



1.1 THE INTEGRATED DEVELOPMENT FRAMEWORK

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. 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. This document will be used as an overall strategic guide for land use planning, service infrastructure planning and environmental management for the area.

The Development Framework provides the strategic spatial direction for development and conservation in the long term. Spatial form has a profound impact on the sustainability, economic performance, manageability, functionality, livability and attraction of a region.

The Development Framework addresses the Overstrand's urban, rural and natural environments on a strategic level, but also focuses on the local level, where it is required, as result of key challenges identified. It address these environments in an integrated fashion, taking into consideration how land use, transportation planning, infrastructure, services, housing and facility provision should be coordinated to contribute positively to a sustainable, prosperous, livable, and memorable environment.

1.2 WHY DO WE NEED AN IDF?

The preparation of an Integrated Development Framework is not a legislative requirement in South Africa. The IDF is an initiative of the Overstrand Municipality based on a series of specific planning needs identified and not currently addressed within the existing spatial planning context.

Consolidate the plethora of documentation into one user friendly summary document. The current municipal policy framework is fragmented and incoherent in nature as it is comprised of a plethora of document studies often very technical and detailed undertaken at different times, with different briefs and objectives. This forms a most confusing policy platform that complicates planning, decision making and management. The IDF will strive to transform the current policy framework into one summary document that is integrated, coherent, strategic and user friendly.

Ensure that the current statutory required 5 year IDP cycle of planning is coordinated with achieving the long term objectives. Forward planning is currently done in five year cycles. No formal long term planning mechanism exists that provides direction for future sustainable spatial growth and development. The IDF addresses this by formulating the Overstrand long term integrated spatial vision that is integrated with the current five year IDP planning processes.

Identify and address gaps in the existing policy framework. Gaps in the current spatial policy framework, such as the need for improving integration of biodiversity conservation with existing land use planning frameworks contribute to the problematic existing planning context. The IDF provides spatial policies and action plans as solutions to this and to other key strategic challenges.

The Integrated Development Framework will not only provide solutions to problems, but will also simplify the responsibility of the municipality as a regulator, service provider, advocate and leader in the Overstrand.

1.3 HOW WILL THE IDF BE USED?

The IDF will guide us toward our goal of determining what sort of environment we want to live in, in 30-40 years' time and how to achieve this.

It will provide a platform for strategy integration by building on existing policies as well as by introducing other municipal policies and action plans. In addition it will provide an Integrated Spatial Development and Environmental Framework that outlines the direction of future spatial development.

The IDF is a high level strategic spatial framework. The individual policies and actions of the IDF will need to be implemented, at a more detailed level, through the municipality's existing and future strategies and local/sector plans.

Prior to adoption of a next generation Integrated Development Plan (IDP) or Spatial Development Framework (SDF), investors, property developers, industrialists, tourism developers etc. may seek to establish activities that may not be supported by the provisions of the current plan or framework.

In these situations, the municipality can refer to the IDF as a resource/guide to determine whether such proposals are aligned with the strategic thinking for the Overstrand in the future. Through its role as a service provider, the municipality will thus consult the IDF when developing or evaluating new policies or projects for inclusion in the IDP and other plans or initiatives.

The IDF will also be used as a monitoring tool to check and ensure that future sectoral or local spatial plans are consistent with achieving the relevant objectives and strategies, the spatial directives, the Integrated Spatial Development and Environmental Framework and hence, the 30-40 year vision prior to being included in the IDP.

The IDF will be used to provide direction to other authorities, private developers, other infrastructure providers and the public sector. It will provide a clear framework and level playing field with regard to directing and managing development in the Overstrand.

The IDF will also provide guidance to the private and public sectors on the agreed long term strategic development direction for the Overstrand. It is expected that once adopted, all significant development proposals will be assessed against this Integrated Development Framework.

1.4 WHERE DOES THE IDF FIT IN WITH OTHER KEY STRATEGIES AND PLANS?

The Integrated Development Framework is an integral part of the existing spatial planning policy framework and statutory IDP that guides the overall direction, land use and infrastructure planning for the Overstrand. It is informed by and guides regional and local strategies and plans.

The IDF is also guided by National and Provincial Government spatial planning initiatives such as the National Development Plan (2011) and the Western Cape Provincial Spatial Development Framework (2009).

1.5 HOW HAS THE IDF BEEN DEVELOPED?

The Integrated Development Framework has been developed as a cross-cutting interdepartmental Overstrand Municipal project, managed by the Directorate Infrastructure and Planning and led by the Department Town Planning and Property Administration in cooperation with consultant planners Urban Dynamics Western Cape Incorporated. It is informed by the principles of good spatial planning and design and also reflects the aspirations of the various communities of the Overstrand as well as the strengths, weaknesses, opportunities and threats identified for the study area.

The development of the IDF has relied on the findings from the situational analysis undertaken as part of this initiative and importantly on the plethora of existing, studies/policy documents relevant to the Overstrand region, research on international planning practice and public consultation initiatives.

The IDF will need to be regularly reviewed.

1.6 SPATIAL DIRECTIVES

The Integrated Development Framework has identified six spatial directives to facilitate the management and the planning process related to the future natural and developed environment of the Overstrand municipal area. These spatial directives will serve to guide growth and development within the Overstrand for the next 30 to 40 years. The spatial directives and the interaction between them are illustrated in Figure 1.1.

Figure 1.1 Interaction between Spatial Directives



The spatial directives were developed/forthcoming as a result of extensive consultation with municipal officials, the public, key stakeholders and through the analysis of spatial planning and related sources.

The spatial directives are expanded in Part 3 of this document by outlining a series of objectives, policies and actions needed to achieve these. In Part 4 an Integrated Spatial Development and Environmental Framework is provided that moves toward

the integrated spatial vision in a manner that ensures that the key issues as outlined in Part 2 are also addressed.

The spatial directives are summarised as follows.

A Liveable Overstrand

In 2050, Overstrand is structured by a profound network of connected and accessible rural and urban communities. Our people are provided with a choice between a variety of affordable and energy efficient housing types. The urban and natural environment presents safe and pleasant public spaces where social interaction and relation with our pristine natural environments is relished.

Overstrand is renowned for its vast variety of attractions with world class public facilities. The urban areas provide opportunities to enjoy amongst others cultural, sporting, recreation, adventure and entertainment activities in safe and human scaled settings. There is enhanced access to the diverse natural environment with eco-friendly and strategically located facilities encouraging visits to these areas. People walk and cycle in urban and natural areas on routes laid out to emphasise unique natural and heritage features. The range of beaches remains in pristine condition with adequate facilities attracting local and foreign visitors.

The Overstrand has maintained and enhanced its reputation for being a world class tourism and lifestyle destination. This is created by sustaining a balance between growth and development and preserving the natural environment.

An Environmentally Sustainable and Resilient Overstrand

In 2050, Overstrand is an area where sustainability and resilience is integral to all developments and actions. The character, identity and social fabric of rural communities are maintained where prime and productive agricultural land have been protected and produce provided to local, national and international markets.

The natural character of the coastal environment is preserved and development in these areas protects or complements the natural environment. We boast of a range of conservation areas that are resilient and regenerative. Urban areas are well integrated

with internal and surrounding natural environments, contributing to sustaining a balance between the man-made and the natural. The Overstrand leads in best practise for conservation planning and sustainable environmental management.

Overstrand has a resilient urban form, where new urban development has avoided areas of known hazards such as coastal and low-lying areas at risk from sea-level rise and areas subject to flooding inundation.

New developments are designed to incorporate low-impact principles resulting in buildings that are energy-efficient and minimise water consumption and waste generation. Local materials are used by the building sector as far as possible. The sustainability of our building mass and resilience of our heritage building stock is improved by urban regeneration and restoration.

The Overstrand's engineering service infrastructure is maintained to a standard and utilised to an appropriate capacity that meets the needs of communities and minimises environmental impact. Future spatial development is accommodated by existing infrastructure as far as possible, with new infrastructure development being financially sustainable. Overstrand is characterised as an accessible and connected region as result of adequate transport infrastructure supporting various modes of transport.

An Overstrand that Enables a Prosperous and Diverse Economy

In 2050, Overstrand treasures its heritage, creativity, urban, rural and natural environments. It boasts of a thriving rural sector that provides agricultural and other products to local, national and international markets. Residents benefit from the business opportunities that are created by this facet of its diverse and prosperous economy.

Local employment opportunities are provided by diverse commercial, industrial, agricultural and tourism activities that are strategically located across the municipal area. Key clusters of economic activities in the main urban centres include commercial, recreation and tourist accommodation clusters in Hermanus and Gansbaai, commercial fishing and tourism facilities at Kleinmond/Hangkliip and the commercial harvesting of fynbos, wine production and other agricultural activities at Stanford.

Overstrand is a leading tourism destination that annually attracts substantial amounts of national and international tourists. This significant economic injection, combined with contributions from other economic sectors builds the sound foundation of continuous economic growth in the Overstrand.

The Overstrand contributes to the economic well-being of the Western Cape and the Republic of South Africa by providing a wide range of tourist attractions and facilities in settings that are renowned for its superb quality of built and natural environments.

A Memorable and Distinctive Overstrand

In 2050, Overstrand's identity and character is secured and enhanced, including the character and role of the urban centres, the rural communities, its coastline with a range of beaches and the rest of the pristine natural environments that accentuates this region.

The Overstrand is nationally and internationally renowned for its wide variety of unique attractions including quality and diverse urban areas, natural environment, unique fauna and flora and natural produce. It is further renowned for an abundance of recreation activities, unlocked by the diversity of the natural and urban environments.

Visibility of the cultural heritage of the area is enhanced through improved access to archaeological sites, the incorporation of early inhabitant art themes in public areas and information stations that provide a historical overview of the cultural development process relevant to the area.

Well-designed new developments and amenity upgrades that respect the character and needs of local inhabitants and its surrounding landscapes, enhances the identity of the rural communities in its diversity.

Vibrant and Exciting Urban Areas

In 2050 Overstrand is a region structured with a well-integrated hierarchy of urban centres. These collectively contribute to a healthy and diverse economy while individually providing vibrant and exciting social environments.

The role of the main central urban areas as the heart of its economic and social life is maintained and strengthened by increased and appropriate use of under-utilised spaces.

The central urban areas offer a safe and attractive pedestrian and cycle network connecting the main retail, entertainment, visitor accommodation and public open spaces. This in addition with the variety of motorised transport facilities linking rural and suburban areas with the centres, makes it accessibility to all of our people.

Revitalisation of degraded and under-utilised areas in the central business districts, suburban and rural centres has been accomplished by the provision of high quality public spaces, investment in regenerating existing building infrastructure and the implementation of sound planning and urban design principles.

Overstrand has maintained and re-enforced its hierarchy of existing suburban, neighbourhood and rural centres. These centres play a growing role in providing for people's social and cultural needs, providing a location for formal and informal meeting places and for every day shopping needs.

The public spaces in urban and suburban centres are filled with people engaged in social, recreation and leisure activities. Appropriate streetscape and other urban design implementation support the focus of our urban and suburban centres as people places.

We have succeeded in transforming our urban and suburban environments into vibrant and exciting destinations, internationally known as areas with 'Genius Loci' – a sense of place.

An Accessible and Connected Overstrand

In 2050, Overstrand's residential and business communities are integrated by a highly efficient transportation network that allows all residents access to products and services required.

An increasing amount of residents live within walking distance from a suburban or urban commercial centre that provide for the majority of their day-to-day retail, facility and community services needs.

The commercial centres are connected by effective public transport facilities. Cycling routes are well established linking commercial centres, the central business and residential areas. New developments incorporate principles aimed at enhancing mixed modes of transportation by providing cycle and pedestrian routes in road reserves, public transport stations at strategic locations and adequate motorised vehicle infrastructure provision.

The Overstrand's settlement areas are of sufficient extent to support a limited range of local service, such as schools, libraries, community centres and basic consumer products in order to minimise dependence on visiting urban centres. Rural communities are linked with the urban centres by local private transport arrangements and public transport services that connect the centres in the region.

Road links with the greater region and the remainder of the Western Cape is of high standard in terms of efficiency and safety.

Part 2: The Overstrand Municipal Area

A banner for the Overstrand Municipal Area. It features a landscape with mountains and a body of water under a blue sky. The text 'Part 2: The Overstrand Municipal Area' is written in white. On the right side, there is a logo for 'OVERSTRAND' with a stylized white whale or fish shape below it.

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 Overstrand.

The Integrated Spatial Development and Environmental Framework as presented in Part 4, aims at addressing the challenges in a manner that brings us closer towards the vision of 'what kind of environment we want to live in, in 30 to 40 years from now'.

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.

2.3 OUR PEOPLE

2.3.1 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 or Bushmen 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 centered 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 (VOV) 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 Rivieronderend 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, Onrust 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 Buffelsjag.

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, Stanford, Baardskeerdersbos, Hawston and Onrus, amongst others.

(Overstrand SDF Vol. 1, 2004: 214)

2.3.2 Demographics

Population Changes

According to the SA 2011 Census release, the South African population amounted to 51 770 560 in 2011, the Western Cape Province's to 5 822 734 and the Overstrand municipal area's to 80 432. The respective population changes from 2001 to 2011 are illustrated in Figure 2.1.

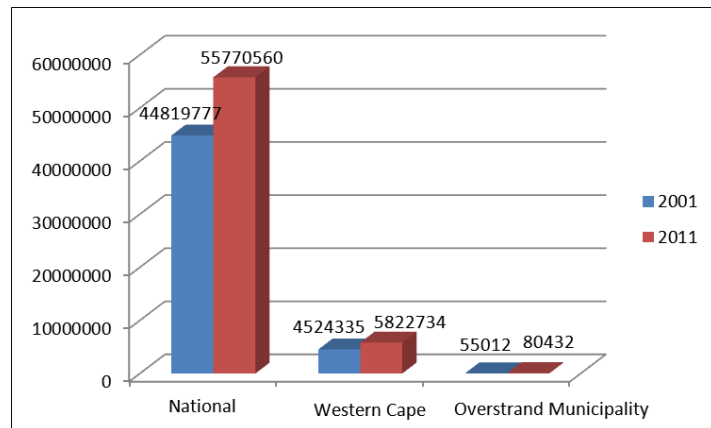


Figure 2.1 Total Population 2001 & 2011

National population growth during the period of 2001-2011 amounted to 1.44% p.a., the Western Cape Provincial population growth to 2.52% and growth within the Overstrand municipal area to 3.8%. Population growth within the Overstrand was thus significantly higher than the national and provincial annual averages for this period.

Population growth in the municipality did however decrease significantly (4.3%) from 8.1 % to 3.8% between the period of 1996-2001 and 2001-2011.

For the purpose of planning for 2050, informed by the population growth indicators and specifically the decreased growth percentage, two potential future growth scenarios were investigated.

Firstly, population growth was projected for 2050 based on the assumption that growth would continue at 3.8%.

Secondly, a lower growth scenario was investigated, projected at a continued growth of 1.5% for the period of 2011-2050, thus assuming that population growth, although still positive, would continue at a decreased percentage in comparison to the latest percentage of 3.8%.

The projected population total for the first 2050 growth scenario amounted to approximately 350 000 and for the second to approximately 140 000.

