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MOUNT PLEASANT IRDP INFILL RESIDENTIAL HOUSING PROJECT (AREA 8) ON A PORTION OF REMAINDER ERF 243, HERMANUS AT HEIDE STREET, MOUNT PLEASANT: APPLICATION FOR DEVIATION FROM THE OVERSTRAND MUNICIPALITY SPATIAL GROWTH MANAGEMENT STRATEGY, SUBDIVISION, REZONING AND EXEMPTION TO EXCLUDE AN APPLICATION FOR THE NAMING OF STREETS: MESSRS NUPLAN AFRICA ON BEHALF OF OVERSTRAND MUNICIPALITY

Rem Erf 243 HMP

H van der Stoep

8 April 2021

(028) 313 8900

Hermanus Administration

1. EXECUTIVE SUMMARY

An application was received on 7 September 2020 from Messrs NuPlan Africa on behalf of the Overstrand Municipality applicable to a portion of Remainder Erf 243, Hermanus at Heide Street, Mount Pleasant (the property) for:

- ❖ **deviation** from the Overstrand Municipality Spatial Growth Management Strategy, 2010 in terms of Section 10 of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 (By-Law), as well as the provisions of the Municipal Systems Act, 2000 (Act 32 of 2000) in order to allow for the subdivision of the property to accommodate infill urban development on an area earmarked as a Sensitive Development Area;
- ❖ **subdivision** in terms of Section 16(2)(d) of the By-Law of the property in two (2) portions, namely Portion A (±5,35 ha) in extent and a Remainder;
- ❖ **rezoning** in terms of Section 16(2)(a) of the By-Law of the above Portion A from Residential Zone 1: Single Residential (SR1) to Subdivisional Area;
- ❖ **subdivision** in terms of Section 16(2)(d) of the By-Law of the above Portion A into 94 Residential Zone 1 (SR1) erven, 3 Open Space Zone 2: Public Open Space (OS2) erven, 1 Utility Zone: Utility Services (US) erf, and 1 Transport Zone 2: Road and Parking (TR2 B) public road reserve; and for
- ❖ **exemption** in terms of Section 101 of the By-Law to exclude the application in terms of Section 96 of the By-Law that deals with the naming of streets as part of the land use planning application.

A Locality Plan of the property concerned is attached as Annexure A. The Motivation Report from the applicant in support of the proposal is attached as Annexure B, while the proposed Site Development Plan is attached as Annexure C.

2. DECISION AUTHORITY

Municipal Planning Tribunal

3. BACKGROUND / SITE HISTORY

The development area is predominantly vacant except for reservoir infrastructure and a covered parking area. The land parcel is zoned Residential Zone 1: Single Residential, measures ± 5,35 ha and forms part of the greater Remainder Erf 243,

Hermanus. It is located between the western side of the Fernkloof Nature Reserve and the eastern boundary of the Hemel & Aarde Estate Development, and Rotary Way divides it from the Remainder Erf 243.

The Municipality has for some considerable time already experienced difficulties in the provision of affordable housing mainly due to a lack of funding and suitable land. The Municipality has now identified suitable vacant land parcels for infill developments (IRDP) in the broader Mount Pleasant areas. In total eleven (11) individual land parcels were identified. All these areas are termed Areas 1 to 11 for administrative purposes. Areas 1 to 11, except Area 8, being the area under discussion have obtained the required statutory approvals already.

Area 8 is indicated as a Sensitive Development Area in the Growth Management Strategy, 2010 and a botanical assessment, that includes all the areas, were compiled by a botanist, which document is attached as Annexure P. A strip of land at the north-eastern boundary of the development site also falls within the boundaries of the Fernkloof Nature Reserve, the Environmental Overlay Zone and the Heritage Overlay Zone.

Application is also made for an exemption to exclude the application that deals with the naming of streets that needs to form part of this application, since the naming of streets must still be completed in the social compact process.

4. SUMMARY OF APPLICANT'S MOTIVATION

- ❖ The surrounding area depicts a residential character and Area 8 will suitably complement the existing structure within the neighbourhood.
- ❖ The surrounding built form depicts a variation in top structure sizes and finishes and similarly the general appearance of street scapes vary significantly and the anticipated end product will thus not have a significant change in character of the neighbourhood.
- ❖ Although the abutting erf sizes are larger than what is proposed, the proposed erf sizes with accompanying top structures of approximately 150m² - 250m² plus (market housing), will compliment the urban form of the neighbourhood and will thus also not have a negative impact on the existing character of the area.
- ❖ The property has generally no conservation worthy vegetation, except for a portion to the south of the existing reservoir that was demarcated by the botanist to be incorporated in a public open space.
- ❖ The existing reservoir and related services will be retained.
- ❖ The property has moderate to steeper slopes and deemed suitable for residential development by the consulting engineers.
- ❖ In terms of the IDP the provision of housing is set as a high priority, thus the provision of serviced erven on the property is well aligned with the IDP.
- ❖ In terms of the SDF, 2020 land for urban development is a scarce commodity and as such densification is required to facilitate sustainable growth and that it is a goal of the Council to eliminate housing back-logs in the town.
- ❖ In terms of the Growth Management Strategy, 2010 the property is demarcated for urban development, but falls within a Sensitive Development Area, thus environmental consultants were appointed to establish sustainable grounds to develop the property and was found to be developable for residential use.
- ❖ The abutting township is fully serviced and accessible via the public road network. Access to the property will be taken off the extension of Katjeepering-, Kalkoentjie- and Heide Streets. In terms of the services and transportation

reports, the proposed development will necessitate upgrades of these services and the recommendations will be implemented during the construction phase.

- ❖ The existing reservoirs obtain access via Rotary Way and will remain as such.
- ❖ Services leading southwards from the existing reservoirs will be accommodated in the public open spaces and the new road reserves.
- ❖ The Zoning Scheme, 2020 parameters are appropriate for the proposed market segment and no building line departures are required.
- ❖ Bulk civil- and electrical engineering services are available and confirmed as such by the Municipality.
- ❖ The Traffic Impact Assessment (TIA) confirmed an increase in traffic generated by the proposed development that will have a moderate impact on the surrounding road network, and mitigation measurements have been proposed.

❖ **Compliance with SPLUMA and LUPA principles:**

Spatial Justice & Resilience

- There is a need for affordable entry level housing in the Overstrand Municipal area and the proposed development should be deemed a priority by the Municipality. The SDF and GMS prioritise housing delivery (inclusive of serviced erven) because of the massive “backlog”, thus giving effect to a balanced mix of and range for all income groups.
- An analysis of areas was done to identify suitably located land and underutilised land parcels for residential infill development and the property was identified as being available and suitable for an additional residential opportunity.
- As such, Council ensures that spatial justice and resilience is adhered to. It will secure tenure, promote integration and access to opportunities for the local public.

Spatial Sustainability

- The land parcel is mainly surrounded by residential units that will suitably compliment the existing residential structure/character within the neighbourhood with no significant change of character foreseen.
- Although abutting erven are larger, the potential top structures of approximately 200m² plus will compliment the existing urban form of the neighbourhood, thus not impacting negatively on the character of the area.
- The property is a large underutilised vacant land parcel within a “semi-brown fields” location. The proposed residential land use is fully compatible with the existing character and urban form associated with the current land uses and built form.

Efficiency

- The area is fully serviced and accessible via the public road network, with upgrades to be done during construction phase, for which bulk service capacities are available.
- The property is physically suitable for development with the conservation worthy portion of the site contained as a public open space.
- The topography of the property is equally suitable for residential development with moderate slopes.
- The property is easily accessible and well located in relation to public facilities, amenities, and public transport.

5. ADMINISTRATIVE COMPLIANCE

Methods of advertising		Date published	Closing date for comments
Gazette	Yes	2 October 2020	6 November 2020
Local newspaper	Yes	30 September 2020	6 November 2020
Notices	Yes	5 October 2020	6 November 2020
		28 October 2020	20 November 2020
Ward councillor	Yes	5 October 2020	6 November 2020
		28 October 2020	20 November 2020
Total comments	TEN (10)		
Total letters of support	NONE		
Was public participation undertaken in accordance with Section 46 - 50 of the By-Law on Municipal Land Use Planning?			Yes
Was the application processed correctly (if no, elaborate below):			Yes
Is the proposal consistent with the principles referred to in Chapter 2 of SPLUMA and Chapter VI of LUPA? (can be elaborated further below)			Yes

6. SUMMARY OF COMMENTS FROM ORGANS OF STATE AND/OR MUNICIPAL DEPARTMENTS

Name	Date received	Summary of comments
Building Control	06/10/2020	If the comment of Heritage Western Cape has already been obtained, it is not necessary to approach Local Heritage.
Waste Management	26/10/2020	No objection.
Fire Department	23/10/2020	No objection.
Electrical Services	06/10/2020	Messrs Neil Lyners Consulting Engineers are responsible for the planning of this project and the project must be done according to the approved plan and designs by Lyners Consultants. The Electrical Department has no comment, all aspects were discussed.
Environmental Management	31/12/2020	The Environmental Section must point out that site 8 is located within the Protected Area Buffer Environmental Management Overlay Zone. The applicant must ensure adherence to Schedule A (prohibited areas),

		Schedule B (activities only permitted with Council consent) and Schedule C (general regulations) of the regulations.
L Rainbird, Horticulturist	18/06/2021	<p>Although the removal of all the trees on the site will cause a devastating effect on the wildlife, my concerns are as follows:</p> <ol style="list-style-type: none"> 1. About half the trees in the area are pine trees and pine trees cannot be topped as they will die off. 2. The other half are Eucalyptus trees which can be topped, but topping the trees cause weak branch unions and more likely hood of branches falling in strong winds. 3. As the trees are situated now, they support one another and if these trees are to be thinned out in a situation like this they don't have the root system to support themselves and tend to fall over. (This happened in the golf course development.) <p>Suggest money be committed for a tree planting programme to be established.</p>
Engineering Services	12/11/2020	Attached as Annexure G.
Eskom	04/01/2021	Attached as Annexure I.
Western Cape Government : Transport & Public Works: Road Network Management	23/10/2020	Attached as Annexure J.
CapeNature	03/03/2021	Attached as Annexure K.
Brede-Gouritz Catchment Management Agency	16/11/2020	Attached as Annexure L.
Heritage Western Cape	12/10/2020	Attached as Annexure M.

7. SUMMARY OF COMMENTS RECEIVED DURING PUBLIC PARTICIPATION, APPLICANT'S RESPONSE AND MUNICIPAL TOWN PLANNER'S RESPONSE

It should be noted that all the objections/comments that were received are from landowners within the Hemel & Aarde Estate that lies directly to the west of the proposed development site. Most comments are similar and therefore only the main

points of comment are addressed. The detailed comments are attached as Annexure E. It should further be noted that the Homeowners' Association of the Estate did not formally object to the application.

The ten (10) comments were received from the following landowners (see aerial photo of the commenters' properties attached as Annexure E):

- Erf 8137
- Erf 8186
- Erf 8177
- Erf 8172
- Erf 8135 (not owner)
- Erf 8171
- Erf 8174
- Erf 8173
- Erf 8136
- Erf 8163

1. Point of comment

The estate wall poses various problems on both sides – privacy of double storey homes closes to the boundary wall.

Applicant's response

(It should be noted that the applicant did not respond to the various points of comment individually, but mostly responded in general on the comments received. The applicant's response on the comments/objections is attached as Annexure F.)

The crux of all the objections is aimed at convincing Council to provide a "buffer" between the Estate and the proposed development. Alternative layout proposals by the objectors were evaluated by the professional consultation team together with the relevant municipal officials and it was decided to submit an alternative design option. The design depicts an internal public road as an interface between the proposed development and the Estate's wall with a revised turning circle on the upper northern boundary. The turning head is fairly large since the engineers need to implement earthworks and provide for a retaining wall abutting the northern boundary.

Town Planner's response

The revised layout will mitigate the privacy fears of the landowners adjacent to the housing development since an interface by means of a public street between the Estate's eastern border and the proposed development is now proposed by the applicant.

It should however be noted that the land portion under discussion has for more than a decade already been earmarked for single residential development in the Municipality's forward planning documents. It can thus with certainty be assumed that the Homeowners' Association and the individual landowners alongside the Estate's eastern boundary have been aware that some form of residential development will occur on the land portion at some stage.

2. Point of comment

There will be no space to maintain the boundary wall from the outside of the Estate.

Applicant's response

The matter has already been resolve as set out in point 1. above.

Town Planner's response

The matter has already been resolve as set out in point 1. above.

3. Point of comment

Stands will be laid out on the existing water pipeline.

Applicant's response

Applicant did not respond on this point of comment.

Town Planner's response

No comment is offered since bulk infrastructure vests with Engineering Services.

4. Point of comment

Concerns about the type of dwellings to be constructed and how it is in keeping with the existing urban landscape.

Applicant's response

The applicant did not specifically respond on this point of comment and for obvious reasons.

