

Sensitive areas of the biophysical environment should be managed with conservation objectives in mind, and should be protected from further urban development.

### Special Places



#### Arabella Golf Course

The functioning of the river and its estuary as an ecological corridor and linear open space area should be protected and managed.

### Key Improvements

#### R43 Scenic Drive

Views along the R43 scenic route should be preserved and the development interface with this route should be carefully managed.



*Plan 52: 2050 Spatial Proposal Arabella & Benguela Cove*

## 5.6.2 Arabella and Benguela Cove 2020-2030 MSDF Spatial Proposal

As outlined in detail in Section 2.7.5. The two settlements of Arabella and Benguela Cove are both urban developments-rural development areas (in the form of rural residential estates) where residential opportunities are provided with high quality amenities within pristine natural settings. Arabella is well known for its golfing facilities and pristine natural setting, whilst the Benguela Cove development concept integrates residential opportunities with planted vineyards and its natural estuarine landscapes (refer **Plan 53**).

### 5.6.2.1 Local Spatial Development and Growth Management Principles

- i **Promote:**
  - the role of the area (Benguela Cove) as an agricultural zone of special significance;
  - appropriately scaled tourism development based on the agricultural and heritage value of the region;
  - the special character of the area and quality tourist experience.
- ii **Restrict:**
  - further expansion beyond the existing defined urban edge;
- iii **Maintain:**
  - the unique village / rural character of the area;
  - the preservation of the natural environment.
- iv **Contain**
  - the urban footprint of both settlements within the existing urban edge.

### 5.6.2.2. Growth Management Strategy

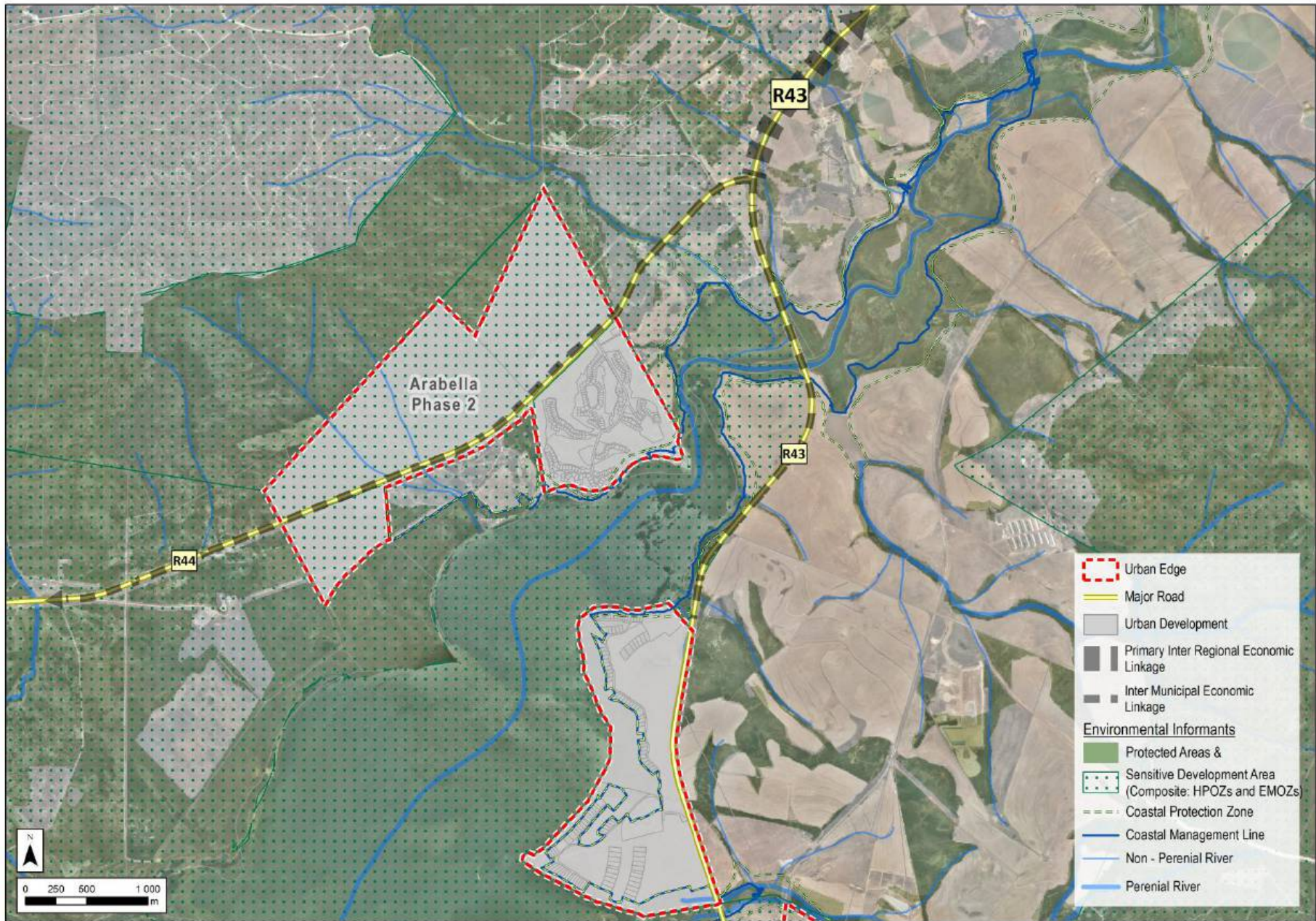
No additional densification is proposed for either of the settlements.

### 5.6.2.3 Key Strategic Land Use Proposals

#### ARABELLA & BENGUELA COVE

The following section outlines the spatial proposal for Arabella and Benguela Cove, which is predominantly focused on sensitive development related to unique biodiversity areas.

Key to the development concept of these two urban development/rural development areas is that both are secure and enclosed environments. Other than adhering to the aforementioned spatial development principles, no additional spatial proposals are presented by this MSDF as the status quo is to be retained for these two rural settlements.



*Plan 53: Arabella & Benguela Cove Spatial Proposal 2020*

Benguela Cove



Benguela Cove



Benguela Cove



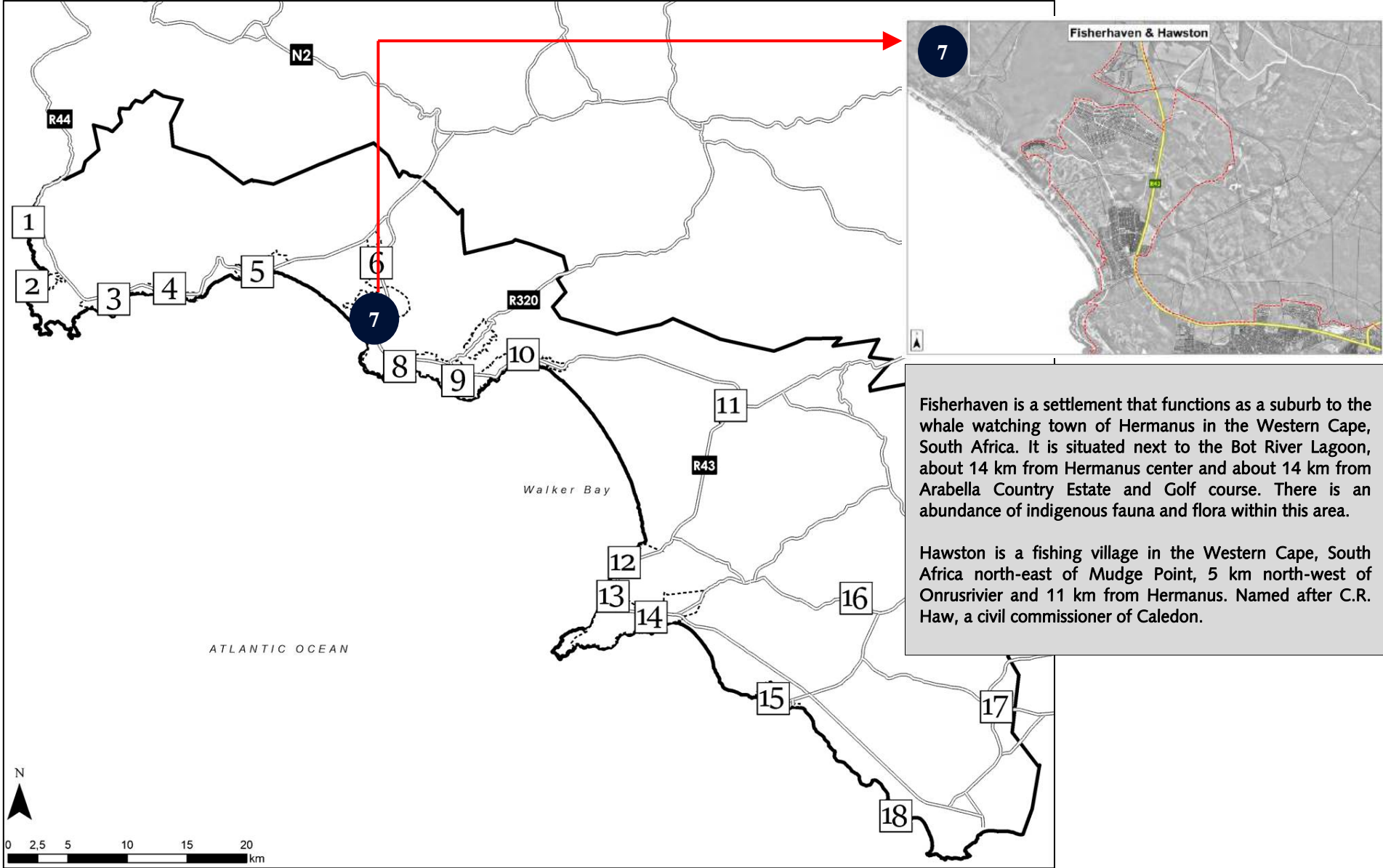
Arabella



Arabella

Arabella

# 5.7. FISHERHAVEN & HAWSTON



### 5.7.1. 2050 Vision

#### Key policies directing future management and development (refer Plan 54)

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

VO 1 (i) Encourage mixed use and high density residential development within and adjacent to urban, suburban and rural centres.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

VO 1 (ix) & AO 4 (v) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.






VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events.

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.


ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

### Management Approach


#### *Commercial / Community Nodes*

 N1	<b>Retail Node</b>	Manage development through a precinct development framework plan with specific design guides relating to industrial and commercial land uses.
 N2	<b>Retail Node</b>	
 N3	<b>Business / Community Node</b>	
 N4	<b>Retail Node</b>	
 N5	<b>Key Business / Commercial Node</b>	


#### *Special Places*

	<b>Lagoon Promenade</b>	Ensure an appropriate interface between the estuary and urban development
	<b>Beach</b>	
	<b>Pavilion &amp; Beach</b>	
	<b>Meerensee Resort</b>	
	<b>Boat Launch Jetty</b>	

#### *Industrial*

	<b>Industrial Development</b>	Provide sufficient light industrial land opportunities.
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#### *Open Space / Linkages*

	<b>Open Space Linkages</b>	Protect and enhance open space corridor and linkages between the coast and the mountain.
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#### *Key Improvements*

	<b>R43 Scenic Drive</b>	Views along the R43 scenic route should be preserved.
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Plan 54: 2050 Spatial Proposal Fisherhaven & Hawston

## 5.7.2 Fisherhaven / Hawston 2020-2030 MSDF Spatial Proposal

The location of the Fisherhaven and Hawston settlements – relative to each other, requires that the planning of these two towns be considered in an integrated manner with due regard for the existing different historical and social development patterns.

High population growth rates largely as result of in-migration and a growing housing need as a result of shortage of suitable land have resulted in a critical review of the growth management strategy for the Greater Overstrand Municipality as a whole and for the greater Hermanus area in particular (Refer OGMS) (refer **Plan 55**).

### 5.7.2.1 Local Spatial Development and Growth Management Principles

#### *i* **Promote:**

- the development of the area as a sub-regional growth area for sustainable integrated development;
- conservation of the surrounding natural environment, including the system of inland waterways, Rooisand Nature Reserve, Milkwood groves, the dune system, sandy coastline and mountain backdrop by, amongst other, implementing the Draft Overstrand Overlay Zone Regulations;
- conservation of the cultural environment, including the Hawston harbour, gravesite and outspan by implementing the Draft Overstrand Overlay Zone Regulations related thereto;
- the spatial integration of the residential areas;
- the provision of employment opportunities by utilising the existing available designated economic area;
- Fisherhaven / Hawston as a tourism destination;
- Business and service industrial industries.

#### *ii* **Restrict:**

- Industrial development to clean industries

#### *iii* **Maintain:**

- the open space corridors created by the natural drainage and wetland system by implementing the Draft Overlay Zones regulations related thereto.

#### *iv* **Contain**

- the revised urban footprint of Fisherhaven / Hawston within a clearly demarcated urban edge.

### 5.7.2.2 Growth Management Strategy

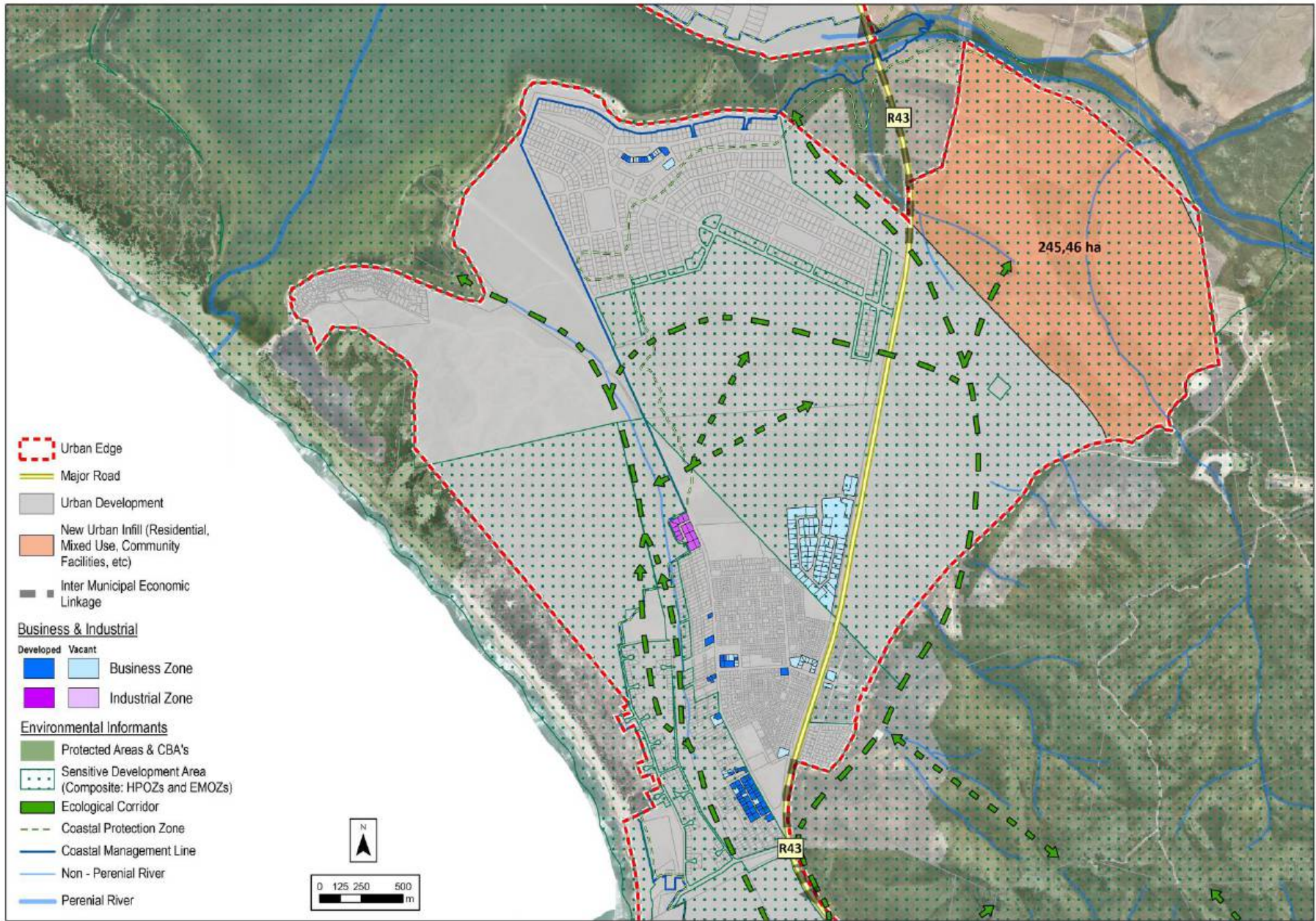
**According to the OGMS, Fisherhaven and Hawston collectively form the growth point within the Overstrand municipality.** By virtue of land availability, Fisherhaven has the potential to deliver a substantial amount and variety of residential opportunities within the human settlement development context (i.e. including community facilities and economic opportunities).

Viewed from Hawston, significant opportunities exist for urban growth in an outward direction to the north towards Fisherhaven, the north-west, north east as well as southwards including areas for service industrial use. In order for Hawston (and per implication Fisherhaven) to grow as a sustainable settlement it is of vital importance that sustainable employment opportunities be created within close proximity to the town. Integrated development providing a balance of mixed land-uses and a range of housing types must underpin the future development of the area. This area is therefore a key area to be focused on in terms of formalising the designation of New Urban Development land as presented in the Fisherhaven / Hawston Spatial Proposal in accordance with the Spatial Principles of SPLUMA.

The extensive detail pertaining to the growth management proposals for Fisherhaven / Hawston, as for all settlements, is presented in the OGMS. This document is the dedicated spatial growth management tool of the Overstrand Municipality. As previously stated, this MSDF is the overarching spatial planning policy and is informed by various Council Policy Documents. It is reiterated that for enabling flexibility and the strategic function of this MSDF, the provisions of the GMS, is not duplicated in this MSDF report, but provides strategic detail related to the spatial proposals related to this MSDF. Please note that the OGMS is in the process of being updated.

### 5.7.2.3 Key Strategic Land Use Proposals

The following section outlines the spatial proposal for Fisherhaven and Hawston, which is predominantly focused on sensitive development related to unique biodiversity areas.



*Plan 55: Fisherhaven & Hawston Spatial Proposal 2020*

*i* **Industrial**

Permit new light industrial development in proximity to public transport areas where adequate services infrastructure is available in an integrated manner (i.e. at locations which would benefit both Hawston and Fisherhaven in terms of creating new employment opportunities).

*ii* **Commercial**

Business uses, commercial, retail and offices should be concentrated within the existing Central Business District(s), the existing underdeveloped minor nodes as well as **the more recently established commercial node abutting the R 43 to the west. This precinct, being centrally located between Fisherhaven and Hawston Proper, has the potential to act as catalyst to integration between Fisherhaven and Hawston.** The development thereof should take priority to the establishment of new business/commercial and related land uses and prominent investment initiatives should be encouraged.

Localized business enterprises (i.e. no informal structures on residential zoned properties) predominantly within new/future high density residential areas could be considered on a limited scale on public transport route intersections and where services infrastructure is available. This should only take place in accordance with statutory land use requirements.

*iii* ***New Urban Development***

As stated Fisherhaven/Hawston collectively form the growth point within the Overstrand municipality. By virtue of land availability, Fisherhaven has the potential to deliver a substantial amount and variety of residential opportunities within the human settlement development context (i.e. including community facilities and economic opportunities).

**Based on the substantial housing need for the Greater Hermanus and the fact that virtually no greenfield land is available within that area, this MSDF proposes a substantial New Urban Development area directly abutting the R43 east of Fisherhaven. This, coupled with mixed use densification within Hermanus as per the OGMS, is proposed as the solution of the aforementioned housing need for the area ranging from Fisherhaven to the Greater Hermanus.**

**As per the OGMS this is furthermore proposed to substantially contribute to establishing the foreseen Overstrand Growth point in this area.**

The New Urban Development land area is ± 245.46ha in extent and is subsequently intended for higher density mixed use human settlement development, based on the housing need for the Greater Hermanus.

**As per the situational analysis, the Greater Hermanus housing need for 2031 is foreseen to amount to 11 234 units which translates to an area requirement of approximately 749ha based on a density of 20du/ha. The proposed New Urban Development area (i.e. 245.46ha) will therefore need to form part of the solution of addressing the Greater Hermanus housing need, but as stated, the densification of Hermanus as per the OGMS, remains the only solution in accommodating the remainder of the said housing need.**

Primary land uses envisioned for the New Urban Development area will include residential development with required community facilities as well as mixed use development required to effect an integrated economically sustainable and spatially just settlement component.

*iv* ***Sensitive Development Areas***

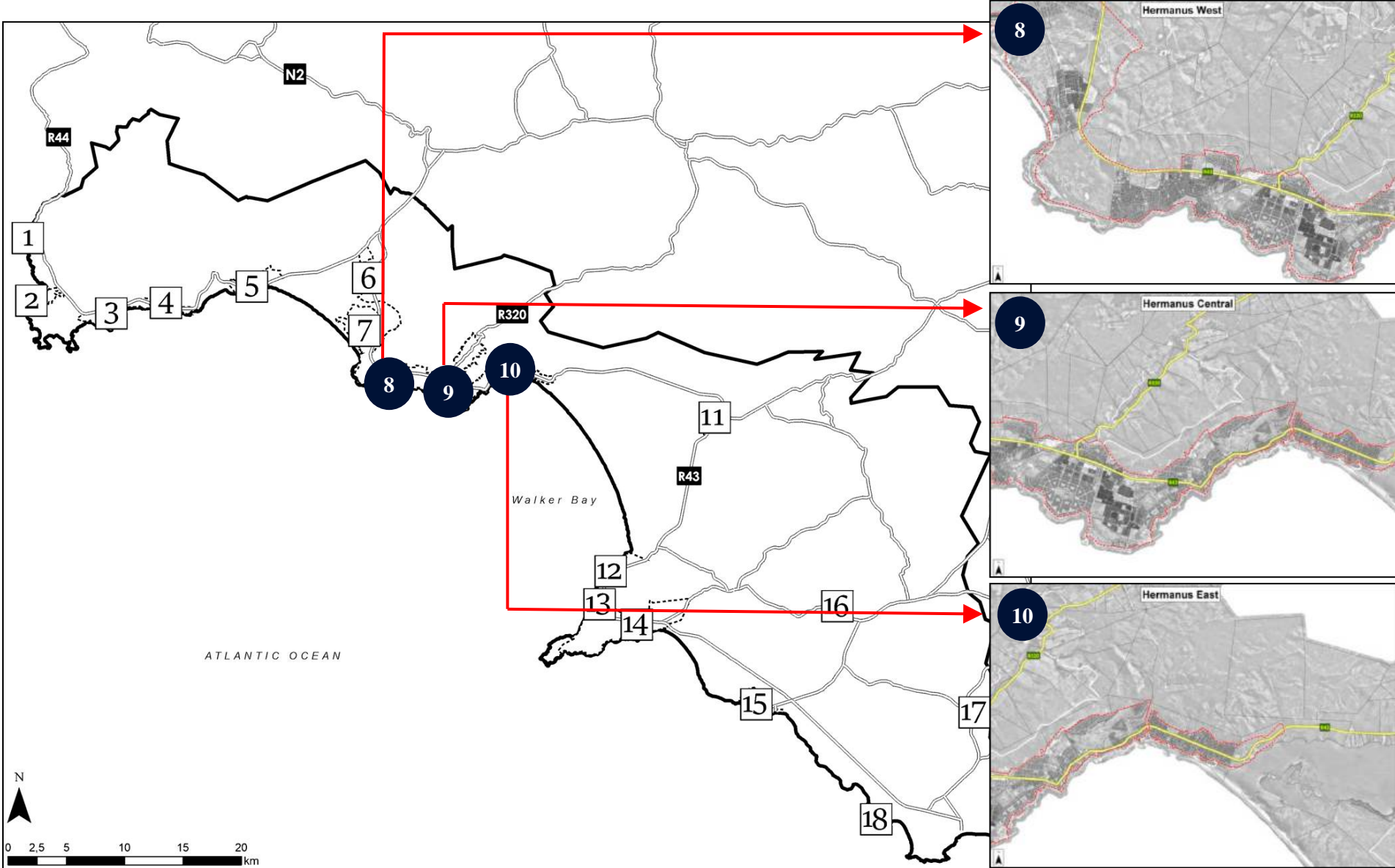
Fisherhaven/Hawston is entirely surrounded by sensitive development areas predominantly due to its location abutting the estuary and coastline. Predominant biodiversity corridors integrate the two settlements in a north-south direction. As stated previously, this land use category is a combination of environmental and heritage Overlay Zone data layers. This is underpinned by a plethora of information which can be accessed via visiting the draft Overlay Zone Regulations and Municipal GIS data base (Refer Municipal Website for regulations and informants).