High population growth results in increased pressure on amongst other, the delivery of housing, community facilities and other services, an increased need for land for development as well as an accumulating impact on the natural environment. The development of an integrated development framework to guide development in the municipality in the medium and long term is critical for ensuring that the projected population growth is accommodated in a sustainable and integrated manner. The fact that the Overstrand population growth percentage, although high in relation to the national and provincial averages, decreased during last decade should be taken into account in forward planning. The increase in population to 350 000 is clearly unsustainable, especially in the light of declining population growth rates. This IDF will therefore base its future planning on scenario 2. The IDF thus assumes that the Overstrand population will amount to approximately 140 000 in 2050, projected on a continued growth from 2011 – 2050 of 1.5%.

Population by Age

The composition of the national, provincial and municipal population structures in terms of age groups remained relatively constant during the last decade. Figure 2.2 compares the National, Western Cape and Overstrand population by age structure for 2011.

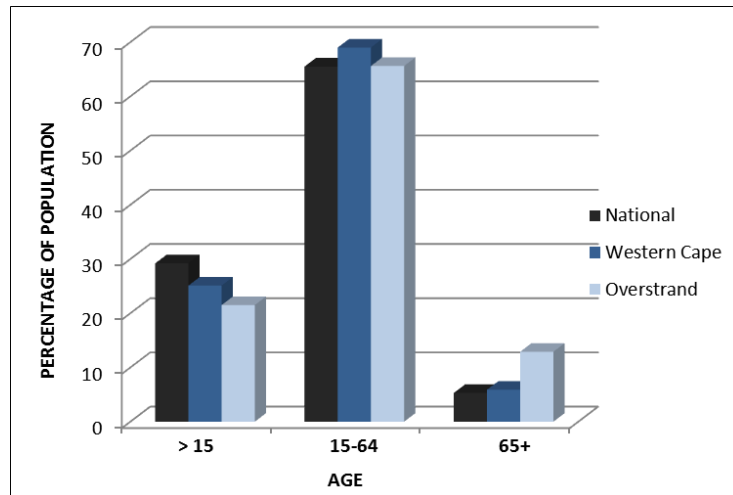


Figure 2.2 Population by Age Group 2011

Significant differences between the Overstrand population structure and the National and provincial structures are evident. Overstrand has a lower proportion of its population aged <5 years compared to the national and provincial structures (21.5% versus 29.2% and 25.1% respectively). The most prominent characteristic of the Overstrand's age profile is however, the high proportion of residents aged 65 years and older (12.9% versus 5.3% nationally and 5.9% in the Western Cape Province). This age structure is influenced by the popularity of Overstrand settlements as retirement destinations.

In 2001, 10.1% of the Overstrand Population fell in the 65+ age bracket, while in 2011 this age group amounted to 12.9% of the population. The Overstrand population thus aged during this 10 year period.

This trend should be taken into account in the 2050 planning for the municipal area, for should it continue, residential, commercial, community and other facilities will need to be provided in accordance with the specific economic, social and physical needs of this age group.

The middle age group bracket of 15-64 years remains high in spite of the high 65+ year bracket, due to the small <5 year bracket. The workforce, grouped within the middle bracket, is thus currently not under threat.

Should the current trend of the growth of the 65+ year bracket however continue at the current rate and the overall Overstrand population continue to age, this trend would lead to a shrinking workforce and negatively impact on the Overstrand local economy. The IDF in its objective for 2050 takes this into account as a probable scenario of profound impact on the Overstrand economy. The promotion of the economic sectors of the Overstrand economy that would draw labourers of the 15-64 year age bracket is therefore actively promoted to be implemented based on the 2050 year planning for the region. The IDF address this aspect under the strategic directive of 'Creating an Overstrand that Enables a Prosperous and Diverse Economy'.

Figure 2.3 provides a more detailed break-down of the changes in the Overstrand population age structure during the period from 2001-2011.

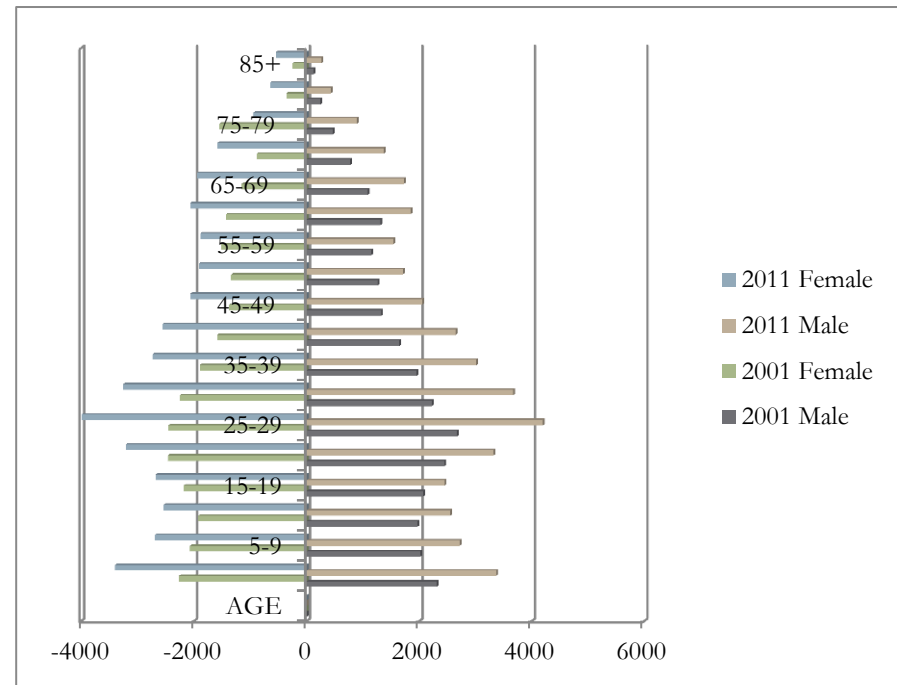


Figure 2.3 Population by Age Group 2001-2011

Significant increases took place in the 0-5 year, 25-45 year and 65 + age groups. This is the result of an increase in the birth rate and an influx of labourers and retiring individuals from 2001 to 2011.

Should the influx of labourers in the 25-45 year group continue towards 2050, it could balance out the negative effect that an aging population will have on the local work force. The associated challenge of accommodating the influx in the Overstrand labour market and local economy will have to be addressed for this balance to be achieved and sustained. This again emphasises the importance of implementing the IDF strategic directive of 'Creating an Overstrand that Enables a Prosperous and Diverse Economy'.

Population Sex Ratio

The municipal sex ratio is an indication of the gender split of a population group. The sex ration is expressed as the amount of males per 100 females. In 2001 the Overstrand sex ratio was 96.8 versus 97.9 in 2011. This had to effect an increase in the number of males in the municipal population during the ten year period.

Should this trend continue towards 2050, it could impact negatively on the Overstrand population growth as result of a decreased birth rate.

Unemployment Rate

Table 2.1 contains the National, Western Cape and Overstrand Municipal unemployment rates for 2001 and 2011.

Table 2.1 Unemployment Rates

HOUSEHOLDS	2001	2011
National	41.6%	29.8%
Western Cape Province	26.1%	21.6%
Overstrand Municipality	22%	23.3%

Although the National and Provincial unemployment rates both decreased during the period of 2001-2011, the Overstrand featured an increase in unemployment of 1.3% during this period.

In order to contain and reduce unemployment, the Overstrand will need to plan for and work towards stimulating its overall economic growth, inclusive of a focus on supporting suitable labour intensive sectors.

Standard of Living

One of the indicators used to determine standard of living is average annual household income. Table 2.2 contains the average provincial and municipal household incomes for 2001 and 2011.

Table 2.2 Average Annual Household Income

HOUSEHOLDS	2001	2011	CHANGE %
Western Cape Province	R 78 157	R 143 461	54.48
Overstrand Municipality	R 64 216	R 111 179	57.78

The average Overstrand household income amounts for the years 2001 and 2011 were less than the provincial amounts. Both the Western Cape Province and the Overstrand Municipality showed an increase in average household income from 2001 to 2011 , with the provincial increase at 54.48% and the municipal at 57.78%. The Overstrand average household income for this period were thus slightly higher than the provincial.

(STATS SA, 2011)

Challenges and Impacts

High population growth results in increased pressure on amongst other, the delivery of housing, community facilities and other services, an increased need for land for development as well as an accumulating impact on the natural environment. The aforementioned potential future changes in the population characteristics (aging, unemployment, standard of living) should inform future spatial planning and related environmental, social and economic processes. The Overstrand population needs to be accommodated in a natural and built environment that can sustainably continue to function in the long term, in spite of the pressures of its continuous growth. Spatial planning therefore needs to take place in an integrated fashion that is aimed at providing an environment that provides in all of the needs of its growing population, whilst preserving and enhancing the natural resources that it is reliant upon. The spatial directives of this IDF were developed to ensure that the Overstrand 2050 vision of creating and sustaining such an environment is achieved and should therefore, in conjunction with its related policies and action plan, inform strategic spatial planning of the municipality at high level.

2.3.3 Future Housing and Land Needs.

The 2011 Census Report indicates population growth within Overstrand to be 3.8%. This growth rate is expected to decrease over time, due to a number of factors, such as the availability of land. The population growth rate was thus adjusted for this report and is calculated at an average of 1.5%.

According to the 2011 Census Report, the total population for the Overstrand Municipality was estimated at 80 432. Once the 1.5% growth rate is applied over time, the population size projections for 2050 amounts to roughly 140 000 people, resulting in \pm 59 568 additional people in the Overstrand area from 2011 to 2050.

The 2011 Census further estimates the average household size within the municipality as being 2,6 people per home. When the number of \pm 59 568 additional individuals is divided by the average household size of 2,6 it may be concluded that an added number of 23 000 households (additional units) will be required by 2050.

Should the densification proposals/interventions of the Overstrand Growth Management Strategy be implemented, a total of \pm 39 800 residential dwelling units could be accommodated within the existing urban edges of the municipal settlements, by 2050. The long term housing need could therefore theoretically be accommodated by strategically planned densification.

Challenges and Impacts

A number of constraints may hamper the said housing provision, such as existing patterns of low density development, a lack of developable vacant sites, bio-physical constraints such as coastal set-back lines, mountainous areas and steep slopes, sensitive vegetation and other topographical limitations. Furthermore, government subsidies may not remain constant over time and budgetary confines will have to be taken into account, pitted against the fact that the housing need increases substantially on an annual basis. It is also acknowledged that some developable areas with available residential capacity may not be located in popular locations.

In addition to land currently zoned for residential use, emphasis should be put on the higher density developments, utilising infill sites and inner-city mixed used environments.

Theoretically, there is sufficient residential capacity for most of the Overstrand towns to provide for the likely residential needs of the municipality over the next 40 years.

However, the mere spatial availability of land does not take the existing topographical, biodiversity, ecological and historical constraints into account.

Population projections and trends are important for determining the amount, types, and sizes of housing that will be required in future. Furthermore, National, Provincial and Municipal policy emphasises higher density residential development, with the primary focus on infill development, prior to encouraging new greenfield development. It thus makes sense to utilise existing residential capacity within towns (areas already zoned for residential development), as greenfield developments generally imply higher costs for transportation, environmental and social infrastructure, and can decrease rural productive capacity or threaten natural or landscape resources. The redevelopment of existing residential areas within the Overstrand towns can also maximise use of existing infrastructure and increase residential capacity prior to considering greenfield development.

The adaptation of the Overstrand Indigent Policy of 1 July 2010, to include all residential properties valued under R50 000, caused a drastic increase in the number of indigent households in the Overstrand Municipal Area. Coupled with the projected population increase to 11 000 by 2031, it is envisaged that the number of indigent households will rise even more rapidly, creating a large need for subsidised housing.

The current focus of the subsidised housing strategy is to develop high density areas (i.e. 4 – 5 person households at a ratio of up to 100 units per hectare) especially on suitable infill sites, rather than greenfield development. However, these sites are rapidly being developed to capacity and township expansion will become necessary.

In addition to subsidised housing, the greatest housing need in the Overstrand area is for young families (between 25 and 36 years of age) as well as the 55 – 69 years age bracket. Economic trends, as well as the tendency towards higher density residential development will lead to an increasing demand for a variety of housing types other than the traditional three or four bedroom detached family home.

The trend toward smaller households with two or three occupants is likely to create a demand for smaller dwellings (one or two bedrooms). Greater choice in housing types will need to be provided in order to address the need.

Providing for a wider choice in housing typology will also improve affordability for middle- to lower income individuals who do not qualify for subsidy housing to choose houses that fit their needs (e.g. GAP Housing).

The provision of homes close to community services and public transport nodes will reduce reliance on private transport and overall transportation costs, which are likely

to increase over time. Especially in areas of very high density subsidy housing developments, the requirement for on-site car parking may be reduced to enable additional residential units to be provided with adequate amenities and open space. A wide range of urban planning tools will be required to encourage developers to build a broader range of housing types, particularly in areas in close proximity to amenities such as schools, shops, community facilities and transportation options.

The maintenance of housing, as well as the running costs incurred by a household should be kept affordable for both the service provider (e.g. the Municipality) as well as inhabitants. As the biggest household running costs are the heating of water, cooking and cooling in summer, improving the environmental performance of housing and planning for alternative energy generation is essential. Good quality design can ensure that the reliance on fossil fuels is diminished, while good amenities is created and maintained sustainably within communities.

The option of redevelopment of existing residential areas is not perceived as being equally viable in all Overstrand towns, as townships differ vastly in character, history and age. However, while at present the idea may seem less than desirable, future pressure for residential development will without doubt necessitate in depth investigation into old, under-utilised, vacant or low-value building stock in suitable locations that may provide opportunities for redevelopment.

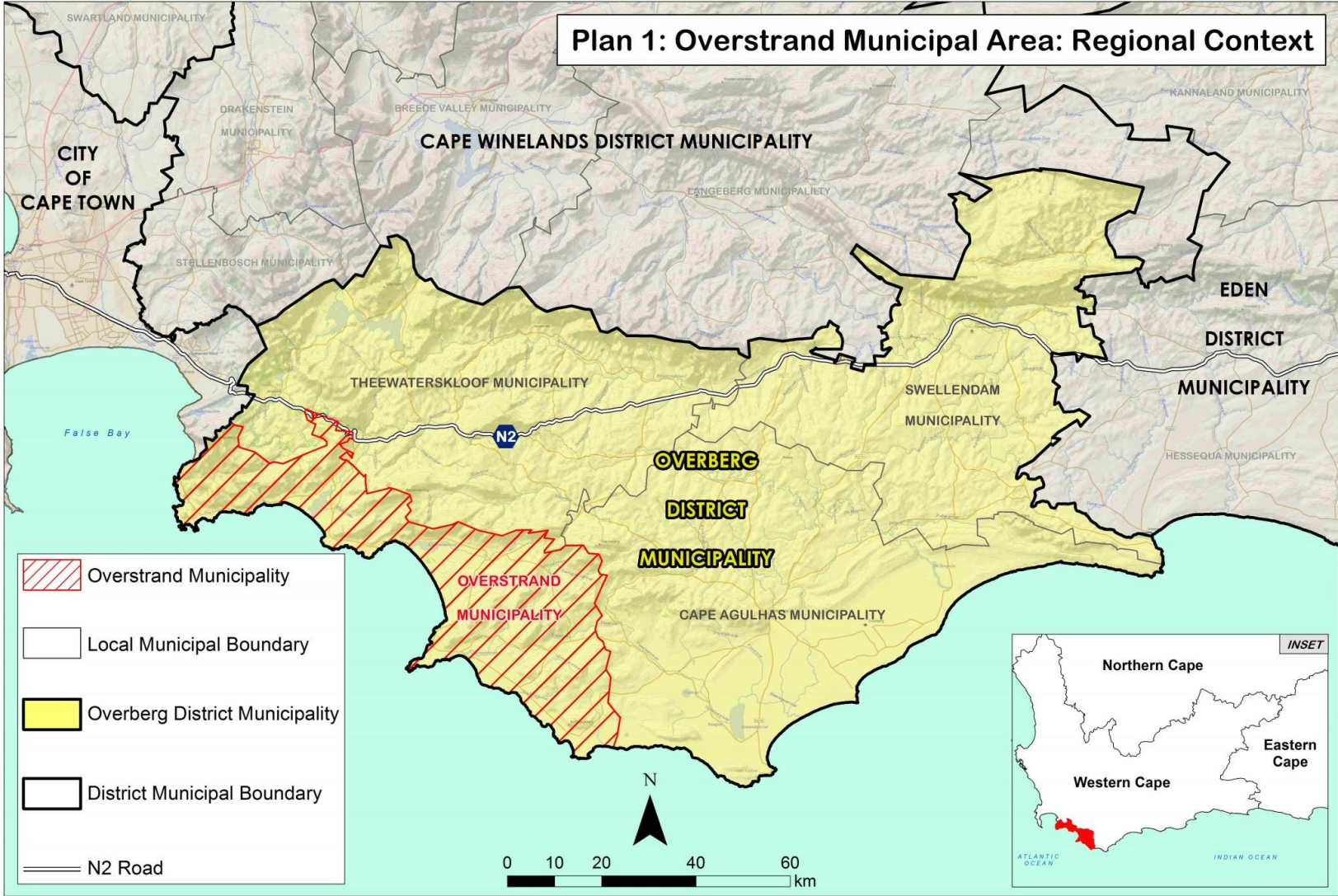
This may include a change in the density or dwelling type, especially where opportunities exist to combine a number of smaller sites to create a large site with greater options for design and flexibility.