Town Planner's response

In the application documentation that was circulated, it is very clear what type of development is envisaged. It is infill single residential development within the urban edge and is regarded as an extension of Mount Pleasant. A person who meets the necessary criteria to purchase an erf, will need to submit building plans at the Municipality for approval, and the development of all individual residential erven must conform to the development parameters as set out in the Zoning Scheme, 2020. It will not be a harmonious type of development since every property owner will have the right to design its own dwelling.

5. Point of comment

It seems that no provision is made for recreational facilities or a park for the community.

Applicant's response

The applicant did not specifically respond to this point of comment but refers to comments of CapeNature that is addressed later in this submission.

Town Planner's response

Three (3) public open spaces are provided for within the development. However, a strip of land at the north-eastern boundary of the development site falls within the boundaries of the Fernkloof Nature Reserve, the Environmental Overlay Zone and the Heritage Overlay Zone. Should any of the open spaces therefore be developed for recreational purposes it will be done in collaboration with the Environmental Section of the Municipality taking the Botanical Study's findings, the Overlay Zones Regulations and CapeNature's comments into consideration.

6. Point of comment

There is a lack by the Municipality during the raining season when heavy water run-off is troublesome to manage maintenance of the boundary wall and keeping it structurally sound.

Applicant's response

The applicant did not respond on this point of comment.

Town Planner's response

The situation existed since the wall was initially constructed and the developer at that stage already had to ensure the integrity of the wall. It is in any event the responsibility of the Estate to maintain the wall on a continuous basis to ensure its integrity. Thus, not a valid point of comment. However, once all infrastructure for the development has been inserted together with the stormwater infrastructure, any problems with run-off rainwater will be improved.

7. Point of comment

It is a concern that the homes would not be designed optimally for heating and cooling, given the Eskom crisis.

Applicant's comment

The applicant did not respond on this point of comment.

Town Planner's response

It is a national requirement in terms of SANS that all habitable buildings must be designed to be energy efficient.

8. Point of comment

It appears that the urban realm has not been considered with the proposed layout.

Applicant's response

The applicant did not respond on this point of comment.

Town Planner's response

The commenter did not elaborate on this point except to state what needs to be considered when drawing up an urban layout. The professional project team investigated all factors required when the layout plan was designed. No further comment is offered on this unfounded statement.

9. Point of comment

There are concerns regarding the density of the structures in relation the existing surrounding urban developments, as well as the relaxation of Municipal Regulations.

Applicant's response

To accommodate the revised layout the number of erven has been reduced from ninety-four (94) to eighty-five (85) erven.

Planner's response

Although the abutting erf sizes are larger than what is proposed, the proposed erf sizes with accompanying top structures of approximately 150m² - 250m² (market housing), will compliment the urban form of the neighbourhood and will thus not have a negative impact on the existing character of the area.

No relaxation of the development parameters as set out in the Zoning Scheme will be allowed, except under exceptional circumstances which is in any event doubtful taking the proposed average erf size of approximately 370m² into consideration.

10. Point of comment

The alternative for a road alongside the eastern boundary of the Estate will not be desirable for the community at large as it may be used as a local racetrack.

Applicant's response

The applicant did not respond on this point of comment.

Town Planner's comment

This point of comment is farfetched and purely speculative, thus no further comment is offered.

11. Point of comment

The road should not be allowed to exit at the top of Rotary Way as it poses a risk to people using this route as an alternative.

Applicant's response

The applicant did not respond on this point of comment since layout of the development has been altered leaving no access to and from Rotary Way.

Town Planner's response.

The above response is noted. It is further not the intention to provide access to Rotary Way and a fence structure will be constructed along the boundary of the development that abuts Rotary Way.

12. Point of comment

It would be a good idea to involve a professional architect from the start to have a detailed input that will influence pure planning and engineering.

Applicant's response

The applicant did not specifically comment on this point.

Town Planner's response

The consulting team already consists of an architect and civil engineers. The development is not a group housing complex that normally appoints a specific architect to oversee the guidelines of such a development. The development is a normal township extension, and each eventual individual landowner will have its own choice of an architect.

13. Point of comment

The Growth Management Strategy does not support densification although the application in its simplest form is just that.

Applicant's response

The applicant did not specifically respond to this point. However, in its motivation (paragraph 2.3) for the application, the applicant clearly motivates that although the GMS indicates that densification of the area should not be encouraged due to the existing character of the area, the GMS does not discuss or stipulate specific erf sizes. It is further motivated that although the erf sizes are slightly smaller than the erf sizes in the immediate area, the erf sizes are large enough to accommodate similar size top structures as the existing surrounding developed erven.

Town Planner's response

The point is noted. Although the GMS states that densification of the area should not be encouraged, it does not prevent residential development. The area has been earmarked for single residential development in the forward planning documents of the Municipality.

14. Point of comment

If ownership based on GAP or the low/middle income groups are not achieved the tendency will be for RDP houses as an alternative that would be a retrogressive step for Mount Pleasant and the greater Hermanus region.

Applicant's response

The applicant did not specifically comment on this point.

Town Planner's response

It is very clear from the application documentation that the development of the area is not for RDP/BNG housing but for single residential erven. It is the opinion that due to the location of the area individual ownership of the properties would not be problematic.

15. Point of comment

Serious consideration should be given for a lesser density to allow for the integration of more open space and landscaping.

Applicant's response

The applicant did not specifically respond to this point of comment.

Town planner's response

The layout for the development ensures that the area is optimally utilised and to fit in with the character of the area and ample provision is made for open spaces. It should also be noted that due to the various comments that were received, the layout of the development has been amended and the number of erven reduced by nine (9) erven.

8. SUMMARY OF APPLICANT'S REPLY TO COMMENTS

See Paragraph 7 above.

9. MUNICIPAL ASSESSMENT OF COMMENTS (Town Planner's comment on objections/and response thereon)

See Paragraph 7 above.

Internal and External Departments

The application was supported by all internal municipal departments and external provincial and semi-state institutions.

10. MUNICIPAL PLANNING EVALUATION (REFER TO RELEVANT CONSIDERATIONS GUIDELINE)**10.1 Background**

N/A

10.2 (In)consistency with the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)

The application is in line with the planning objectives applicable to this application.

The objectives relating to:

Spatial Justice

This application will address the need for affordable entry level housing. This will secure tenure for persons that never owned property and it will help to promote integration and provide the new residents access to opportunities.

Spatial sustainability

The proposed development is mostly situated on the edge of residential areas to the north of Mount Pleasant, to the east of the Hemel & Aarde Estate development and to the west of Fernkloof Nature Reserve. Although the proposed erf sizes are slightly smaller than the erf sizes in the immediate area, the erf sizes are large enough to accommodate similar size top structures as the existing surrounding developed erven. It thus not foreseen that it will negatively impact on the residential character of these areas.

The area was properly assessed by a botanist and environmentalist and the environmentally sensitive areas are excluded from the development footprints.

Efficiency

The infill development will ensure that the existing services and road network will be used more efficiently and will also result in upgrades of existing services to the benefit of surrounding communities.

Spatial Resilience

The application will ensure that the existing resource, i.e. land, is used more optimally.

Good administration

The application followed the required planning procedures in terms of the Municipal By-Law and a good public participation process has been followed.

10.3 (In)consistency with the principles referred to in Chapter VI of the Land Use Planning Act, 2014 (Act 3 of 2014)

Same as Point 10.2 above.

10.4 (In)consistency with the IDP/Various levels of SDF's/Applicable policies

The application complies with the Overstrand Municipal Wide SDF in the following aspects by addressing the current housing backlog and future needs by applying densification principles within existing urban areas.

The application entails slightly smaller erven than the surrounding residential developments. In terms of the Growth Management Strategy, 2010 the densification of the area should not be encouraged. It is however the opinion that the character of the area should not be defined by its property sizes alone.

The development of this vacant land with slightly smaller erven should not change/impact the character of the surrounding developed area.

Further, it should be noted that the approved Overstrand Municipal Wide SDF, 2020 identifies Area 8 for a “housing project” (see Plan 31 of the SDF).

10.5 (In)consistency with guidelines prepared by the Provincial Minister

N/A

10.6 Impact on Municipal engineering services

An Engineering Report dated 22 July 2020 was prepared by Messrs Neil Lyners and Associates Consulting Engineers for Area 8 (attached as Annexure N). Services such as water, sewerage, storm water, electricity and the road infrastructure were evaluated and discussed.

Its conclusion is quoted as follows:

“From the above report and services availability from Overstrand Municipality, it can be concluded that existing services capacities are available for the proposed development on Area 8. It will however be required to relocated existing services to allow for the development of the area.”

A Traffic Impact Assessment (TIA) was prepared by Messrs Deca Consulting Engineers that covers all ten (10) identified infill residential developments of the wider Mount Pleasant area (attached as Annexure O). New roads will be created and certain upgrades to the road infrastructure will be required.

The Municipal Engineering Services Department also indicated their support for the infill developments (attached as Annexure G.).

10.7 Outcomes of investigations/applications i.t.o other legislation

The Western Cape Department of Environmental and Development Planning indicated that the development of Area 8 does not trigger any listed activities that may warrant approval in terms of environmental legislation.

The comments of Heritage Western Cape were also obtained to ensure that no Heritage Impact Study was required. It was confirmed that no Study was required (Attached as Annexure M).

10.8 Existing and proposed zoning comparisons and considerations

The infill residential area is situated in a predominantly residential area with Mount Pleasant to the south and Hemel & Aarde Estate to the west. To the north-east lies Fernkloof Nature Reserve of which Rotary Way divides it from the nature reserve. Once approved it will fill the gap between the Estate and Mount Pleasant to form a single residential neighbourhood which is desirable from a planning perspective.

11. ADDITIONAL PLANNING EVALUATION FOR REMOVAL OF RESTRICTIONS

N/A

12. THE DESIRABILITY OF THE PROPOSAL

Desirability

The comments on the points of objection as set in the submission must be read together with the desirability of the proposal.

(It should be noted that as a result of the amendment of the draft Site Development Plan the residential erven was reduced by nine (9) erven.)

Area 8 is vacant, except for two (2) water reservoirs and a covered parking area. The area has a moderate steep slope from the north to the south thereof. Area 8 partly falls within the Environmental- and Heritage Overlay Zone, as well as partly within the Fernkloof Nature Reserve. However, in terms of the Botanical Assessment for Area 8, the following from the assessment: *“The area is highly degraded (tracks, borrow site, used for dumping, previously cleared portions, etc.) and is severely infested by alien vegetation occurring on the site. Due to the transformed nature and low natural plant diversity, the entire site will not significantly contribute to biodiversity and an attempt to preserve a small isolated, semi-natural patch within an area earmarked for housing will be impractical and difficult to achieve.”*

CapeNature indicated that it agrees with the recommendations of the botanical assessment. Should the application be approved the relevant requirements of the Overlay Zones, the Botanical Assessment and CapeNature must be complied with.

The environmental consultant on the project team did refer to certain activities that must be taken into consideration. (It is listed in the applicant’s response to the comments received – see Annexure E in this regard). The applicable activities therefore need to be taken in consideration when the site is developed.

It is the opinion that the traffic concerns of the public have sufficiently been addressed in the attached TIA and the recommendations must be adhered to.

Ms Rainbird, the horticulturist of the Municipality, also had concerns which are the following:

“Although the removal of all the trees on the site will cause a devastating effect on the wildlife, my concerns are as follows:

1. *About half the trees in the area are pine trees and pine trees cannot be topped as they will die off.*
2. *The other half are Eucalyptus trees which can be topped, but topping the trees cause weak branch unions and more likely hood of branches falling in strong winds.*
3. *As the trees are situated now, they support one another and if these trees are to be thinned out in a situation like this thye don’t have the root system to support themselves and tend to fall over. (This happened in the golf course development.)*

Suggest money be committed for a tree planting programme to be established.”

A condition of approval should be laid that funds be committed for a tree planting programme on the areas of the site that will not be developed.

Deviation from the Overstrand Municipal Spatial Growth Management Strategy, 2010 (GMS)

Area 8 is earmarked as a Sensitive Development Area in terms of the GMS. However, as already mentioned, the environmentalists indicated that the site is not worth conserving since the site is already degraded and spoiled. The few small patches that have conservation value has been incorporated into the Site Development Plan.

The deviation of the GMS has already been indirectly addressed (mitigating factors) by the environmentalists and therefore the deviation is supported.

Exemption to provide street names

In terms of Section 101 of the By-Law the Municipality may exempt an application from compliance with the provisions stipulated in the By-Law with regards to incremental upgrading of existing settlements or provision of housing with the assistance of a state subsidy.

Street names were not available at the stage the planning application was advertised. Application is also made for an exemption to exclude the application that deals with the naming of streets that needs to form part of this application, since the naming of streets must still be completed in the social compact process.

In terms of the IDP the provision of housing is set as a high priority, thus the provision of serviced erven on the property is well aligned with the IDP.

In view of the above the application is desirable from a town planning perspective.