*v* ***CBA's and Protected Areas***

Critical Biodiversity Area was one of the key informant layers based on which the Sensitive Development Areas were delineated. The CBAs including virtually the entire surrounds of Fisherhaven/Hawston.



# 5.8 GREATER HERMANUS



## 5.8.1 2050 Vision: Greater Hermanus (West)

### Key policies directing future management and development (refer Plan 56)

LO 3 (i) Progressively ensure housing provision for different lifestyle choices, income groups, life stages, household sizes, including adequate provision of affordable housing options and opportunities for the aging.

LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities.

LO 4 (ii) Buildings that accommodate community activities, as well as education, health and entrepreneurial development and business and skills training, should be located at points of highest access in urban settlements.

LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

VO 1 (i) Encourage mixed use and high density residential development within and adjacent to urban, suburban and rural centres.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

VO 1 (ix) & AO 4 (v) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.





VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.


ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

## Management Approach


### Commercial / Community Nodes

	<b>Shopping Centre</b>	Business uses, commercial, retail and offices should be concentrated within demarcated business areas as far as possible.
	<b>Onrus Business Area</b>	Compile urban design guidelines for development in this node.
	<b>Business / Industrial Node</b>	Retail & industrial area. Industrial activities within the Greater Hermanus area should be restricted to service and clean light industry.
	<b>Business / Community Node</b>	Business uses, commercial, retail and offices should be concentrated within demarcated business areas as far as possible. Investigate expansion of the range of community facilities within this node.


### Special Places

	<b>Vermont Salt Pan</b>	Sensitive vlei areas vlei areas within the urban edge should be managed with conservation objectives in mind, and should be protected from urban development.
	<b>Slipways</b>	Protect and enhance open space corridor along the coast.
	<b>Campsite</b>	The public green open space associated with the Onrust campsite and its relationship to the sea should be protected and enhanced.
	<b>Onrus Lagoon / Beach</b>	The functioning of the Onrus River and estuary as ecological corridor and linear open space area should be protected and managed.
	<b>Onrus WWF Reserve</b>	


### Industrial

	<b>Industrial Development</b>	Industrial activities within the Greater Hermanus area should be restricted to service and clean light industry.
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### Heritage

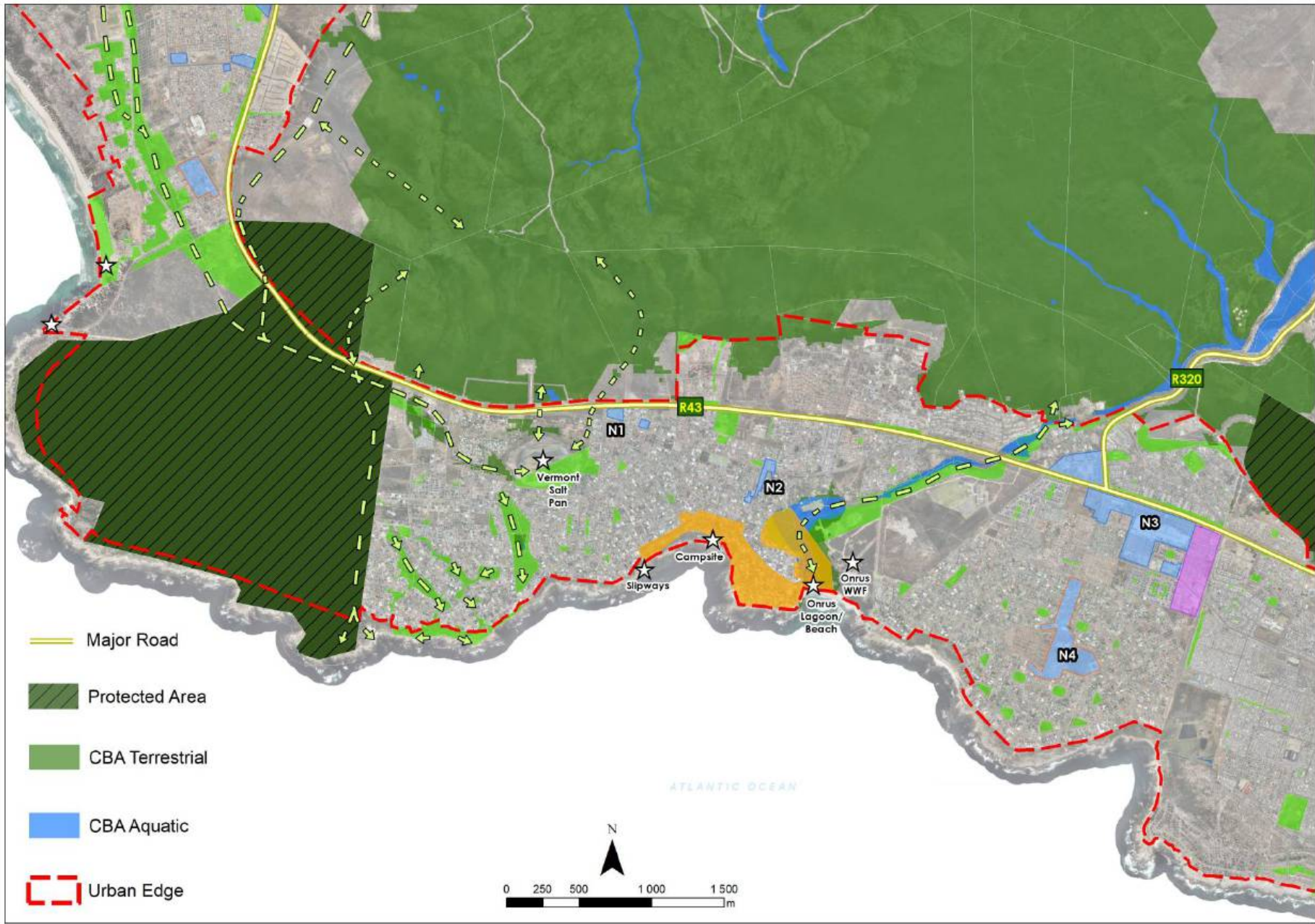
	<b>Heritage Areas / Overlay Zones</b>	Compile a Heritage Management Plan for the demarcated precincts with a series of heritage guidelines to ensure appropriate development in this area.
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### Open Space / Linkages

	<b>Open Space Linkages</b>	Protect and enhance open space corridor and linkages between the coast and the mountain.
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### Key Improvements

	<b>R43 Scenic Drive</b>	Views along the R43 scenic route should be preserved. Make provision for a set of guidelines and procedures to ensure appropriate new development within the scenic corridor.
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






*Plan 56: 2050 Spatial Proposal Hermanus West*

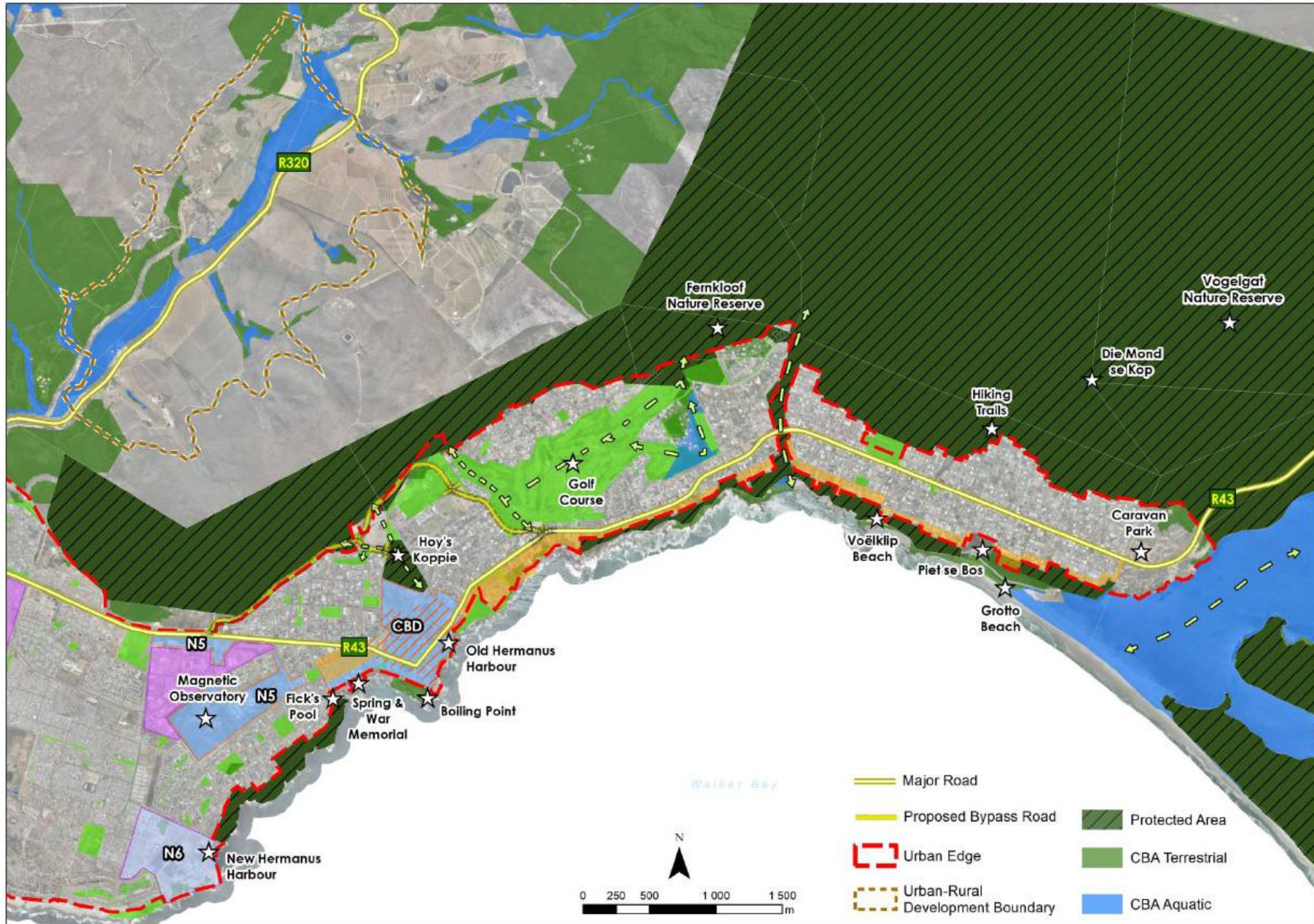
## 5.8.2 2050 Vision: Greater Hermanus (East)

### Key policies directing future management and development (refer Plan 57)

- LO 3 (i) Progressively ensure housing provision for different lifestyle choices, income groups, life stages, household sizes, including adequate provision of affordable housing options and opportunities for the aging.
- LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities.
- LO 4 (ii) Buildings that accommodate community activities, as well as education, health and entrepreneurial development and business and skills training, should be located at points of highest access in urban settlements.
- LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.
- LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.
- LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.
- EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.
- EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.
- VO 1 (i) Encourage mixed use and high density residential development within and adjacent to urban, suburban and rural centres.
- VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.
- VO 1 (ix) & AO 4 (v) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.
- VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events
- AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.
- ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

## Management Approach

Commercial / Community Nodes	
 <b>CBD</b>	<b>Central Business District</b>
 <b>N5</b>	<b>Business / Industrial / Community Node</b>
 <b>N6</b>	<b>Business / Industrial Node</b>
Business uses, commercial, retail and offices should be concentrated within the central business district and within the existing areas. High density residential uses should be promoted within the CBD area with supporting community facilities where appropriate.	
Commercial & Industrial activities within the Greater Hermanus area should be restricted to service and clean light industry. Where community facilities falls within these areas/nodes, the preservation of its quality, roles and functions should be preserved.	
Special Places	
	<b>New Hermanus Harbour</b>
	<b>Magnetic Observatory</b>
	<b>Fick's Pool</b>
	<b>Spring &amp; War Memorial</b>
	<b>Old Hermanus Harbour</b>
	<b>Hoy's Koppie</b>
	<b>Golf Course</b>
	<b>Fernkloof Nature Reserve</b>
	<b>Boiling Point, Vo' Iklip Beach, Grotto Beach &amp; Piet se Bos</b>
	<b>Die Mond se Kop</b>
	<b>De Mond Caravan Park</b>
	Preserve coastal walkway to Old Hermanus Harbour
	Public facility with regional significance
	Preserve and enhance public amenities.
	Preserve as part of the urban conservation and tourism area.
	Conserve and enhance the existing open space system.
	Specific control measures are required for the mountain interface zones.
	The functioning of the Fernkloof Nature Reserve as a prominent ecological conservation area should be preserved and the mountain interfaces protected.
	Ensure an appropriate interface between the coast line and urban development.
	Promote a mixed density housing node adjacent to the caravan park.
Industrial	
	<b>Industrial Development</b>
	Industrial activities within the Greater Hermanus area should be restricted to service and clean light industry.
Heritage	
	<b>Heritage Areas / Overlay Zones</b>
	Compile a Heritage Management Plan for the demarcated precincts with heritage informed development guidelines.
Open Space / Linkages	
	<b>Open Space Linkages</b>
	Protect and enhance open space corridors and linkages between the mountain and urban environments.
Waterbodies	
	<b>Rivers / Estuaries</b>
	Sensitive areas of the biophysical environment should be managed with conservation objectives in mind, and should be protected from further urban development.
	Views along the R43 scenic route should be preserved.



Plan 57: 2050 Spatial Proposal Hermanus East

### 5.8.3 Greater Hermanus 2020-2030 MSDF Spatial Proposals (West, Central, East)

As dealt with in the situational sections of this MSDF report (Refer Section 2.7.5) The spatial proposals for Hermanus are for ease of reference and plan legibility divided into three main interconnected areas, namely Hermanus West, Central and East. The key strategic land use proposals will therefore be presented as per the three areas. The local spatial development and growth management principles, however, applies to the entire town of Hermanus and is therefore presented at the outset of this Section as a whole (refer **Plan 58, 59 & 60**).

#### 5.8.3.1 Local Spatial Development and Growth Management Principles

##### i Promote:

- Conservation of sensitive natural resources, including the mountain backdrop and associated Fynbos reserves, a varied coastal strip and associated marine reserves and a series of river and estuarine systems (Refer Draft Overstrand EMOZ Regulations);
- conservation of cultural heritage resources, including the character of the historical fishing/holiday settlement areas of Hermanus and Onrus, the number of buildings of historical, architectural, and social value, as well as the scenic beauty of the rural landscapes (Refer Draft Overstrand Draft HPOZs and EMOZs);
- the equitable distribution of community facilities throughout the Greater Hermanus (Refer Overstrand Growth Management Strategy,
- Greater Hermanus as not only a significant tourism destination, but also a diverse regional urban node affecting diversification and spatially integrated expansion of its economy (Refer Part 2.5: Our Economy).

##### ii Restrict:

- Industrial development to service industries and light industry.

##### iii Maintain:

- The unique character of Greater Hermanus via, amongst other, adhering to the HPOZ regulations;
- The Onrus River and other drainage channels as per the Draft Overlay Zone regulations;
- The network of primary, secondary and linkage scenic routes, e.g. the coastal footpath along the cliffs of Hermanus, Marine Drive, Rotatry Way, the route through the Hemel-en Aarde Valley and the R43.

##### iv Contain

- the footprint of Greater Hermanus within a well-defined urban edge with amendments made only in terms of due statutory process based on site specific circumstances.

#### 5.8.3.2 Growth Management Strategy

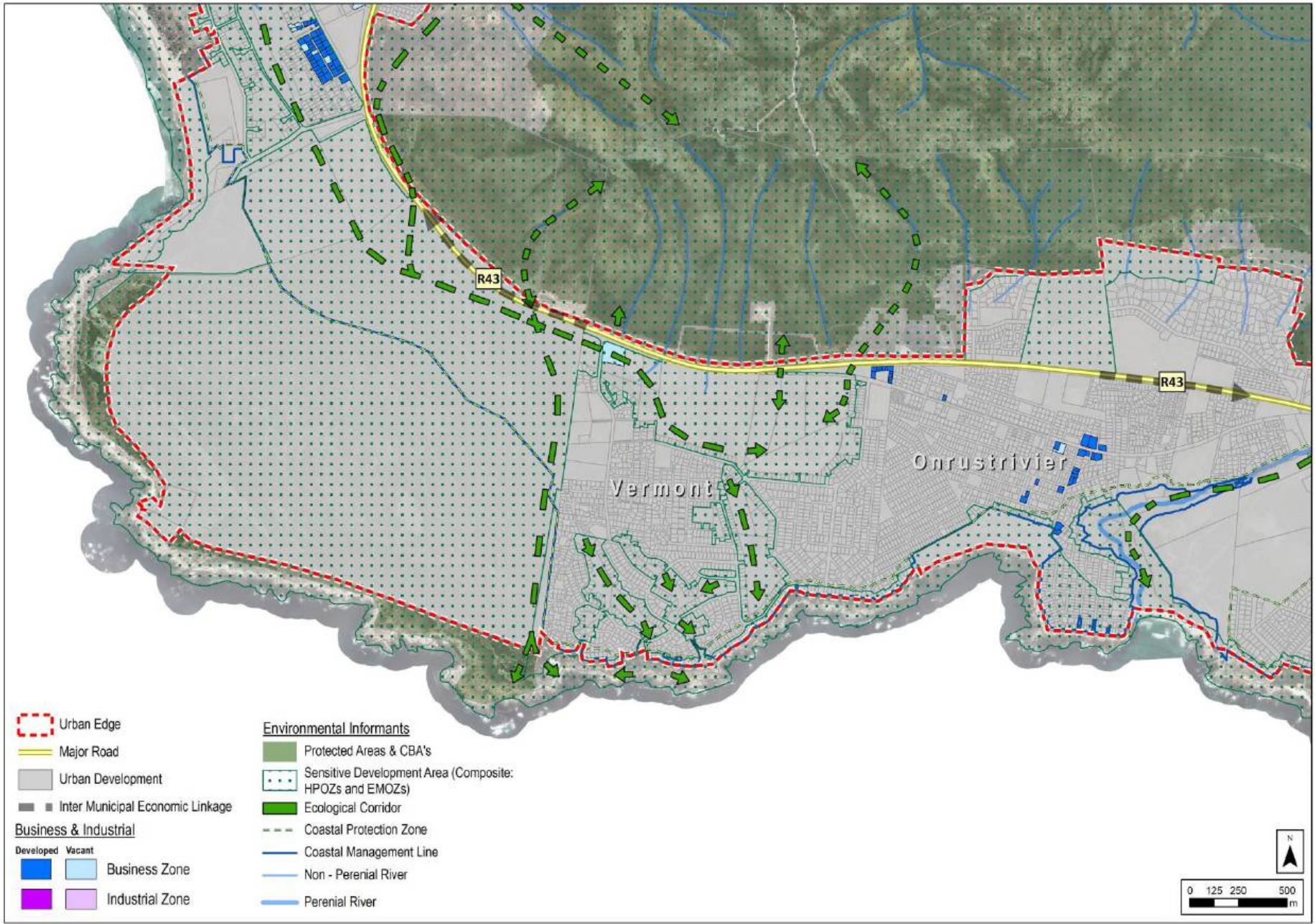
The provision of a range of residential housing types and appropriate densification as per the provisions of the Overstrand Growth Management Strategy, is drastically required in order to retain the character of Greater Hermanus, while ensuring appropriate growth to address the growing population's household need.

The extensive detail pertaining to the growth management proposals for Hermanus, as for all settlements, is presented in the OGMS. This document is the dedicated spatial growth management tool of the Overstrand Municipality. As previously stated, this MSDF is the overarching spatial planning policy and is informed by various Council Policy Documents. It is reiterated that for enabling flexibility and the strategic function of this MSDF, the provisions of the GMS, is not duplicated in this MSDF report, but provides strategic detail related to the spatial proposals related to this MSDF. Please note that the OGMS is in the process of being updated.

#### 5.8.3.3 Key Strategic Land Use Proposals

##### HERMANUS WEST

The following section outlines the spatial proposal for Hermanus West, which is predominantly focused on sensitive development related to unique biodiversity areas.



**i Industrial**

Permit industrial development only on existing industrial zoned even within the existing industrial areas.

**ii Commercial**

Business uses, commercial, retail and offices should be concentrated within the various local commercial nodes and further decentralisation of commercial development should not be permitted.

**iii New Urban Development**

No new urban development areas / urban edge amendments are proposed for Hermanus West.

**iv Sensitive Development Areas**

The western perimeter of Hermanus West is earmarked as sensitive development area, with a range of internal and external biodiversity corridors forming part of this area. This unique area should be managed in terms of the draft Overstrand Overlay Zone regulations (incl. HPOZ and EMOZs). The coastal area also forms part of the sensitive development area, as does the entire mountainous area abutting the urban edge. The same regulations in terms of management sensitive areas (i.e. HPOZ and EMOZ) should be applied. As stated previously, this land use category is a combination of environmental and heritage Overlay Zone data layers. This is underpinned by a plethora of information which can be accessed via visiting the Overlay Zone Regulations and Municipal GIS data base (Refer Municipal Website for regulations and informants).