The Overstrand Growth Management Strategy represents an in-depth analysis of each of the Overstrand towns and viable development areas were identified for future low, medium and high density residential development.

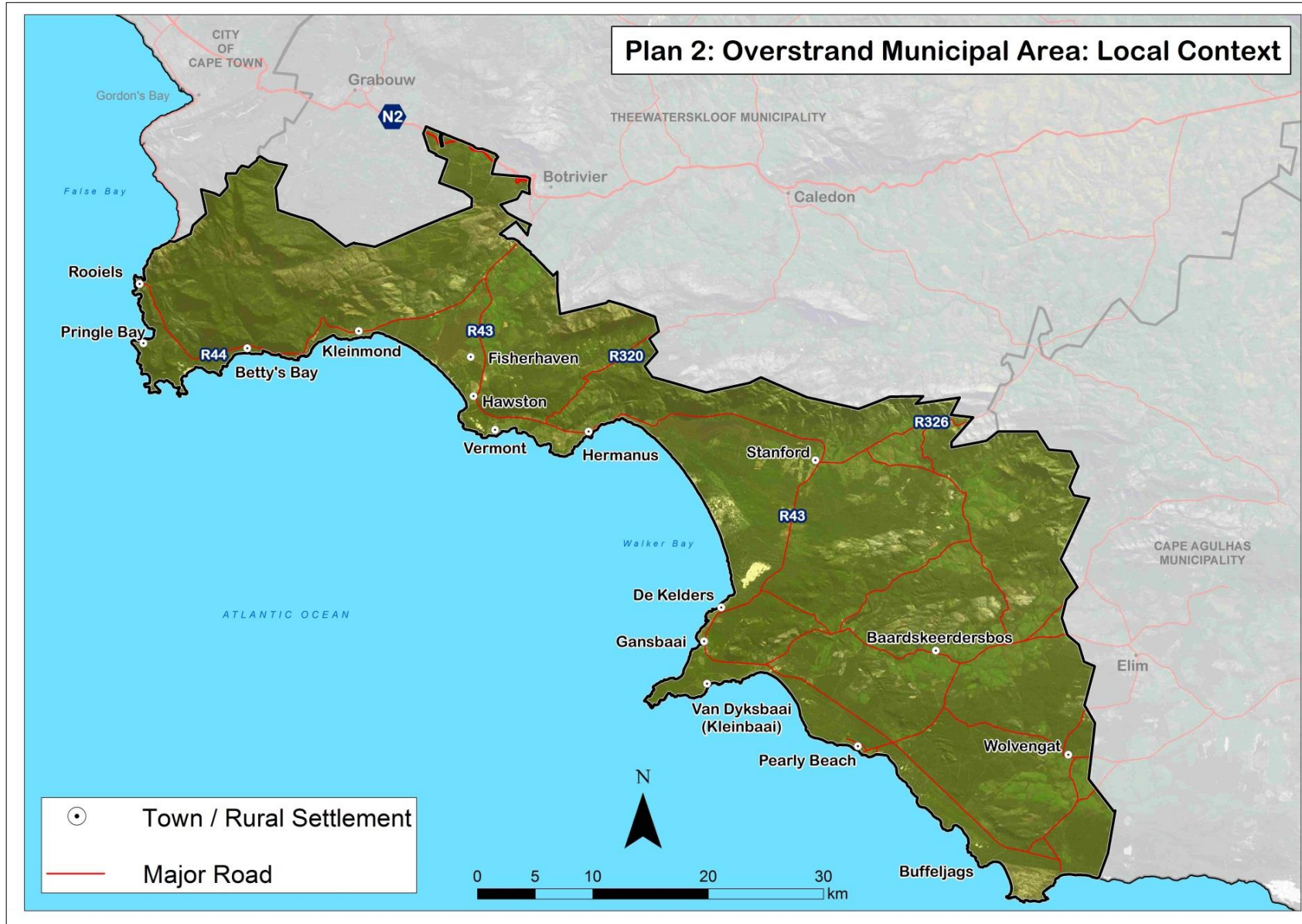
The Overstrand Draft Human Settlement Plan is a document that specifically concentrates on the development of human settlements within the Overstrand Municipal area over a short (5 years), medium (10 years) and long term (20 years) period. The document addresses the municipality's housing waiting list, while directing the applicable housing instrument, allocated funds, spending and completion dates of each development. It further investigates positive factors e.g. proximity to community facilities, centers, schools, reserves and public transport, bulk service availability and environmental impact, in order to determine the sustainability of proposed developments. Human settlement projects are summarised in the Housing Pipeline, contained in the Human Settlement Plan.

(Adaptation of the Overstrand Indigent Policy, 2010)
(Breaking New Ground, 2004)
(Western Cape Spatial Development Framework, 2009)
(Overstrand Growth Management Strategy, 2010)
(Overstrand Draft Human Settlement Plan, 2013)

Plan 1: Overstrand Municipal Area: Regional Context



Plan 2: Overstrand Municipal Area: Local Context



2.4 OUR ECONOMY

Global economic growth took place at 5.1% during 2010 with growth of a reasonable pace during the second quarter of 2011. Recent economic developments including the downgrade of USA debt, continued fiscal concerns in Greece, Spain and Italy have not been supportive of economic growth. It significantly increased the downside risks to the global economic outlook. The sustainability of the global economic recovery is hindered by other factors such as a decrease in consumer spending coupled with persistently high unemployment rates in the USA. In many advanced economies, fiscal austerity measures will also hamper economic growth. Tightening of monetary policy in emerging economies such as China and India will probably lead to a decrease in global demand.

South Africa's economic recession according to the South African Reserve Bank, ended in August 2009 and lasted approximately 21 months. The current upswing lasted longer than the downturn that started in 2007. The national economy showed a growth of 4.5% in the first quarter of 2011 and seems to be well on track. The sustainability of the recovery amidst a very small increase in employment and credit growth is however questioned. Although economic growth is expected to continue through 2013, the risks posed by the global economy will influence the South African economic outlook.

Economic activity in the Western Cape contracted by 1.4% during 2009 but the regional economy recovered with an estimated rate of 2.4% during 2010. Economic growth is expected to peak at 4.3% in 2013 and 2014. For the period from 2011 to 2015, the Western Cape economy is expected to grow at an annual average rate of 4.2 %.

The Western Cape economy continues to be dominated by the services sector and in the goods-producing sector, by the agricultural value chain. The most prominent components of the services sector include finance, insurance and business services and in the agricultural value chain, primary production, food processing and beverages.

Economic growth in the province is furthermore largely dependent on developments within the real estate, general manufacturing, wholesale and retail, trade and catering and accommodation sectors.

The province is exposed to uncertain global economic dynamics, especially from an export perspective that will impact on future growth.

The economic welfare of the Overstrand Municipality is intricately linked to the hinter-land of the Overberg District, the wider south coast region and the economy of the city of Cape Town. The Eastern Cape economy also has a significant impact on that of the Overstrand.

During the period between 1995 and 2004, the Overstrand local economy grew with 3.2%, roughly the same rate as that of the Western Cape Province. The key economic sectors contributing to the Overstrand Gross Geographical Product were trade and catering, finance and business services, manufacturing, construction, government services and transport sectors.

The sectors that showed the highest growth percentages in this period were trade and catering and transport, followed by business services and construction. The sectors with the highest employment figures were trade and catering, community services, agriculture, government and construction, with the highest amount of job losses in the agricultural and manufacturing sectors.

During 2008, the Overstrand Municipality contributed ±R3.2 billion to the Overberg Gross Value Added. This translates to approximately 40% thereof and positioned the Overstrand Municipality as the single largest contributor to the Overstrand Gross value Added. Table 2.3 provides a summary of the Gross Value Added for the Overberg District Municipality and its local municipalities from 2003 to 2008, as contained in the 2012 IDP. The 2013 IDP confirms the Overstrand's position as the largest contributor to the Overberg's municipal growth from 2000-2010, with a total contribution during this period of 43%.

Table 2.3 Gross Value Added: Overberg District- and local municipalities

GROSS VALUE ADDED (Rand Million)						
Municipality	2003	2004	2005	2006	2007	2008
Overberg DM	6110.11	6461.24	6943.99	7318.49	7848.56	8328.56
Theewaterskloof	2247.75	2347.72	2463.38	2509.55	2631.84	2768.17
Overstrand	2174.50	2355.07	2584.87	2799.60	3056.57	3284.69
Cape Agulhas	927.85	991.11	1076.35	1152.79	1247.61	1332.77
Swellendam	718.99	752.88	804.03	840.50	895.03	928.27
Overberg LM	14.02	14.45	15.36	16.05	17.51	14.65

In the past five years the Overstrand Municipal economy has shown positive growth signs and can be described as healthy, with its economic potential surpassing other municipalities in the region.

Growth took place against the backdrop of the global, national and provincial economic downturn, not excluding the fact that some sectors did suffer during this period.

One of the significant impacts of the economic depression was a decline in consumer spending. Reduced spending on travel and tourism impacted negatively on the region as the tourism sector forms an integral part of the local economy.

(Overstrand IDP, 2012:12)

(Overstrand IDP, 2013:79)

(PERO, 2011:11-12)

(Overstrand LED Strategy, 2007:ii-2)

Challenges and Impacts

There are two dominant aspects of the Overstrand local economy that need to be addressed as priorities.

Firstly, 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.

Secondly, the highly geographically concentrated poverty of the area presents another major challenge. The semi-skilled and un-skilled work force of Overstrand was negatively impacted by economic factors such as the decline in the fishing sector and the seasonality of the tourism and agricultural sectors. In addition to the above, significant in-migration compounds the poverty problem. The bottom- income class is dependent on government grants, the informal sector and the third economy for income. The Third Economy is a group-based resource-sharing economy based on informal exchanges that takes place as a result of the failures of the first (cash) and second (credit) economies.

The current situation and trends increase pressure on already restricted government funds and leads to an increase in illegal activities.

In general, decreased performance in the Overstrand's integral economic sectors collectively leads to strain on its economy. A decline in international, national, provincial and local consumer spending with regard to tourism and related areas has a

negative impact on economic growth. A decrease in international demand significantly impacts on export and subsequently to a contracted market for the export of products originating from the Overstrand region.

The weakened construction sector, indicated as one of the economic sectors presently not showing promising recovery, leads to a decline in the GGP. The economic climate related to all of the above, not only impacts negatively on revenue, but also on employment within these and related sectors.

(Overstrand LED Strategy, 2007:3)

2.5 OUR NATURAL ENVIRONMENT

As a result 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 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 m³. This source is supplemented by groundwater from the Gateway Well Field supplying approximately 1.5 million m³ 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

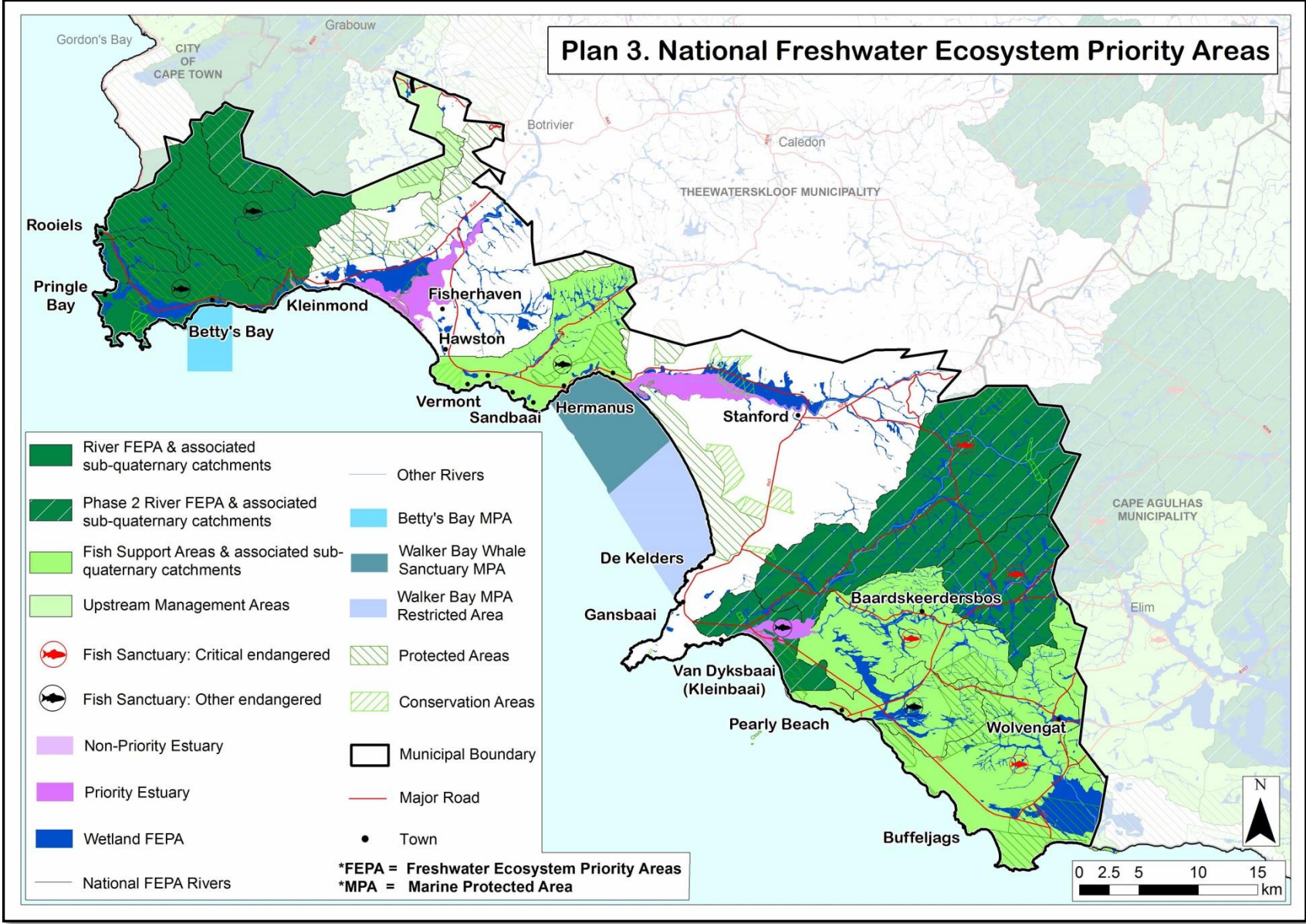
negatively affects the scenic quality of the natural environment and increases the frequency and intensity of fires.