13. RECOMMENDATION

1. that the objections be noted;
2. that the application in terms of Section 10 of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 (By-Law), as well as the provisions of the Municipal Systems Act, 2000 (Act 32 of 2000) to deviate from the Overstrand Municipality Spatial Growth Management Strategy, 2010 to allow for the subdivision of the Remainder Erf 243, Hermanus to accommodate infill urban development on an area earmarked as a Sensitive Development Area, **be approved** in terms of the provisions of Section 61 of the By-Law;
3. that the application for subdivision in terms of Section 16(2)(d) of the By-Law of Remainder Erf 243, Hermanus in two (2) portions, namely Portion A ($\pm 5,35$ ha in extent) and a Remainder, **be approved** in terms of the provisions of Section 61 of the By-Law;
4. that the application for rezoning in terms of Section 16(2)(a) of the By-Law of the above Portion A from Residential Zone 1: Single Residential (SR1) to Subdivisional Area, **be approved** in terms of the provisions of Section 61 of the By-Law;

5. that the application for subdivision in terms of Section 16(2)(d) of the By-Law of the above Portion A to 85 Residential Zone 1: Single Residential (SR1) erven, 3 Open Space Zone 2: Public Open Space (OS2) erven, 1 Utility Zone: Utility Services (US) erf, and 1 Transport Zone 2: Road and Parking (TR2 B) public road reserve, as indicated on layout plan B 2.002 – S1 – 10 dated 11 March 2021, **be approved** in terms of the provisions of Section 61 of the By-Law;
6. that the application for exemption in terms of Section 101 of the By-Law to exclude the application in terms of Section 96 of the By-Law that deals with the naming of streets as part of the land use planning application, **be approved** in terms of the provisions of Section 61 of the By-Law;
7. that the decisions in paragraphs 2. - 6. above be subject to the following conditions:
 - (a) that all the relevant conditions in the Traffic Impact Assessment, Engineering Services, Environmental Management, Eskom, Department of Public Transport & Works, Department of Agriculture, CapeNature and Breede-Gouritz Catchment Management Agency (respectively attached as Annexures G - P), must be complied with;
 - (b) that funds must be committed for a tree planting programme on those areas of the site that will not be developed;
 - (c) that the provision of street names be addressed, and the processes as required in terms of legislation be followed;
 - (d) that the approval does not absolve the applicant from compliance with any other relevant legislation, and
 - (e) that all other development parameters as prescribed in the relevant Zoning Scheme be complied with.
8. that the applicant and objectors be notified of their right of appeal in terms of Section 78 of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 regarding the above decisions.

14. REASONS FOR RECOMMENDATION

- ❖ The application complies with the principles as set out in SPLUMA and LUPA.
- ❖ The application complies with the Overstrand Zoning Scheme.
- ❖ The application will provide the opportunity for affordable housing in a sustainable way, in line with the aims of the Overstrand Municipality SDF, 2006 and latest SDF, 2020 and the IDP.
- ❖ The development will not impact negatively on the character of the area.
- ❖ The development will not be on environmentally sensitive land or land with heritage value.
- ❖ The objections received were adequately addressed, and
- ❖ The application is desirable.

15. ANNEXURES

Annexure A:	Locality Plan
Annexure B:	Motivation Report
Annexure C:	Initial Site Development Plan
Annexure D:	Revised Site Development Plan
Annexure E:	Objections & locality plan of objector erven
Annexure F:	Comment on objections received
Annexure G:	Services Report
Annexure H:	Comments: Overstrand Environmental Section
Annexure I:	Comments: Eskom
Annexure J:	Western Cape Government: Transport & Public Works
Annexure K:	Cape Nature
Annexure L:	Breede Gouritz Catchment Management Agency
Annexure M:	Heritage Western Cape
Annexure N:	Engineering Report by Neil Lyners
Annexure O:	TIA report by Deca Consulting Engineers
Annexure P:	Botanical Study

SIGNATURE**AUTHOR:**Name: **H BOSHOFF**

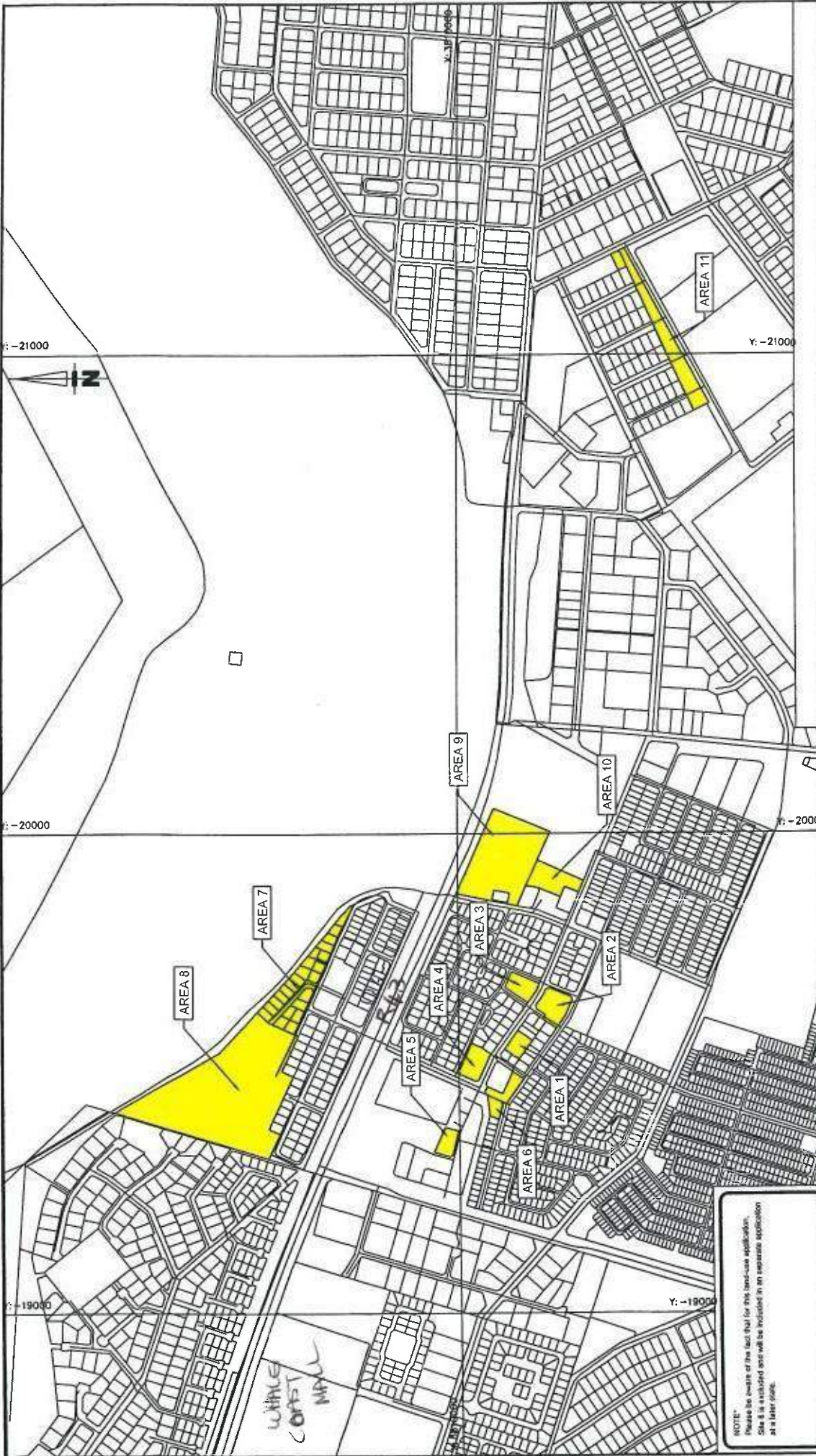
Signature: _____

Date: _____

REGISTERED PLANNERName: **H VAN DER STOEP**SACPLAN Reg No: **A/1708/2013**

Signature: _____

Date: _____



NUPLAN AFRICA
 INNOVATIVE PLANNING SOLUTIONS
 Gladstone Road 11a Gladstone Street, Durbanville, Suid-Afrika/South Africa
 3603 Tygervalley 7536 • E-mail: sleyn@nuafrica.com
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CONSULTING ENGINEERS
LYNERS
 PO Box 4801
 TYGERVALLEY
 7530
 Tel: 021 914 0300/Fax: 021 914 0437
 email: info@lyniers.co.za

Designed	GW
Drafted	HWM
Checked	LS

REV	DESCRIPTION	DATE	REV BY	CHKD BY

SCALE	on A3	SHEET
CONTRACT No.	PROJECT No.	PROJ. NO.
DRAWING No. COMPILATION LOCALITY PLAN		
COORDINATE SYSTEM: COORDSYSTEM		

REVISIONS



Aerial Photo of Rem Erf 243 (Area 8)



1. INTRODUCTION

1.1 THE ASSIGNMENT

NuPlan Africa Town Planners has been appointed by the Overstrand Municipality to lodge an application for the infill township establishment on various vacant pockets in Mount Pleasant and Westdene, Hermanus. Service sites will be developed for housing aimed at the GAP housing market to partially alleviate the housing shortages in the local Hermanus area. The Serviced sites will be sold to qualifying buyers complying with criteria set for the development.

1.2 THE BACKGROUND

Over the last few years, the Overstrand municipality has experienced difficulties in housing provision, mainly due to space constraints and the lack of affordable land. As a result, the municipality is searching for suitable vacant land parcels within the municipal boundary. In addition, they started looking inwards for small well-located vacant land pockets for residential development. Subsequently, the Mount Pleasant and Westdene infill housing scheme emerged, as a response to the housing shortage in Hermanus. An application is already in process for Areas 1-7 & 9-11 and this application is for Area 8.

1.3 PURPOSE OF THE ASSIGNMENT

The purpose of the assignment is to obtain the necessary land-use rights to lawfully develop the said identified land pockets for affordable market housing, in terms of the Overstrand Municipal Planning By-law 2016. As such, this land-use application is for the purpose of:

- Deviation from the GMS (Policy document) to enable the subdivision of the subject properties for the identified target market segment,
- Rezoning to Subdivisional area and zoning of the land parcel for residential zone 1 and associated land use zones in terms of section 16 (2) (a),
- Subdivision of the various sites, in terms of section 16 (2) (d) of the Overstrand Municipal Planning By-law, 2016,
- Exemption in terms of Section 101 to exclude an Application i.t.o Section 96 of the By-law (Naming of Streets) as part of the Land Use Planning application, as the Naming of Streets must still be done in the social compact,"

1.4 PROPERTY DESCRIPTION

The following table include the property details of the subject properties:

Erf No.	Ptn of Rem Erf 243 Hermanus (Area 8)
Extent of Property	Approx 5,35 ha
Applicable Zoning Scheme	Overstrand zoning scheme
Current Zoning	Residential Zone 1
Current Land Use	Vacant building which will be demolished
Title Deed No	T 92094/2001

The application form, depicting the general details surrounding the land-use application, is attached as **ANNEXURE 1**. Power of attorney from the Overstrand Municipality Hermanus, in favour of NuPlan Africa is attached as **ANNEXURES 2**.

The title deed is attached as **ANNEXURE 3**. The attached conveyance certificate confirms that there are no restrictive title conditions in title deed no. T 92094/2001, affecting the rezoning and/or subdivision of the subject properties (**ANNEXURE 4**).

1.5 LOCALITY

The Subject Properties are situated within the Overstrand Municipal District, and forms part of the Mount Pleasant neighbourhood. More specifically, the subject property is depicted on the attached Locality Plan (PLAN 1), Area 8 abuts Katjlepiering, Heide and Kalkoentjie Streets.

1.6 CHARACTER OF THE SURROUNDING AREA

The greater surrounding area to the north-east, south and west depicts a residential character (middle income group) made-up of a mix of single and medium density residential housing with normal complimentary land-uses which are typically associated with a residential neighbourhood.

Notable destination places surrounding Mount Pleasant are:

- The Whale Coast Mall – West of Mount Pleasant,
- The Gate Way Lifestyle Centre and Overstrand industrial area,
- The Hermanus New Harbour – South of Mount Pleasant,
- Sports facilities – East of Mount Pleasant, and
- Hermanus CBD – East of Mount Pleasant.

Area 8 is mainly surrounded by residential units and will suitably complement the existing residential structure/character within the neighbourhoods. An evaluation of the surrounding built form and quality depict a variation in top structure sizes as well as finishes. Similarly, the general appearance of the street scene varies significantly depending on each landowner's boundary/street fencing, landscaping and upkeep. The anticipated end-product foreseen on the subject properties, will thus not have a significant "change in character" within the neighbourhoods. Please see below two photos depicting this variation in the street scene:





Photo's depicting street views in Katjeepering Street

Although the abutting erf sizes (ranging between 389m² and 482m²) are larger than what is proposed for the subject properties, the proposed erf sizes with accompanying potential to develop same with approximately 150 -250 m² plus top structures (market housing), will complement the existing urban form in the neighbourhoods. The proposed subdivisions (erven ranging approximately between 280m² and 375m²) with accompanying potential to erect top structures of 150 m² plus (50% coverage) will thus not have any negative impact on the existing character of the area (*SDF & GMS reference not supporting subdivisions / erf sizes that lead to a change in character of an area*).