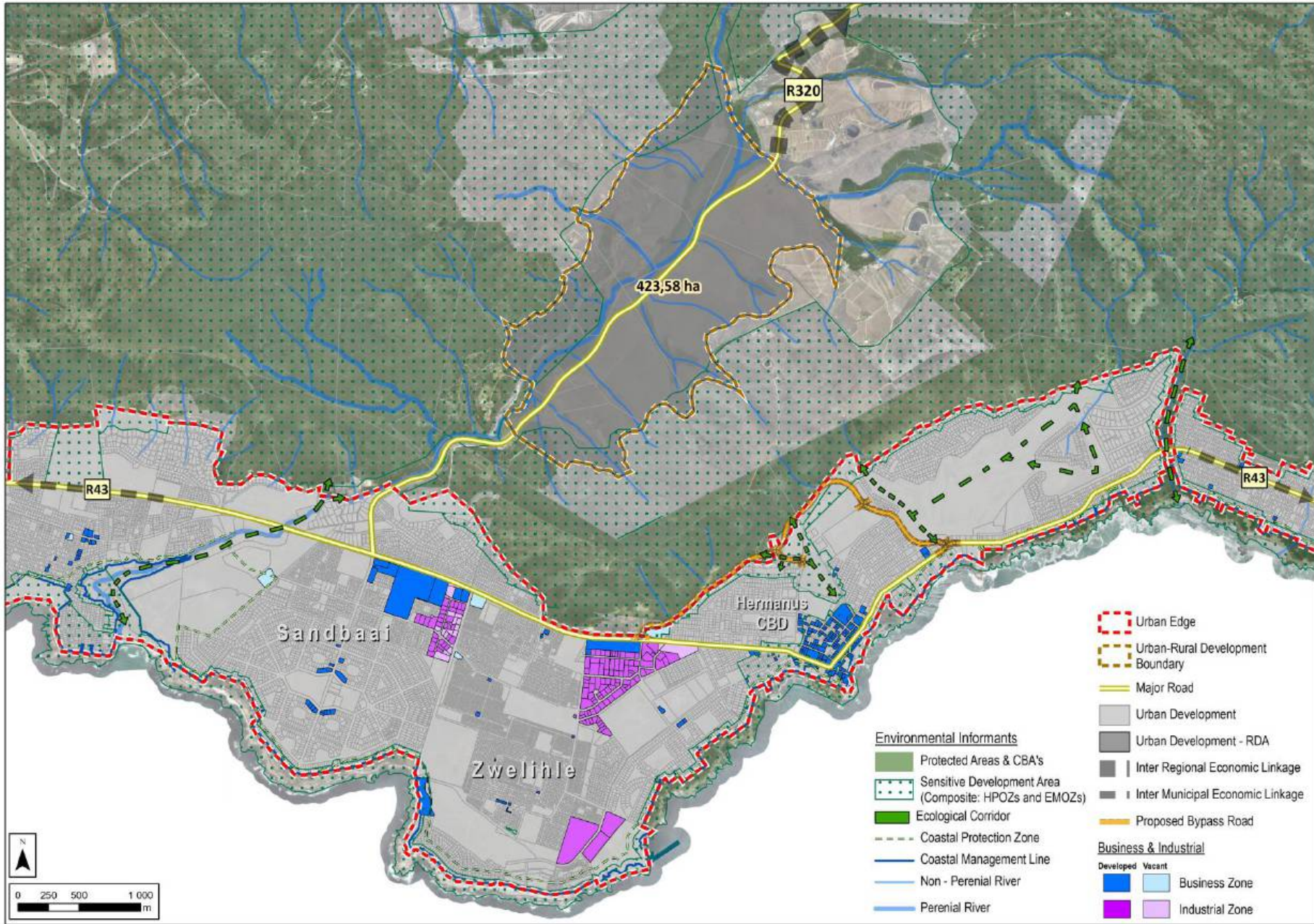
**v CBAs and Protected Areas**

The entire mountainous area abutting the Hermanus West urban edge to the north is earmarked as a CBA. It is important to note that the river systems originate in this natural area and are linked to the coastline creating a very unique natural habitat system. Protection in terms of not only NEMA and other legislation, but also the Overstrand's various draft Overlay Zone Regulations is critical to the preservation of these natural heritage resources.



**HERMANUS CENTRAL**

The following section outlines the spatial proposal for Hermanus Central, being the core of the town in terms of economic activity with industrial agglomerations as well as the CBD as the most dominant economic land uses. The high density residential area of Zwelile, as outlined in detail in Section 2 of this report, is also located in this area.



*Plan 59: Hermanus Central Spatial Proposal 2020*

**i Industrial**

Permit industrial development only on existing industrial zoned even within the existing industrial areas. Should the need for additional industrial areas arise, these areas may only be considered in areas of high accessibility and serviced by sufficient services infrastructure is relative close proximity to the employment market.

**ii Central Business District**

The detailed growth management proposals of the Overstrand Growth Management Strategy with regards to mixed use densification (including residential) shall apply. Business uses, commercial, retail and offices should be concentrated within the CBD and various local commercial nodes. Further decentralisation of commercial development should not be permitted. The Overstrand Growth Management Strategy should be read in conjunction with this section w.r.t. its mixed-use densification proposals.

**iii New Urban Development**

No new urban development areas / urban edge amendments are proposed for Hermanus Central with densification as the proposed tool to accommodate population growth as well as the housing need in accordance with the provisions of the OGMS. The formalization of Zwelihle should be addressed in the revision of the Human Settlements Plan for the Overstrand.

**iv Sensitive Development Areas**

The entire northern perimeter of Hermanus West is earmarked as sensitive development areas, with a range of internal and external biodiversity corridors forming part of this area. This unique area should be managed in terms of the Draft Overstrand Overlay Zones (incl. HPOZ and EMOZs). The coastal area also forms part of the sensitive development area, as does the entire mountainous area abutting the urban edge. The same regulations in terms of management sensitive areas (i.e. HPOZ and EMOZ) should be applied.

**v CBAs and Protected Areas**

The entire mountainous area abutting the Hermanus West urban edge to the north is earmarked as a CBA. It is important to note that the river systems originate in this natural area and are linked to the coastline creating a very unique natural habitat system. Protection in terms of not only NEMA and other legislation, but also the Overstrand's various Draft Overlay Zone Regulations is critical to the preservation of these natural heritage resources.

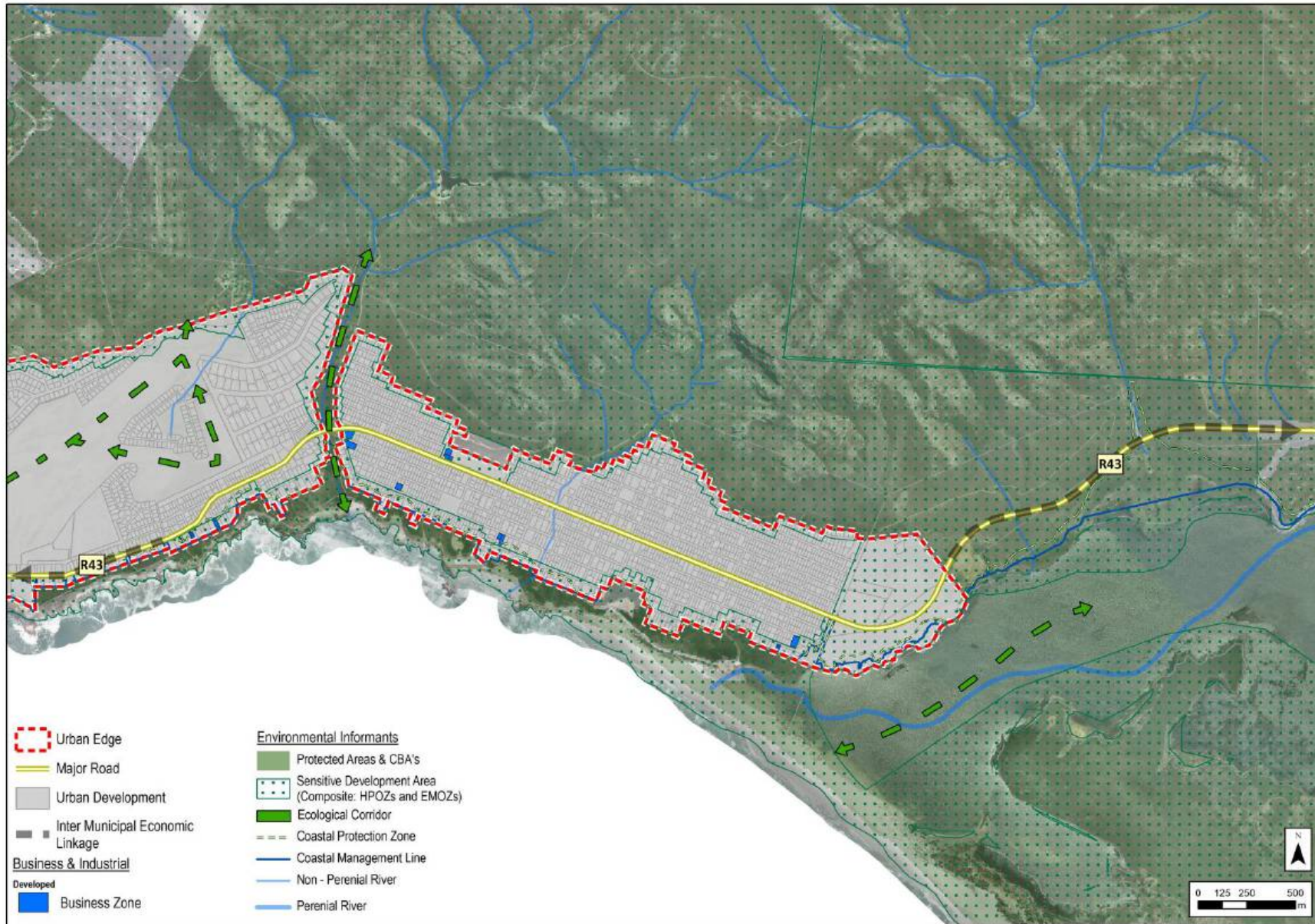
**vi Urban development - Rural Development Area: Hemel and Aarde Valley**

Given the tremendous tourism potential of this valley, it is proposed that the area be partially earmarked for urban development in the form of rural development settlements, which could include a variety of tourism land uses on various scales as well as rural residential opportunities. The development rules / parameters / guidelines must be determined by the Municipality. This area is at this stage delineated by a proposed rural development boundary.



**HERMANUS EAST**

The following section outlines the spatial proposal for Hermanus East, being a low density residential suburban area situated in a pristine natural landscape.



*Plan 60: Hermanus East Spatial Proposal 2020*

**i Industrial**

No industrial areas are proposed for this area.

**ii Commercial**

Small individual localized business enterprises could be considered consistent with the status quo (ie. a limited scale on public transport routes where services infrastructure is available).

**iii New Urban Development**

No new urban development / extension of the urban edge is proposed for this suburban area.

**iv Sensitive Development Areas**

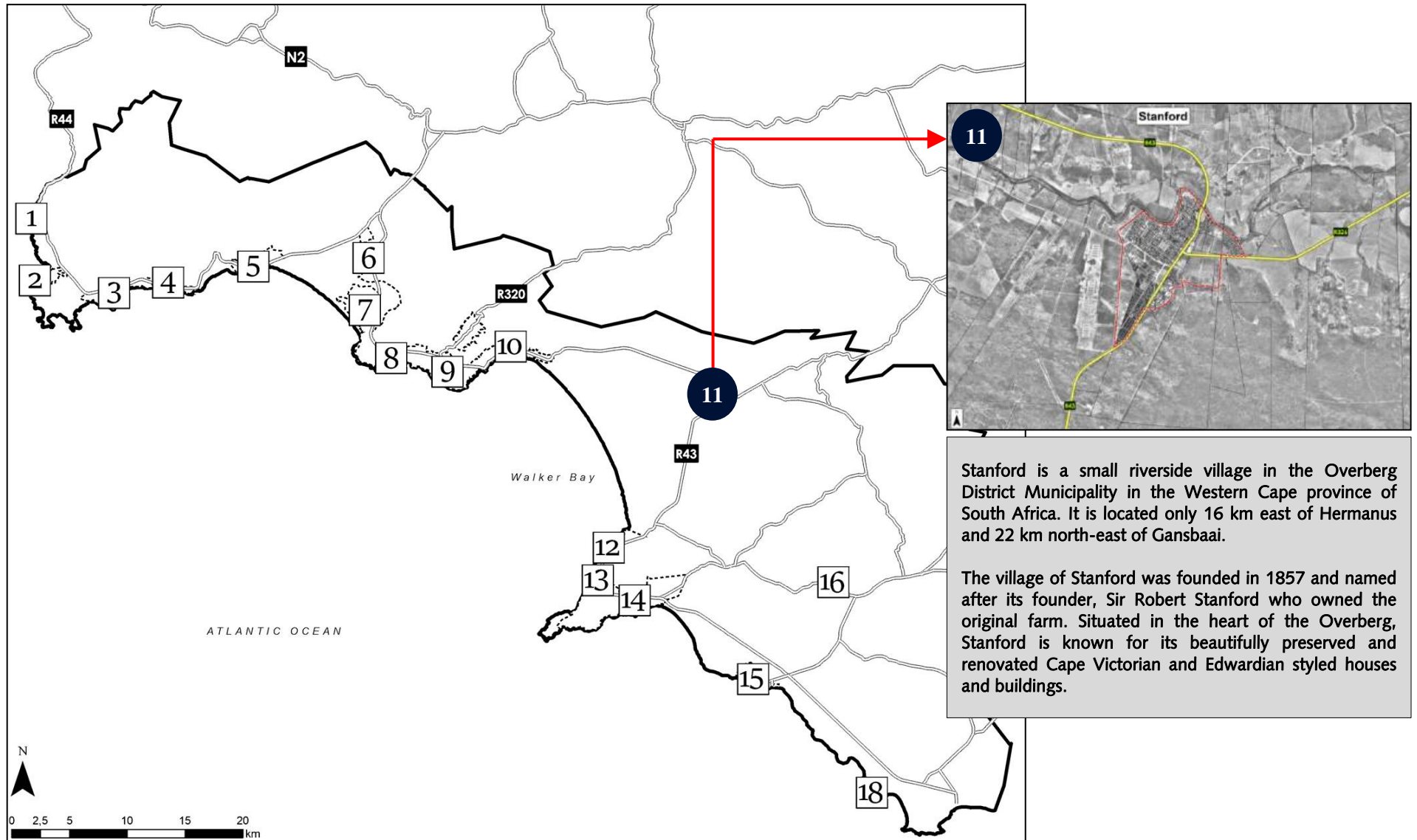
The entire northern perimeter of Hermanus West is earmarked as sensitive development areas, with a range of internal and external biodiversity corridors forming part of this area. This unique area should be managed in terms of the draft Overstrand Overlay Zones regulations (incl. HPOZ and EMOZs). The coastal area also forms part of the sensitive development area, as does the entire mountainous area abutting the urban edge. The same regulations in terms of management sensitive areas (i.e. HPOZ and EMOZ) should be applied.

**v CBAs and Protected Areas**

The entire mountainous area abutting the Hermanus West urban edge to the north is earmarked as a CBA. It is important to note that the river systems originate in this natural area and are linked to the coastline creating a very unique natural habitat system. Protection in terms of not only NEMA and other legislation, but also the Overstrand's various Draft Overlay Zone Regulations is critical to the preservation of these natural heritage resources.



## 5.9 STANFORD



### 5.9.1 2050 Vision

#### Key policies directing future management and development (refer Plan 61)

LO 1 (ii) Protect and manage natural sources of potable water to ensure water supply and quality.

LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities.

LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 1 (i) Ensure the protection of prominent indigenous vegetation and the habitats of indigenous fauna.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 5 (i) Encourage the design and construction of new developments and retrofitting of existing buildings based on low environmental impact design principles, the utilisation of energy efficient sources and locally sourced materials.

MO 1 (v) Roads traversing the outstanding scenery of the Overstrand Municipality should be designated as scenic routes, and views and vistas from these routes should be protected from insensitive development.

MO 3 (i) Ensure that new development reflects and enhances the distinct built and natural environmental and heritage context in which it is located.

MO 4 (ii) Ensure that facilities/amenities cater for the need of all of the Overstrand's inhabitants including those reliant on public transport, the elderly and physically impaired.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events.

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

### Management Approach

#### Commercial / Community Nodes



#### Central Business District

Business uses, commercial, retail and offices should be concentrated within the defined central business district. Decentralisation of commercial uses should not be permitted.

#### Special Places



#### Town Square

Preserve as a place of high heritage value of provincial significance.

#### Klein Rivier

The functioning of the Klein Rivier and its tributary as ecological corridors and linear open space areas should be protected and managed with conservation objectives in mind.

#### Industrial



#### Industrial Development

Additional industrial erven over and above the existing approved properties should not be permitted. The existing area zoned for industrial activities should be restricted to low intensity services and clean light industries.

#### Heritage



#### Heritage Areas / Overlay Zones

Compile a Heritage Management Plan for the demarcated precincts with heritage guidelines to ensure appropriate development in this area.

#### Open Space / Linkages



#### Open Space Linkages

Protect and enhance open space corridors and linkages as sensitive biophysical environments with high public amenity values.

#### Waterbodies



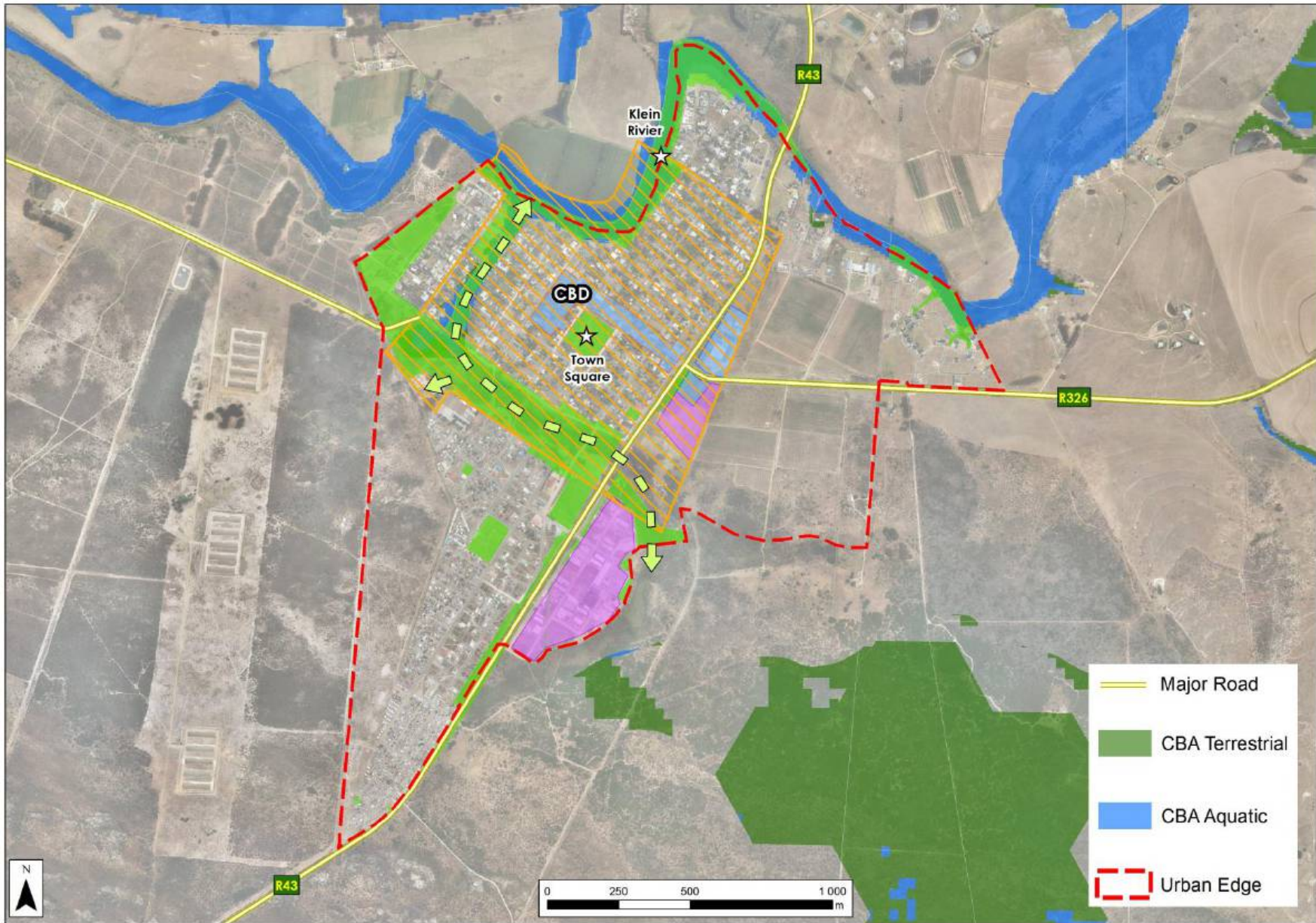
#### Rivers / Wetlands

The sensitive areas of the biophysical environment (Klein Rivier, its tributary, wetland and vlei systems) should be managed with conservation objectives in mind, and should be protected from further urban development. Protect the natural spring "Die Oog" which contributed to the growth and development of the town and feeds into the "leiwater" system. The stream fed by the spring feeds into the Klein Rivier forming a riverine horseshoe containing the village.

#### Key Improvements

#### R43 Scenic Drive

Views along the R43 scenic route should be preserved.



*Plan 61: 2050 Spatial Proposal Stanford*

### 5.9.2 Stanford 2020-2030 MSDF Spatial Proposal

As outlined in detail in Section 2.7.5. Stanford is a rural settlement located 22km east of Hermanus, with a unique rural character dated from the mid-nineteenth century. Key to the future of Stanford is retaining and enhancing its heritage character and resources. The MSDF proposal for this settlement is underpinned by this objective (refer **Plan 62**).

#### 5.9.2.1 Local Spatial Development and Growth Management Principles

*i Promote:*

- conservation of the historical townscape and heritage resources (Refer draft Stanford HPOZ);
- rural tourism development based on the ecological and heritage value of the region;
- urban expansion in less sensitive areas;
- a balanced mix of residential development;
- Stanford as a retirement and tourism village.

*ii Restrict:*

- Industrial development to within existing limits as far as possible – permit only service and clean light industrial activities;
- non-agricultural development along the Klein River;
- land uses / development as per the provisions of the Draft Stanford HPOZ regulations.