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.

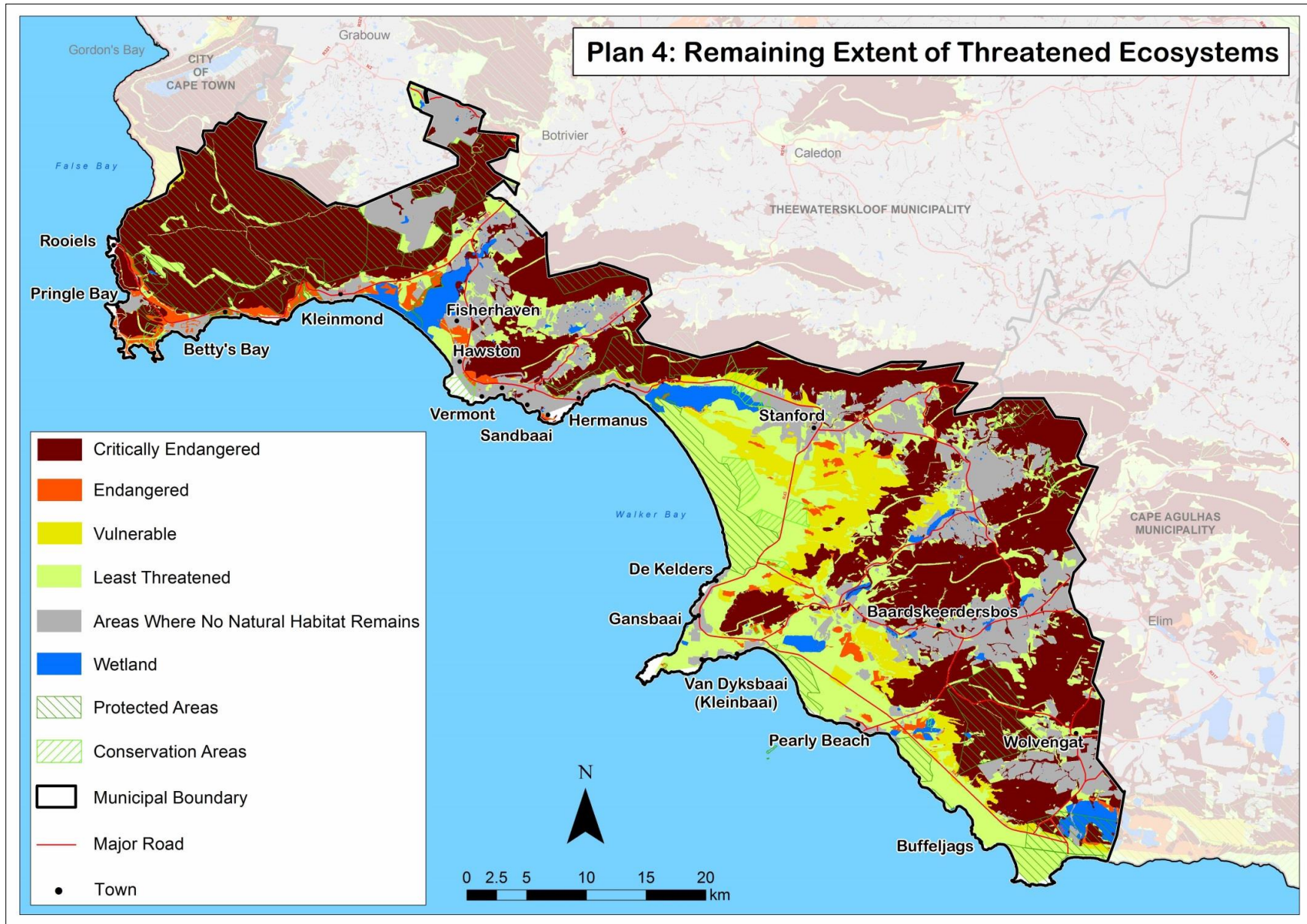
A decrease in quantity of freshwater inflows into reservoirs and recharging of aquifer systems, may compromise adequate potable water supplies to the towns within the Overstrand region. The quality and quantity of freshwater inflows into estuarine ecosystems are declining as the result of various factors, 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 above mentioned 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.

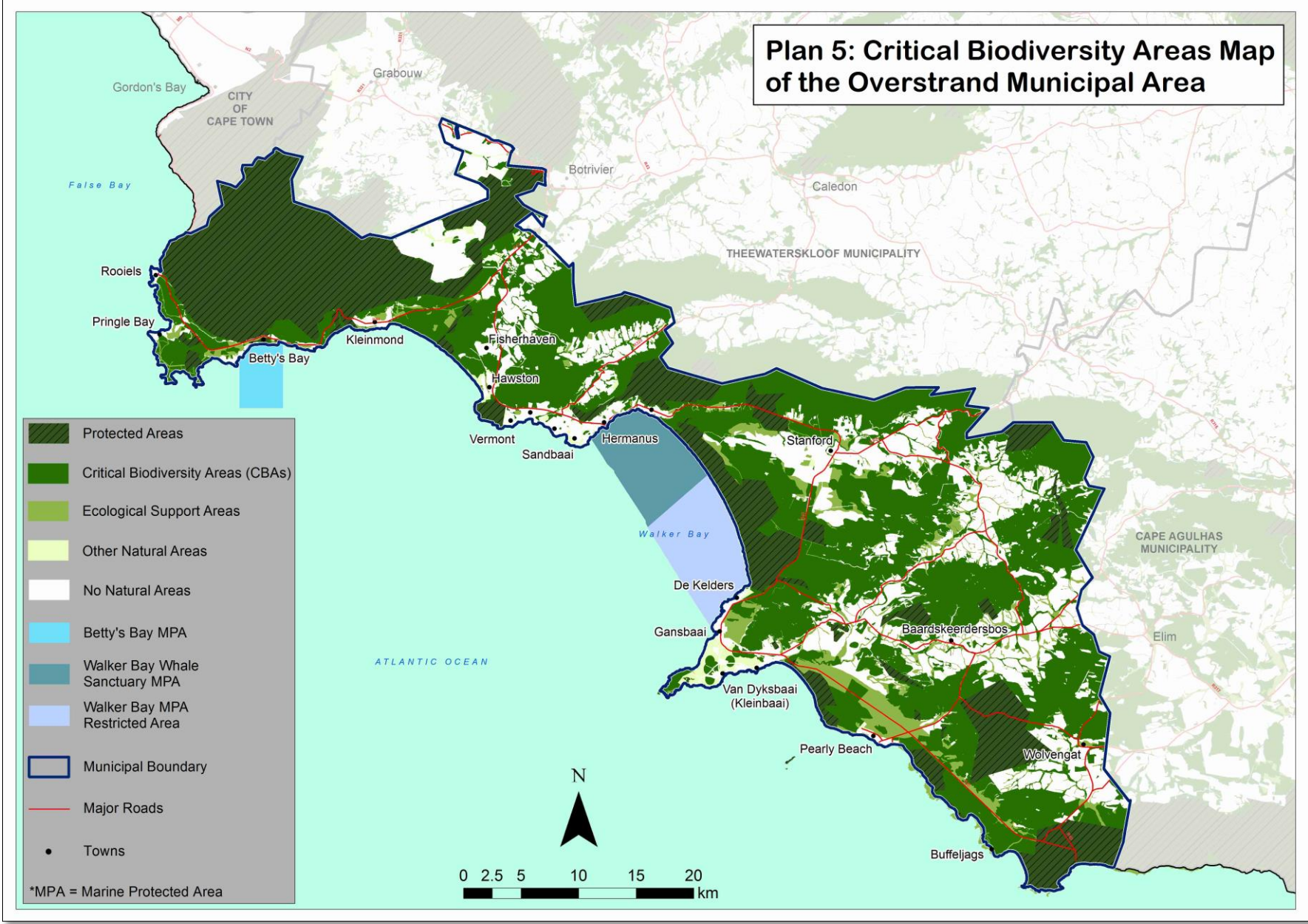
(Overstrand Draft EMF, 2013)



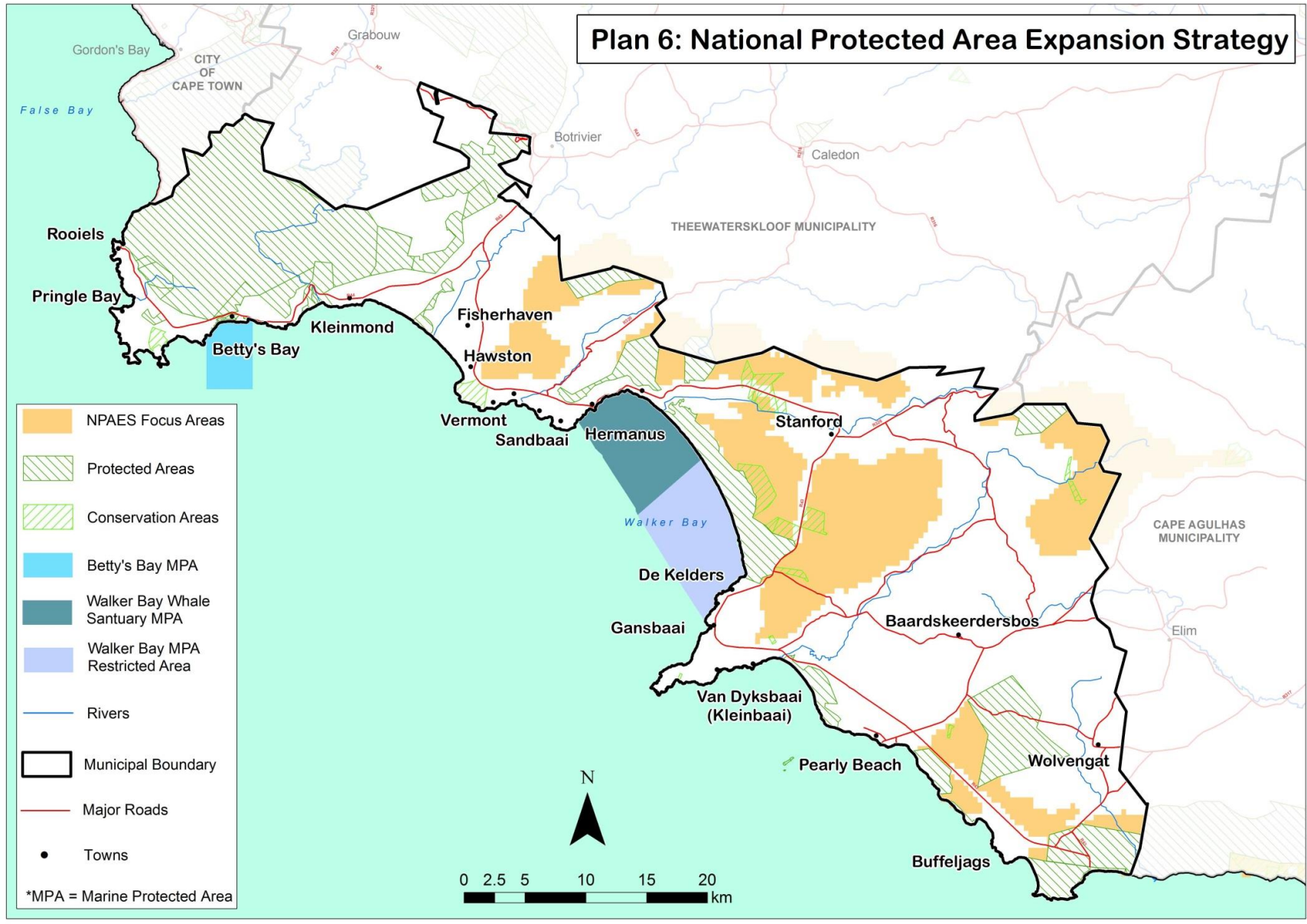
Plan 4: Remaining Extent of Threatened Ecosystems



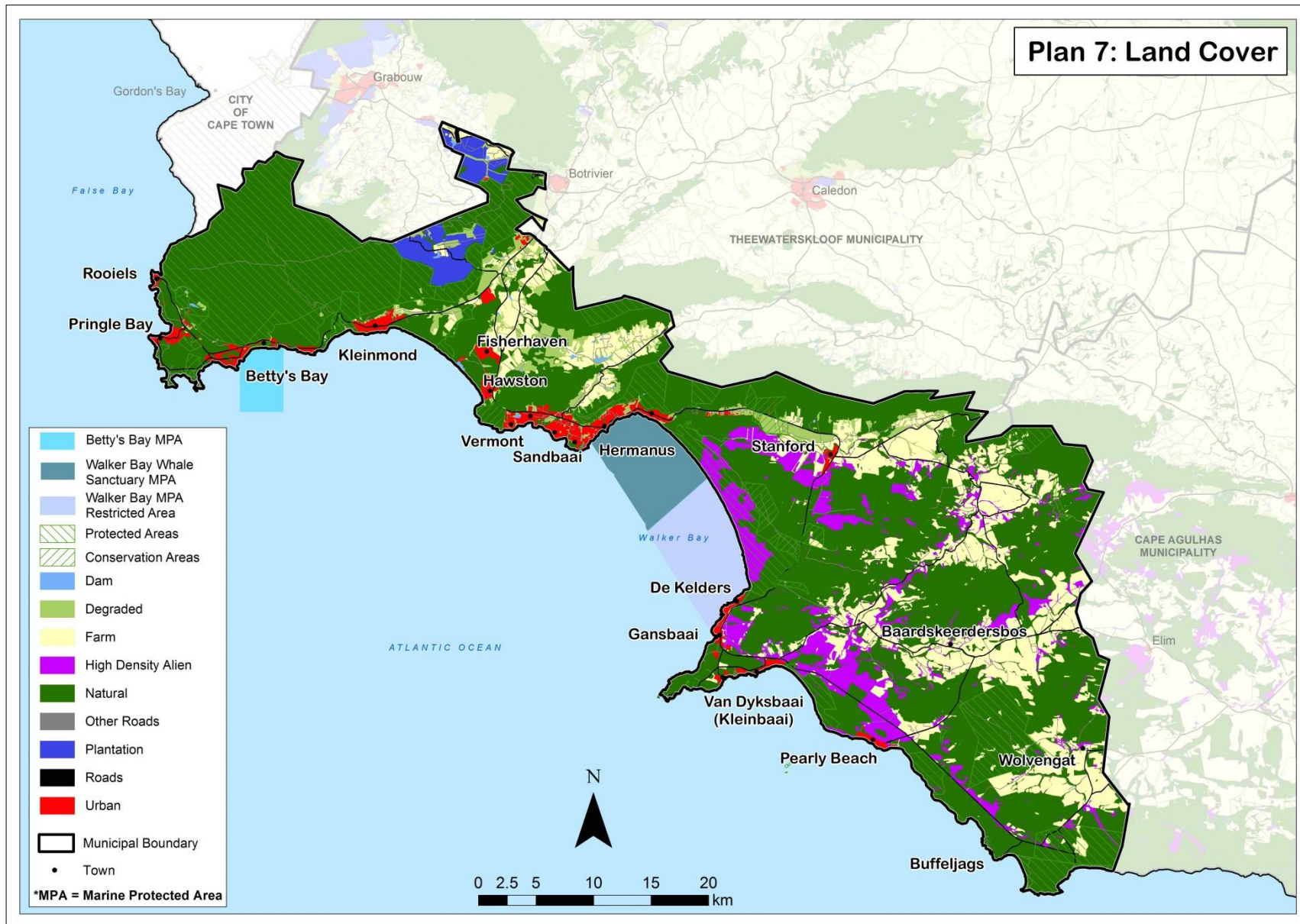
Plan 5: Critical Biodiversity Areas Map of the Overstrand Municipal Area



Plan 6: National Protected Area Expansion Strategy



- NPAES Focus Areas
 - Protected Areas
 - Conservation Areas
 - Betty's Bay MPA
 - Walker Bay Whale Sanctuary MPA
 - Walker Bay MPA Restricted Area
 - Rivers
 - Municipal Boundary
 - Major Roads
 - Towns
- *MPA = Marine Protected Area



2.6 OUR RURAL AND URBAN ENVIRONMENTS

2.6.1 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 Augulhas 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 9 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 1½ 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 (IDP, 2013:8-10).