1.7 PHYSICAL AND ENVIRONMENTAL CONSIDERATIONS

The subject property has generally no conservation worthy vegetation, barring a portion to the south the existing reservoir. The portion containing conservation worthy vegetation was demarcated by our botanist and will be incorporated in a POS. Attached please find a letters from the Western Cape Department of Environmental Affairs and Western Cape Heritage Department, attached as **ANNEXURE 8** and **ANNEXURE 9** respectively.

The existing reservoir and related services which are located on the subject property will be retained.

The subject property has moderate to steeper slopes and are deemed suitable for residential development by our consulting engineers. Please refer to the attached Site survey plan.

2. APPLICABLE POLICY DOCUMENTATION

2.1 IDP

The IDP sets broad and general goals for the municipal area. The provision of housing is though identified as a priority. As such, the provision of serviced erven on the subject properties are well aligned with the goals of the IDP.

2.2 SDF (2020)

The SDF states that land for urban development is a scarce commodity and as such densification is required to facilitate sustainable growth (refer to Sections 2.7.5, 2.4.12, 4.2.1 & 5.1.1). In Section 4.3.3 (Housing strategy) it is a goal of council to eliminate housing back-locks in the town.

In terms of the Growth Management Strategy section of the SDF document), pages 206 & 207 the subject property is demarcated for urban development and falls in the Sensitive

Development Area. For this reason, environmental consultants were appointed to evaluate the subject property to establish sustainable grounds for development (Refer to point 1.7 above). In terms of the environmental analyses, the subject property is found to be developable for residential use.

2.3 GROWTH MANAGEMENT STRATEGY (GMS)

The subject properties fall within the Hermanus Central part of the document.

In terms of the densification proposals per identified Planning Unit, the subject properties fall into so-called demarcated Planning Unit 1.

The Strategies for Unit 1 do not encourage densification due to *the existing character of the area*. Erf sizes though are not discussed or stipulated. As mentioned in Section 1.6, the proposed erf sizes are slightly smaller than the existing erven in the immediate vicinity. The proposed erf sizes though are large enough to accommodate similar top structures as exist on the abutting erven.

As such, the strategies are interpreted that subdivisions can be supported as long as the proposed subdivisions do not change the so-called "character of the area". This also aligns with the SDF proposals. In Section 1.6 above the character of the areas are discussed in more detail.

It is an accepted norm that erf sizes alone do not define the character of an area and as discussed above (Section 2.3), several other factors (i.e. built form, finishes and general upkeep) contribute towards defining the character of an area. The development proposals are regarded as being compatible with the existing character of the area.

3. THE APPLICATION

The application is for the development of Area 8 as depicted on the locality map.

As previously mentioned, the subject property is under-utilised vacant land within a "semi-brown fields" location. The proposed, mainly single residential erven is fully compatible with the existing character and urban form associated with the current surrounding land uses and built form. The abutting township is fully serviced and accessible via the public road network in the area. Access is taken off the extension of Katjeepering, Kalkoentjie and Heide streets. The existing reservoirs on the Utility site currently gains access via the road on the north-east boundary of the site and will remain as such.

As per the attached services and transportation reports, the proposed development will require upgrades to these services and the recommendations will be implemented during the construction phase – Refer to paragraph 4 below. Services leading southward from the existing reservoirs will be accommodated in the three POS's. Portion 96 also accommodates the so-called environmental sensitive area to be retained and not developed.

As the GMS includes a statement referring to "*not supporting densification due to the existing character of some areas*", the proposed subdivisions, of which some erven are marginally smaller than the abutting developed erven, will be motivated in the motivation section of the report.

It should be noted that the zoning scheme parameters, as stipulated in the Overstrand Municipal Zoning Scheme 2020, are deemed appropriate for the proposed market segment and no building line departures are required.

3.1 AREA 8 (PTN OF ERF 243 HERMANUS)

- Rezoning to subdivisional area to permit development.

- Subdivision of Land

For the purpose of creating single residential erven, the subject property needs to be subdivided. As such, this application is for the rezoning to subdivisational area and subdivision of a portion of erf erf 243, Hermanus, into 94 single residential erven, 3 public open space erven, 1 utility erf and a road reserve. Please see attached as **Plan 2** the proposed plan of subdivision. The typical size of the subdivided portions ranges approximately between 280 - 375 m². Access to the subdivided portions will be from the newly created public road reserves. According to the erf sizes and the prescribed 65% coverage (as per the Residential Zone 1 zoning parameters), typical 200 m² plus double storey unit can be accommodated on the proposed erven. Existing services are installed over the property, leading southwards from the reservoir. These services will be accommodated in the new road reserves and POS as per the plan of subdivision.

The zoning scheme parameters are as follows (erven up to 400m²):

PARAMETER	
Building lines	Street: Building 2m & Garages 4m
	Common boundary: 1m
Coverage	65%
Height	8m

The gross density of the development is approximately 17,6 erven / ha.

- Rezoning

Erf 243 Hermanus is currently zoned Residential Zone 1. Accordingly, no bulk rezoning is required. The newly created erven will be zoned in accordance with the table on the plan of subdivision.

4. ENGINEERING AND TRAFFIC CONSIDERATIONS

Neil Lyners & Associates (RF) (Pty) Ltd, appointed Civil and Electrical Consulting Engineers, compiled a detail services report pertaining to available existing services, availability of bulk supply as well as the re-location of certain services to enable the proposed development to proceed. Please refer to the completed Engineering Services Report as part of **Annexure 6** describing the availability of existing services as well the required services relocation and/or upgrading together with new services to accommodate the proposed erven. The report also includes a formal letter from Overstrand Municipality confirming the availability of bulk civil and electrical engineering services. The required services include potable water supply, a sewerage network, a stormwater and road network as well as electrical services.

Deca Consulting Engineers conducted a TIA for all the subject properties included in the bigger housing project. Please refer to **ANNEXURE 7** attached. The report confirms that the anticipated increase in traffic generated by the proposed development will have a moderate impact on the surrounding road network. It was found that some of the affected intersections with existing 2019 traffic volumes, operate at undesirable levels of services due to intersection spacing constraints making it not possible to signalise certain intersections. Mitigations were proposed for these intersections by means of changing road markings and alternative routes. The intersection at Swartdam and the R43 is however warranted to be signalised.

5. MOTIVATION AND DESIRABILITY

Generally, land use applications are motivated in terms of SPUMA and LUPA principles. Accordingly, Area 8's development proposal is motivated according to the following principles (as these principle overlap, the underlying should be read as a whole):

Spatial justice & resilience:

- There is a dire need for affordable and entry level market housing in the Overstrand municipal area, so the said development proposal should be deemed a priority by the municipality. The SDF, as well as the Growth Management Strategy, prioritises housing delivery (inclusive of serviced erven) in terms of the massive "back log" in Hermanus; thus giving effect to a balanced mix and range for all income groups.
- Prior to embarking on the project, an analysis of the two neighbourhood areas were conducted to evaluate the current status of the broader urban structure and facilities as to identify suitably located vacant and underutilised land parcels that could be released for residential infill development. As such, the subject properties were identified as being available (mainly vacant) and suitable for additional residential opportunities.
- As such, council aims to ensure that the principle of spatial justice and resilience are adhered to. It will secure tenure, promote integration, and access to opportunities for local inhabitants.

Spatial Sustainability:

- The land parcels are mainly surrounded by residential units and will suitably complement the existing residential structure/character within the neighbourhoods. An evaluation of the surrounding built form and quality depict a variation in top structure sizes as well as finishes. Similarly, the general appearance of the street scape varies significantly depending on each landowner's boundary/street fencing, landscaping and upkeep. The anticipated end-product foreseen on the subject properties will thus not have a significant "change in character" within the neighbourhoods.
- Although certain abutting erf sizes are larger than what is proposed, the proposed erf sizes with accompanying potential to develop same with approximately 200 m², plus top structures will complement the existing urban form in the neighbourhoods. The proposed subdivisions with accompanying potential to erect top structures of 200m² plus, will thus not have any negative impact on the existing character of the area (SDF & GMS reference to not supporting subdivisions / erf sizes that lead to a change in character of an area).
- As previously mentioned, the subject property is a large and mainly underutilised vacant land parcel within a "semi-brown fields" location. The application to subdivide the land is, as mentioned, to provide in the dire residential needs of the community. The proposed, mainly residential land use is fully compatible with the existing character and urban form associated with the current land uses and built form.

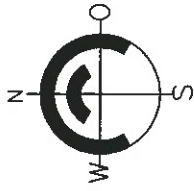
Efficiency:

- The township is fully serviced and accessible via the public road network in the area. As per the attached services and transportation reports, the proposed development will require upgrades to these services and the recommendations will be implemented during the construction phase. Generally, sufficient bulk services capacities are available with upgrades to be done where necessary.

- The subject property is physically suitable for development. The conservation worthy portion of the site is contained as a POS within the development.
- The topography of the subject properties is equally suitable for residential development with relatively moderate slopes.
- The subject properties are easily accessible and well located in relation to public facilities, amenities as well as public transport.

Based on the need for housing in Hermanus, the availability of the under-utilised land parcel and the desirability and compatibility of the development proposal with the surrounding urban fabric, council is requested to favourably consider the application.

oooOooo



Pin No	Zoning	Land-use	Avg (ha)	%
1- 94	Residential Zone 1	Single residential	3.45	64.48
95- 97	Utility	Public open space	0.40	7.47
98	Transport Zone 2	Municipal services	0.33	6.16
99	Transport Zone 2	Public road	1.17	21.86
Total			5.35	100.00

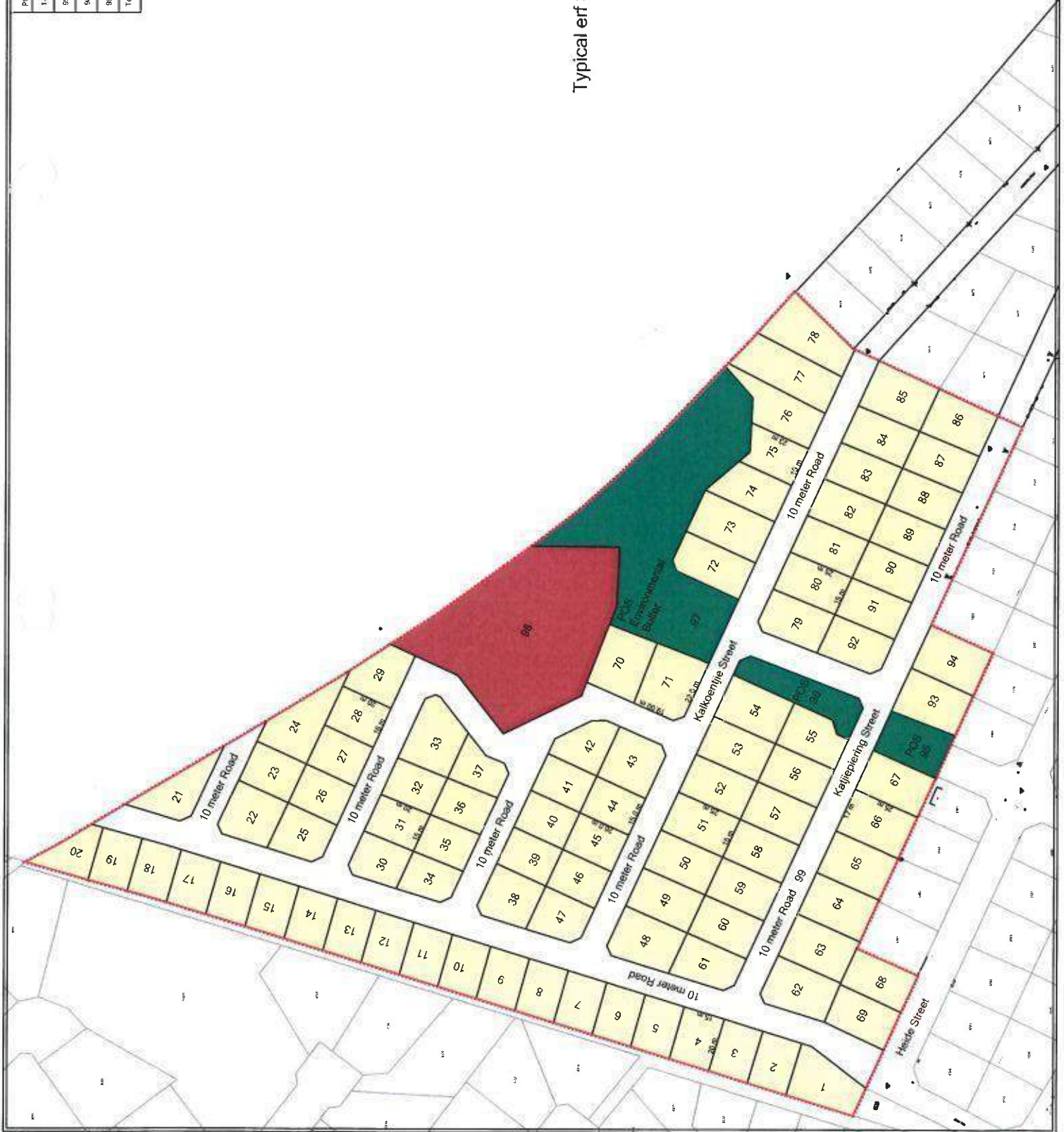
Typical erf Size between 280m² and 375m²