*iii Maintain:*

- the unique village rural character of Stanford by, amongst other; adhering to the Draft HPOZ and EMOZ regulations;
- the open space corridors created by the Klein River and the other natural drainage systems (Refer Draft EMOZ regulations);
- the dominance of the natural and agricultural environment as the visual setting for the village (Refer Draft EMOZ regulations).

*iv Contain*

- the urban footprint of Stanford as far as possible within a clearly defined urban edge.

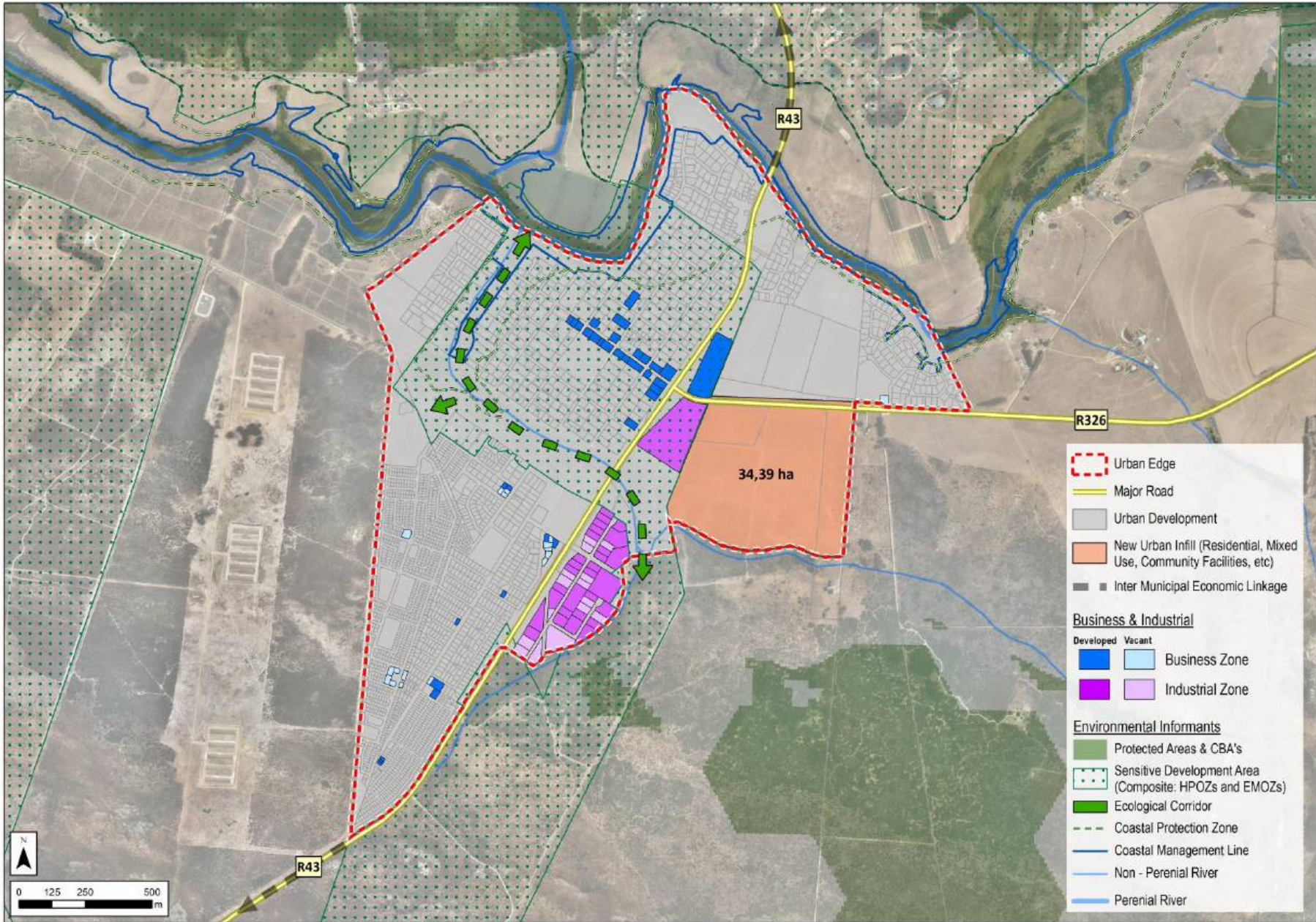
#### 5.9.2.2 Growth Management Strategy

The densification proposals made for Stanford by the OGMS, are made taking into consideration the complex character of the village which contours several national historic assets, as well as a growing subsidised low cost housing area where limited employment opportunities presently exist. Public investment, in a manner which will create an enabling structure for an efficient and equitable urban form, is therefore the highest priority in this village.

The extensive detail pertaining to the growth management proposals for Stanford, as for all settlements, is presented in the OGMS. This document is the dedicated spatial growth management tool of the Overstrand Municipality. As previously stated, this MSDF is the overarching spatial planning policy and is informed by various Council Policy Documents. It is reiterated that for enabling flexibility and the strategic function of this MSDF, the provisions of the GMS, is not duplicated in this MSDF report, but provides strategic detail related to the spatial proposals related to this MSDF. Please note that the OGMS is in the process of being updated.

#### STANFORD

The following section outlines the spatial proposal for Stanford, which is predominantly focused on sensitive development related to unique biodiversity and heritage areas.



*Plan 62: Stanford Spatial Proposal 2020*

### 5.9.2.3 Key Strategic Land Use Proposals

#### *i* **Industrial**

Permit industrial development only on existing industrial zoned even within the existing industrial areas.

#### *ii* **Commercial**

Business uses, commercial, retail and offices should be concentrated within the Central Business District and decentralisation of commercial development should not be permitted (i.e. new urban development area).

Small individual localized business enterprises predominantly within high density residential areas could be considered on a limited scale on public transport route intersections and where services infrastructure is available. This should only take place in accordance with statutory land use requirements.

#### *iii* ***New Urban Development***

A New Urban Development area is proposed on the eastern periphery of the settlement, directly abutting the R326 to the north and the existing industrial area to the west. The land area is  $\pm 34.39$ ha in extent and is intended for higher density human settlement development, based on the housing need for Stanford identified in the situational analysis phase of this project (Refer Section 2.7.5. of this report).

The said 2031 projected housing need for Stanford amounts to 953d.u. which, based on a density of 20du/ha results in a land area requirement of  $\pm 48$ ha.

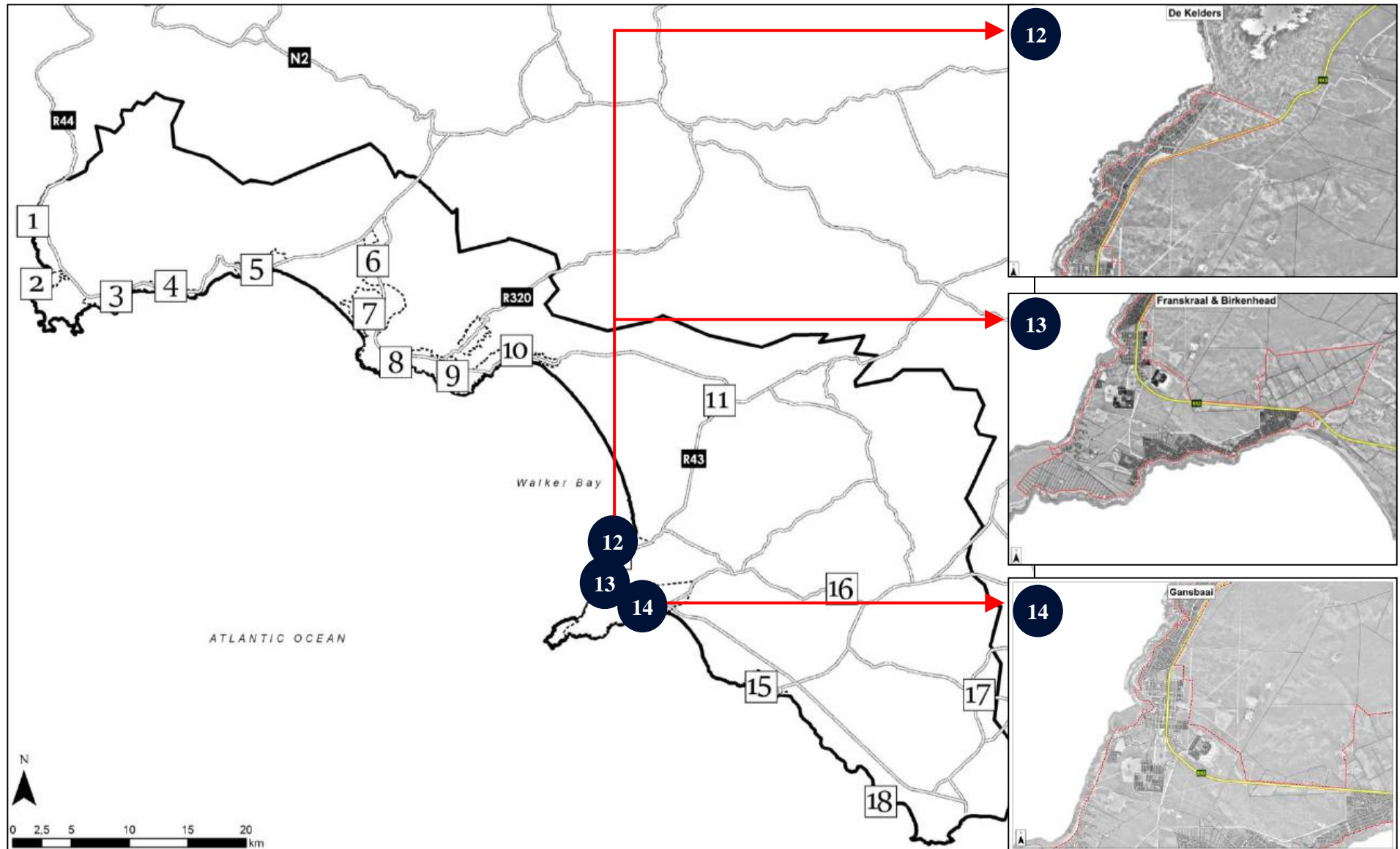
This is obviously in excess of what is required to accommodate the housing need and associated land uses and therefore densification will be required. Primary land uses envisioned will include residential development with required community facilities as informed by the said situational analysis, and mixed use development.

#### *iv* ***Sensitive Development Areas***

An extensive area abutting Stanford and internal to the settlement has been earmarked as sensitive development areas. These areas are based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered based on the draft HPOZ and EMOZ regulations being promulgated.

In summation the rural development of Stanford should be protected in terms of its heritage and environmental resources. Only restricted and carefully considered development should be

## 5.10 GREATER GANSBAAI



### 5.10.1 2050 Vision

#### Key policies directing future management and development (refer Plan 63)

LO 3 (i) Progressively ensure housing provision for different lifestyle choices, income groups, life stages, household sizes, including adequate provision of affordable housing options and opportunities for the aging.

LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities.

LO 4 (ii) Buildings that accommodate community activities, as well as education, health and entrepreneurial development and business and skills training, should be located at points of highest access in urban settlements.

LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii) & MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

VO 1 (i) Encourage mixed use and high density residential development within and adjacent to urban, suburban and rural centres.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.



VO 1 (ix) & AO 4 (v) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.

VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events


ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

### Management Approach


#### Commercial / Community Nodes

	<b>Local Business Node</b>	Business uses, commercial, retail and offices should be concentrated within demarcated business areas as far as possible.
	<b>Central Business District</b>	Investigate the option of improving linkages and growing the CBD towards the harbour area.


#### Special Places

	<b>De Kelders Caves</b>	Ensure an appropriate interface between the coast line, caves and urban development.
	<b>Klipgat Caves</b>	
	<b>Walker Bay Nature Reserve</b>	Manage the interface between urban development and the nature reserve.
	<b>Stanford's Cove</b>	Ensure an appropriate interface between the coast line and urban development
	<b>Hiking Trail</b>	Public amenities / facilities should be managed on a sustainable basis.
	<b>Caravan Park / Resorts</b>	
	<b>Harbour</b>	
	<b>Golf Course</b>	
	<b>Shark Viewing / Boat Launch</b>	
	<b>Museum</b>	
<b>Seal Island</b>	The functioning of the estuary as ecological corridor and linear open space area should be protected and managed.	
<b>Lagoon Estuary</b>		


#### Industrial

	<b>Industrial Development</b>	Industrial activities within the Gansbaai area should be restricted to service and clean light industry and activities should be compatible and sensitive to the environment.
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#### Heritage

	<b>Heritage Areas / Overlay Zones</b>	Compile a Heritage Management Plan for the demarcated precincts to ensure appropriate development in this area.
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#### Open Space / Linkages

	<b>Open Space Linkages</b>	Protect and enhance open space corridors and linkages.
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#### Key Improvements

<b>R43 Scenic Drive</b>	Views along the R43 scenic route should be preserved.
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*Plan 63: 2050 Spatial Proposal Greater Gansbaai*

### 5.10.2 Greater Gansbaai 2020-2030 MSDF Spatial Proposal

As outlined in detail in the status quo analysis section pertaining to the town of Greater Gansbaai, it is an extensive linear developed settlement, divided for the purpose of this MSDF into three areas (i.e. De Kelders, Gansbaai Proper and Franskraal). Its primary functions are that of a fishing centre, residential, retirement and holiday town (refer **Plan 64-66**).

#### 5.10.2.1 Local Spatial Development and Growth Management Principles

**i. Promote:**

- a balanced land use mix, making adequate provision for commercial as well as service industrial growth related to fishing and mari-culture;
- tourism development based on the ecological and heritage value of the region;
- the fishing industry and marine-culture;
- the role of the coastal villages as holiday resorts, retirement villages; and
- the provision of a balanced mix of residential housing stock to address the full range of socio-economic groupings from subsidized housing to housing options for the middle and upper income groups.

**ii. Restrict:**

- urban development to within the demarcated urban edge.

**iii. Maintain:**

- the unique character of the villages in formed by the provisions of the Draft HPOZs and EMOZs;
- the dominance of the natural environment and viewsheds as the visual backdrop to the villages informed by specifically Heritage Landscapes of Significance HPOZ as well as Draft EMOZs;
- the biodiversity open space corridors based on implementation of the Draft Urban Conservation EMOZs;
- the heritage aspects of the "Old Harbour", in particular the slipway, as well as the sites of the old fishermen's cottages (Refer HPOZs).

#### 5.10.2.2 Growth Management Strategy

##### DE KELDERS/GANSBAAI/FRANSKRAAL & BIRKENHEAD

The OMGS concludes that the future planning of De Kelders will contribute substantially to an increase in the density of the area. Therefore it is vitally important that the necessary measures be put in place to ensure the conservation of the

precious natural features and the character of the area. In addition to this, corrective planning is required to restrict any further urban sprawl. It is also important to note that provision of the civil services need to be upgraded. This will contribute to a more compact, denser, efficient and environmentally sustainable urban form, which will contribute positively to the economic efficiency, human wellbeing and environmental integrity of De Kelders.

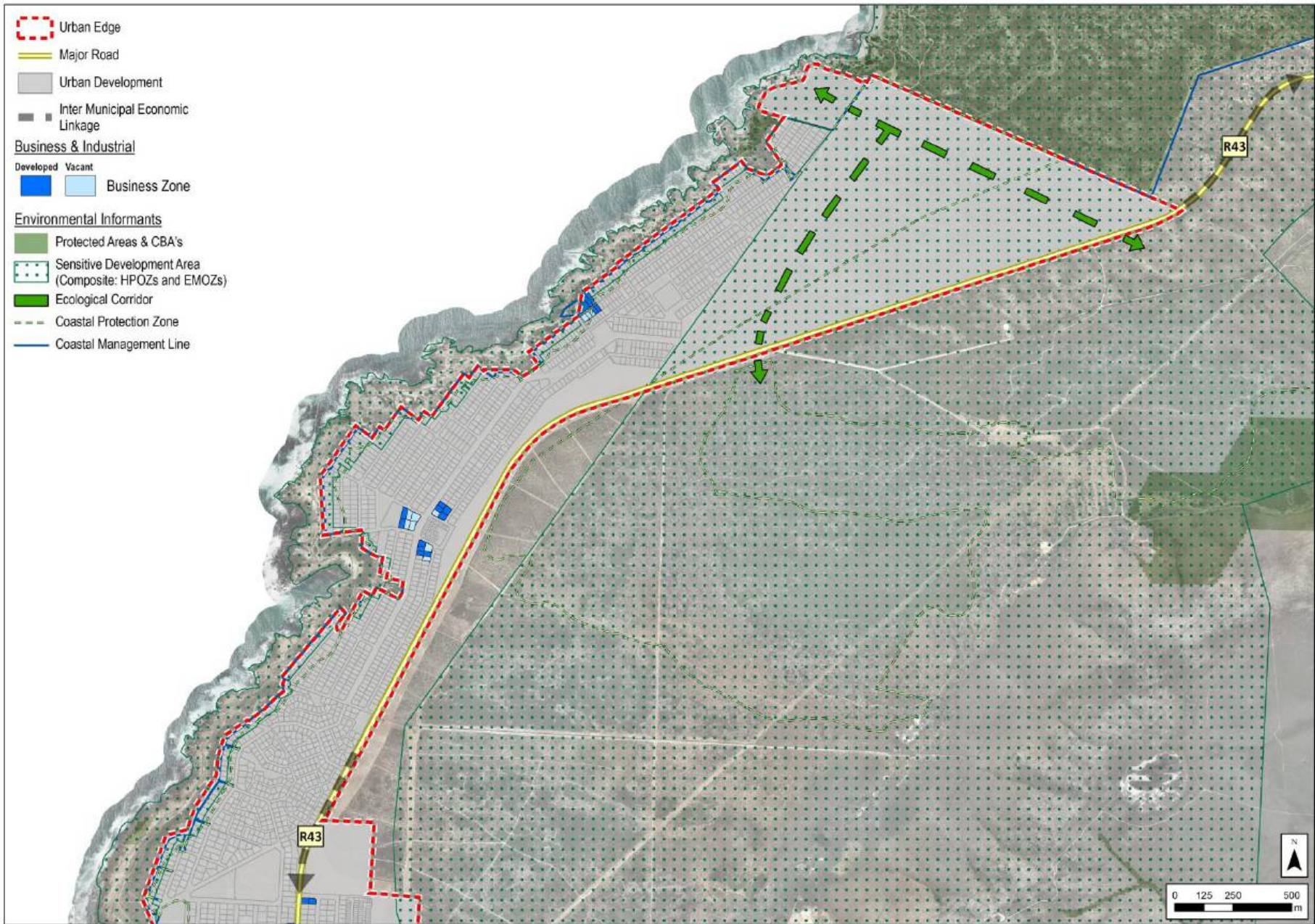
The future planning of Gansbaai will require cautious and well-disciplined land use planning to serve the unique precious fishing village character together with its function as residential, holiday and retirement town. The old Gansbaai harbour and its environs have enormous development potential given the feature of this area. In order to exploit this opportunity it is proposed that the councillors emphasise the importance of this assets and secure that it be developed with the necessary responsibility and reactivity to augment the value of the heritage and character of the areas. Such an approach will contribute substantially to a sustainable future of this settlement. The aforementioned can only practically be achieved if the provisions of the Overstrand Overlay Zone regulations are adhered to.

The implementation of the above proposal will ensure that the sensitive areas surrounding the built-up Kleinbaai/Franskraal area are developed in a careful sensitive manner but also make provision to respect and protect the Danger Point Conservancy Area. The predominant areas of densification as well as the proposals for the nodal intensification will contribute to a more compact, denser and efficient sustainable urban form. The civil infrastructure will simultaneously have to be upgraded to accommodate the existing as well as the proposed developments in a safe sustainable manner. Such investment will create an enabling structure for an efficient and equitable urban system and positive living environment.

The extensive detail pertaining to the growth management proposals for Greater Gansbaai, as for all settlements, is presented in the OGMS. This document is the dedicated spatial growth management tool of the Overstrand Municipality. As previously stated, this MSDF is the overarching spatial planning policy and is informed by various Council Policy Documents. It is reiterated that for enabling flexibility and the strategic function of this MSDF, the provisions of the GMS, is not duplicated in this MSDF report, but provides strategic detail proposals to the spatial proposals related to this MSDF. Please note that the OGMS is in the process of being updated.

##### DE KELDERS

The following section outlines the spatial proposal for De Kelders, which is predominantly focused on sensitive development related to unique biodiversity areas.



### 5.10.2.3 Key Strategic Land Use Proposals De Kelders

#### i Industrial

There is no industrial development foreseen for this settlement, as this town is predominantly a retirement/holiday village.

#### ii Commercial

Business uses, commercial, retail and offices should be concentrated around the existing business areas in order to prevent further decentralisation of commercial development.

#### iii New Urban Development

No new development is proposed for De Kelders, it is however recommended that the town be densified in accordance with the OGMS, along with the simultaneous upgrading of the civil services provision.

#### iv Sensitive Development Areas

The unique sense of place should be maintained by implementing of the draft EMOZ and HPOZ regulations.

These areas are based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered based on the proposed HPOZ and EMOZ regulations being promulgated.

In summation the rural development of De Kelders should be protected in terms of its heritage and environmental resources. Only restricted and carefully considered development should be permitted.