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 10*).

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.

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.

(SDF Vol. 1, 2004: 176-298)

2.6.2 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 is indicated on *Plan 2*.

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 2*.

- Rooiels;
- Pringle bay;
- Betty's Bay;
- Kleinmond;
- Fisherhaven;
- Hawston;
- Greater Hermanus (incl. Onrusrivier, Vermont, Sandbaai, Zwelihle and Hermanus);
- Stanford;
- De Kelders;
- Gansbaai;
- Kleinbaai,

- Birkenhead;
- Van Dyksbaai/Franskraalstrand;
- Pearly Beach;
- Buffeljags;
- Viljoenshof/Wolvengat; and
- Baardskeerdersbos.

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 and service delivery. The hierarchy of nodes in the municipal area is listed in Table 2.4 below.

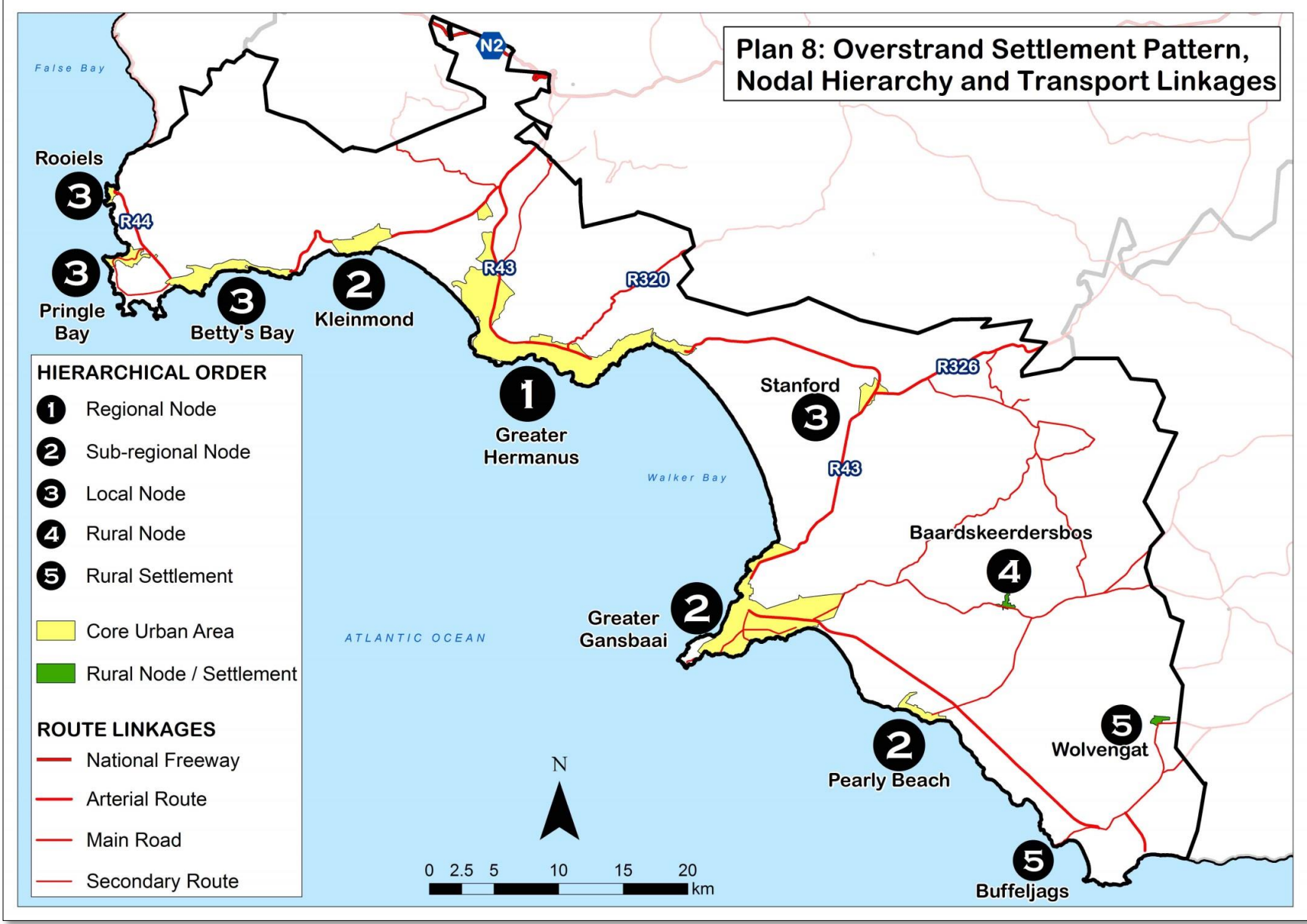
Table 2.4 Overstrand Municipality: Hierarchy of Nodes

HIERARCHY	ORDER	NODE
Regional Node	1	Greater Hermanus
Sub-Regional Node	2	Greater Gansbaai Kleinmond
Local Nodes	3	Rooiels Pringle Bay Betty's Bay Stanford
Rural Nodes	4	Baardskeerdersbos
Rural Settlements	5	Buffeljags Wolvengat

Plan 8 illustrates the Overstrand urban and rural settlement pattern, spatial form, nodal hierarchy and transport linkages.

(SDF, 2006:67-68)

Plan 8: Overstrand Settlement Pattern, Nodal Hierarchy and Transport Linkages



2.6.3 Rural Settlements

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 (refer *Plan 8*). 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 mainly residential land uses with little or no diversification for other land use categories.

As 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 links with urban settlements for mainly the provision of services, household products and community facilities.

(SDF, 2006:283)

2.6.4 Urban Nodes

The following section provides a broad overview of each of the Overstrand urban nodes in terms of locality, function, urban structure, land use and natural character as contained in detail in the Overstrand Growth Management Strategy of 2010.

Rooiels

Rooiels is located 26km west from Kleinmond on the western boundary of the Overstrand Municipality and predominantly functions as a residential and holiday centre (refer *Plan 8*). Only approximately 20% of the existing residences are permanently occupied.

It is 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.

Pringle Bay

Pringle Bay is located on the western side of the Overstrand Municipality, 26km west of Kleinmond and 24 km east of Rooiels (refer *Plan 8*). The town functions as a residential and holiday centre with approximately a fifth of its residential erven permanently occupied.

The town is structured by a curvilinear road layout that largely responds to the topographical contours. A small central business node caters for mainly the town's permanent residents and tourists. 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.

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 (refer *Plan 8*). It predominantly functions as a holiday and retirement destination, but is increasingly serving as a residential suburb to Kleinmond.

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. The wetland system comprises of a series of vleis aligned in an east-west direction and is the dominant form giving element to the settlement.

Almost half of the erven zoned for residential use are currently vacant. Legibility and navigation within the settlement is confined as result of the curvilinear nature of its road network pattern.

Kleinmond

Kleinmond is located on the western periphery of the Overstrand Municipality, 13km east of Betty's Bay and 33km west for Hermanus (refer *Plan 8*).

The town predominantly functions as a residential and retirement settlement, holiday destination and higher order 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.

Fisherhaven

The town of Fisherhaven is situated 16km east of Kleinmond and 9km west of Hermanus (refer *Plan 8*). The town forms part of the Bot River estuary and functions predominantly as a residential, retirement and holiday destination. Only 30% of the existing dwellings are permanently occupied.

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.

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. No community facilities have been developed in Fisherhaven.

Hawston

Hawston functions principally as a dormitory town and is situated approximately 11 km west from Hermanus (refer *Plan 8*).

The eastern boundary of the town is formed by the Onrus Mountain, while other structuring features include Paddasvlei, the R43 Provincial Route, several sand dune systems and the coastal edge.

Hermanus

The town of Hermanus (refer *Plan 8*), can be divided in three prominent area namely Hermanus West, East and Central.

The outer suburbs of Hermanus namely Vermont, Onrus and Sandbaai, collectively form Hermanus West, approximately 8km from the Hermanus CBD.

Hermanus West is predominantly residential in nature, its form and structure dictated by the coastline to the south, the Onrus Mountains and the R43 to the north and the Onrus River that bisects the area centrally. 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.

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 tourism centre within the sub-regional context.

Urban structuring elements include the R43 Provincial Road that runs through the core of the Hermanus business area, Hoyt's Koppie, the CBD and the old harbour.

Natural elements such as the Onrus Mountains, the rocky and sandy coastline, the historic Milkwood Forest to the south of Zwelihle and the Fernkloof Nature Reserve further contribute to the form of the area.

Hermanus East is located directly east of Hermanus Central and ± 25 km west of Gansbaai.

The Hermanus East area serves primarily as a dormitory town and comprises of higher income residential suburbs such as Voëlklip, Fernkloof, Kwaiwater and Hermanus Heights.

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 structuring is determined 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.

Stanford

Stanford 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 (refer *Plan 8*).

The Klein River on the northern side of the village, the stream originating from Die Oog, flowing into the Klein River and the R43 and R326 Provincial Roads, currently forms the structuring features of Stanford.

Stanford's residential suburbs are renowned for its grid pattern on the western side of the R43 Provincial Road and garden city type layout on the western side of the village.

The surrounding natural environment is distinctive due to the mountainous backdrop and the winding nature of the Klein River. The natural spring "Die Oog" contributed to the growth and development of the town and the Milkwood Forest at the Klein River and confluence of the vlei system adds to the environmental significance of the town.

De Kelders

The suburb of De Kelders (refer *Plan 8*) forms part of Gansbaai and its primary functions are those of residential, retirement and holiday destinations.

De Kelders is a linear development, brought about by the R43 Provincial Road to the east and the coastline to the west.

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.

Gansbaai

The primary functions for Gansbaai (refer *Plan 8*) 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.

The Atlantic Ocean, the R43 Provincial Road running through Gansbaai, and the old and new harbours are the principal structuring factors 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, Masikane and Blompark. 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 is located on the coastal plateau between the coastline and the Franskraal Mountains. The town is further contained by the Duiwelsgat trail and existing greenfield areas to the north.

Kleinbaai/Franskraal

Kleinbaai/Franskraal is comprised of Van Dyksbaai, Birkenhead, Kleinbaai, Klipfontein and Franskraal suburb, which in turn constitutes a suburb of the Greater Gansbaai.

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 village is contained by natural elements such as the Danger Point Conservancy, the Uilkraalsmond Reserve, the Uilkraals Mountains, the coastline and the Kleinbaai harbour.

Pearly Beach

Pearly Beach is a retirement and holiday town 18km east of Gansbaai (refer *Plan 8*). The settlement is linear in nature, but without a clearly legible urban structure.

Furthermore, the low-income area of Eluxolweni is spatially disconnected from the main settlement.

The settlement is principally formed by the 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.

(Overstrand Growth Management Strategy, 2010:19-90)

2.6.5 Growth Potential of Towns

In 2004 a growth potential study of towns in the Western Cape (GPTS) was undertaken by the Western Cape Department of Environmental Affairs and Development Planning (DEADP). The results of the study were used to inform the compilation of the Western Cape Provincial Spatial Development Framework. The study was revised in 2010 by the Stellenbosch University and the CSIR. A draft version of the GPTS was since released in 2013 by DEADP, which informed the following section of this report.

The growth potential of the towns was determined by amongst other, integrating factors such as socio-economic and economic characteristics, physical environment, infrastructure and institutional aspects related to each town/settlement.

The analysis of growth potential was also framed within the context of the socio-economic needs within settlements. This was done by formulating a socio-economic index, informed by four themes, namely household services, education level, housing needs, and economic characteristics.

The results of the analysis was summarised by cross-tabulating the classification of settlements according to socio-economic needs and growth potential. The result holds important implications for future spatial planning purposes in terms of type of development and for determining priority investment area on a broad scale.

Table 2.5 contains an extract of the cross-tabulation result pertaining to the eight settlements of the Overstrand Municipality included in the study.

Table 2.5 Overstrand Settlement Social Needs and Growth Potential

		Socio-Economic Needs				
		Very low	Low	Medium	High	Very high
Growth Potential	Very low					
	Low	Pearly Beach				
	Medium		Stanford			
	High			Gansbaai		
	Very High	Betty's Bay Pringle Bay			Hermanus Hawston	

Towns such as Hermanus and Hawston, located in the bottom right of the table, are classified as having both high growth potential and high socio-economic needs (expressed in absolute terms). Development and investment in these towns will thus have a significant impact to support economic growth and development, and supporting socio-economic development imperatives.

Towns and settlements in the bottom left quadrant of the table (e.g. Betty's Bay and Pringle Bay) are characterised by a high or very high growth potential but very low socio-economic needs. The type of investment and development in these areas are thus likely to be very different (e.g. investment in tourism infrastructure) from those in the bottom right part of the table. As the position of towns within this table/matrix varies, so does the requirements in terms of different types of development and investment responses.

The position of individual settlements in the aforementioned table does not imply that development and investment will only take place in certain areas and not in others, but does imply differentiation in scale and intensity and support tailored according to the governing circumstances in each area. A spatial representation of this result is illustrated on *Plan 11*.

It should be noted that the main value of the GPTS is that it produces a range of products (maps, tables etc.) that can be used to inform strategic decisions at various levels. The GPTS products should, however, not be used in isolation as it provides only one (quantitative) perspective to growth potential and socioeconomic needs. The economic viability of each intervention and project must consequently be assessed taking all the available information into consideration.

(Revision of the 2004 Growth Potential of Towns in the Western Cape Study, 2010:91-95)

(Draft Growth Potential of Towns in the Western Cape Study, 2013:i-v)

Challenges and impacts

A key challenge related to the growth potential the Overstrand region lies in avoiding a regional development scenario where areas of lacking economic potential will continue to be starved of government funding and development effort. Settlements should be categorised in terms of development and investment priorities and policies, strategies and action plans subsequently be developed in order to address the above.

The current development path of the Overstrand urban and rural areas on a broad scale, lead to the following key challenges that need to be addressed:

- An increase in income, assets and spatial inequalities between high and low income classes;
- A deterioration of urban functioning where the poorest people reside furthest from opportunity areas and social services, without viable public transport systems;
- Densely populated informal settlements and;
- A level of relative inaccessibility of the Overstrand settlements (within and between other settlements), that negatively impacts not only on the portion of the population without access to private motorised vehicles and the elderly, but also on the local economy in terms of the transportation of products.