NOTE: ALL MEASUREMENTS BY BEAMER/RTK UNDER THE ANGLE OF VIEW
NOTE: ALL MEASUREMENTS APPROXIMATE AND SUBJECT TO SURVEYING

HERSEENINGS • REVISIONS		
NO	DATE	BEGRYTING/DESKRIPSIEN
1	16 May 2019	Connect roads, extend block, add erven at Cts.
2	17 May 2019	Smaller POS
3	24 June 2019	Buffer included
4	24 May 2020	Pin 95, 96 & 97 - POS
4	20 July 2020	POS on separate erf

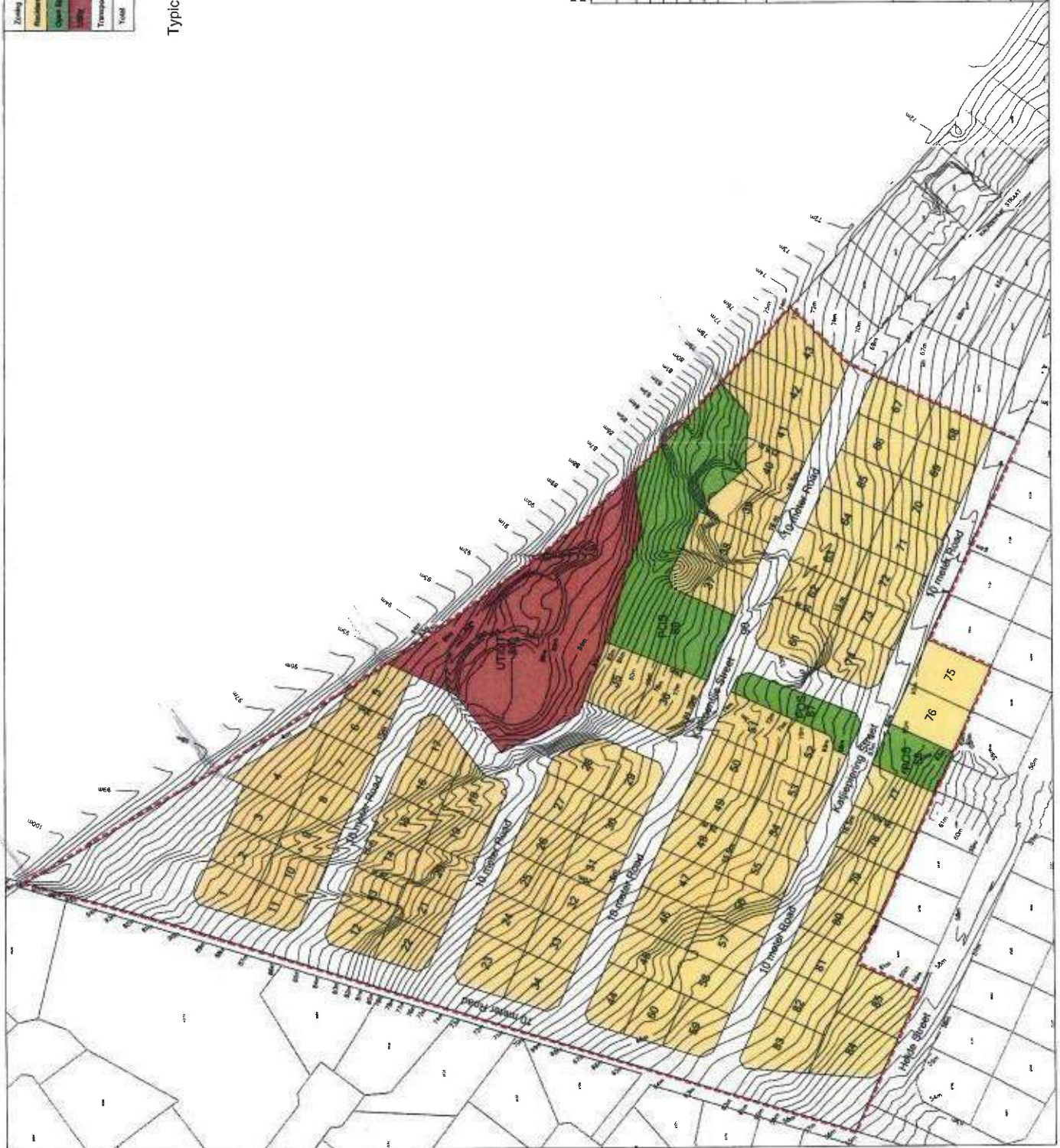
Mount Pleasant - Site 8

DATE	20 July 2020	SET/REV	BL
SCALE	A2	OTHER/REV	BL
TEK.NR		B 2.002 - S1 - 08	
DWG.No			



Zoning	Land-use	Pin No	N	Area (ha)	%
Residential Zone 1	Single residential	1- 85	85	3.15	58.88
Open Space 7	Public open space	86 - 88	3	0.37	6.92
Municipal services	Municipal services	89	1	0.41	7.96
Transport Zone 2	Public road	90	1	1.42	26.54
Total			90	5.35	100

Typical erf Size between 280m² and 375m²



NOTA ALLE STANDE BY BEVINDEN EN OORDEENING VAN OPMETING
NOTE: ALL MEASUREMENTS APPROXIMATE AND SUBJECT TO SURVEYING

HERSIENINGS • REVISIONS

NO	DATE	BESRYFING/DESCRIPTION
1	16 May 2018	Connect roads, extend block, add areas at Oa.
2	17 May 2019	Smaller POS
3	24 June 2019	Buffer included
4	24 May 2020	Pin 95, 96 & 97 - POS
5	20 July 2020	POS on separate erf
6	1 August 2020	Increase utility area within open Space 1 Residential area now total 80 (7 ha) Update Land use table & Portion numbers/AVI
10	11 March 2021	



Mount Pleasant - Site 8

DATE	11 March 2021	DESIGN	DL
SCALE	A3 - 1:1500	DRAWN	DL
TEK.Nr	B 2.002 - S1 - 10		
DWG.No			

Annexure E 1/25

L Gillion



From: L Gillion
Sent: 05 November 2020 07:46 PM
To: L Gillion
Subject: Comments Mount Pleasant Housing Project (Area 8)

TP. N. (heer)
(11 Olivia)

I am a resident and home owner in the Hemel-en-Aarde Estate and my house is adjacent to area 8. My comments/objections are the following:

- the 20 stands directly adjacent to the estate wall will pose various problems for residents on both sides of the wall. Of concern is privacy especially if double storey homes will be allowed so close to the wall.
- No space have been allowed to service the wall
- the building lines of the 20 stands are too close to the wall and the temptation may arise to use the wall as part of additional structures to be erected on such small stands.
- the area next to the wall will serve both communities better if it is a green belt.
- Due to the steep slopes expensive infra structure will have to be provided to manage flooding and erosion.
- Currently it seems that stands will be laid out on an existing pipeline. This cannot be allowed and removal of the pipeline will be costly. A new layout of lessor stands and with better orientation (north/south), will offer more dignity to the area and the new residents.

Thank you.

FILE NO:	Rem of 213
	Memorandum
SCAN NO:	NICO
COLLABORATOR NO:	1476365

TP - 6 NOV 2020

2/25

L Gillion



From: L Gillion
Sent: 06 November 2020 12:44 PM
To: L Gillion
Subject: from Erf 8186 Hemel en Aarde estate

Rem Erf 243 HMP (Area 8) TP. N. (Heart C.I. Olivier)

7 Sandpiper, Erf 8186, Hemel en Aarde Estate, Hermanus.
RE Development of erf 243

As regards the

proposed new housing development in upper Mount Pleasant which shares a common boundary with Hemel en Aarde estate:

In any normal residential areas the houses are built at a specified distance from the neighbour's boundary.

I feel strongly that this should apply to the proposed houses that will be built on land adjoining the Hemel en Aarde Estate.

A vacant strip of land between the Estate and new houses should be left to be accessed for general services.

I would appreciate if you would reassess your proposal.

Please also keep in communication with the Trustees of the Hemel en Aarde Owners Association so that a solution can be concluded to the satisfaction of all parties involved.

Yours faithfully



Virus-free. www.avg.com

FILE NO:	<i>Rem of erf 243</i>
	<i>Hermanus ✓</i>
SCAN NO:	<i>Cecily</i>
COLLABORATOR NO:	<i>1476340</i>

3/25

FILE NO: <u>Rand 243 ✓</u>
<u>Hermanus</u>
SCAN NO: <u>Paul</u>
COLLABORATOR NO: <u>1476608</u>



TP. n/leora
(H. Boshoff)

Overstrand Municipality – Town Planning
16 Paterson Street
Hermanus, 7200
Attention:- Mr. H. Boshoff
Email:- loretta@overstrand.go.za

RE:- Municipal Notice 118/2020 – Request for Comment (RFC) on Mount Pleasant Housing Project (Area 8) on a portion of remainder of Erf 243, Hermanus at Heide Street, Mount Pleasant.

Dear Sir,

We seek clarification on how the proposed layout of the ninety-four stands was drawn up and have some concerns about this layout. We also have serious concerns about the type of dwellings that could be erected and how that is in keeping with the existing urban landscape.

Referring to the drawing received on Mount Pleasant- Site 8 (B2.002-S1-08), our primary concern is the layout of the erven numbered one through to twenty. From the drawing, it appears that the Hemel-en-Aarde Estate's eastern boundary wall serves as a common boundary wall for these erven. **We object to this in the highest form.** This will intrude on our privacy on an investment we have spent a great deal of money and effort and now see as our permanent home.

We are also aware that there are services, in the form of water and storm water pipes, running along this wall, exiting at the R43 main road, at the intersection of Schulphoek Road. We are concerned about how these could be serviced and maintained should dwellings be erected over these services.

With this proposed configuration, we will also not be able to service and maintain our boundary wall or electric fence. This will be detrimental to our security and impede on the upkeep of our property.

The Estate was established in 2002 and the electric fence was erected at least ten years ago and is serviced and maintained monthly. The proposed configuration of stands one to twenty will remove this access and make maintenance and servicing of both the electric fence and wall impossible.

Notwithstanding the two concerns noted above, we are concerned that the layout of the stands as proposed, does not lend itself to a suburban residential environment, but rather just a place to sleep. Whilst we understand the need for housing, and in discussions with yourself, have been told that the proposed development is aimed at the financial linked individual subsidy programme (FLISP), the concern is what type of structures and designs have been planned for the project or will be permitted? We understand that there has already been a prior FLISP project on the eastern side of erf 243, along Katjeepering street which has not been successful in its development and uptake.

What will happen to the overall landscape of Mount Pleasant, once the trees have been cleared for the project, the stands demarcated and then the stands lay undeveloped due to lack of uptake? It will change the landscape, not only for Hermanus, but the residents of Mount Pleasant, particularly on the southern side of the R43. They would be looking at a bare sandy landscape, devoid of greenery and trees.

4/25

There does not seem to be any provision for recreational facilities or a park for the community of Mount Pleasant in Area 8 and with the removal of the trees to make way for the proposed ninety four erven. The area of Mount Pleasant will essentially lose the current suburban feel it has and just become another housing development along the R43.

We have seen the proposal of the Hemel en Aarde Estate and agree with the following:

Our proposal is to assist Mount Pleasant in retaining part of the suburban landscape by creating a green belt area down the length of the Hemel-en-Aarde Estate's eastern boundary wall. In creating the green belt, not only will it resolve the dilemma and unnecessary costs of having to relocate or divert the services mentioned along the eastern boundary wall, but will also give the necessary access we require to do maintenance of the electric fence and wall. In the rainy season, due to the way the top of Rotary Way Drive runs and the lack of provisioning by the Municipality, for heavy water run-off, the amount of soil washed away from the north-east corner of our boundary wall down about two-thirds of the length of the wall has proved to not only be troublesome but challenging to manage with respect to maintaining the wall and keeping it structurally sound.

Should the green belt be implemented, then the correct provisioning for the heavy water run-off could be put in place and with prior consultation with our members of the HOA. We as a community could contribute towards making the green belt a pleasant, desirable area for the residents of Mount Pleasant to exercise, relax and have a safe place for their children to play. The prevailing winds in this area are generally from the west and north-west and if we could contribute to the planting of trees within the green belt, it would not only help to create a park Mount Pleasant would be proud of, but it would also go towards acting as a wind break for the proposed homes built.

Another concern we would like to raise is that the building of the homes should be designed such that they are designed optimally for heating and cooling, given the energy crisis we face with ESKOM, and also the orientation of structures and erven be in a favourable direction for this. It does not appear that the existing urban realm has been considered with the proposed layout. According to the documents received from the Municipality for request for comment, mention is made that structures may be up to one metre from the boundary wall. This raises concerns about the density of the structures in relation to the surrounding, adjacent urban development, as well as the apparent relaxation of the existing municipal building regulations.