#### v. CBA's and Protected Areas

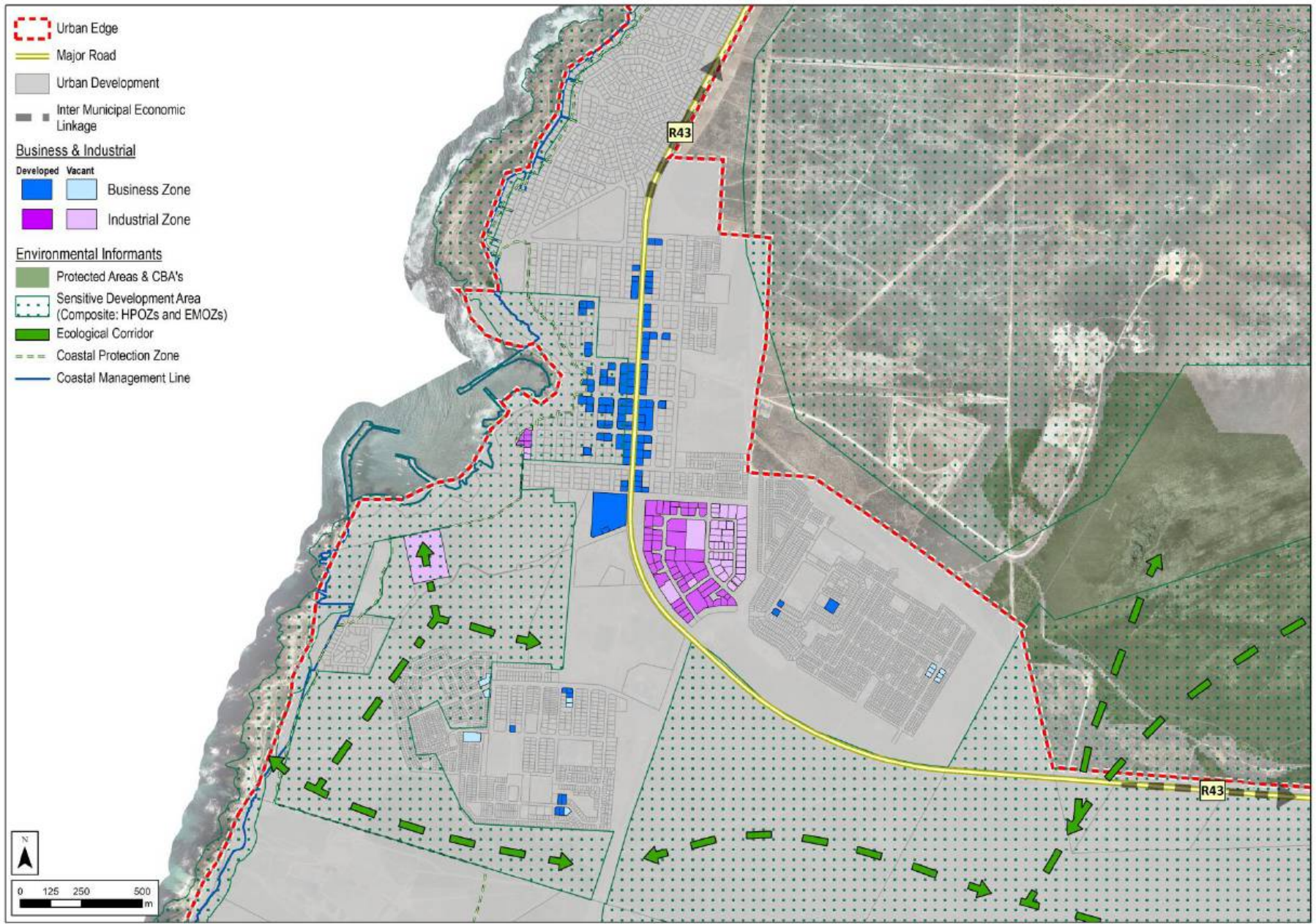
De Kelders is surrounded by protected and CBA's. These areas should be preserved and maintained. This is structurally formalised in the proposed EMOZ regulations.



De Kelders (or Die Kelders; Afrikaans: "the caves") is a coastal village in the Overberg District Municipality, Western Cape, South Africa. The name is derived from caves in sandstone cliffs there. De Kelders is also an excellent whale watching location.

#### GANSBAAI

The following section outlines the spatial proposal for Gansbaai, which is predominantly focused on sensitive development related to unique biodiversity areas.



Plan 65: 2020 MSDF Spatial Proposal Gansbaai

#### 5.4.2.2 Key Strategic Land Use Proposals

##### i Industrial

Industrial development should be concentrated within the existing industrial area situated within close proximity to the R43 on the south-eastern edge of the CBD. Provision for smaller scale industrial development has been provided for along the western edge of this settlement, and future development should be confined to these designated areas.

##### ii Commercial

The Gansbaai CBD functions as a central node for De Kelder, Franskraal and Birkenhead. Development along the R43 corridor should be encouraged and contained along this axis, and confined to the central portion of Gansbaai.

##### iii New Urban Development

No new development areas are proposed for Gansbaai. In order to accommodate the housing need for Gansbaai, densification should be encouraged in accordance with the OGMS.

##### iv Sensitive Development Areas

The unique sense of place should be maintained by implementation of the draft EMOZ and HPOZ regulations.

These areas are delineated based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered based on the proposed HPOZ and EMOZ regulations being promulgated.

In summation Gansbaai should be protected in terms of its heritage and environmental resources. Only restricted and carefully considered development should be permitted as per the spatial proposals.

##### v CBA's and Protected Areas

Gansbaai is surrounded by protected and CBA areas. These areas should be preserved and maintained. This is structurally formalised in the proposed EMOZ regulations.

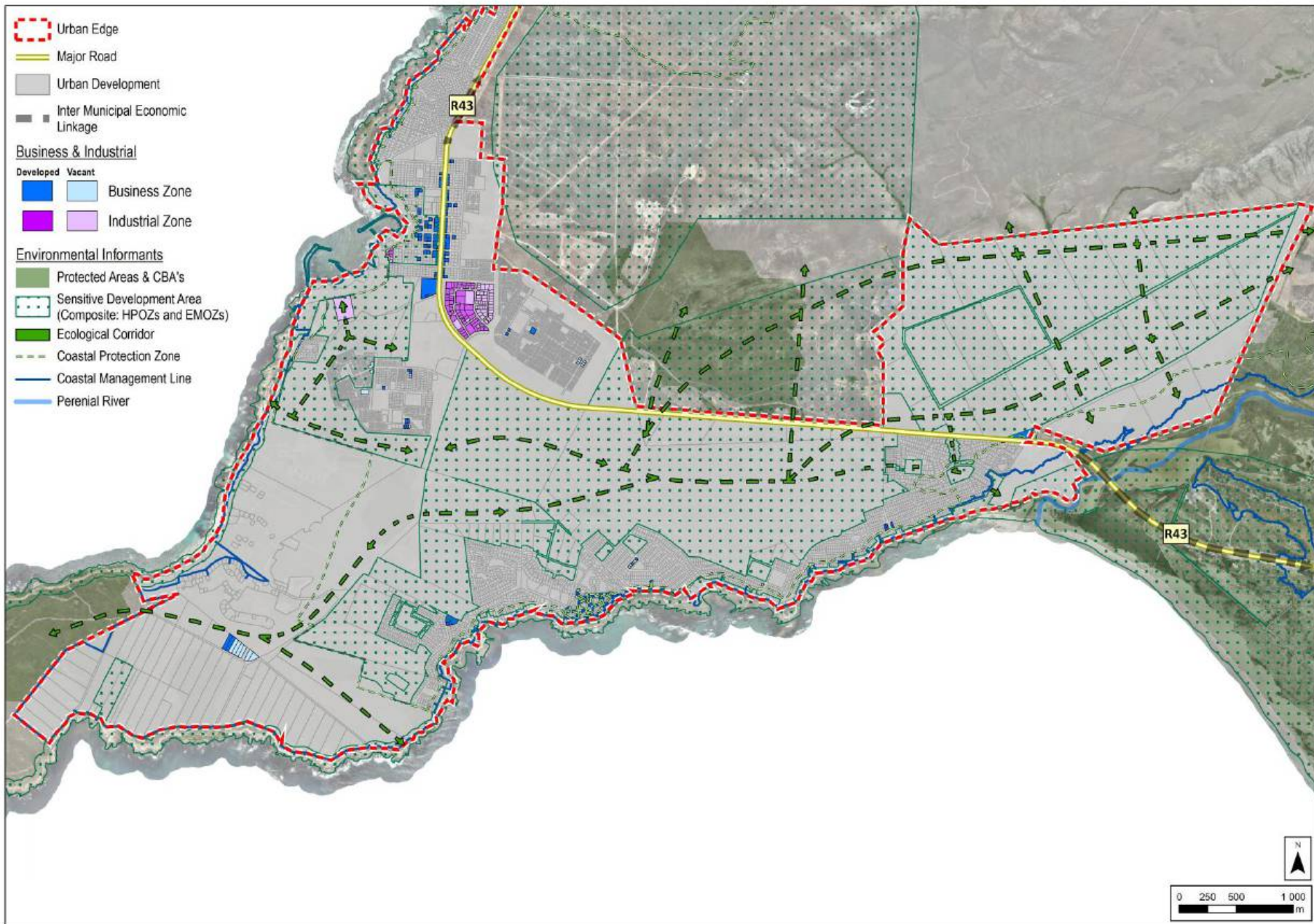


Gansbaai is a fishing town and popular tourist destination in the Overberg District Municipality, Western Cape, South Africa. It is known for its dense population of great white sharks and as a whale-watching location.

The main tourist attraction in Gansbaai since approximately 1995 has been cage diving with great white sharks. It is said that after Kruger National Park, the great white sharks attract some of the highest numbers of tourists to South Africa for any single activity.

##### FRANSKRAAL & BIRKENHEAD

The following section outlines the spatial proposals for Franskraal and Birkenhead. The focus is predominantly on affected sensitive development in terms of municipal impact on biodiversity areas.



Plan 66: 2020 MSDF Spatial Proposal Franskraal Birkenhead

#### 5.4.2.2 Key Strategic Land Use Proposals

##### i Industrial

There is no industrial development foreseen for this settlement, as this town is predominantly a retirement/holiday village.

##### ii Commercial

Franskraal and Birkenhead have small commercial nodes, any additional commercial uses should be localized to the existing zoned erven, to serve the immediate community.

##### iii New Urban Development

No new development areas are proposed. In order to accommodate the housing need for Franskraal & Birkenhead, densification should take place in accordance with the OGMS.

##### iv Sensitive Development Areas

The unique sense of place should be maintained by implementation of draft EMOZ and HPOZ regulations.

These areas are delineated based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered based on the proposed HPOZ and EMOZ regulations being promulgated.

In summation the heritage and environmental resources of the settlement should be protected with only carefully considered densification development being supported.

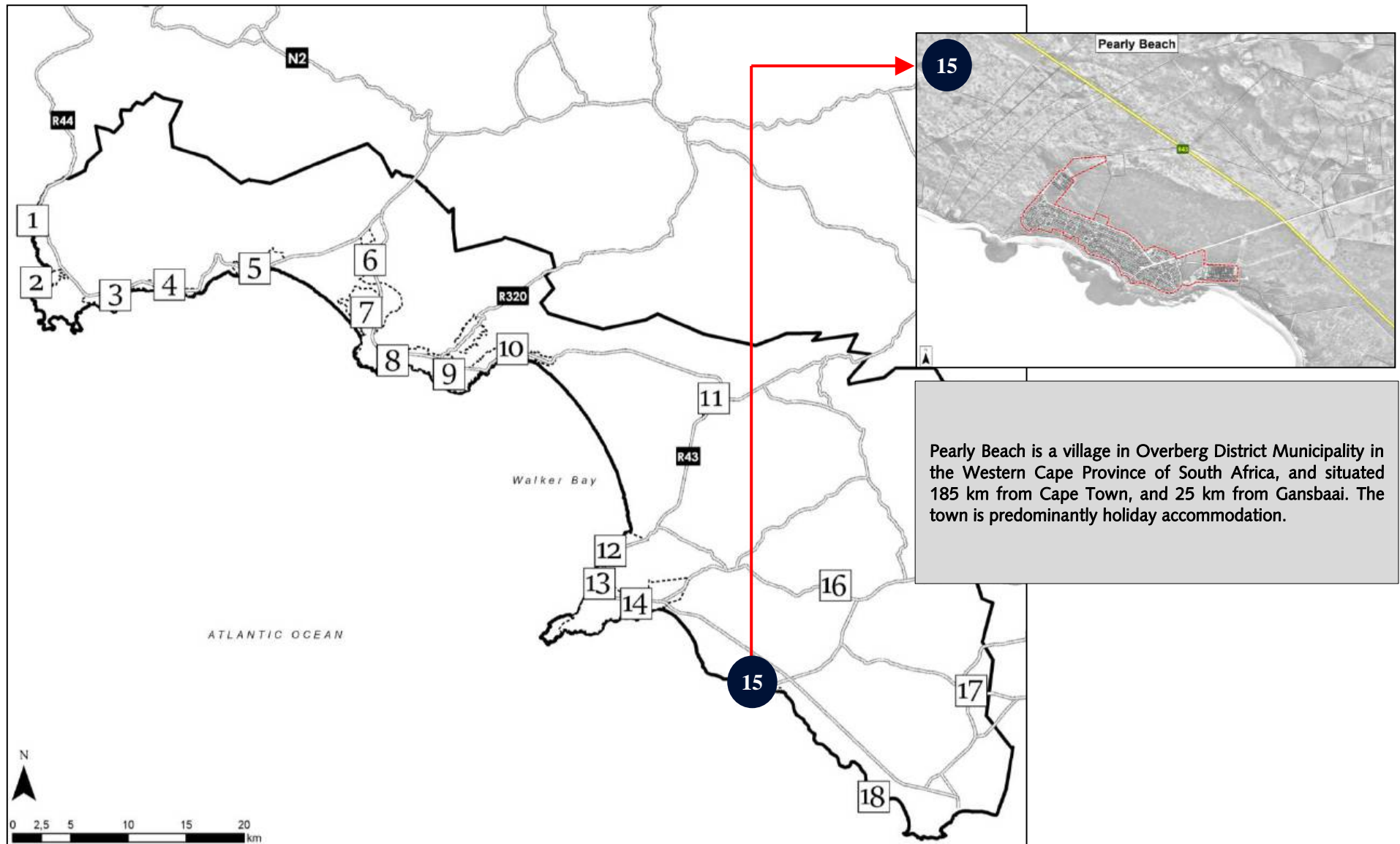
##### v. CBA's and Protected Areas

Franskraal and Birkenhead are surrounded by CBA and protected areas. These areas should be preserved and maintained as per the relevant statutory requirements (incl. the draft HPOZ and EMOZ regulations).



Franskraalstrand, also known as Franskraal, is a coastal village near to Gansbaai in the Western Cape province of South Africa. Franskraalstrand is situated on the southern coast of the Danger Point peninsula, about 5 kilometres to the southeast of Gansbaai. It lies between the neighbouring village of Van Dyksbaai to the west and the mouth of the Uilkraal River to the east. The R43 highway passes along the northern edge of the village.

## 5.11. PEARLY BEACH



Pearly Beach is a village in Overberg District Municipality in the Western Cape Province of South Africa, and situated 185 km from Cape Town, and 25 km from Gansbaai. The town is predominantly holiday accommodation.

### 5.11.1 2050 Vision

#### Key policies directing future management and development (refer Plan 67)

LO 1 (ii) Protect and manage natural sources of potable water to ensure water supply and quality.

LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities.

LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 1 (i) Ensure the protection of prominent indigenous vegetation and the habitats of indigenous fauna.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 5 (i) Encourage the design and construction of new developments and retrofitting of existing buildings based on low environmental impact design principles, the utilisation of energy efficient sources and locally sourced materials.

MO 4 (ii) Ensure that facilities/amenities cater for the need of all of the Overstrand's inhabitants including those reliant on public transport, the elderly and physically impaired.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events.

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

### Management Approach

#### Commercial / Community Nodes

N 1

Retail Node

Promote the establishment of a mixed-use medium density node at the existing small retail node at the entrance to Pearly beach. An urban design framework should be formulated for limited densification. Investigate the establishment of mixed-use nodes at other potentially suitable locations.

N 2

N 3

Local Retail Node

#### Special Places



Blue Water Bay

New Boat launch Area

Angling Area

Central Beach

Castle Beach

Skuitbaai

Beach

Caravan Park

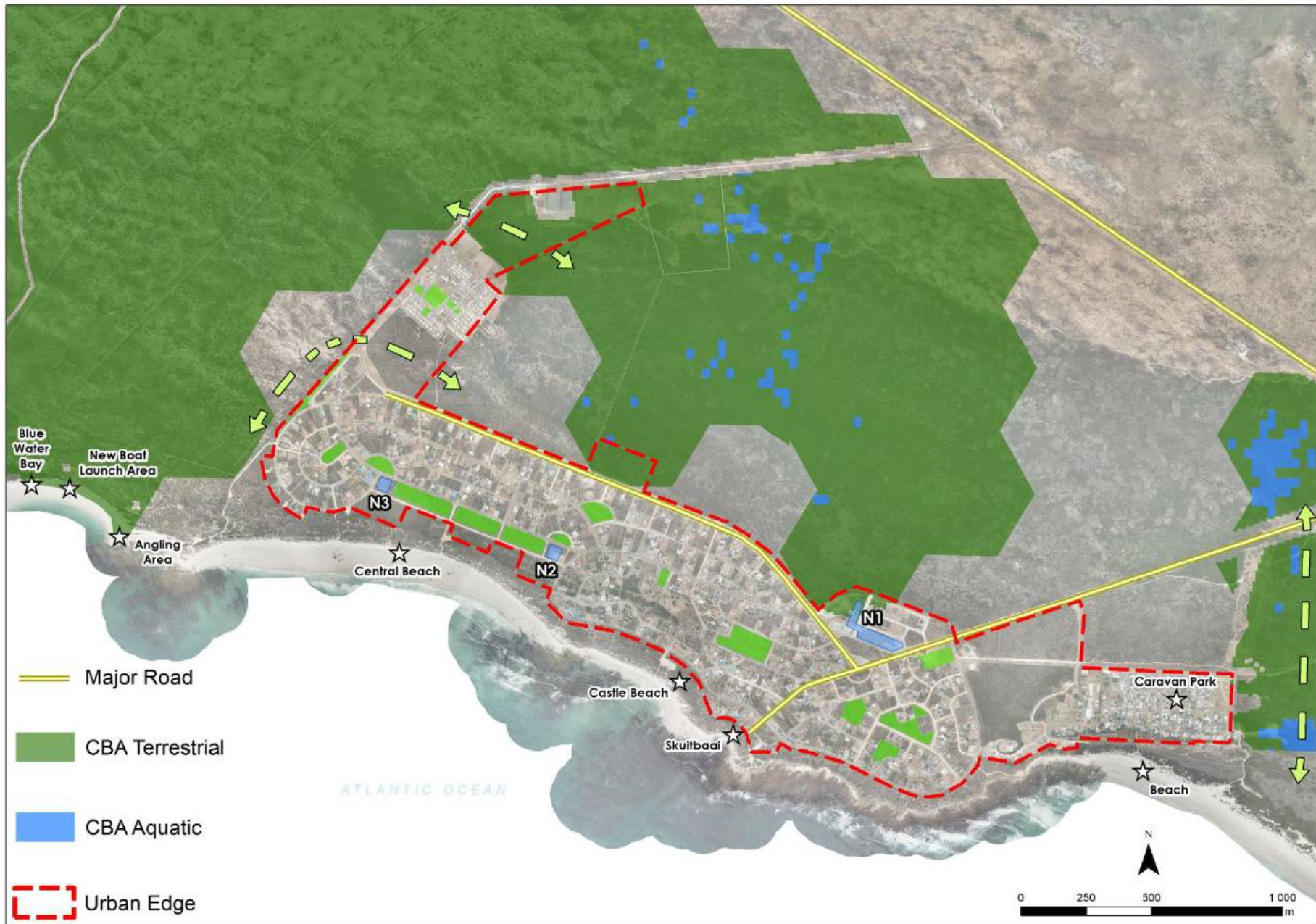
The coastal environment should be managed with conservation objectives in mind, and should be protected from urban development with emphasis on the coastline, abutting areas and specifically the dune systems. The functioning of the coastal strip as a continuous natural corridor should be retained. The existing fine-grained character of the coastal edge should further be retained and densification should be resisted along the strip.

Protect and enhance existing public tourism facilities and amenities

#### Key Improvements

Integration

Facilitate spatial integration of the Eluxolweni settlement with the spatial structure of the town by encouraging expansion and appropriate intensification to the south of the settlement.



*Plan 67: 2050 Spatial Proposal Pearly Beach*

### 5.11.2 Pearly Beach 2020-2030 MSDF Spatial Proposal

As outlined in detail in Section 2.7.5. Pearly Beach is a retirement and holiday town 18km east of Gansbaai. The settlement is principally formed by its extensive, sandy beach, the Haelskraal River Estuary and the Pearly Beach Reserve, while a central green ridge that runs through the town also provides some natural landmark quality (refer **Plan 68**).

#### 5.12.2.1 Local Spatial Development and Growth Management Principles

- i Promote:**
  - appropriate infill development (scale and form) within existing boundaries through the development of vacant portions of land already demarcated for urban development;
  - tourism development based on the ecological and heritage value of the region;
  - Pearly Beach as a retirement and tourism village.
- ii Restrict:**
  - further expansion beyond the now extended defined urban edge;
  - commercial use to within clearly demarcated areas.
- iii Maintain:**
  - the unique village / rural character of Pearly Beach;
  - the preservation of the natural environment and the towns setting.
- iv Contain**
  - the urban footprint of Pearly Beach within the existing urban edge.

#### 5.12.2.2. Growth Management Strategy

The densification proposals made for Pearly Beach by the OGMS, will contribute to the enhancement of nodal points within the settlement and also encourage the integration of Eluxolweni with Pearly Beach as advocated by SPLUMA.

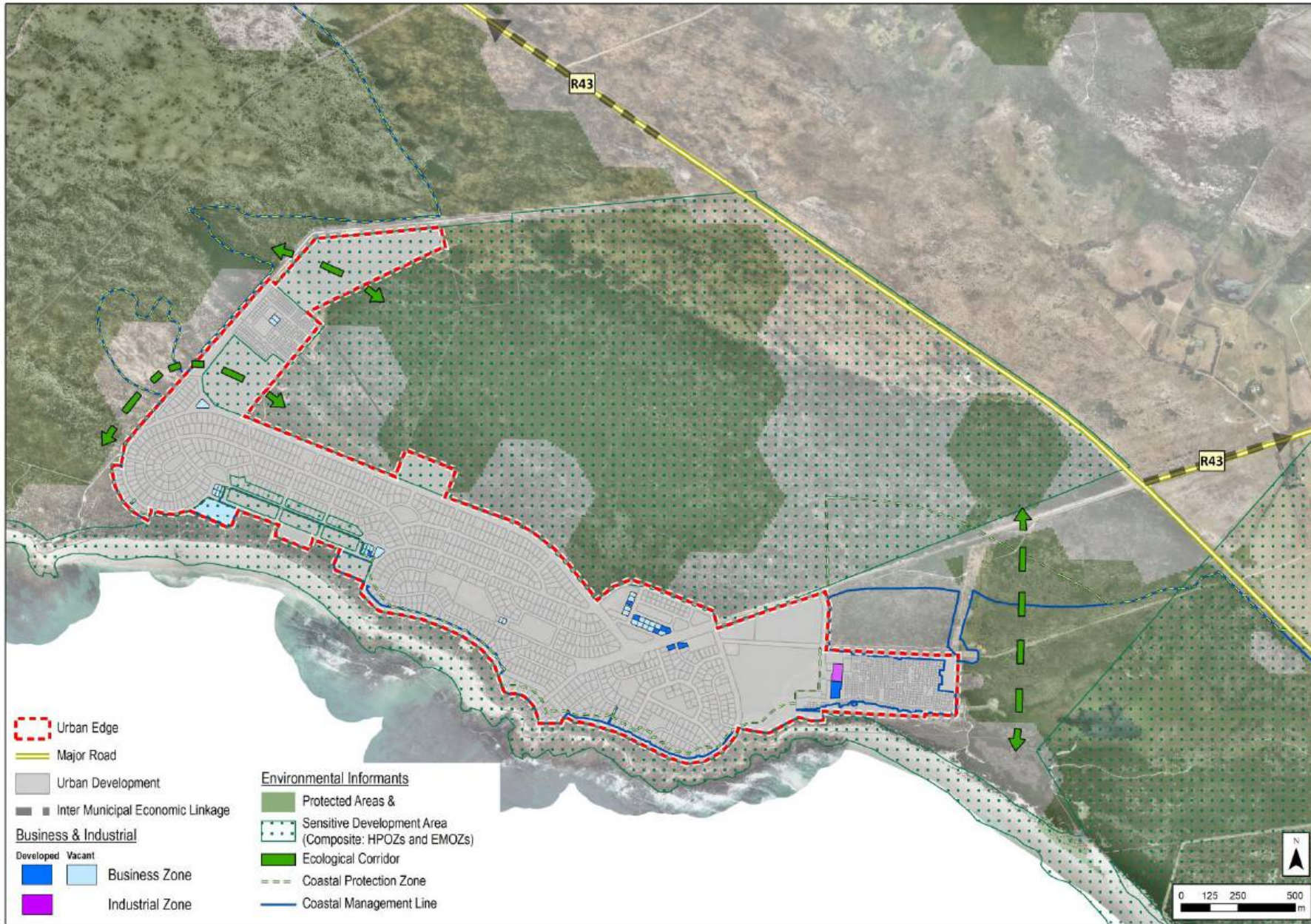
The civil infrastructure will simultaneously have to be upgraded to accommodate the existing as well as the proposed developments a sustainable manner. Such investment will facilitate affecting an efficient and equitable urban system and positive living environment.