A significant and rapid increase in the urban footprint of Overstrand's towns currently manifests as result of continued outward spread of low density developments on the urban peripheries. Urban sprawl is a threat to the long term sustainability of the region's environment. Specific challenges related to this tendency are outlined below:

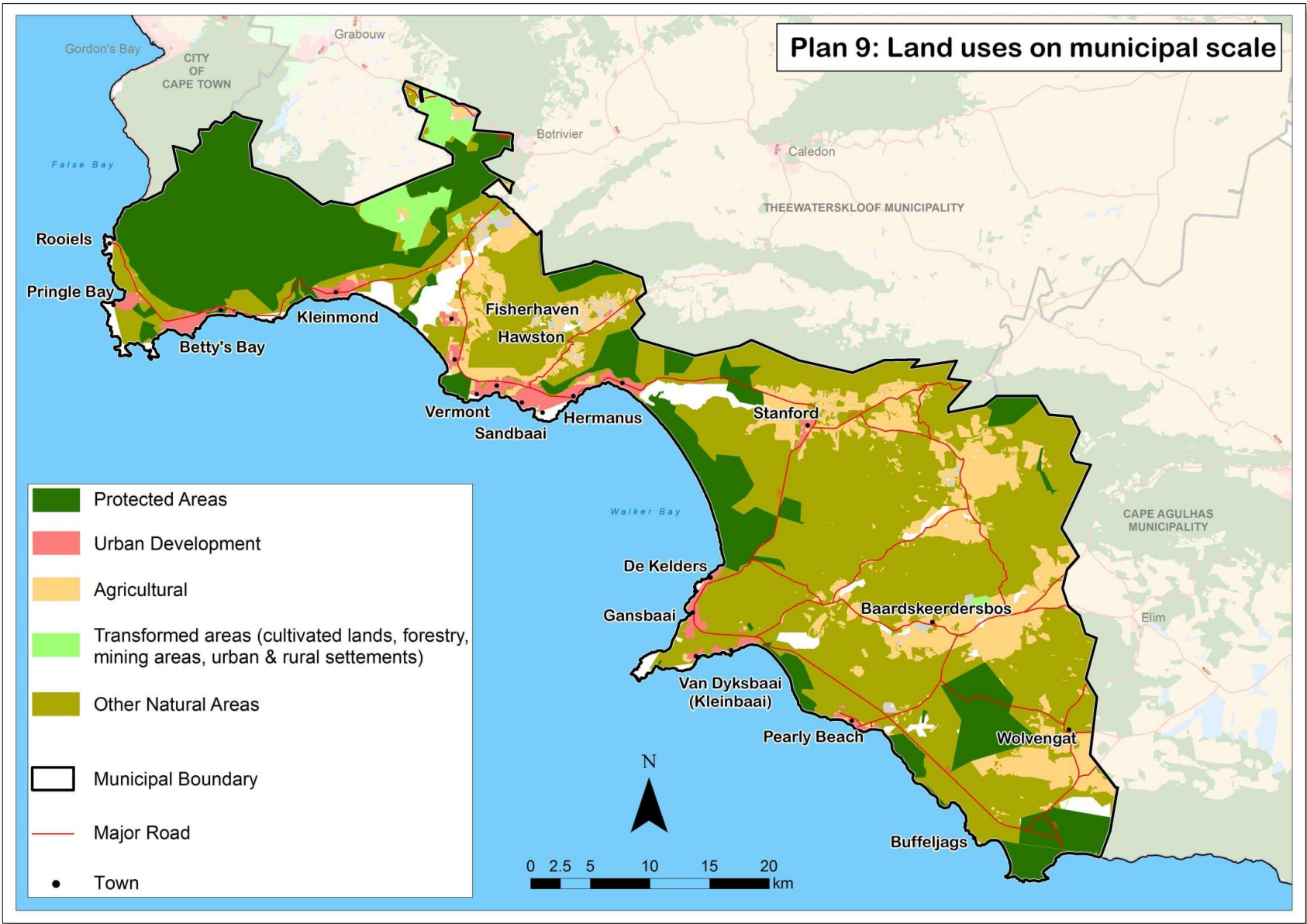
- An increase in consumption of agricultural land and natural undeveloped areas.
- Long travelling distances created as result of low density urban sprawl, in turn resulting in an increase in private motorised transport, traffic congestion and an increase in CO₂ emissions.
- Low density developments leading to an increase in infrastructure development cost and dissipate the positive effects of agglomeration and economies of scale.

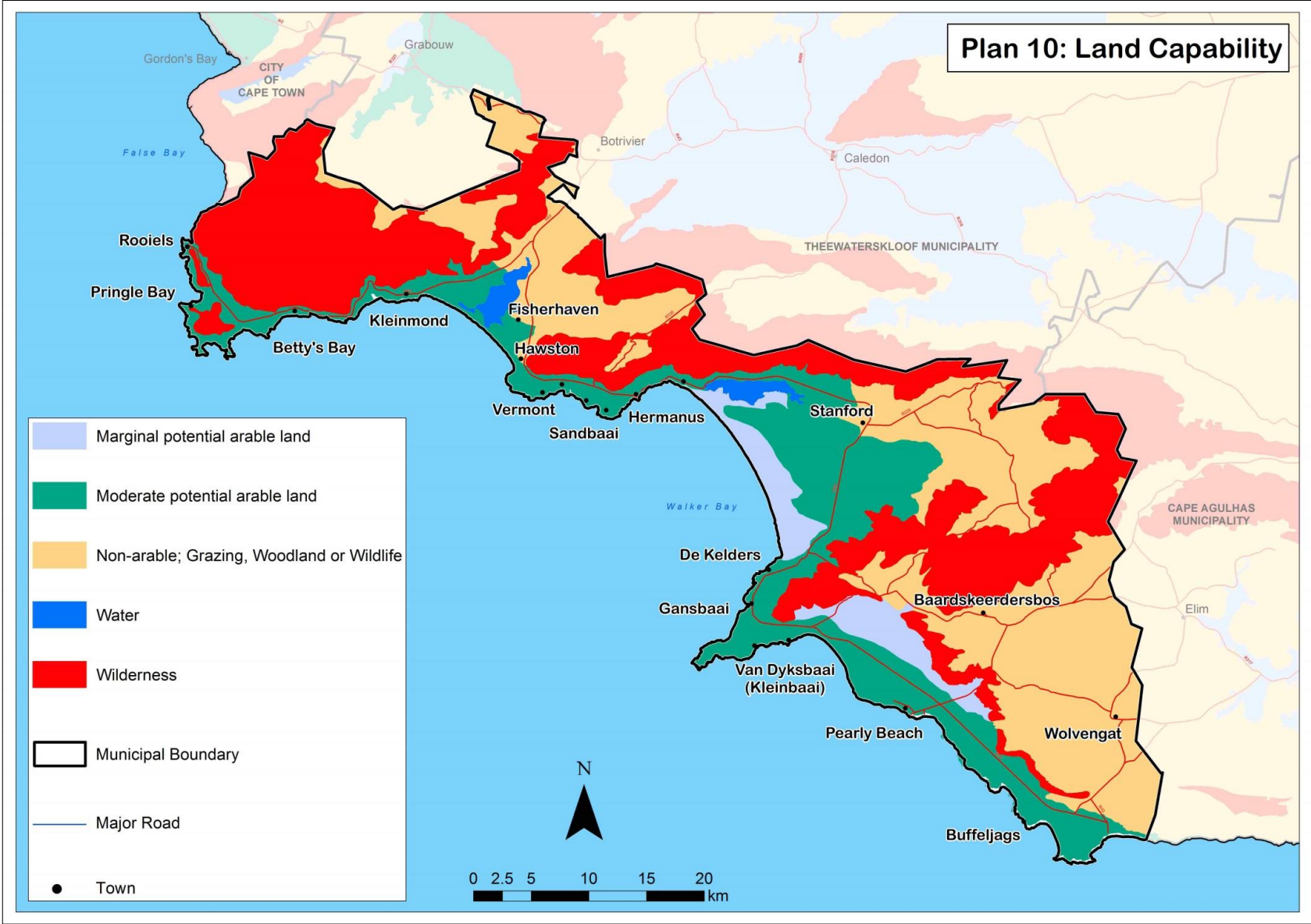
It subsequently causes operation inefficiencies leading to unnecessary loss of economic resources and infrastructure.

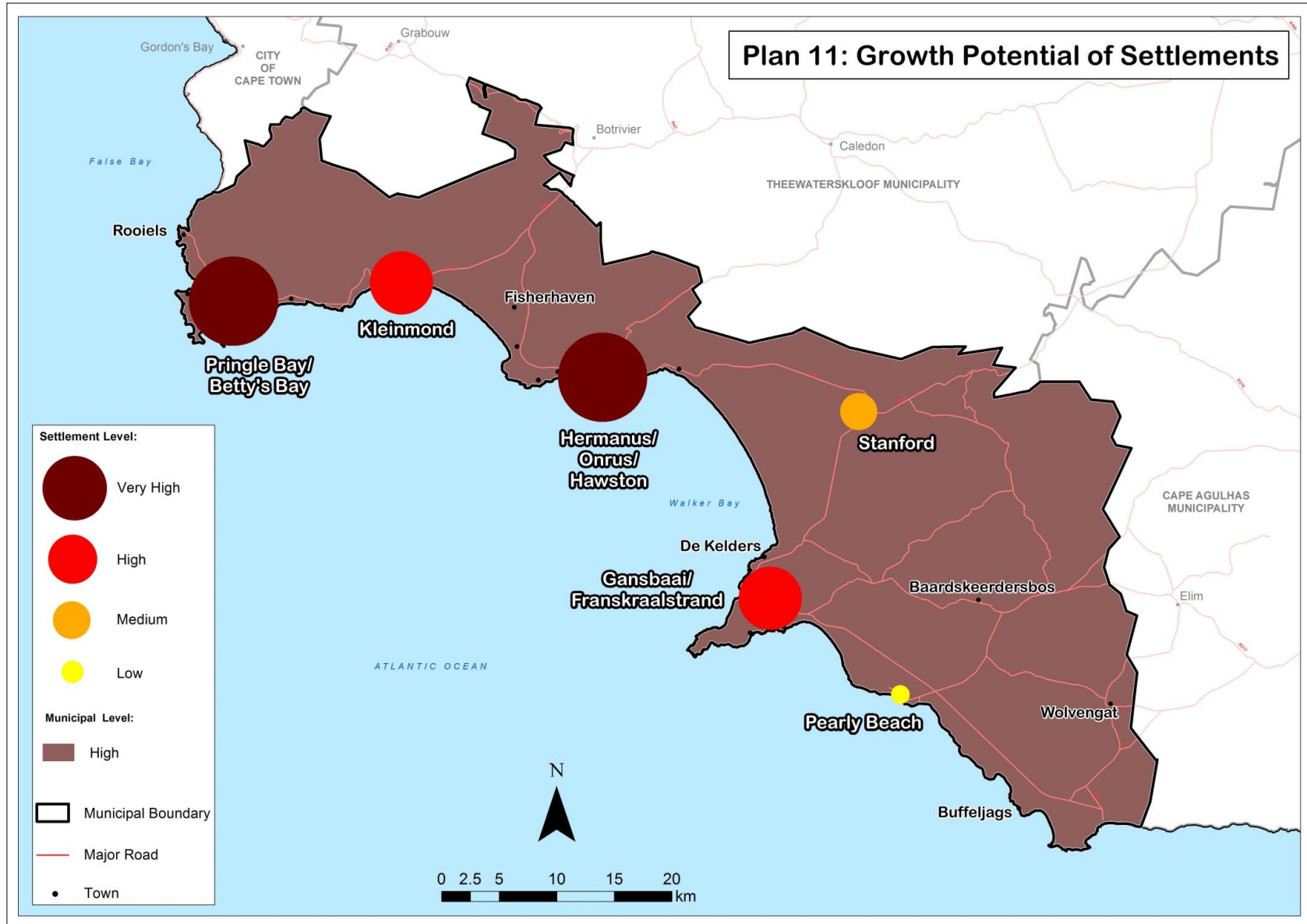
To address these concerns, the municipality developed a Growth Management Strategy that uses densification as the main tool to positively redress and counteract the effects of urban sprawl.

Challenges relating specifically to the individual Overstrand towns are contained in the document.

(PSDF, 2005:3.1) (IDP, 2013)







2.7 OUR INFRASTRUCTURE AND FACILITIES

2.7.1 Basic Infrastructure Services Delivery on Municipal Scale

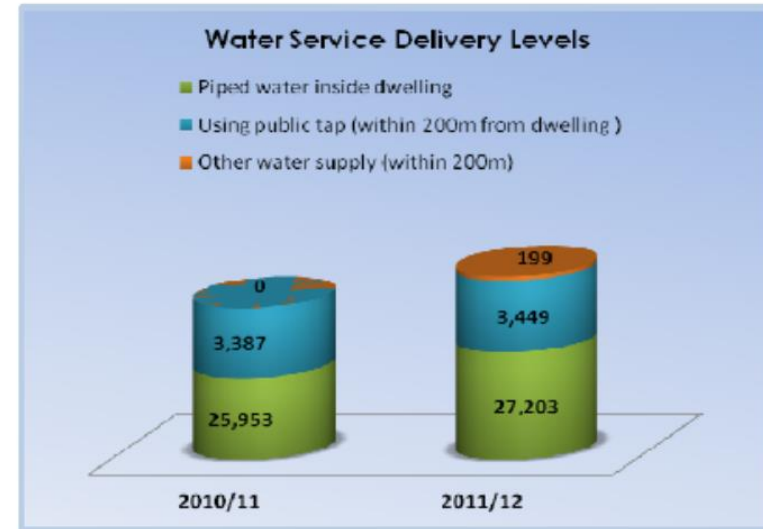
The Following section provides a broad overview on items related to the Overstrand's existing infrastructure provision on municipal scale as contained in its 2013 IDP. Technical detail on individual service infrastructure provision for the region is contained in the Municipal *Water Service Development Plan, Integrated Waste Management Plan, Local Integrated Transport Plan and Electrical Master Plans*. The location of these sources is for reference purposes included in the bibliographical summary of this document.

Service 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 12*.

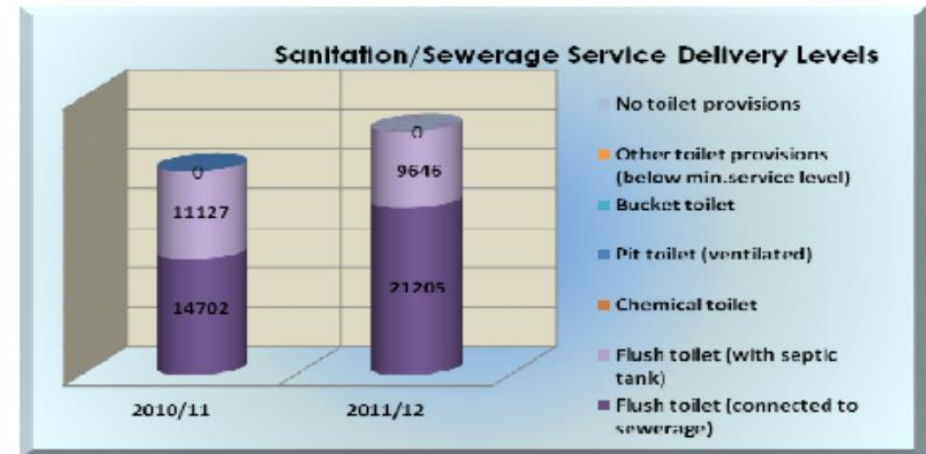
Graph 2.1 illustrates the Overstrand municipal water services delivery levels per total households classed in different types of water provision.