We are aware that one of our homeowners has submitted two alternative layout proposals for the development of Area 8 and we have also included these drawings in this submission. Option A shows the proposed green belt service area and the change in orientation of the stands to gain maximum benefit for erven layout and protection from the prevailing weather. The green belt also allows for the continuation of the suburban landscape from the Hemel-en-Aarde Estate, rather than an abrupt end of the landscape and this gives the landscape on the northern side of the R43 some presence, especially for the residents of both Mount Pleasant and Sandbaai, located south of the R43, who look onto the hillside. Hermanus is known for its lovely walks and mountains, so if the green belt buffer zone is planned for and created, it will lend itself to affording the community a recreational space to enjoy their surroundings, in a residential suburban environment rather than just a concrete housing complex, usually lacking in trees and recreational parks.

Option B of the alternative layout provides for a road running alongside the length of the eastern boundary wall of the Hemel-en-Aarde Estate. Whilst this would allow for a buffer and access for maintenance to be carried out on the boundary wall and electric fence, it may be used as a local racetrack and will thus not be favourable or desirable for the community at large in the vicinity due to the levels of noise disturbance. Should this road be considered, or the proposed road as per the drawing referred to earlier, it should not be allowed to exit at the top of Rotary Way as this poses a risk, particularly in holiday season or during weekends, of visitors using this route as an alternative route to get to Rotary Way. This poses a risk to the residents within the community from a traffic control viewpoint as it may lead to an increase of traffic through the suburb in season and also poses a risk for the traffic exiting onto Rotary Way Drive with oncoming traffic. The existing route of Rotary Way Drive, which skirts the outer perimeter of the suburb, was more than likely designed as such so that it did not create a highway of traffic through the middle of the suburb.

5/25

Both Option A and B are concept sketches of an alternative layout allowing for the intended number of proposed erven yet providing a servitude access for the Estate's eastern boundary wall as well as not having to relocate the existing services at enormous costs to the authorities and inconvenience to the existing residents in Mount Pleasant. The "green belt" buffer zone will be beneficial for both sides of the wall, in the sense that it will allow for better management of the environment with respect to nature, noise levels, weather elements and recreational and social wellbeing for all.

We agree and stand by the Hemel en Aarde Home Owners Association about all the concerns raised and hope that serious thoughts will be tabled to address all of the said problem areas.

Kind regards,

(2020/10/12) Loretta Gillion - Mount Pleasant Erf 243

6/25



Re: Rem erf 243 HMP (Area 8)

From:
 To: <loretta@overstrand.gov.za>
 CC:
 Date: 09/10/2020 12:16 PM
 Subject: Mount Pleasant Erf 243

3...
 TP. A/Heart
 (I.A. Olivier)

20 Sandpiper Street, Hemel en Aarde Estate. Erf 8172

Dear Sirs,

Thank you for advising on the proposed development at Mount Pleasant remainder erf 243.

My property abuts the boundary wall with Mount Pleasant directly against unit 3 and part of unit 2 on your plan of area 8.

I am concerned the proposed row of houses will be too close for privacy, particularly if some are to be double story and the proximity regarding noise levels.

It is already frequently disturbing at weekends. I would suggest a road of 10 metres, linked to Heide Street be planned adjacent to the boundary wall particularly as service pipes ran along that side of the wall.

Yours Faithfully,

FILE NO: Rem erf 243
Vlamans ✓
SCAN NO:
HMP 243
COLLABORATOR NO:
1467314

12 OCT 2020

TP

7/25

L Gillion



From: [redacted]
 Sent: 06 November 2020 06:24 AM
 To: L Gillion
 Subject: Wall at Hemel en aarde

Rem Erf 243 HMP (Area 8) TP. D. (Heart (I.D. Officer)

Dear Loretta

I am told that the Estate Trustees have submitted a letter already but would like to add a request on keeping the servitude clear and open for us to maintain not only the wall but the electric fence on top. This request relates to the proposed opening of plots on our Eastern wall in Mount Pleasant.

Thank you and kind regards

FILE NO:	<i>Rem Erf 243 ✓</i>
	<i>Remans</i>
SCAN NO:	<i>Debbie</i>
COLLABORATOR NO:	<i>1476356</i>

TP
 - 6 NOV 2020

8/25



TP. D. Theart
(H. Olliva)

E-mail address:

The Municipal Manager
Overstrand Municipality
Attention: Helgaard Boshoff
Email: loretta@overstrand.gov.za

FILE NO:	Rem 8 of erf 243
	Hermanus ✓
SCAN NO:	Kearney
COLLABORATOR NO:	1476149

**RE:- Municipal Notice 118/2020 Comments - Portion 8 of Remainder erf 243
Hermanus Mt Pleasant - Application for rezoning and subdivision**

We hereby submit our comments regarding the above-mentioned proposed town planning application.

To start off, we are disappointed with the quality and detail of the report and annexures. The Hemel-en-Aarde Estate, which comprises approximately 350 dwellings with an eastern boundary wall of approximately 300 meters in length, and which directly adjoins the portion of erf 243 under discussion, is not mentioned or referred to at all in the report. It is as if the said Estate does not exist.

Secondly, there is no reference to existing municipal services immediately outside the Estate's boundary wall.

Portion 8 of erf 243 Hermanus

We wish to state that we support the Municipality's development of the area into residential sites for one of the categories of affordable housing as it is common knowledge that there is a housing need in our area and in South Africa. However, the development of such pieces of land that have been identified for additional housing units should be for the benefit of all, ie beneficiaries and the adjoining owners. In this regard, practical and workable options of the layouts of the area should be considered to ensure harmonious co habitation between residents and that rights of all parties are maintained. For this reason, various comments on the various aspects are set out here-below.

i) Maintenance of the Estate boundary wall

The Estate's security boundary wall adjoining the portion of Erf 243, was erected circa 2001 at a huge cost and is maintained by the Home Owner's Association, both inside the Estate and outside. It is evident that the wall has continuously been

TP - 5 NOV 2020

receiving constant maintenance of a high standard. It is absolutely necessary to ensure that the wall and its foundation does not deteriorate to the point where it eventually becomes a hazard and cannot provide the function for which it was intended. The wall is also fitted with electrical security wiring along the top of the wall which will continue to require maintenance and periodic upgrading. It is therefore imperative that an open area be provided for between the Estate wall and the first row of residential properties.

I wish to point out that none of the erven within the Estate have the outer boundary wall as their property boundary. The developer of this Estate was required to leave a pathway all along the inside of the Estate wall to allow for proper maintenance of the wall structure and to avoid any structures being erected or placed up against the wall itself or close by. A similar situation should exist along the eastern boundary wall.

ii) **Residential Erven immediately adjoining the Estate wall**

The proposed layout of the new erven, in particular those erven marked 1 – 20 on your plan, is impractical. The use of the Estate's wall as the boundary for these erven poses numerous risks:

- Both the wall structure and its foundations would be exposed to use by the new owners as a support for various purposes, but for which the wall was not designed.
- Structures of whatever nature, could be put up against the boundary wall, would allow for children to climb onto and be exposed to the electrical security wiring on the wall, causing serious harm to them.
- There would be no guarantee by the municipality or the new owners of the erven in Portion 8, that the Estate's boundary wall would be maintained by the new owners.

It is therefore imperative that an alternative layout would have to be considered.

iii) **Re-modelling of layout**

Following various discussion meetings held by Hemel-en Aarde residents and the Trustees, it was raised that the environmental impact and heating and cooling of the houses by the elements do not seem to have been considered. It seems as though there has been a perpetuation of the existing residential area which does not take these factors into consideration. For this reason, we propose that the layout in its totality be revisited and that the new erven comply to these aspects and become more attractive to potential buyers.

iv) **Proposed alternative layouts**

One of the home owners in the Estate has presented two possible alternatives for the layout of Portion 8 of erf 243. These are attached hereto for your convenience, although they have already been sent to your office under the Estate's letter. We are in support of either of these alternative layouts or similar type layout primarily

10/25

focusing on providing access to the Estate's boundary wall as set out above. These proposed alternative layouts should be further refined to cater for the aspects set out in our paragraph iii). Should Option B be preferred by the Municipality, we wish to state that the road running parallel to the Estate's wall need not run from top to bottom but can be blocked off at intervals making it shorter sections. This would eliminate speeding and excessive traffic.

v) Conclusion






In conclusion, although our primary comment revolves around the access for the maintenance of the Estate's boundary wall, it is our desire that the properties to be made available to new owners, provide the opportunity to maximize heating and cooling of houses whilst making the top structure not only a roof, but a place of pride and belonging.

We trust that our comments will be considered favourably.

Regards

Concept Sketch

Mt Pleasant Future Housing
Greater Hermanus Region Area 8
Option 'A'

-  Overstrand 94 erven layout
-  Proposed replanning of erven (1 x site less)
-  Proposed hardened traffic routes
-  Existing Hemel-en-Aarde Estate
-  Boundary wall

S34°24'44.64"

Existing Rotary Way
Roadway (Scenic)

P.O.S. around existing reservoir

Overstrand retained environmental zone
Extensive landscaping

Proposed Strip
Proposed buffer &
service zone
Retain as many trees
as possible (eric replant
if missing)

Hemel-en-Aarde
Housing estate

Kalkoentjie Street

E 19 12 47 52"

Kalkoentjie Street

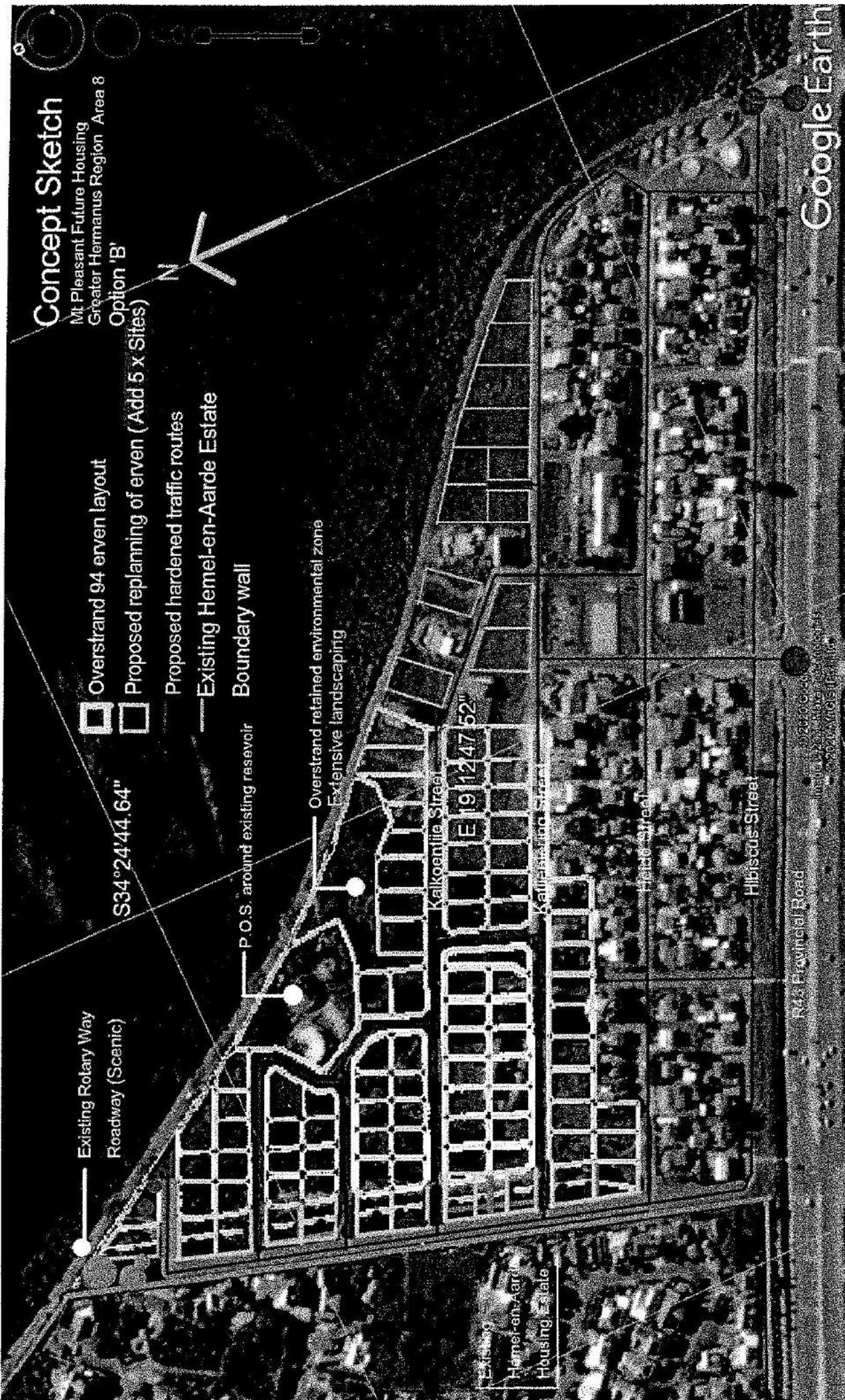
Heide Street

Hilbicus Street

R43 Provincial Road

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Google Earth



Concept Sketch

Mt Pleasant Future Housing
Greater Hermanus Region Area 8

Option 'B'

Overstrand 94 erven layout

Proposed replanning of erven (Add 5 x Sites)

Proposed hardened traffic routes

Existing Hemel-en-Aarde Estate

Boundary wall

Overstrand retained environmental zone
Extensive landscaping

P.O.S. around existing reservoir

Existing Rotary Way
Roadway (Scenic)

S34°24'44.64"

Existing
Hemel-en-Aarde
Housing Estate

Kalkoenilla Street

E 19 12 47 52

Kalkoenilla Street

Hilde Street

Hilbiscus Street

R47 Provincial Road

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Google Earth

12/25

13/25



5 November 2020

TP - A/Head
(H. Olijie)

RE:- Municipal Notice 118/2020 – Request for Comment (RFC) on Mount Pleasant Housing Project (Area 8) on a portion of remainder of Erf 243, Hermanus at Heide Street, Mount Pleasant.