The extensive detail pertaining to the growth management proposals for Pearly Beach, as for all settlements, is presented in the OGMS. This document is the dedicated spatial growth management tool of the Overstrand Municipality. As previously stated, this MSDF is the overarching spatial planning policy and is informed by various Council Policy Documents. It is reiterated that for enabling flexibility and the strategic function of this MSDF, the provisions of the GMS, is not duplicated in this MSDF report, but provides strategic detail related to the spatial proposals related to this MSDF. Please note that the OGMS is in the process of being updated.

#### 5.12.2.3 Key Strategic Land Use Proposals

##### PEARLY BEACH

The following section outlines the spatial proposal for Pearly Beach, which is predominantly focused on sensitive development related to unique biodiversity areas.



*Plan 68: Pearly Beach Spatial Proposal 2020*

**i Industrial**

There is a small industrial node located to the east of Pearly Beach. It is recommended that any additional industrial development considered, be concentrated abutting the existing industrial uses. If industrial expansion is required, this should be in the form of light/services industries.

**ii Commercial**

Business uses, commercial, retail and offices should be concentrated along the R43, along the coast, and main access routes. Densification surrounding the existing commercial land should be encouraged and decentralisation of commercial development should not be permitted.

**iii New Urban Development**

No new urban development is proposed for Pearly Beach. Densification will be required in order to accommodate the Overstrand/Greater Gansbaai housing need as well as associated land uses. Primary land uses envisioned for new urban development areas will include residential development with required community facilities as well as potential mixed use development.

**iv Sensitive Development Areas**

The unique sense of place should be maintained by implementing of draft EMOZ and HPOZ regulations pertaining to the area.

These Overlay Zones were compiled based on environmental and heritage sensitive resources which should be protected as far as possible in its natural state. Limited development could be considered consistent with the provisions of the proposed HPOZ and EMOZ regulations.

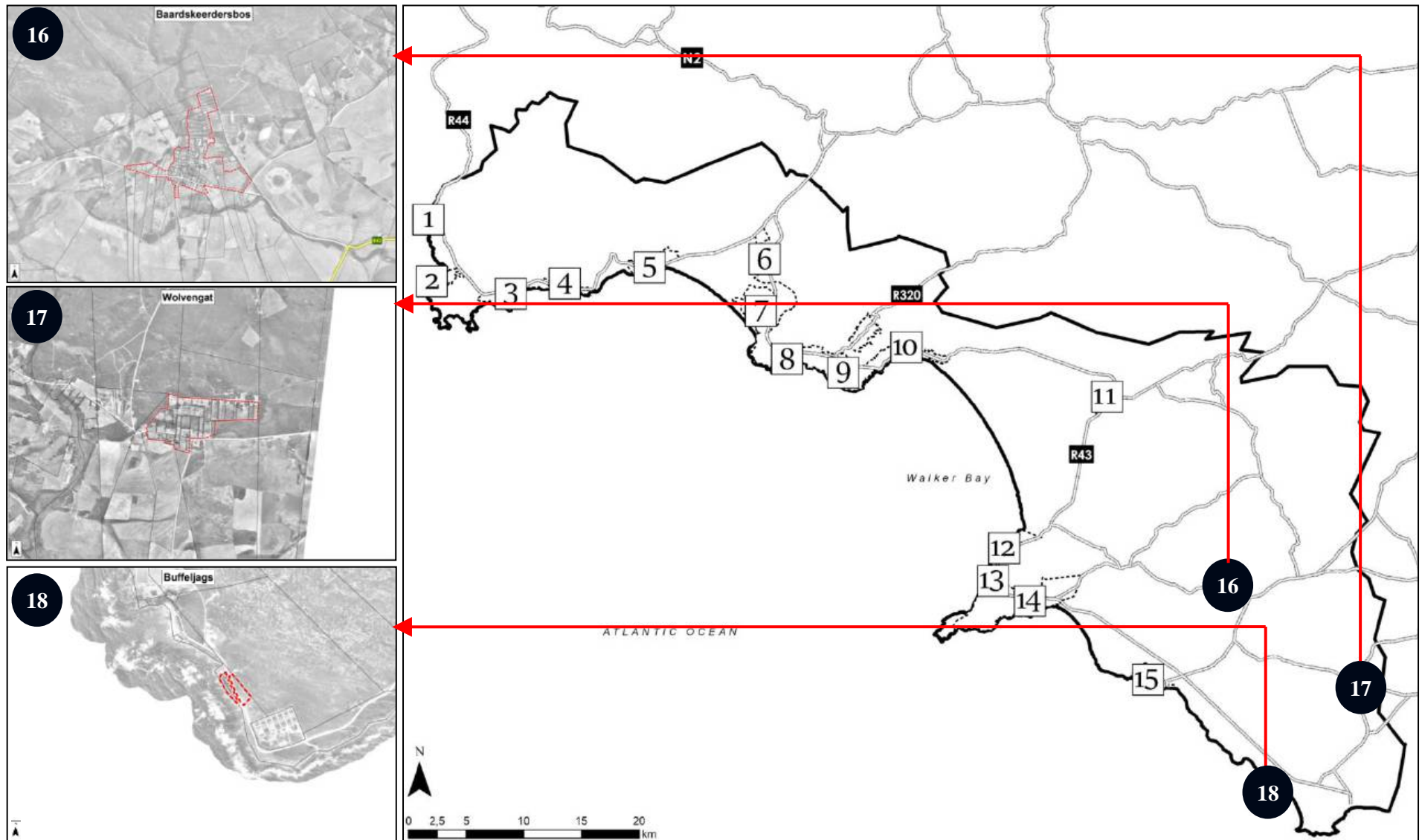
In summation the rural development of Pearly Beach should be protected in terms of its heritage and environmental resources. Only restricted and carefully considered development should be permitted.

**v CBA's and Protected Areas**

Pearly Beach is surrounded by CBA and protected areas. These areas should be preserved and maintained as per the relevant legislation and application of the relevant draft Overlay Zones.



## 5.12 BUFFELJAGS / WOLVENGAT / BAARDSKEEDERSBOS



### 5.12.1 2050 Vision

#### Key policies directing future management and development (refer Plan 68-70)

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (iii) Foreign or unsympathetic styles of site layout and buildings should be discouraged in urban settlements and rural areas as to strengthen the local sense of place and minimise visual impact.

MO 3 (i) Ensure that new development reflects and enhances the distinct built and natural environmental and heritage context in which it is located.

MO 4 (i) Encourage the development of strategically located facilities that provide access to distinctive natural areas and present opportunities for recreation activities.

EO 1 (iii) Ensure that the natural environment is protected and restored and its natural productive capacity is preserved by means of sound land use management.

EO 2 (iv) Ensure that existing agricultural activity and soils with high production potential is retained.

EO 3 (i) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 8 (i) Plan for and encourage the development of community facilities and basic services for each of the Overstrand's rural settlements, minimising dependence on higher order settlements.

MO 1 (iii) Carefully assess the location and visual impact of non-agricultural related land uses in agricultural and rural areas, to ensure that the sense of place considerations of the development contribute towards / enhance the character of the rural environment.

### Management Approach

#### *Waterbodies*



#### **River courses / Wetlands**

Sensitive areas of the biophysical environment should be managed with conservation objectives in mind, and should be protected from urban development.

#### *Key Improvements*

#### **Rural quality**

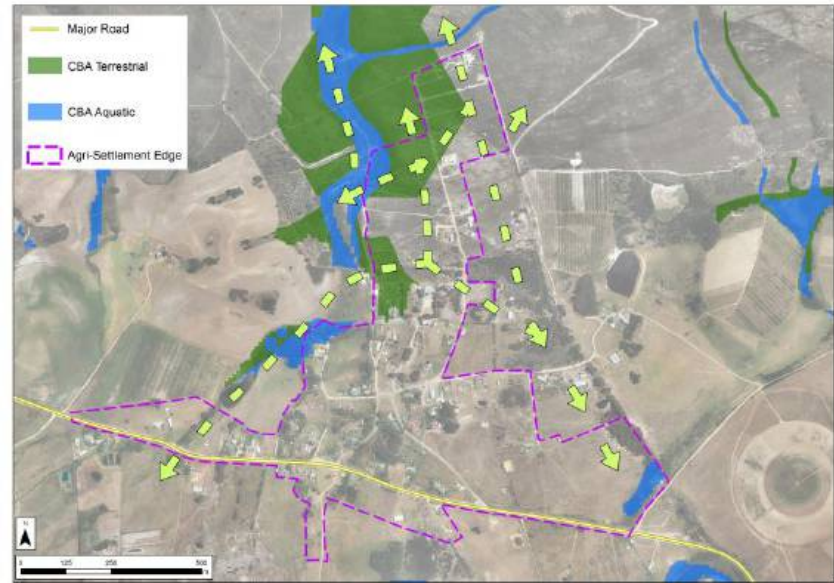
Assess the location and visual impact of non-agricultural related land uses in rural areas, to ensure that the sense of place is protected and enhanced.

#### **R 317**

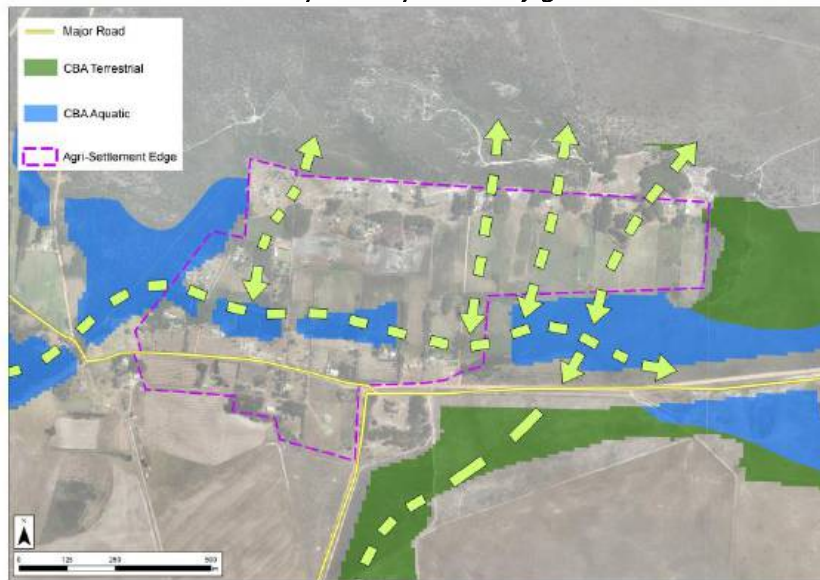
The R317 should be designated as a Scenic Drive (Baardskeerdersbos).



*Plan 68: 2050 Spatial Proposal Buffeljags*



*Plan 69: 2050 Spatial Proposal Baardskeedersbos*



*Plan 70: 2050 Spatial Proposal Wolvengat*

### 5.12.2 Baardskeedersbos 2020-2030 MSDF Spatial Proposal

As outlined in detail in Section 2.7.5. the attributes of Baardskeedersbos and its environs, warranted the entire inclusion thereof in a local area HPOZ. The majority of the privately owned land in the northern part of the settlement consist of biodiversity corridors and was also therefore included in an urban conservation EMOZ (refer **Plan 71**).

#### 5.12.2.1 Local Spatial Development and Growth Management Principles

##### Baardskeedersbos

###### *i Promote:*

- the role of the area as an agricultural zone of special significance;
- appropriately scaled tourism development based on the agricultural and heritage value of the region;
- rural cottage industries;
- appropriate residential development on a scale and in a form that retains the village character of Baardskeedersbos;
- the role of the area as an agricultural zone of special significance;
- appropriately scaled tourism development based on the agricultural and heritage value of the region.

###### *ii Restrict:*

- subdivisions and development that changes the rural character of the village.

###### *iii Maintain:*

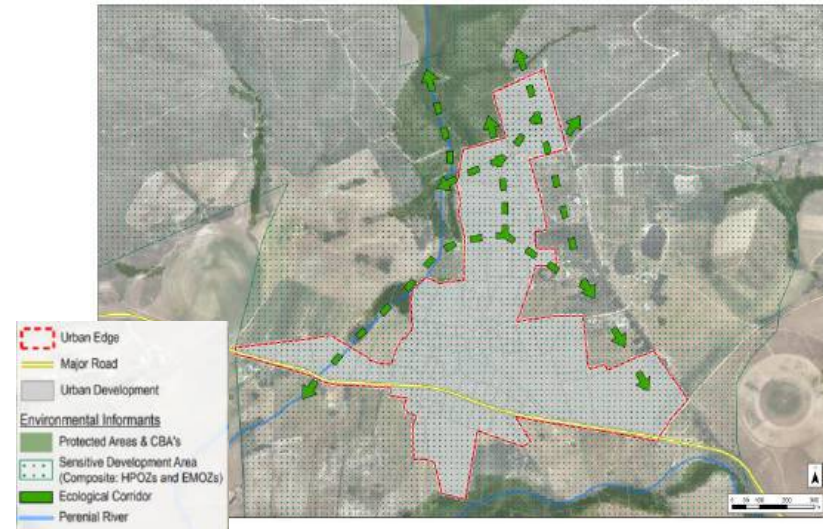
- the unique village / rural character of Baardskeedersbos;
- the special character of the area and quality tourist experience.

###### *iv Contain:*

- the development footprint to within the defined rural edge of the town.

#### 5.12.2.2. Growth Management Strategy

There is no densification proposed for rural development areas.



*Plan 71: Baardskeedersbos Spatial Proposal 2020*

#### 5.12.2.3 Key Strategic Land Use Proposals

##### *i Industrial*

There is no industrial development planned for this settlement, as this town is predominantly earmarked for rural development purposes.

##### *ii Commercial*

No business nodes are proposed for this area.

**iii New Urban Development**

No new development is proposed for Baarskeedersbos.

**iv Sensitive Development Areas**

The Draft EMOZ regulations should be taken into consideration when regarding any new development located within these overlay areas.

These areas are based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered consistent with the draft HPOZ and EMOZ regulations.

In summation the rural development of Baarskeedersbos should be protected in terms of its heritage and environmental resources. Only restricted and carefully considered development might be permitted.

**v. CBA's and Protected Areas**

Buffeljags is surrounded by CBA and protected areas. These areas should be preserved and maintained. This is re-iterated in the proposed EMOZ regulations.

**5.12.3 Wolvengat 2020-2030 MSDF Spatial Proposal**

As outlined in detail in Section 2.7.5. Wolvengat is a rural settlement similar in nature to Baardskeedersbos, and also consists of a prominent biodiversity corridor system. Most of the settlement is therefore included in an urban conservation EMOZ. Wolvengat does not consist of any internal services infrastructure (refer **Plan 72**).

**5.12.3.1 Local Spatial Development and Growth Management Principles**

**Wolvengat**

**i Promote:**

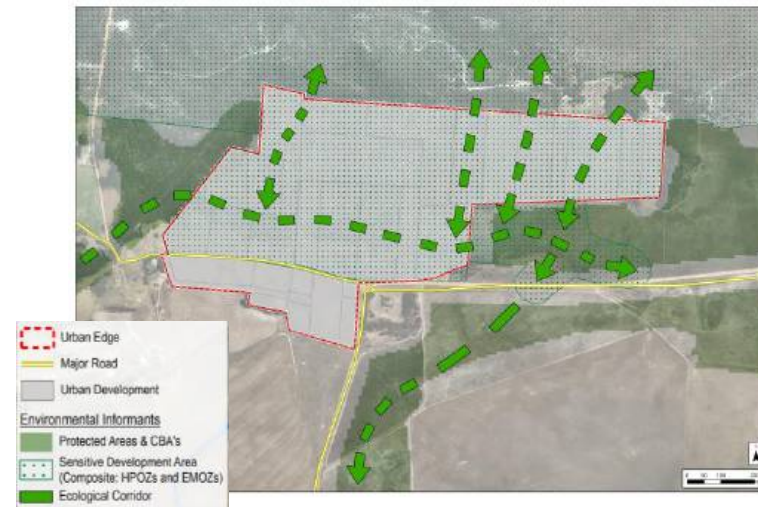
- the role of the area as an agricultural zone of special significance;
- appropriately scaled tourism development based on the agricultural and heritage value of the region;
- rural cottage and agro-processing industries;
- the special character of the area and quality tourist experience.

**ii Restrict:**

- further residential development must be restricted until a local development framework has been compiled for the area.

**5.12.3.2. Growth Management Strategy**

There is no densification proposed for this rural development areas.



**Plan 72: Wolvengat Spatial Proposal 2020**

**5.12.3.3 Key Strategic Land Use Proposals**

**i Industrial**

There is no industrial development foreseen for this settlement, as this town is predominantly earmarked for rural development purposes.

**ii Commercial**

No business nodes are proposed for this area.

*iii* **New Urban Development**

There is no new development proposed for Wolvengat.

*iv* **Sensitive Development Areas**

The Draft EMOZ regulations should be taken into consideration when regarding any new development situated within the areas located within its boundaries.

These areas are based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered based on the proposed HPOZ and EMOZ regulations being promulgated.

In summation the rural development of Wolvengat should be protected in terms of its heritage and environmental resources. Only restricted and carefully considered development may be permitted.

*v.* **CBA's and Protected Areas**

Buffeljags is surrounded by CBA and protected areas. These areas should be preserved and maintained. This is re-iterated in the proposed draft EMOZ regulations.

**5.12.4 Buffeljags 2020-2030 MSDF Spatial Proposal**

As outlined in detail in Section 2.7.5. Buffeljags is a small residential community associated with abalone farming along the easternmost coastal border of the Overstrand. The settlement is not serviced by any services infrastructure (refer **Plan 73**).

**5.12.4.1 Local Spatial Development and Growth Management Principles**

**BUFFELJAGS**

*i* **Promote:**

- Buffeljags as a fishing settlement and investigate its potential for the area's further development as a specialist mari-culture area.

*ii* **Restrict:**

- further residential development must be restricted until a local development framework has been compiled for the area.

**5.12.4.2. Growth Management Strategy**

There is no densification proposed for this rural development area.



*Plan 73: Buffeljags Spatial Proposal 2020*

### 5.12.4.3 Key Strategic Land Use Proposals

#### *i* **Industrial**

There is no industrial development foreseen for this settlement, as this town is predominantly earmarked for rural development purposes.

#### *ii* **Commercial**

No business nodes are proposed for this area.

#### *iii* ***New Urban Development***

The urban edges were amended to accommodate future growth (subject to funding approval). The boundaries of the previously bisected urban edges was combined to create a singular rural settlement defined by a single urban boundary.

#### *iv* ***Sensitive Development Areas***

The Draft EMOZ regulations should be taken into consideration when regarding any new development situated within these overlay areas.

These areas are based on environmental and heritage sensitive resources and should be protected as far as possible in its natural state. Limited development could be considered based on the proposed HPOZ and EMOZ regulations.

In summation the rural development of Buffeljags should be protected in terms of the quality of its heritage and environmental resources. Only restricted and carefully considered development should be permitted.

#### *v.* **CBA's and Protected Areas**

Buffeljags is surrounded by CBA and protected areas. These areas should be preserved and maintained. This is re-iterated in the proposed EMOZ regulations.



This section proposes an action plan for the next ten years to implement the proposals contained in this Spatial Development Framework. The action plan is divided into different implementation mechanisms under which the individual actions, with related direct or indirect outcomes, are grouped. The actions listed include those completed, those currently being undertaken and actions proposed for future implementation by the municipality and other role players, in order to realise the Overstrand’s MSDF vision. This Action Plan does not form part of the policy framework of the MSDF and is subject to change as a result of the development of the relevant plans and strategies.

Figure 5.1 illustrates the position/role of the action plan within the SDF integrated planning methodology, followed by the keys for the tables used in the action plan.

The overall implementation method for actions with financial implications is through the Overstrand integrated development planning process.

The action plan was formulated through a process of analysis, starting with the Overstrand Vision and Strategic Directives. The Strategic Directives provided the policy framework within which the spatial proposals were formulated. The Action Plan therefore represents a summary of the key actions required to achieve the MSDF spatial vision and its associated spatial proposals and to put Overstrand on the way to fulfilling the shared vision.

The Action Plan will be continuously revised and updated to ensure that the spatial proposals are realised and kept aligned with the directives identified through this process.