In 2012, approximately 3 449 of Overstrand households had access to potable water by means of a public tap located within 200m from their dwellings, while ± 27 203 received water through a pipe network from inside the dwelling unit. Approximately 199 households utilised water supplies other than the aforementioned, located within 200m from their dwellings. In 2011, approximately 3 387 households had direct access to a flush toilet connected to a sewerage reticulation system, while ± 9 646 used flush toilets connected to a septic tank. The sanitation service delivery levels per total households are indicated in Graph 2.2. Roughly 21 898 households were serviced with electricity connections and ±33 650 with household refuse removal services in 2012.

Graph 2.1 Overstrand Water Services Delivery Levels



Graph 2.2 Overstrand Sanitation Service Delivery Levels



The status of road service infrastructure provision including existing infrastructure, maintenance done and new road development completed up to the end of the 2012 financial year, is summarised in Tables 2.5 and 2.6. The outline is based on activity per road length (km) for both gravel and tarred roads.

Table 2.6 Tarred Road Infrastructure

Financial Year	Total km tarred roads	Km of new roads constructed	Km existing roads re-tarred	Km of existing roads re-sheeted	Km of tarred roads maintained
2008/2009	280	10	1.5	8.5	290
2009/10	290	1	3	8.7	291
2010/11	291	2	3	27	293
2011/12	293	1	0	20	294

Table 2.7 Gravel Road Infrastructure

Financial Year	Total km gravel roads	Km new roads constructed	Km gravel roads upgraded to tar	Km roads graded/maintained
2008/2009	174	0	10	164
2009/10	164	0	1	163
2010/11	161	0	2	159
2011/12	159	0	1	158

Table 2.8 indicates the extent of maintenance, upgrading and installation of storm water pipelines in the Overstrand region up to the end of the 2012 financial year, expressed in distance (km) per action.

Table 2.8 Stormwater Infrastructure – Pipelines

Financial Year	Total km Stormwater measures	Km new Stormwater measures	Km Stormwater measures upgraded	Km Stormwater measures maintained
2008/2009	539	7	4	546
2009/10	546	8	7	554
2010/11	554	3	5	557
2011/12	557	0	2	557

(Overstrand IDP, 2013:21-23)

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 following section

2.7.2 Service Infrastructure and facility provision of Urban Settlements

This section provides an overview of the existing service infrastructure capacity and existing and required community facilities of the individual Overstrand settlements. Detailed information in this regard can be obtained by visiting the various Master Plans as mentioned in section 2.7.1.

Rooiels

Services Infrastructure Capacity

Plan 12 spatially illustrates the location and components of the individual service infrastructure systems on local settlement scale.

Although an adequate network of roads has been established in Rooiels, measures should to be taken to improve safe access connection with from the R44 Provincial road.

The current bulk water source is not of sufficient capacity to provide for the settlement's future water needs. The possibility of utilising ground water as additional source needs to be investigated.

Rooiels is serviced by a sanitation system combined of septic tanks and conservancy tanks. Although this systems functions at present, the system is deemed unsustainable and needs to be re-evaluated.

The existing electricity supply from ESKOM is sufficiently serving the town. The solid waste drop off system operates effectively even in peak holiday periods.

Community Facilities

Rooiels's provision of community facilities is consistent with the requirements of the Western Cape Provincial Government standards.

Pringle Bay

Services Infrastructure Capacity

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 possibility of developing a water purification treatment plant in Pringle Bay is being investigated to amongst other relieve the pressure on the purification plant at Betty's Bay.

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.

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.

The solid waste management system is deemed sufficient.

Community Facilities

Pringle Bay's community facilities include a public amenity, pre- primary school, place of worship and 8ha of public open space. In addition to the existing facilities, a second pre-primary, a primary and secondary school as well as two locations for places of worship are required. These requirements are in accordance to the Western Cape Provincial Government standards for the provision of community facilities and were calculated for the existing amount of erven in the settlement. Although the

requirements should be met, the development of the facilities will only be viable when the number of permanent residents increases.

Betty's Bay

Service Infrastructure Capacity

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.

Providing bulk water to Betty's Bay presents a number of challenges such as a limited bulk storage capacity, network limitations and high network maintenance costs due to factors such as regular water pipe breakages.

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 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 existing ESKOM electricity supply is of limited capacity. The existing electrical supply network cannot accommodate further development without being upgraded.

Solid waste is sufficiently managed by means of waste drop-off facilities.

Community Facilities

According to the Western Cape Provincial Government standards, provision should be made for three (3) pre-primary, two (2) primary and one (1) secondary school, as well as five (5) places of worship, in addition to the existing facilities in Betty's Bay.

It should be taken in account that Betty's Bay is a holiday destination and only 20% of the existing dwellings are permanently occupied and thus the provision of said

community facilities are not justified at present. However, land should be preserved to accommodate these facilities in future, as the number of permanent residents may increase over the long term.

Kleinmond

Service Infrastructure Capacity

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.

While the bulk water source is sufficient to serve the town, upgrading of the main supply line is a necessity. This is due to the fact that the water purification works are strained during peak periods. Low water pressure occurs in the north-western residential areas.

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. It is therefore recommended that future developments be connected to the sewage network.

A solid waste drop-off facility is planned for Betty's Bay that is intended to address solid waste transfer capacity problems experienced with during peak times at Kleinmond.

The existing Eskom bulk electricity supply network is sufficient to accommodate a limited amount of development, but the capacity needs to be assessed before attempting any further development.

Community Facilities

Permanent occupancy in Kleinmond is \pm 40% and this should be taken into account when calculating the applicability of community facility standards. At a 100% residency the town requires 1 hospital, 1 community centre, 5 pre-primary, 1 primary and 1 secondary school, 1 library, public open space, and 10 places of worship. The current community facility current need includes one primary school, a secondary school, three worship sites and a transport facility.

Fisherhaven

Service Infrastructure Capacity

Many of the roads in Fisherhaven are unsurfaced, but the road network functions adequately.

The water treatment works needs to be upgraded, as it currently operates over capacity. The bulk water source is sufficient to serve the town's present need.

A septic- and conservancy tank system is utilised in Fisherhaven as there is no waste water treatment system. The tanks require high maintenance and holds environmental risks that may constrain future development.

The 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.

Community Facilities

Fisherhaven currently requires a pre-primary school, as well as a place of worship.

Hawston

Service Infrastructure Capacity

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 current water services network requires upgrades and while the bulk water source sufficiently provides for present need, the limited storage capacity of the reservoir will limit future development.

The water treatment works will also require upgrading if future developments are to be adequately serviced.

Challenges relating to the septic- and conservancy tank system including high maintenance cost and environmental impacts need to be addressed.

Bulk electricity is supplied by Eskom and both the capacity and network is deemed sufficient.

Solid waste removal is also sufficiently managed.

Community Facilities

According to the Western Cape Provincial Government standards for the provision of community facilities, Hawston is relatively well provided for. Walking distances to the existing facilities are considered as too long.

The town currently requires 2 pre-primary, 1 primary and 1 secondary school, 4 places of worship and public open spaces.

Hermanus West

Service Infrastructure Capacity

The R43 Provincial Road leading through Hermanus functions at an acceptable service standard and is further being 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, the water treatment works will need to be upgraded and an additional reservoir provided. The water network in Onrus and Sandbaai is in need of repair and upgrade.

Upgrading of the waste water treatment work is required in order to accommodate future development, as the sanitation system already functions above capacity.

The existing electricity supply and network adequately services the present demand of Hermanus West.

Solid waste removal infrastructure and system are sufficiently provided for.

Community Facilities

Community facilities are under provided for in Hermanus measured by existing provincial standards. As only 20% of its residents permanently occupies the town, the facility needs as calculated by the above standards might not be accurate in terms of present real need.

Additional facilities need to be provided for to accommodate long term growth and development. These include schools, a hospital, community centre, library, places of worship and public open spaces.

Hermanus Central

Service Infrastructure Capacity

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 growing water demand necessitates an additional water storage reservoir, as well as the upgrade of the water treatment plant. Bulk water sources are deemed sufficient.

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 increasing demand for electricity provision should be monitored and timeously managed to prevent future deficits.

Solid waste removal is adequately managed.

Community Facilities

Hermanus Central consists of adequate and well distributed community facilities according to the standards of the Western Cape Provincial Government.

Hermanus East

Service Infrastructure Capacity

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 Voëlklip need to be replaced. The water treatment works need to be upgraded and an additional water storage reservoir is required. The bulk water supply is deemed sufficient.

The waste water treatment works needs to be upgraded, as the existing sanitation system is operating over capacity. This implicates a development constraint. The current electricity supply meets the current demand.

Solid waste removal services function at acceptable level and capacity is deemed sufficient for current need.

Community Facilities

Measured against provincial standards, Hermanus East is under provided for in terms of community facilities. Need lies in the provision schools, public open spaces and places of worship.

Stanford

Service Infrastructure Capacity

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.

The town partly relies on septic- and conservancy tanks that need to be connected to the existing sewage network. The waste water treatment works need to be upgraded before additional development can be accommodated.

Bulk electricity as supplied by Eskom is sufficient in terms of present need but upgrading of the distribution network will be required prior to any future development.

Sufficient capacity exists with regards to the solid waste management system.

Community Facilities

Moderate need exist for the provision of schools and places of worship.

De Kelders

Service Infrastructure Capacity

The collector road and extended road network through De Kelders is well developed and functions sufficiently.

The poor water quality of the area has recently 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 Eskom intake point offers sufficient capacity to the town, but upgrading of the electricity network will have to be done if any further development is to be accommodated.

The solid waste drop-off system is sufficiently capacitated.

Community Facilities

The need for community facilities in De Kelders revolves around the provision of at least 1 pre-primary and 1 primary school, as well as 3 places of worship as per the by the Western Cape Provincial Government requirements.

Gansbaai

Service Infrastructure Capacity

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.

Community Facilities

The community facilities of Gansbaai are deemed sufficient in providing for the needs of the town itself, as well as its outlying dormitory settlements.

Van Dyksbaai (Kleinbaai)

Service Infrastructure Capacity

The roads network, potable water and water network, as well as the solid waste drop-off system operate at acceptable service levels.

The reliance on septic- and conservancy tanks throughout the area needs to be evaluated. Connections with the sewerage system and waste water treatment works are necessary in order to facilitate future development.

The existing electricity network adequately provides in current the need. A significant increase in demand has become evident and network upgrading is imperative prior to any further development taking place.

Community Facilities

Van Dyksbaai lacks sufficient community facilities, with the greatest need being for schools and places of worship.

Pearly Beach

Service Infrastructure Capacity

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.

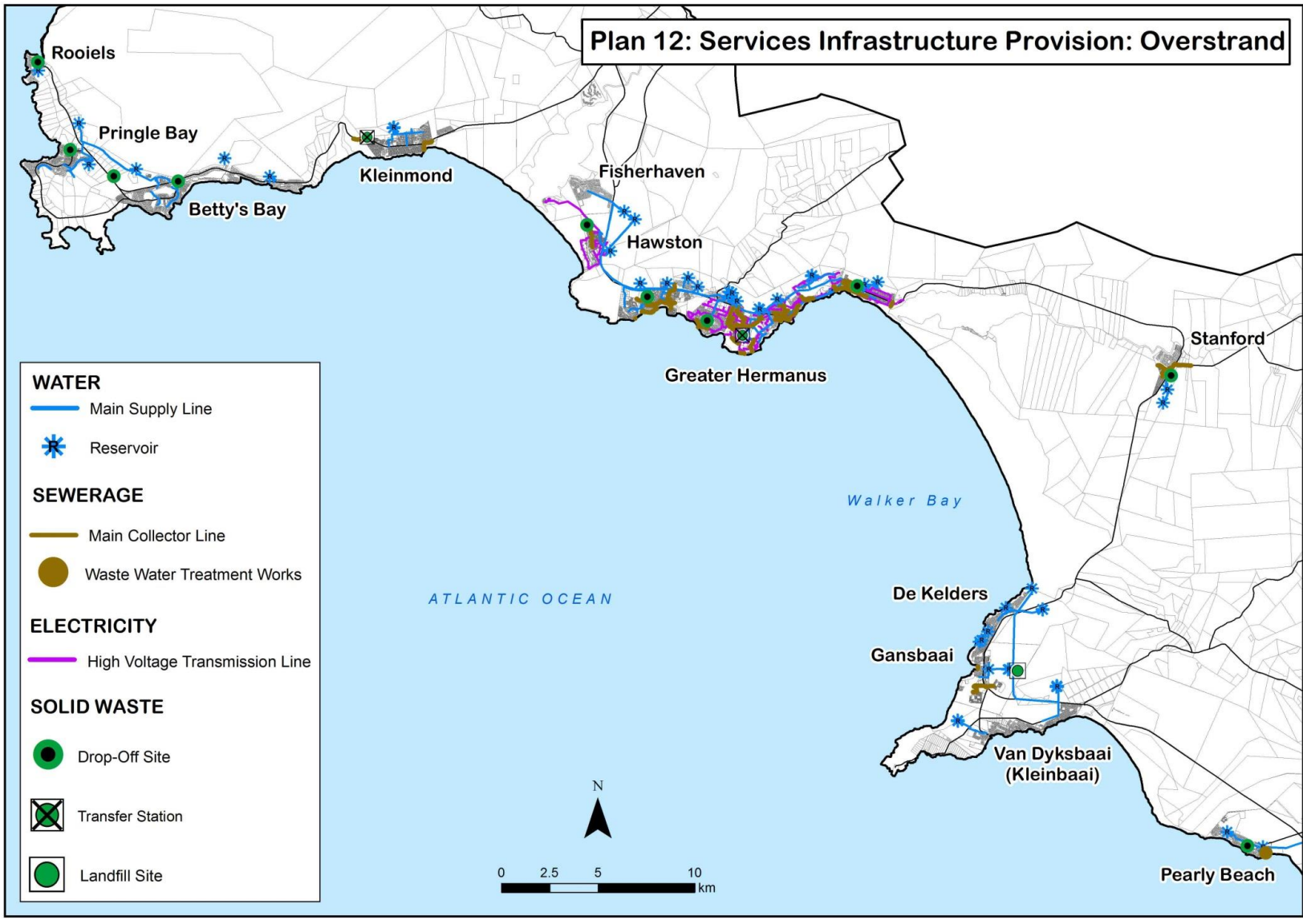
Electricity provision by Eskom is adequate, but upgrades of the electricity network are required prior to any further development.

Community Facilities

Pearly Beach is considered lacking in terms of community facility provision. According to the Western Cape Provincial requirements for the provision of community facilities, at least 1 pre-primary and 1 primary school need to be provided.

(Overstrand Growth Management Strategy, 2010)

Plan 12: Services Infrastructure Provision: Overstrand



Part 3: Strategic Framework



3.1 INTRODUCTION

This section provides the integrated spatial vision and strategic framework for the IDF by outlining what kind of environment we want to live in in 30 – 40 years and how to achieve that. The strategic framework which is set out in this section provides the basis for policy integration linked to a range of implementation mechanisms to serve as vehicles for realising the development framework.

The following strategic spatial 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; and
- An Overstrand that enables a prosperous and diverse economy.

The policy framework will guide 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 IDF policy framework is expanded on in the following section. It commences with an explanation of how spatial planning, urban design and urban form can contribute towards achieving each spatial directive. The key urban planning and design 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.