To whom it may concern,

This letter is written on behalf of Mrs EA Pietersen as well as The Amle trust who are joint homeowners of 24 Sandpiper Hemel en Aarde estate. Our property sits directly along the Hemel-en-Aarde estate's eastern boundary wall and we are aware of the proposed plan by the council to develop new housing in Mount Pleasant.

We are in agreement with the other homeowners within the Hemel-en-Aarde estate about concerns regarding the Hemel-en-Aarde Estate's eastern boundary wall serving as a common boundary wall for the proposed housing plan submitted and mostly have concerns regarding the housing/erven numbered from one through to twenty. We agree that there are concerns about the maintenance of the water and stormwater pipes, that run along this wall, as well as the electric fencing that needs constant maintenance along the boundary wall. We are concerned about how these could be serviced and maintained should dwellings be erected over these services.

We agree with both alternative plans that have been submitted for review to the municipality, the first being the proposed idea of a green belt area along the boundary wall, as well as the second proposed plan of creating a roadway along the eastern boundary wall.

Both Option A and B of the proposed concept sketches of the alternative layout allow for the intended number of proposed housing, but they also provide access for the Estate's eastern boundary wall as well as not having to relocate the existing services at enormous costs to the authorities and inconvenience to the existing residents in Mount Pleasant.

We hope that the municipality will consider what has been put forward and take into account all options before moving forward with any plans which could have costly effects as well as negative environmental effects if all plans are not thoroughly investigated.

FILE NO:	Rem of 243 ✓
	Hermanus
SCAN NO:	Pietersen
COLLABORATOR NO:	1476616

TP - 9 NOV 2020

14/25



L Gillion

From: L Gillion
Sent: 05 November 2020 11:39 AM
To: L Gillion
Subject: Fwd: Erf 243

Mount Pleasant (Area 8) TP. n. Ahoat (H. Olivia)

Municipal Manager
Overstrand Municipality
Hermanus

FILE NO:	Rem of 213
	Memorandum ✓
SCAN NO:	HMP 243
COLLABORATOR NO:	1476353

Sir

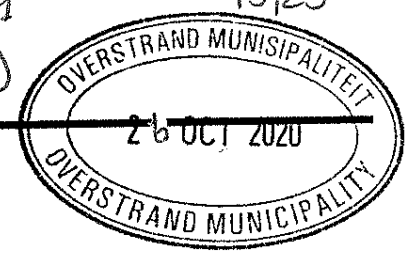
We would like to stress the fact that a re-look at the proposals for the development of the above Erf 273 is important. It makes sense that a strip be allowed which will allow for general service access. Hemel-en-Aarde Estate abuts the development and this seems to have been ignored in the original proposal.

We appreciate your re-looking at the issue and would like to stress that communication with the Trustees of the Hemel-en-Aarde Owners Association would be appreciated.

TP - 5 NOV 2020

TP. A. Heath
(I. Olivia)

15/25



L Gillion

From:
Sent: 26 October 2020 09:35 AM
To: L Gillion
Cc:
Subject: Fwd: Mt Pleasant planned housing project, remainder erf 243

(Areas)

- >
- >
- > Municipal Manager and Director of Infrastructure and Planning
- > Overstrand Municipality
- > Hermanus

FILE NO:	Ron AF 243
	Hermanus
SCAN NO:	11
COLLABORATOR NO:	1472061

- > Sir
- >
- > Having received a response from Council regarding the above development I would like to register further concerns with your subsequent response.
- >
- > It concerns me that in your identification of the character of the adjoining Area there is NO reference to the 350-residence Hemel-en-Aarde Security Estate, which is being abutted by the planned development - the assumption that the development will match the middle income residential housing surrounding is also misleading. In the upper Mt Pleasant area there are several houses which are well cared for (some double storey) , these might also be negatively affected by such a development.
- >
- > However, I do appreciate that housing is in short supply and must be addressed. It makes NO sense though that the proposed developement includes a row of stands earmarked all along and directly abutting the eastern wall of our estate. The fact that the erven is situated right next to the wall will most certainly compromise the wall and electrical fence - surely common sense should prevail and at least a 10-m space running alongside the perimeter wall should be allowed for services, pipe lines etc? I do believe that are are important water supply lines running town the fence.
- >
- > I sincerely trust that the whole or certain aspects of the developement be reviewed.
- >
- > Yours sincerely
- >
- >
- >
- >
- >

TP 26 OCT 2020

16/25

L Gillion



From:
Sent: 26 October 2020 11:14 AM
To:
Cc:
Subject: Re: Fwd: Mt Pleasant planned housing project, remainder erf 243

TP - D. (heart)
(11. Olivia)

FILE NO: Rem erf 243
Hermanus
SCAN NO: 12
COLLABORATOR NO: 1472063

On 2020-10-26 09:35,
>>
>>
>> Municipal Manager and Director of Infrastructure and Planning
>
>> Overstrand Municipality
>
>> Hermanus
>>
>> Sir
>
>> Having received a response from Council regarding the above
>> development I would like to register further concerns with your
>> subsequent response.

>> It concerns me that in your identification of the character of the
>> adjoining Area there is NO reference to the 350-residence
>> Hemel-en-Aarde Security Estate, which is being abutted by the planned
>> development - the assumption that the development will match the
>> middle income residential housing surrounding is also misleading. In
>> the upper Mt Pleasant area there are several houses which are well
>> cared for (some double storey) , these might also be negatively
>> affected by such a development.

>> However, I do appreciate that housing is in short supply and must be
>> addressed. It makes NO sense though that the proposed developement
-> includes a row of stands earmarked all along and directly abutting
-> the eastern wall of our estate. The fact that the erven is situated
>> right next to the wall will most certainly compromise the wall and
>> electrical fence - surely common sense should prevail and at least a
>> 10-m space running alongside the perimeter wall should be allowed for
>> services, pipe lines etc? I do believe that are are important water
>> supply lines running down the fence.

>> I sincerely trust that the whole or certain aspects of the
>> developement be reviewed.

>> Yours sincerely

>>
>>
>>
>>
>>

TP

26 OCT 2020

17/25

Thank you for the email, we have spoken to the Town Planner and raised these issues. He has committed to setting up a meeting with the Engineer and the planning contractor. We are chasing them but so far have not received a date and time yet.

Thanks on behalf of the trustees,

18/25



L Gillion

From: L Gillion
Sent: 13 October 2020 11:37 AM
To: L Gillion
Subject: Letter concerning (Area 8) of remainder of erf 243
Attachments: Document1.docx

Maud Pleasant
TP. N. Noord
(1.1. Olivier)

13 October 2020

Dear Sir

Thank you for advising on the proposed new development on reminder Erf 243.

My property abuts two of the proposed erven to be developed. I am concerned that the erven are too close to the wall of the Estate, especially if the houses are allowed to go to two or more stories.

The noise levels especially over the weekends are also a cause of concern. I would like to propose that a road of about 10 metres to be built as the area against the wall have services lines.

Yours faithfully

FILE NO:	Handwritten: 243 ✓
	Handwritten: Maud Pleasant
SCAN NO:	Handwritten: HMS 243
COLLABORATOR NO:	Handwritten: 1468041

TP 13 Oct 2020

TP. N. Ahearne
(H. Olijer)

19/25

L Gillion

From:
Sent: 29 October 2020 09:05 AM
To: L Gillion
Subject: REMAINDER ERF 243, MOUNT PLEASANT

(Area 8)



Department: Town Planning
Questions/comments re subdivision plans for ERF 243, Mount Pleasant,

To whom it may concern

I am a resident and home-owner in the Hemel-en-Aarde Estate residing alongside the boundary wall where the proposed development is to take place.

While I have no objections to the planned development for increased housing, of which there is a shortage in Hermanus, my concerns are with respect to the layout proposed and most concerning the lack of a servitude against the Hemel-en-Aarde estate boundary wall.

- I am led to believe that the water pipes alongside the wall are to be moved. I question the validity of this given current economic times.
- There is no space for a servitude alongside the Hemel-en-Aarde boundary wall. How will access be determined for maintenance of this wall? How will access be determined for maintenance and regular checking of the electric fence on this boundary wall? No plans have been provided for a servitude allowing access. Building individual properties alongside this wall will cause huge problems in access for maintenance issues.
- How will the municipality monitor and prevent the building of shacks and lean-to's alongside this wall in individual properties.

Surely providing an access road up and parallel to this boundary wall will be beneficial for all concerned?

Yours sincerely

FILE NO:	Of 243 ✓
	Hermanus
SCAN NO:	oppel
COLLABORATOR NO:	1474418

20/25

L Gillion

From:
Sent: 02 November 2020 09:45 AM
To: L Gillion
Cc:
Subject: Overstrand Municipality: Greater Hermanus Area (Area 8): Erf 243 Mt Pleasant: Proposed Rezoning & Subdivision for Housing: Request for Obtaining Comments (ROC)
Attachments: Concept Sketch 01.jpg; Concept Sketch 02.jpg

Loretta@overstrand.gov.za

Please acknowledge receipt including attachments via return e-mail.

2 November 2020TP - A Theart
(H Olivier)

The Department of Town Planning,

Overstrand Municipality,

16 Paterson Street,

Hermanus,

Attention: Mr H Boshoff.

Dear Sir,

FILE NO:	EL 243 - HMP ✓
SCAN NO:	HMP 243
COLLABORATOR NO:	1474985

Overstrand Municipality: Greater Hermanus Area (Area 8): Erf 243 Mt Pleasant: Proposed Rezoning & Subdivision for Housing: Request for Comments (RFC)

Thank you for the opportunity to submit comments relating to the above proposal. Your invitation dated 2020.10.03 was received via e-mail from Estate Management.

As a resident in Hemel-en-Aarde Estate, proposed developments in the Estate's proximity do impact on us, and it is important to submit comments and suggestions at an early stage.

Naturally there will be a formal response from the Trustees of the Estate recognized by the Overstrand Municipality as representing the 'collective' - my comments are as an individual property owner and in response to your invitation.

It is perplexing to note that although the document (RFC) / invite sent out does often refer to 'context' within the neighbourhood as being important, Hemel-en-Aarde is not actually named as a neighbour! It is stated that the development will not be in conflict with the neighbourhood structures but rather be in keeping with and compliment the surrounding area of residential buildings (*Mt Pleasant*). Hemel-en-Aarde is after all a neighbour regardless of there being a wall between the two 'neighbours' and is very much in the neighbourhood I would think? (eg. Refer to Item 1.6 - Character of The Surrounding Area & Item 5 - Motivation & Desirability)

The Municipality's Draft SDF document rightly emphasizes that the whole region is unique environmentally and ecologically. This is what makes the region 'tick' and this attribute must be religiously addressed at every turn if we are to be seen as leaders in the field. Any development must be viewed with this aspect at the top of it's list of priorities, Surely this alone can be used as a bargaining chip when discussing *appropriate* housing with the Department Of Human Settlement (DoHS) at Provincial and National Level? Housing in this country, and particularly 'low cost' housing, has been a political football for too long. We have moved beyond the dreaded NE51/6 and NE 51/9 era and urbanization / housing must be 'more' than an economical solution to get as many roofs erected to make the DoHS's and politician's 'quota' for delivery look good. The economic principle of getting as many serviced erven adjacent to 'expensive' essential services and roads is fully appreciated. Like our estate, although the actual architecture may be mediocre, the spaces between structures is more important than the buildings themselves. The landscaping and attention to detail in common and residual areas is what makes a neighborhood 'tick' and give it a sense of place. Ultimately it is how the arrangement is set out, linked and detailed that makes it a neighborhood. Mt Pleasant folk must buy into this concept and the vision for the Greater Hermanus area. It is important to set the network and backbone for this approach right for the get go. I would think it would be a good idea to involve a Professional Architect on the planning team right from the start to have some detailed input that will influence pure planning and engineering? Also this should later in the process ensure the correct application of NBR SANS 10400 in its entirety and in particular Part XA.