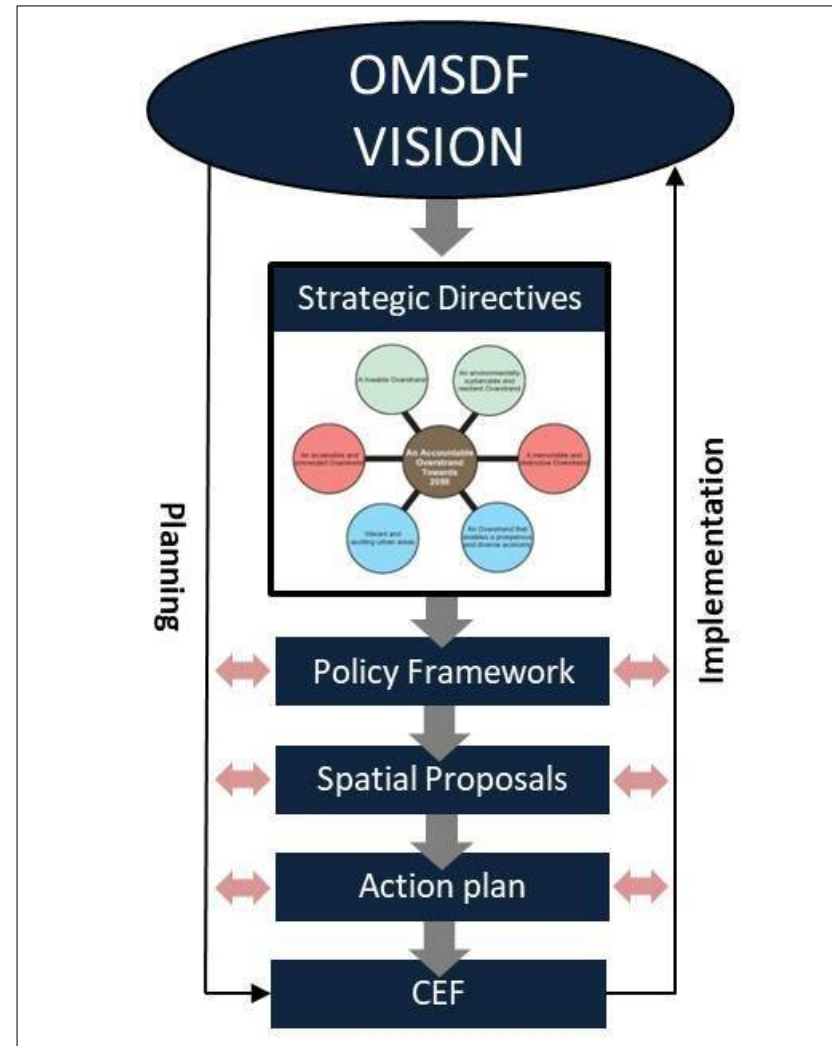


Figure 5.1 SDF Integrated Planning Methodology

## Key for Implementation Mechanisms/Methods

<b>CS</b>	Community services (Housing, Recreation etc.)
<b>ENE</b>	Energy management and provision
<b>ENV</b>	Environmental management
<b>ESM</b>	Engineering services management and projects (Transport, Water and Waste Management Projects)
<b>FI</b>	Financial incentives (grants, rates relief, consent fee relief)
<b>FUND</b>	Funding sources (including Rates, Financial and Development Contributions and other)
<b>PROP</b>	Property development and public-private partnerships
<b>SP</b>	Spatial Planning and Land Use Planning (Guiding and managing tools – Spatial Development Frameworks, OGMS, Draft Overlay Zones, Zoning Scheme etc.)

## Key for MSDF Policies Referred to in Action Plan

<b>LO</b>	A Liveable Overstrand (page 119-122)
<b>EO</b>	An Environmentally Sustainable and Resilient Overstrand (page 123-128)
<b>MO</b>	A Memorable and Distinctive Overstrand (page 129-132)
<b>VO</b>	Vibrant and Exciting Urban Areas (page 133-136)
<b>AO</b>	An Accessible and Connected Overstrand (page 137-140)
<b>ECO</b>	An Overstrand that Enables a Prosperous and Diverse Economy (page 141-146)

## Key for Status

<b>In Progress:</b>	Means the action has been completed or is in progress/on-going.
<b>Investigate:</b>	Means the action will be investigated for consideration.

## Community Services

Status	Number	Actions	Leading Department	Other Role Players	Linked Policies, Strategies and Plans	
In Progress	CS 1	Continue with the provision of housing within the context of developing sustainable human settlements.	Community Services: Housing Administration	Infrastructure and Planning – Town Planning and Property Administration Infrastructure and Planning - Engineering Services	LO 3	Overstrand Housing Plan Overstrand HSP Overstrand IDP Overstrand Infrastructure Master Plans Overstrand Growth Management Strategy Overstrand Draft EMOZs and HPOZs SPLUMA: Spatial Justice
	CS 2	Provide community facilities informed by the CSIR requirements, the provisions of the Overstrand Growth Management Strategy and local area informants.	Community Services	Infrastructure and Planning – Town Planning and Property Administration	ECO 5	Overstrand HSP Overstrand Growth Management Strategy
Investigate	CS 3	Determine the detailed specifications of new community facilities (informed by the proposals of this MSDF) as an integrated process of revising the Overstrand Human Settlement Plan.	Infrastructure and Planning – Town Planning and Property Administration Community Services: Housing Administration	Infrastructure and Planning - Engineering Services	ECO 5	Overstrand Housing Plan Overstrand HSP Overstrand Infrastructure Master Plans Overstrand Growth Management Strategy

## Energy Management and Provision

Status	Number	Actions	Leading Department	Other Role Players	Linked Policies, Strategies and Plans	
In Progress	ENE 1	Continue with current electricity provision projects.	Infrastructure and Planning - Electricity	ESKOM Department of Energy	LO 2 ECO 7	Overstrand EMF Overstrand Draft EMOZs and HPOZs Overstrand Electrical Master Plans
	ENE 2	Continue with the maintenance, upgrade and development of the Overstrand's electrical infrastructure networks in conjunction with ESKOM.	Infrastructure and Planning - Electricity	Infrastructure and Planning – Town Planning and Property Administration Infrastructure and Planning - Engineering Services	LO 2 LO 5 ECO 7	Overstrand Electrical Master Plans

Investigate	ENE 3	Implement alternative energy provision projects.	Infrastructure and Planning - Electricity		LO 2 ECO 7	Overstrand Electrical Master Plans Overstrand LED Principles & Strategies (2019/23)
	ENE 4	Implement demand side management (DSM)	Infrastructure and Planning - Electricity	ESKOM National Department of Mineral and Energy	LO 2 ECO 7	Overstrand Electrical Master Plans Overstrand LED Principles & Strategies (2019/23)

### Environmental Management

Status	Number	Actions	Leading Department	Other Role Players	Linked Policies, Strategies and Plans	
In Progress	ENV 1	Ensure that land-use and development planning is consistent with the provisions of the relevant environmental policy and legal requirements.	Provincial Department of Environmental Affairs and Development Planning (DEA&DP) Infrastructure and Planning – Environmental Management Services	Infrastructure and Planning – Town Planning and Property Administration	EO 1 EO 2 EO 5 ECO 1 ECO 2	Overstrand Growth Management Strategy Overstrand EMF 2014 Draft EMOZ NEMA NEM:AQA SPLUMA etc.
	ENV 2	Develop the Overstrand Coastal Management Programme in alignment with National, Provincial and District CMP's	Infrastructure and Planning – Environmental Management Services	Infrastructure and Planning – Town Planning and Property Administration Local Economic Development Community Services	EO 3 EO 4 MO 1	Western Cape Coastal Management Programme Overstrand EMF 2014 Overstrand Growth Management Strategy Draft EMOZ
	ENV 3	Coordinate the development and implementation of 6 Estuary Management Plans	Infrastructure and Planning – Environmental Management Services	Infrastructure and Planning – Town Planning and Property Administration Cape Nature DWA Estuary Forums	EO 4 MO 1	Overstrand Growth Management Strategy Overstrand EMF 2014 Draft EMOZ

In Progress	ENV 4	Manage Heritage resources in accordance with the provisions of the Draft Overstrand Heritage Protection Overlay Zones and the National Heritage Resources Act (NHRA).	Infrastructure and Planning – Building Control	Overstrand Heritage and Aesthetic Committee (OHAC) Heritage Western Cape Infrastructure and Planning – Environmental Management Services	MO 3 VO 2 ECO 1	HRA Draft HPOZ Overstrand Heritage Survey Overstrand Growth Management Strategy
Investigate	ENV 5	Implement the Overstrand EMF Systematic Biodiversity Planning Strategies (Strategies 1 & 2).	Infrastructure and Planning – Environmental Management Services	Infrastructure and Planning – Town Planning and Property Administration	EO 1 MO 1 ECO 1	Overstrand EMF 2014 Draft EMOZ DEADP Rural Development Guidelines
	ENV 6	Develop specific Environmental Management Plans (EMP's) to guide judicious management of the Overstrand's urban conservation networks (incl. natural/green rural-urban corridors).	Infrastructure and Planning – Environmental Management Services	Infrastructure and Planning – Town Planning and Property Administration Protection Services - Fire and Disaster Management	MO 2	Overstrand Growth Management Strategy Overstrand EMF 2014 Draft EMOZ Draft HPOZ DEADP Rural Development Guidelines 2019

### Engineering Services Management and Projects

Status	Number	Actions	Leading Department	Other Role Players	Linked Policies, Strategies and Plans	
In Progress	ESM 1	WSA functions: Continue with the monitoring and planning of water and sanitation infrastructure in a sustainable manner, in accordance with the Overstrand Water Services Development Plan.	Infrastructure and Planning: – Engineering Planning	WC Department of Water Affairs (DWA) BOCMA Provincial Department of Environmental Affairs and Development Planning (DEA&DP)	LO 1 LO 9 EO 7 ECO 7	Overstrand EMF 2014 Draft EMOZ Overstrand Water Services Development Plan Overstrand Integrated Waste Management Plan Water and Sewer Master Plans
		WSP functions: Continue with the management, operations and maintenance of infrastructure networks (potable water and waste water) in a sustainable manner, in accordance with the Overstrand Water Services Development Plan.	Community Services: - Operation Management	Infrastructure and Planning – Engineering Planning	LO 1 LO 9 EO 7 ECO 7	Overstrand Water Services Development Plan Water and Sewer Master Plans
	ESM 2	Implement the Municipal Water Demand Management (WDM) Strategy and various WDM activities in order to keep the future water demand as low as possible.	Infrastructure and Planning: – Engineering Services Community Services: - Operational Management		LO 5 LO 9 EO 7	Overstrand Water Services Development Plan Overstrand Growth Management Strategy Overstrand EMF 2014

In Progress	ESM 3	Continue with transportation infrastructure planning, management and the implementation of projects in accordance with the Overstrand Integrated Transport Plan, prioritising the development of coordinated mixed mode transportation networks focused specifically on pedestrian, bicycle and public modes of transport.	Infrastructure and Planning – Engineering Services	Infrastructure and Planning – Environmental Management Services – Town Planning and Property Administration IDP WC Department of Transport and Public Works	LO 5 LO 9 EO 7 MO 1 VO 2 AO 1-3 AO 4 AO 5 ECO 7	Overstrand Integrated Transport Plan Overstrand IDP Overstrand EMF 2014 Draft EMOZ Draft HPOZ Overstrand Growth Management Strategy SPLUMA Overstrand LED Principles & Strategies (2019/23)
	ESM 4	Implement the Overstrand Municipality Waste Management Action Plans relating to waste reduction, waste disposal and waste management.	Infrastructure and Planning – Engineering Planning	IDP DEADP	EO 6	Overstrand Integrated Waste Management Plan
	ESM 5	Continue with stormwater infrastructure planning, management and the implementation of projects in accordance with the Overstrand stormwater master plans.	Infrastructure and Planning – Engineering Services		LO 9 EO 7 ECO 7	Overstrand Growth Management Strategy Overstrand Stormwater Master Plans
Investigate	ESM 6	Investigate the possibility of establishing a 'world class communication network' consisting of amongst other fiber-optic data cables, customer service centers etc.	Management Services - Information Communication Technology	WC Department of the Premier	LO 9 ECO 4 ECO 7	Engineering Services Master Plan
	ESM 7	Develop a comprehensive and integrated land use and transport growth management plan for the Hawston – Hermanus corridor with emphasis on maintaining future mobility.	Infrastructure and planning -Engineering services -Town Planning an property administration	Overstrand Environmental Department Department of housing		Overstrand Growth Management Strategy Integrated Transport Plan OGMS

### Financial Incentives

Status	Number	Actions	Leading Department	Other Role Players	Linked Policies, Strategies and Plans
Investigate	FI 1	Develop an incentive scheme to encourage developers to undertake projects that produce housing types in line with the demand to be determined in PROP 1.	Finance  IDP	Infrastructure and Planning: - - Town Planning and Property Administration Community Services: Housing Administration	LO 3  Overstrand Growth Management Strategy Overstrand Housing Programme

<b>Investigate</b>	FI 2	Investigate the introduction of financial incentives (such as discount on bulk infrastructure contributions) for when a specific amount/class of natural-urban and heritage character integration is achieved in new developments, via for example the establishment of natural links with surrounding environments and natural open space systems within developments.	Finance	Infrastructure and Planning – Project Management and Development Control – Building Control – Town Planning and Property Administration – Environmental Management Services	ECO 3 EO 5 MO 2 MO 3 ECO 1	Overstrand EMF 2014 Draft EMOZ Draft HPOZ Overstrand Growth Management Strategy Overstrand Heritage Survey 2009 Proposed Urban Design Frameworks
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### Funding Sources

Status	Number	Actions	Leading Department	Other Role Players	Linked Policies, Strategies and Plans
<b>Investigate</b>	FUND 1	Procure funding for the identification of areas of land outside already protected public and private conservation areas, that should comprise Core 1 and Core 2 areas (as per PSDF), for potential inclusion into these areas. Potential funding sources include: <ul style="list-style-type: none"> <li>- WWF for Nature</li> <li>- SANPARKS</li> <li>- Concessions</li> <li>- Private donation</li> </ul>	Western Cape Department of Environmental Affairs and Development Planning (DEA&DP)	Overstrand Directorate Infrastructure and Planning: <ul style="list-style-type: none"> <li>– Town Planning and Property Administration</li> <li>– Environmental Management Services</li> <li>Private landowners</li> <li>CAPE NATURE</li> </ul>	LO 6  Overstrand EMF 2014 DEAD Rural Development Guidelines PSDF

### Property Development and Public-Private Partnerships

Status	Number	Actions	Leading Department	Other Role Players	Linked Policies, Strategies and Plans
<b>Investigate</b>	PROP 1	Establish a public-private partnership between the municipality and property developers aimed at determining the nature of the demand of Overstrand households in terms of specific housing types.	Infrastructure and Planning – Town Planning and Property Administration IDP Community Services: Housing Administration	Finance Associations of Built Environment Professionals (i.e. SAACPP etc.)	LO 3  Overstrand Growth Management Strategy Overstrand Housing Strategy

Investigate	PROP 2	Encourage new development design concepts that incorporate natural areas in layouts and complement the natural environment by introducing eco-architecture/green building designs.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning – Project Management and Development Control – Building Control	LO 7 EO 5 MO 2	Overstrand EMF 2014 Draft EMOZ Draft HPOZ SPLUMA Overstrand Growth Management Strategy Proposed Urban Design Frameworks
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### Spatial and Land Use Planning

Status	Number	Actions	Leading Department	Other Role Players	Linked Policies, Strategies and Plans	
In Progress	SP 1	Continue implementation of land use planning principles ensuring densification and mixed use development, thus promoting the location of new residential development in close proximity to existing employment opportunities, community, recreation and public transport facilities, in accordance with the Overstrand Growth Management Strategy.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Engineering Services	LO 4 VO 1 AO 3 AO 4 ECO 3 Spatial Proposal Plans	SPLUMA Municipal Planning By-law Overstrand Growth Management Strategy Overstrand Integrated Transport Plan
	SP 2	Implement the Overstrand Municipal Wide Spatial Development Strategy (Part 4).	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Engineering Services Infrastructure and Planning: - Environmental Management Services	LO 4 EO 3 EO 7 VO 1 VO 2 AO 4 Spatial Proposal Plans	SPLUMA PSDF DEADP Rural Development Guidelines 2019 Municipal Planning By-law EMF 2014 Draft EMOZ Draft HPOZ
	SP 3	Implement the Overstrand Local Land Use Proposals: Local Planning Level (LPL) (Part 5).	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Engineering Services Infrastructure and Planning: - Environmental Management Services Community Services: Housing Administration Local Economic Development	MO 3 VO 1 ECO 3 ECO 7	SPLUMA Municipal Planning By-law Overstrand Growth Management Strategy EMF 2014 Draft EMOZ Draft HPOZ

In Progress	SP 4	Implement policies and action plans that have been developed in terms to ensure the protection of biological diversity and ecosystems, ensuring environmental resilience and sustainability and the protection of high production value agricultural land.	Infrastructure and Planning – Town Planning and Property Administration Infrastructure and Planning: - Environmental Management Services		EO 1 EO 7 MO 1 ECO 1 ECO 2	Overstrand EMF 2014 Draft EMOZ Overstrand Growth Management Strategy DEADP Rural Development Guidelines ENV 9
	SP 5	Clearly define urban boundaries/edges and manage urban expansion accordingly in order to avoid loss of/or fragmentation of prime agricultural land and species-rich natural areas that are required to provide the necessary ecosystem services for sustaining human, fauna and flora existence.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Environmental Management Services	EO 1 EO 2 ECO 1 Spatial Proposal Plans	SPLUMA Overstrand Growth Management Strategy Overstrand EMF 2014
	SP 6	Strengthen urban – natural integration via the establishment of green corridors, linking natural areas and networks of urban open spaces, in accordance with the proposals of the Overstrand SDF, EMF, Draft Environmental Overlay Zones and Growth Management Strategy,	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Environmental Management Services	EO 3 Spatial Proposal Plans	Overstrand EMF 2014 Overstrand Growth Management Strategy Draft Environmental Overlay Zones
	SP 7	Integrate the recommendations of the Coastal Management Programme (incl. Coastal Progress and Municipal Management Lines) with the Growth Management Strategy.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning – Environmental Management Services	ECO 1	EMF 2014 Draft EMOZs Provincial Coastal Management Programme
	SP 8	Ensure that all future development proposals/applications are consistent with the Overstrand SDF Rural land use provisions.	Infrastructure and Planning – Town Planning and Property Administration		EO 5 MO 1	DEADP Rural Development Guidelines 2019 Overstrand EMF 2014 Draft EMOZ Draft HPOZ
	SP 9	Ensure that all decision making related to the location and functioning of commercial and industrial developments/activities are in accordance with the Overstrand Growth Management Strategy.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning – Environmental Management Services	ECO 3 ECO 7	Overstrand Growth Management Strategy Overstrand LED Principles & Strategies (2019/23)

<b>In Progress</b>	SP 10	Investigate the need for new housing typologies and incorporate same within the present statutory planning system (introduction of new typologies in zoning scheme etc.).	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: Engineering Services Community Services: Housing Administration	LO 3	Overstrand Growth Management Strategy Overstrand HSP / Overstrand Housing Strategy Overstrand Zoning Scheme
	SP 11	Identify highly accessible locations for community facilities in conjunction with public transport interchanges supported by urban densification	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Engineering Services	LO 4 EO 5 AO 4 ECO 1	SPLUMA Overstrand Growth Management Strategy Overstrand ITP PSDF UR12, UR4, UR6, UR 20
	SP 12	Develop and implement urban design frameworks and manuals including policies, guidelines and proposals for Overstrand’s settlements, focused on amongst other: - The integration of built environments with internal and surrounding natural areas; - Ensuring that new developments reflect and enhance the distinct built and natural environmental and heritage context in which it is located - Ensuring that mixed mode transport facilities are aesthetically and functionally well provided and integrated within existing and new urban fabrics.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Environmental Management Services - Engineering Services Community Services - Housing	LO 6 LO 8 EO 3 EO 5 MO 1 MO 2 MO 3 AO 2 AO 4 AO 5 ECO 1 ECO 3	Overstrand Growth Management Strategy Draft EMOZ Draft HPOZ Overstrand EMF 2014
	SP 13	Monitor layouts and plans including low income housing to ensure they comply with the urban design frameworks and manuals as outlined in SP 8.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning – Property Management and Development Control – Building Control	LO 8 EO 5 AO 5 ECO 1	Overstrand Zoning Scheme Draft EMOZ Draft HPOZ Overstrand EMF 2014 Overstrand Growth Management Strategy
	SP 14	Promote tourism development by means of strategically identifying areas which should be prioritised for tourism infrastructure/facilities development.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Environmental Management Services - Engineering Services Community Services - Sport and Recreation Local Economic Development - Tourism	MO 4 ECO 1	Overstrand EMF 2014 Draft EMOZ Draft HPOZ Overstrand LED Principles and Strategies (2019/23) Overstrand Tourism Strategy

Investigate	SP 15	Determine the nature and extent of infrastructure and facility development needed to make key natural areas accessible to all of the Overstrand's inhabitants and tourists (including access roads, parking, cycle and pedestrian routes, water and sanitation facilities, information stations etc.). Identify and implement specific infrastructure and facility provision projects.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Environmental Management Services - Engineering Services Community Services - Sport and Recreation Local Economic Development - Tourism IDP	MO 4 AO 2 AO 4 ECO 1	SPLUMA Overstrand EMF 2014 Overstrand Integrated Transport Plan Overstrand LED Principles and Strategies (2019/23) Services Master Plans
	SP 16	Develop initiatives for the regeneration and restoration of under-utilised or decayed existing urban centres.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning – Property Management and Development Control – Building Control	VO 1 ECO 3	Overstrand Growth Management Strategy Overstrand LED Principles and Strategies (2019/23) Draft HPOZ Draft Urban Conservation EMOZ
	SP 17	Investigate the development of an initiative for the identification and development of integrated social activity precincts to accommodate social, recreation, arts and culture activities.	Infrastructure and Planning – Town Planning and Property Administration	Community Services - Sport and Recreation Local Economic Development - Tourism	VO 1	SPLUMA Overstrand Growth Management Strategy Overstrand LED Principles and Strategies (2019/23)
	SP 18	Develop focused initiatives for improving safety and security in and around urban and rural centres.	Protection services		VO 1	
	SP 19	Manage future industrial development within the context of the broader regional spatial context, considering the functional hierarchy and role that particular urban nodes fulfill. Promote the development of potential future industrial nodes, and support economic linkages to these nodes.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Environmental Overberg Municipality Theewaterskloof Municipality	ECO 3	PSDF Overberg Draft SDF Overstrand Integrated Transport Plan Overstrand LED Principles and Strategies (2019/23)
	SP 20	Initiate a scenario planning process (focused on key aspects such as population growth, climate change, the cost of energy, availability of water and management of waste) in order to create realistic scenarios for the future Overstrand that can be used to inform forward planning, management and other processes.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Environmental Management Services - Engineering Services	LO1 LO2 LO6 EO2 EO4 EO5 EO6	IDP Overstrand EMF 2014 Infrastructure Masterplans International Literature

<b>Investigate</b>	SP 21	Investigate the need and subsequently potential location of an airstrip/airport and ancillary facilities in the Overstrand.	Infrastructure and Planning – Town Planning and Property Administration	Infrastructure and Planning: - Environmental Management Services - Engineering Services	LO5 VO2	Overstrand IDP Overstrand Integrated Transport Plan.
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# Part 7: Capital Expenditure Framework (CEF)

## 7.1 PURPOSE OF A CAPITAL EXPENDITURE FRAMEWORK

The Capital Expenditure Framework (CEF) of a municipality can be defined to “include all the infrastructure requirements (engineering, social and other capital requirements) that falls within the mandate of the municipality and is funded by the municipality and includes own funding, grants received as well as borrowing raised by the municipality itself. It is an important tool in ensuring that long-term infrastructure investment decisions are timeously made in a financially viable way to support the Integrated Urban Development Framework objectives in facilitating transformation.” (COGTA Guidelines, 2018).