The implementation mechanisms and related actions are linked with the IDF Action Plan contained in Part 5. The detail break-down of each action tabled in Part 3 is provided in Part 5. The links between the spatial directive policies and existing provincial and municipal policies, plans and strategies is also contained in the IDF Action Plan.

Figure 3.1 IDF Spatial 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 IDF 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

OBJECTIVE	POLICIES	IMPLEMENTATION MECHANISMS AND ACTIONS
<p>LO 1*. Overstrand has a resilient and safe water supply.</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. <i>Refer Overstrand EMF, 2013</i></p>	<p>Engineering Services Management –ESM 1.</p> <p>Environmental Management – ENV 6.</p> <p>Spatial Planning – SP 1 and SP 27</p>
<p>LO 2. Overstrand settlements have high levels of air quality.</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.</p>	<p>Energy Management and Provision – ENE 1, ENE 2, ENE 3 & ENE 4.</p> <p>Spatial Planning – SP 27</p>
<p>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.</p>	<p>i. Progressively ensure housing provision for different lifestyle choices, income groups, life stages, household sizes, including adequate provision for the aging.</p> <p>ii. Addressing the current housing backlog, particularly the subsidised housing category, should be regarded as a very high priority (SDF Policy P19.1, 2006).</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. <i>Refer Overstrand HSP, 2013</i></p>	<p>Spatial Planning – SP 15.</p> <p>Community Services– CS 1.</p> <p>Financial Incentives – FI 1.</p> <p>Property Development and Public-Private Partnerships – PROP 1.</p>
<p>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.</p>	<p>i. Increase liveability by implementing land use planning principles promoting the location of new residential development in close proximity to existing opportunities.</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 <i>Refer PSDF Strategic Objective 7, Policy UR20.</i></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.</p>	<p>Spatial Planning – SP 2, SP 3, SP 5 & SP 16.</p>

	<p><i>Refer Overstrand SDF 2006, Policies P.18.3, P21.4 & IDP</i></p> <p>iv. Ensure that mixed-use densification of land uses is achieved when managing urban growth. <i>Refer Overstrand Growth Management Strategy 2010.</i></p>	
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.	<p>i. Ensure the effective functioning and improvement of connectivity channels including:</p> <ul style="list-style-type: none"> - Sustainable service infrastructure networks; - Communication technology networks and; - Mixed mode transportation networks. 	<p>Engineering Services Management – ESM 2 & ESM 3.</p> <p>Environmental Management – ENV 6.</p> <p>Energy Management and Provision - ENE 2.</p>
LO 6. The Overstrand’s diverse natural environment is in pristine condition, well managed and accessible to all its inhabitants.	<p>i. Ensure the sustained quality of the Overstrand’s natural environment through effective and efficient management.</p> <p>ii. Protect biodiversity resources. <i>Refer PSDF Strategic Objective 8, Policies RC1, RC2 & RC7 and Overstrand EMF, 2013.</i></p>	<p>Environmental Management – ENV 8.</p> <p>Funding Sources – FUND 1.</p> <p>Spatial Planning – SP 27</p>
LO 7. The natural and built environments are well integrated, further contributing to the uniqueness and liveability of the Overstrand settlements.	<p>i. Encourage integration of natural areas with urban and rural settlements.</p> <p>ii. Encourage the development of natural open space systems within urban and rural settlements.</p>	<p>Spatial Planning – SP 6 & SP 17.</p> <p>Property Development and Public-Private Partnerships – PROP 2.</p> <p>Financial incentives – FI 2.</p>
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.	<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. <i>Refer Overstrand GMS 2010 and SDF Policy P17.1, 2006</i></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.” <i>Refer PSDF, Policy HR 23</i></p>	<p>Spatial Planning – SP 17 & SP 18.</p>
LO 9. All of the Overstrand’s urban and rural settlements are provided with adequate civil services infrastructure	<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.</p>	<p>Engineering Services Management and Projects – ESM 1, ESM 2, ESM 3, ESM 5 & ESM 6.</p>

*LO: Liveable Overstrand

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

OBJECTIVE	POLICIES	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.</p> <p>ii. Encourage and support rehabilitation of environmentally degraded areas.</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.</p> <p>iv. Prevent unsustainable change in land use of biodiversity rich rural areas to other uses. <i>Refer PSDF Objective 8, Policies RC 1 - RC3. Refer Draft Overstrand EMF, 2013</i></p>	<p>Environmental Management. – ENV 1 & ENV 7.</p> <p>Spatial Planning – SP 7 & SP 8.</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 permitted (SDF Policy P17.1, 2006).</p> <p>ii. Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles <i>Refer Overstrand Growth Management Strategy. Refer SDF Policies P17.1 & P17.3 & 18.3, 2006.</i></p> <p>iii. Prevent unsustainable change in land use of biodiversity rich rural areas, existing agricultural activity and soil with agricultural potential to other uses. <i>Refer PSDF Objective 8, Policies RC 1 - RC3. Refer Draft Overstrand EMF, 2013</i></p> <p>iv. Ensure that existing agricultural activity and soils with high production potential is retained. <i>Refer PSDF Objective 8, Policies RC 1 - RC3. Refer Overstrand SDF Policy P2.1, 2006.</i></p>	<p>Spatial Planning – SP 5, SP 8, SP 8 & SP 27.</p> <p>Environmental Management – ENV 1 & ENV 9.</p>

	<p>v. Minimise the fragmentation of rural land by managing rural development based on the Overstrand SDF Rural Land Use Policy.</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).</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 (SDF Policy P15.1, 2006).</p>	
EO 3. Overstrand's rural areas and settlements are integrated by natural environment or green corridors that connect ecosystems and contribute to biodiversity conservation.	<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. <i>Refer Draft Overstrand EMF, 2013</i></p> <p>ii. Ensure that opportunities for establishing a network of existing and potential natural corridors are created by encouraging/enforcing the inclusion of natural open space in new development designs.</p>	<p>Spatial Planning – SP3, SP 5, SP 10 & SP 17.</p> <p>Environmental Management – ENV 2.</p> <p>Financial Incentives – FI 2.</p>
EO 4. Threats posed by climate change and natural disasters are reduced.	<p>i. Discourage development in areas subject to potential natural threats in future, such as flooding or tidal inundation due to sea level rise. <i>Refer Draft Overstrand EMF, 2013</i></p> <p>ii. Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.</p>	<p>Spatial Planning - SP 6, SP 7, SP 11 & SP 27.</p> <p>Environmental Management – ENV 2, ENV 3 & ENV 9.</p>
EO 5. Development within urban and rural settlements has a low or positive impact on the natural environment.	<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.</p>	<p>Spatial Planning – SP 5, SP 6, SP 7, SP 9, SP 12, SP 16, SP 17, SP 18 & SP 27.</p> <p>Environmental Management – ENV 1 & ENV 8.</p> <p>Financial Incentives – FI 2.</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 (SDF Policy P7.1, 2006)</p>	Property Development – PROP 2.
<p>EO 6. Sustainable integrated waste management is consistently being achieved based on best practice environmental standards.</p>	<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.</p> <p>ii. Establish a system of waste management that will see the least possible amount of waste going to modern engineered landfills. <i>Refer Overstrand Draft EMF</i> <i>Refer Overstrand Integrated Waste Management Plan</i></p>	<p>Engineering Services Management and Projects – ESM 4.</p> <p>Spatial Planning –SP 27.</p>
<p>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.</p>	<p>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).</p> <p>ii. Ensure appropriate storm water collection and disposal and wastewater treatment in greenfield subdivisions and on non-reticulated sites, including low impact design.</p> <p>iii. Encourage new development in existing urban areas, where there is sufficient water infrastructure capacity.</p> <p>iv. Enforce clear policies for connections and extensions to water and waste water infrastructure.</p> <p>v. Reduce the current municipal percentage of non-revenue water as far as possible and keep the future water demand as low as possible. <i>Refer Overstrand Draft EMF, 2013.</i></p>	<p>Spatial Planning – SP 1, SP 3 & SP 5.</p> <p>Engineering services management and projects – ESM 1, ESM 2, ESM 3 & ESM 5.</p> <p>Environmental Management –ENV 6 & ENV 8.</p>

***An Environmentally Sustainable and Resilient Overstrand**

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

OBJECTIVE	POLICIES	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.</p> <p>ii. Protect biodiversity resources. <i>Refer PSDF Strategic Objective 8, Policies RC1, RC2 & RC7.</i></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 (SDF Policy P7.1, 2006)</p> <p>iv. Ensure that tourism facilities are of a scale and built form that is consistent with the character of the rural environment (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 (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 (SDF Policy P16.1, 2006).</p>	<p>Environmental Management – ENV 2, ENV 3, ENV 7 & ENV 8.</p> <p>Spatial Planning – SP 7, SP 12, SP 17 & SP 21.</p> <p>Engineering Services Management and Projects – ESM 3.</p>
<p>MO 2. Overstrand settlements are well integrated with the natural elements from its surrounding areas.</p>	<p>i. Encourage integration of natural areas with urban and rural settlements</p> <p>ii. Encourage the development of natural open space systems within urban and rural settlements.</p> <p>iii. Manage and channel growth into areas which can accommodate growth without adverse environmental and heritage impacts.</p>	<p>Spatial Planning – SP 5, SP 6, SP 10 & SP 17.</p> <p>Environmental Management – ENV 8 & ENV 10.</p> <p>Property Development and Public-Private Partnerships – PROP 2.</p> <p>Financial incentives – FI 2.</p>

<p>MO 3. The identity, character, and history of the diverse settlements that make up the Overstrand are protected and celebrated.</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. <i>Refer Overstrand Growth Management Strategy 2010 – Overall Objectives.</i> <i>Refer SDF Policy P16.1, 2006.</i></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.” <i>PSTDF Strategic Objective 5, Policy HR 23.</i></p>	<p>Spatial Planning – SP 4 & SP 5, SP 17 & SP 22.</p> <p>Environmental Management – ENV 4 & ENV 5.</p> <p>Financial Incentives – FI 2.</p>
<p>MO 4. Natural areas are accessible to all of the Overstrand’s inhabitants.</p>	<p>i. Encourage the development of strategically located facilities that provide access to distinctive natural areas and present opportunities for recreation activities.</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.</p>	<p>Spatial Planning – SP 19 & SP 20.</p>

***MO: Memorable and Distinctive Overstrand**

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 dependent 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. Major 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

OBJECTIVE	POLICIES	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"> i. Encourage mixed use and high density residential development within and adjacent to urban, suburban and rural centres. <i>Refer SDF Policy P18.3, 2006.</i> ii. Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres. iii. Allow only specific types of commercial development outside settlement centres. iv. Encourage the development and transformation of urban and rural centres into people orientated as opposed to function and production orientated places. 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. vi. Encourage and facilitate urban regeneration and restoration of under-utilised or decayed existing centres. vii. Encourage the development and recognition of vibrant social, recreation, arts and culture precincts in urban and rural centres. viii. Encourage through design, revitalisation the implementation of focused initiatives improved safety and security in and around urban and rural centres. 	<p>Spatial Planning – SP 2, SP 3, SP 4, SP 5, SP 23, SP 24 & SP 25.</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 (SDF Policy 21.4, 2006).	
<p>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.</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.</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.</p> <p>iii. Create a network of well-designed public spaces that support participation in social, recreational and cultural events</p>	<p>Spatial Planning – SP 3, SP 5 & SP28.</p> <p>Environmental Management – ENV 4.</p> <p>Engineering Services Management and Projects - ESM 3.</p>

***VO: Vibrant and Exciting Urban Areas**

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

OBJECTIVE	POLICIES	IMPLEMENTATION MECHANISMS AND ACTIONS
<p>*AO 1. The Overstrand municipal area harbours an effective and safe road network.</p>	<p>i. Ensure that the road system continues to meet the demands of all the inhabitants of the Overstrand (SDF Policy P23.1, 2006)</p> <p>ii. Prioritise road safety improvements targeted at problem areas and vulnerable groups.</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 – ESM 3.</p>
<p>AO 2. Overstrand offers affordable and convenient public transport.</p>	<p>i. Encourage public transportation improvements and optimise the function of connections between urban, suburban and rural centres. <i>Refer SDF Policy P23.5</i></p>	<p>Engineering Services Management and Projects - ESM 3.</p> <p>Spatial Planning – SP 17 & SP 20.</p>
<p>AO 3. Overstrand's transportation system supports sustainable transport choices and dependence on oil for transport is reduced.</p>	<p>i. Ensure modal integration of transport solutions by improving connections between public transport, cycle, pedestrian and private motor networks.</p> <p>ii. Encourage residential living in areas where a choice of transport modes exists, or could affordably and effectively be provided.</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 - ESM 3.</p> <p>Spatial Planning – SP 2.</p>
<p>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.</p>	<p>i. Judicious densification and intensification in urban areas should be actively promoted (SDF Policy P18.3, 2006).</p> <p>ii. Ensure effective integration between land-use and transportation planning and operations.</p> <p>iii. Encourage the location of high trip generator land uses within urban and rural centres with good public transportation access.</p>	<p>Spatial Planning – SP 2, SP 3, SP 16, SP 17 & SP 20.</p> <p>Engineering Services Management and Projects - ESM 3.</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 (SDF Policy 21.4, 2006).</p>	
<p>AO 5. Overstrand is a region where it is safe and pleasant to walk and cycle in.</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.</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 – ESM 3.</p> <p>Spatial Planning – SP 17 & SP 18.</p>

***An Accessible and Connected Overstrand**

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 livability indexes. The Overstrand's objectives, policies and implementation mechanisms formulated in order to optimise livability 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 remains the primary 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

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.</p> <p>ii. Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.</p>	<p>Environmental Management – ENV 1, ENV 4, ENV 7 & ENV 8.</p> <p>Spatial Planning – SP1, SP 5, SP 6, SP 7, SP 8, SP 11, SP 17, SP 18, SP 19, SP 20, SP 21, SP 22.</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.</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, ENV 6 & ENV 8.</p> <p>Spatial Planning – SP 7, SP 9 & SP 13.</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.</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 (SDF Policies 17.3 & P31.1, 2006).</p> <p>iii. 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 (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 (SDF Policy P21.5, 2006).</p>	<p>Spatial Planning – SP 2, SP 4, SP 5, SP 14, SP 17, SP 23 & SP 26.</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 (SDF Policies P22.1 & P22.5, 2006).</p> <p>vii. The provision of bulk infrastructure and services to industrial areas must be given the highest priority (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 (SDF Policy P22.4, 2006).</p>	
ECO 4. Overstrand is connected with world class communication technology.	<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>	Engineering Services Management and Projects – ESM 6.
ECO 5. Overstrand consist of a competitive local labour force.	<p>i. Encourage and facilitate the development of education facilities where needed, including adult and tertiary education opportunities.</p>	Community Facilities – CS 2, CS 3 & CS 4.
ECO 6. Overstrand attracts and retains highly skilled labour and entrepreneurs.	<i>Refer policies and actions related to A liveable Overstrand and Vibrant and Exciting Urban Areas.</i>	
ECO 7. Overstrand's land and infrastructure meets the needs of existing and new businesses enterprises.	<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.)</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 – SP 4, SP 5 & SP 14.</p> <p>Energy Management and Provision – ENE 1, ENE 2, ENE 3 & ENE 4.</p> <p>Engineering Services Management and Projects – ESM 1, ESM 3, ESM 5 & ESM 6.</p>

* An Overstrand that enables a Prosperous and Diverse Economy