It is important that all spheres of government must contribute towards the functionality and sustainability of the municipality. It is therefore important to make a distinction between the infrastructure that is required to ensure long-term sustainability and functionality, which is financed by national and provincial government (included in a Capital Investment Framework), versus infrastructure that the municipality has to finance from its own budget, including grants (included in a Capital Expenditure Framework). The investments by the municipality must fall within the municipality's affordability means.

The intention of a CEF is to effectively link the municipality's spatial development strategies to the municipality's budget, which is one of the primary means with which to implement the development strategies.

A CEF therefore provides a link between spatial planning and financial planning, and also links to infrastructure planning, which is crucial to accommodate the spatial development strategies and maintain existing services infrastructure. This inter relationship is illustrated in *Figure 7.1*.

By providing more specific direction on what type of investment should be made at which location and in what order of priority, alignment between the Overstrand Municipality's strategies, plans, programmes and policies, the development at ground level is improved and the risk that budget allocations undermine or contradict the SDF is mitigated.

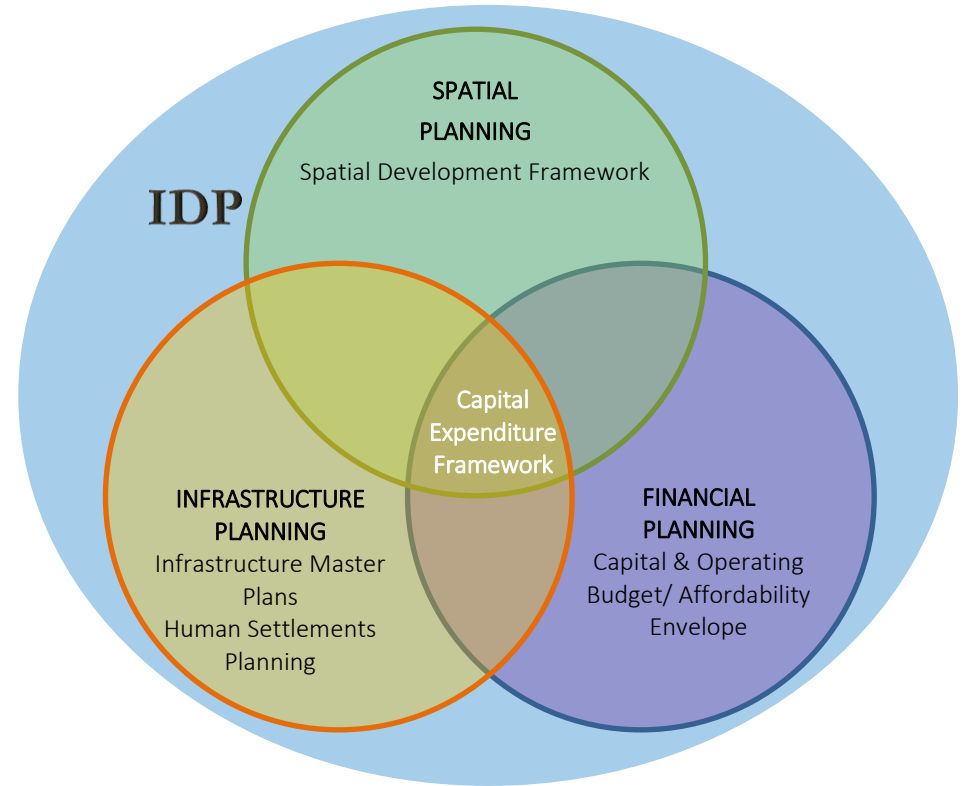
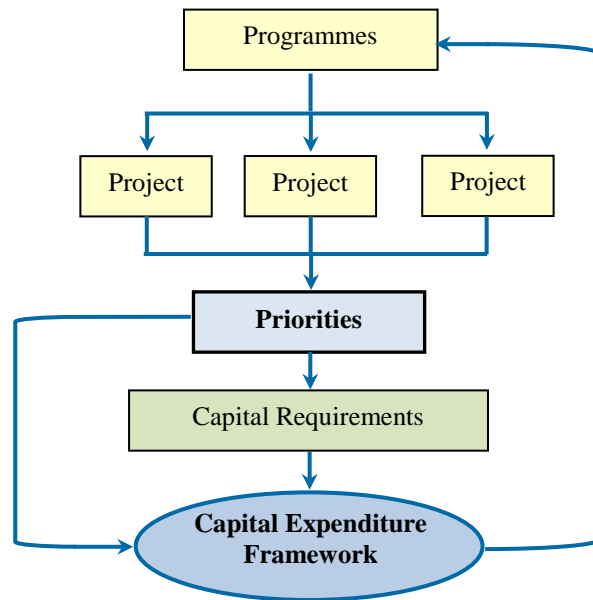


Figure 7.1: Inter relationship of a Capital Expenditure Framework

**Figure 7.2** illustrates the process and inter-relationship of the SDF proposals, programmes, projects and the budget allocation. The figure illustrates that the prioritisation of projects will continuously contribute to the amendment of the CEF, which in turn, impacts on the number of programmes that can be funded



**Figure 7.2: Capital Expenditure Framework Process**

Therefore, the CEF articulates what municipal investment is needed where, for what, when and at what cost to inform and guide budget allocation and revenue decisions.

## 7.2 LEGISLATIVE REQUIREMENTS

The Spatial Planning and Land Use Management Act (SPLUMA, Act 16 of 2013) requires that Municipal Spatial Development Frameworks “determine a capital expenditure framework for the municipality’s development programmes, depicted spatially”.

Furthermore, the Local Government: Municipal Planning and Performance Management Regulations (2001) require that a SDF sets out a Capital Investment Framework for the municipality’s development program.

The implementation framework aims to shift the focus away from strategy and policy, towards actions and interventions to implement these policy and plans.

Government initiated the Integrated Urban Development Framework (IUDF) in order to restructure South Africa’s urban spaces, guided by a vision of creating “liveable, safe, resource efficient cities and towns that are socially integrated, economically inclusive and globally competitive.” One element of the implementation of the IUDF is the introduction of a consolidated infrastructure grant, the Integrated Urban Development Grant (IUDG), which municipalities may be eligible for. Among other features, the IUDG moves towards programmatic grant monitoring. The business plan for the IUDG is a three-year capital programme that is aligned with a long-term Capital Expenditure Framework. In order to access IUDG funding, Overstrand Municipality requires a credible CEF.

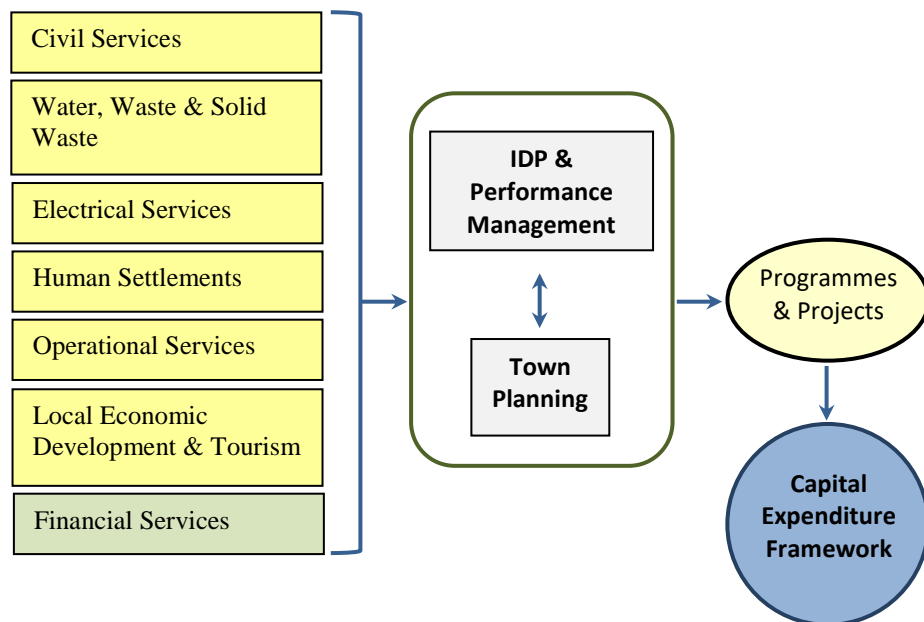
The key intentions in introducing the CEF as the basis for monitoring the IUDG are:

- To ensure that priorities identified in the SDF are translated into capital programmes;
- To promote long-term engineering and social infrastructure planning;
- To promote infrastructure planning that is better integrated across sectors and spheres and within space;
- To promote a more integrated approach to planning within municipalities that brings together technical, financial and planning expertise.

**While the SDF is reviewed every 5 years, the CEF needs to be reviewed annually.**

## 7.3 INSTITUTIONAL REQUIREMENTS

Overstrand Municipality’s Integrated Development Plan and Town Planning departments will be responsible to facilitate and monitor the implementation of the SDF proposals, actions and interventions. These two departments must work closely with the other municipal departments dealing with engineering services infrastructure, social facilities, human settlements and the municipal budget, as illustrated on **Figure 7.3**.



The said two departments must ensure that the SDF’s proposals, actions and interventions are formulated in programmes and projects for implementation, spatially. It must also be ensured that the SDF informs sector planning and resource/funding allocation.

#### 7.4 ALIGNMENT OF SECTORAL PLANS

The SDF is a medium term planning instrument, which spatially coordinates and implements the Overstrand’s IDP’s vision. The SDF both leads and is informed by the various interdepartmental sector plans and it must be ensured that the SDF and sectoral plans are aligned in order to utilise their potential as an implementation toolkit. Therefore, once this SDF has been adopted, the SDF must be a key consideration during the revision of the sectoral plans to establish alignment, where required.

### 7.5 CAPITAL EXPENDITURE FRAMEWORK

#### 7.5.1 Methodology

There is currently no specification for a SPLUMA-compliant CEF. However, the National Department: Cooperative Governance commissioned a guide to aid the public and private sectors in preparing a Capital Expenditure Framework for municipalities. The draft guidelines (TE COGTA/V8) are aimed at the larger Intermediate City Municipalities (ICM). Overstrand is not categorised as an ICM and therefore **Overstrand would not need to adhere to the COGTA guidelines** in its entirety. The guidelines were however considered and used as a framework in which to compile the Overstrand CEF.

The COGTA guidelines include ten steps, which should be followed in preparing a CEF for an ICM. **Table 7.1** lists the activities to be undertaken based on the 10 steps and illustrates how the current Overstrand CEF complies with the requirements and where additional work is required in the next revision of the OMSDF.

STEP	TASK DESCRIPTION	COMPLIANCE
1.	<b>Identify Functional Areas and Priority Development Areas for the municipal area.</b>	The Overstrand Municipal settlements were used as the functional areas.
2.	<b>Compile a socio-economic profile for each Functional Area for a 10 year period.</b>	This was done in the situational analysis component of the MSDF.
3.	<b>Compile a land budget for residential and commercial/ industrial growth for the next 10 years as per the SDF proposals.</b>	No additional land budget was yet compiled. The OMSDF provides very strategic broadly categorised new urban development areas that make provision for future residential, mixed use, community facility land uses etc. These individual land use designations are for flexibility purposes not delineated in the MSDF, but addressed in a high level of detail in the OGMS. A land budget can only be done once this MSDF is finalised and the GMS subsequently revised. <b>This</b>

		is also the reason why this CEF does not include community facility/social infrastructure as this will only be confirmed on revision of the detailed planning of the OGMS following adoption of the OMSDF.
4.	Confirm the appropriateness of the SDF vision and long-term spatial structure for the municipality, based on supply and demand of land and infrastructure.	The OMSDF is quite uniquely based on the Municipal IDF (i.e. its long term adopted spatial vision policy framework). All of the spatial development proposals are imbedded and aligned with this vision. The supply and demand inputs were confirmed during numerous workshops held with the relevant Municipal Departments.
5.	Sector master plans should be revised based on the outcomes of steps 1 to 4, with the view to determine infrastructure requirements for the various Priority Development Areas.	The Infrastructure / Engineering Department provided infrastructure maintenance / development costs as input to this CEF pertaining to the Municipal area as a whole. The master plans will be updated following the adoption of this MSDF and the GMS.
6.	Develop a Long Term Financial Plan.	The Municipality provided the long term financial planning information required to compile this CEF.
7.	Link the costing from step 5 with the Long Term Financial Plan that provides the affordability envelope. The outcome of this step will be to model the expected investment levels over time and the operating impact of providing and maintaining the various services. High level prioritisation is required.	The long term financial planning information and capital expenditure information from the Municipal Departments were compared and the affordability envelope determined.  Prioritisation was not done in this CEF.

8.	Structure all requirements into programmes per Functional Area. Existing projects must be fitted into these programmes and new projects must be conceived in terms of these programmes.	This input into the CEF have not been finalised and municipality is in the process of engaging with various entities in this regard.
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Table 7.1: COGTA CEF Guidelines: 10 Steps

### 7.5.2 Capital Revenue

The Municipality provided a break-down of funding sources as budget input to the CEF. The information provided the affordability envelope per financial year for the period 2019-2030. The total affordability envelope for the period amounts to R 1 455 637 971. The revenue sources and total available capital funds are presented in *Table 7.2*.

Funding Source	Rand Value
Capital grants	622 937 971
Financing	648 000 000
Cash reserves and funds	184 700 000
<b>Total(Affordability Envelope):</b>	<b>1 455 637 971</b>

Table 7.2: Overstrand Revenue Sources for the Period 2019-2030

### 7.5.3 Basic Engineering Services

The Overstrand engineering departments provided estimated costs for the engineering infrastructure that would be required to service the Municipality for the 2019-2030 year period (this included maintenance of existing infrastructure as well as provision of new infrastructure). Engineering infrastructure included (i) waste water infrastructure (ii) electricity, (iii) roads and transport, (iv) stormwater and (vi) solid waste infrastructure.

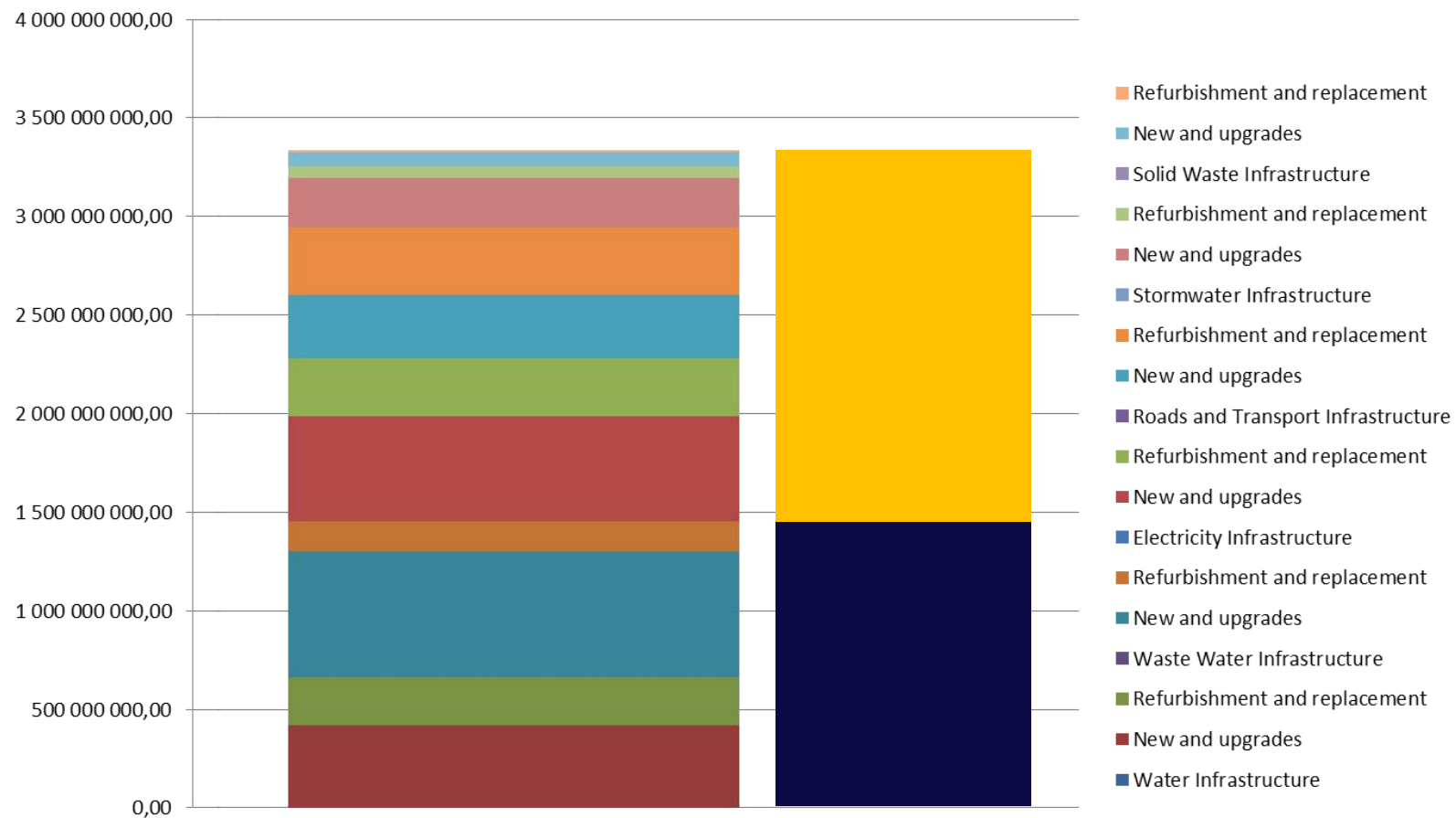
Detailed costing and prioritisation for each SDF proposal has not yet been undertaken.




The total engineering costs for the 2019-2030 year period amounts to approximately R 3 338 677 309.

#### 7.5.4 Budget Gaps / Surplus

The total available Capital Expenditure (affordability envelope) to Overstrand Municipality for the 2019-2030 amounts to R 1 455 637 971. However, based on available data, approximately R 3 338 677 309 is required for the listed engineering infrastructure required for the same period. It is therefore estimated that the Overstrand will have a shortfall of approximately R 1 883 039 338 over the period 2019-2030 (i.e. a **39,99% shortfall**). The breakdown of the total available capital expenditure, infrastructure costs and the shortfall/surplus for the Overstrand is presented in **Table 7.3**.

SERVICE	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030
<b>Water Infrastructure</b>											
New and upgrades	19 457 459	34 500 332	36 115 099	48 339 479	46 745 282	31 214 604	38 135 717	40 042 503	44 999 539	47 249 516	31 694 151
Refurbishment and replacement	17 236 193	18 098 002	19 002 902	19 953 048	20 950 700	21 998 235	23 098 147	24 253 054	25 465 707	26 738 992	28 075 942
<b>Waste Water Infrastructure</b>											
New and upgrades	34 575 106	36 303 861	59 066 554	65 492 757	68 767 395	64 548 075	67 775 479	48 650 646	51 083 178	69 150 619	72 608 150
Refurbishment and replacement	10 805 092	11 345 346,41	11 912 614	12 508 244	13 133 657	13 790 339	14 479 856	15 203 849	15 964 042	16 762 244	17 600 356
<b>Electricity Infrastructure</b>											
New and upgrades	59 526 600	50 805 140	36 899 876	44 981 024	38 301 210	38 608 155	42 592 930	52 937 229	44 414 527	62 340 078	61 914 285
Refurbishment and replacement	20 394 981	21 414 730	22 485 467	23 609 740	24 790 227	26 029 738	27 331 225	28 697 786	30 132 676	31 639 310	33 221 275
<b>Roads and Transport Infrastructure</b>											
New and upgrades	13 000 000	13 650 000	19 845 000	23 731 313	24 917 878	29 354 476	30 822 200	39 398 812	41 368 752	43 437 190	45 609 050
Refurbishment and replacement	24 195 469	25 405 243	26 675 505	28 009 280	29 409 744	30 880 231	32 424 243	34 045 455	35 747 728	37 535 114	39 411 870
<b>Stormwater Infrastructure</b>											
New and upgrades	11 375 000	11 943 750	18 053 438	21 850 172	22 942 680	24 089 814	25 294 305	26 559 020	27 886 972	29 281 320	30 745 386
Refurbishment and replacement	3 898 930	4 093 876	4 298 570	4 513 499	4 739 174	4 976 132	5 224 939	5 486 186	5 760 495	6 048 520	6 350 946
<b>Solid Waste Infrastructure</b>											
New and upgrades	10 000 000	11 025 000	5 512 500	8 682 188	9 116 297	6 381 408	4 020 287	-	-	-	16 288 946
Refurbishment and replacement	1 084 182	1 138 391	1 195 310	1 255 076	1 317 830	1 383 721	1 452 907	1 525 553	1 601 830	1 681 922	1 766 018
<b>Total for all basic municipal services</b>	<b>225 549 011</b>	<b>239 723 672</b>	<b>261 062 834</b>	<b>302 925 818</b>	<b>305 132 073</b>	<b>293 254 930</b>	<b>312 652 235</b>	<b>316 800 093</b>	<b>324 425 445</b>	<b>371 864 824</b>	<b>385 286 374</b>
<b>Capital Expenditure / Infrastructure Affordability Envelope</b>	<b>139 148 832</b>	<b>110 322 760</b>	<b>133 992 750</b>	<b>110 983 780</b>	<b>112 542 807</b>	<b>124 195 375</b>	<b>130 947 098</b>	<b>137 803 924</b>	<b>149 772 159</b>	<b>151 858 489</b>	<b>154 069 998</b>
<b>Funding Gaps (shortfall/surplus)</b>	<b>-86 400 179</b>	<b>-129 400 912</b>	<b>-127 070 084</b>	<b>-191 942 038</b>	<b>-192 589 266</b>	<b>-169 059 555</b>	<b>-181 705 137</b>	<b>-178 996 169</b>	<b>-174 653 286</b>	<b>-220 006 336</b>	<b>-231 216 376</b>



	Required CAPEX	=	R3 338 677 309
	Available Funds/Revenue	=	R1 455 637 971
	Funding Gap: Shortfall	=	- R 1 883 039 338 (56%)

## 7.6 CONCLUSION AND RECOMMENDATION

The current CEF is not complete when measured against the COGTA methodology and content requirements and represents the best first effort with the available data to date. The items and actions listed above under subsection 7.5.1 should be undertaken during the next review of the Municipal long term financial planning and IDP to ensure greater alignment with the SDF. The Overstrand engineering Master Plans should also be updated based on the 2020 MSDF spatial proposals / latest GMS when adopted.

Work and input into the CEF is an on-going and iterative process and cooperation and integration of all municipal departments is therefore required.