Housing on the site in question is inevitable, but the land is too valuable and well located to simply sacrifice it to a development that may turn it into a transient zone where residents use it as a stepping stone and are not committed to making it 'their' special place. It is clear in the draft SDF and GMS that the housing 'back log' in this region is at the low end of the cost scale - low cost affordable and entry level housing. It is also interesting to note that the GMS does not necessarily support 'densification' - although this proposal in its simplest form is just that?. The statement has been made that the 'plots' will be for 'middle income' housing in this area and have been allocated to folk who have been pre-approved? In the event that take up for ownership based on GAP or low/middle income affordable housing is not achieved, the tendency will be for RDP houses as an alternative? To allow this land to revert to RDP type housing would be a mistake and be a retrogressive step for Mt Pleasant and The Greater Hermanus Region.

I have taken the liberty of superimposing Messrs NuPlan Africa's preliminary site layout onto their (*Google Earth Aerial image*) land in question for evaluation to guide my comments and offer some suggestions that I believe are worth consideration. At the outset may I add that all sketches attached are just that - concept freehand sketches. Any fine tuning of erven sizes and access points will naturally be resolved by your team of Professional Consultants.

The preliminary layout sent for comment indicates that the sub-division will allow for 94 erven. If the number and density is all important, and it shouldn't be, then the attached sketch labelled **Option 'A'** may be an alternative working with these numbers? **Option 'B'** is attached as well simply to illustrate my comments relating to the position of the road along the boundary wall. Serious consideration should however be given to a lesser density to allow for the integration of more open space and appropriate landscaping.

Comments pertinent to Option 'A' / Option 'B' layouts:

- Total number of erven say 93 - to be fine-tuned by the Professional Consultants.
- It is not practical or remotely appropriate that 20 or so erven be located hard up against the existing Estate boundary wall! Relocation of services is expensive and rear building lines and restrictions become contentious.
- **Option 'B' relevance** - Were the road to be relocated against the wall it will inevitably become a 'racetrack' and a safety hazard for the residents, as well as a source of noise and nuisance for the residents to the west of the wall.

22/25






- By introducing the 'buffer' as shown, the access roads would 'loop' around and be more conducive to attenuation of traffic flow and hence neighbourhood activity. *(for the access road to exit into Rotary Way at the Northern extremity of the site is not deemed a good idea.)*
- A 'green' belt as a buffer zone will be of benefit to both 'sides' of the existing wall
- The above buffer would allow for retention of existing services in-situ and become a social space with proper landscaping and provide a 'green lung'.
- Although the Environmentalists have demarcated so-called sensitive areas with the Blue Gum and Pine forest destined to be eradicated, there is validity in trying to retain some of these trees in the buffer to maintain the sense of place and scale that is important to the area and have been here historically. *(The botanical status of these is fully appreciated)* New landscaping and indigenous planting is imperative. The community should 'buy into' this concept with some assistance from a local Nursery and of the course the Municipality where possible.

I trust these comments will be deemed constructive and lead to some further serious consideration by your Planning Team?

Regards,

Concept Sketch

Mt Pleasant Future Housing
Greater Hermanus Region Area
Option 'A'

-  Overstrand 94 erven layout
-  Proposed replanning of erven (1 x site less)
-  Proposed hardened traffic routes
-  Existing Hemel-en-Aarde Estate
-  Boundary wall



S34°24'44.64"

Existing Rotary Way
Roadway (Scenic)

P.O.S. around existing reservoir

Overstrand retained environmental zone
Extensive landscaping

E 19 12 47 52"

Kalkoentjie Street

Kalkoentjie Street

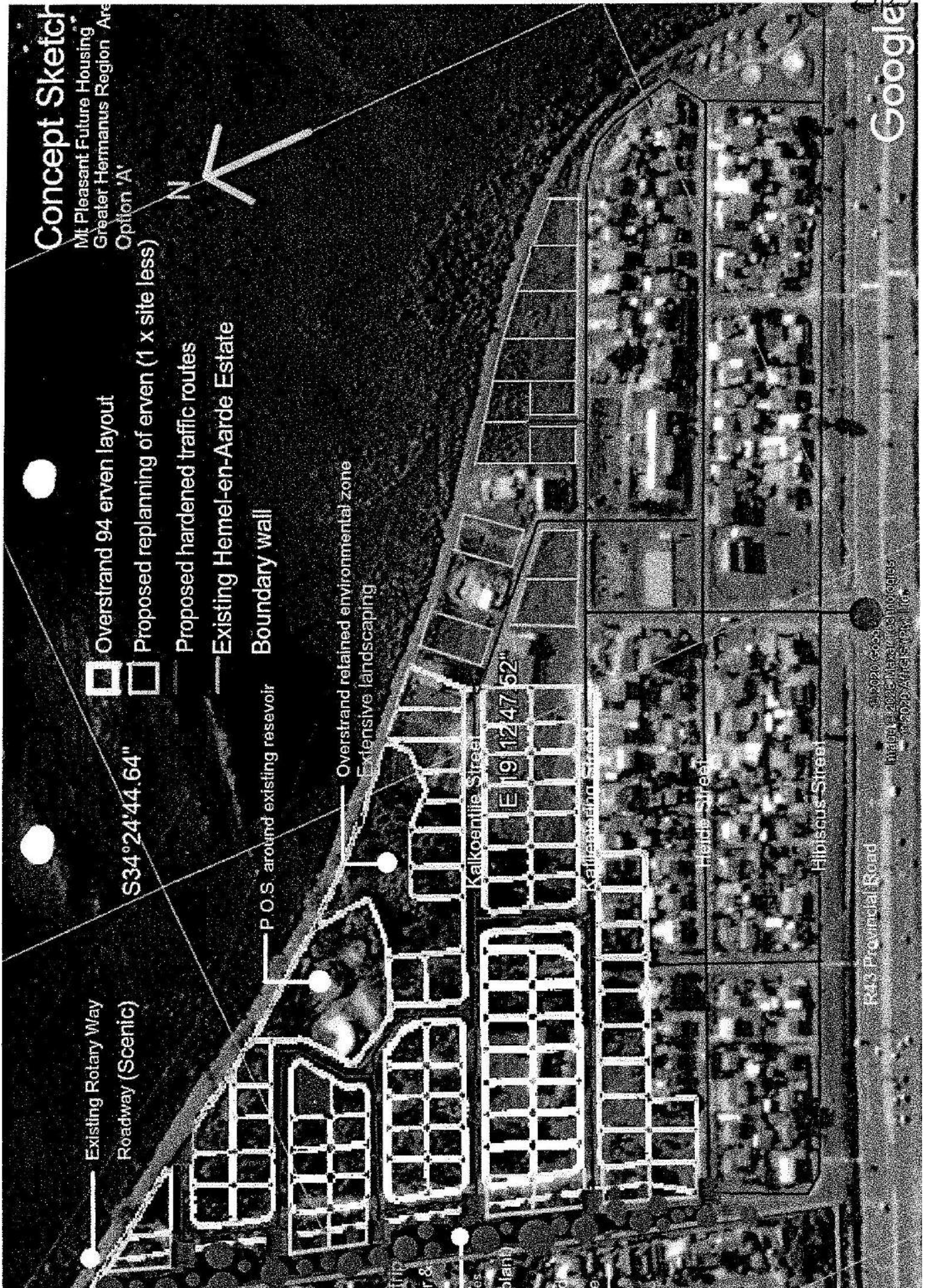
Herdie Street

Hibiscus Street

R46 Provincial Road

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Map data © 2020, Imagery © 2020, Google

Google



Concept Sketch

Mt Pleasant Future Housing
Greater Hermanus Region Area 8

Option 'B'

- Overstrand 94 erven layout
- Proposed replanning of erven (Add 5 x Sites)

- Proposed hardened traffic routes
- Existing Hemelen-Aarde Estate
- Boundary wall

S34°24'44.64"

P.O.S. around existing reservoir

Overstrand retained environmental zone
Extensive landscaping

Existing Rotary Way
Roadway (Scenic)

Kalkoenjies Street

E 19 12 47 52"

Kalkoenjies Street

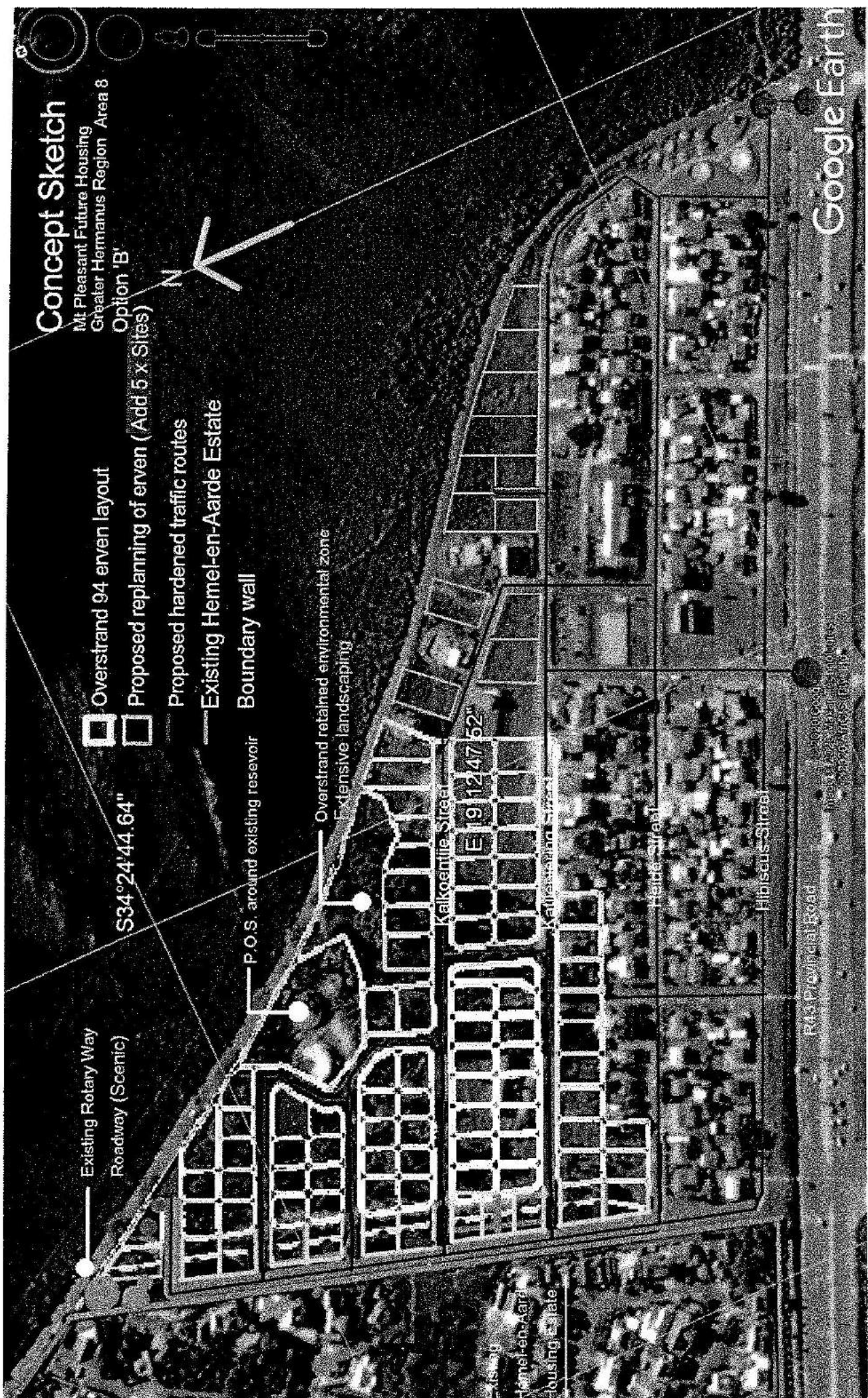
Harde Straat

Hibiscus-straat

R43 Provincial Road

Existing
Hemelen-Aarde
Housing Estate

Google Earth



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Mt Pleasant Future Housing
Greater Hermanus Region Area 8
Option 'B'



Comments vs Application Property

FILE NO: EL 243 - Hermanus 101

SCAN NO: Site 8

COLLABORATOR NO: 1518629

NuPLAN AFRICA

INNOVATIVE PLANNING SOLUTIONS

13 Nautilus Crescent, Big Bay, South Africa
 Nautilus Singel no. 13, Big Bay, Suid - Afrika
 ☒ 3603 Tyger Vallei 7536 Tel: 021 975 1265 / 0825699387
 Kleinbaai Services t/a NuPlan Africa Town Planners
 Reg no. 2019/532018/07



TP-A Theart
(H Olivier)



18 March 2021

Town Planner: Town and Spatial Planning
 16 Paterson Street
 HERMANUS 7200

By email: hboshoff@overstrand.gov.za

Sir,

APPLICATION FOR THE INFILL TOWNSHIP ESTABLISHMENT IN MOUNT PLEASANT & WESTDENE, HERMANUS: RESPONSE TO COMMENTS RECEIVED

After advertisement and internal circulation comments were received from the public residing in the adjacent Hemel en Aarde Estate, Cape Nature and the Provincial roads department (Road network management). Internally the Town Planning Department responded re. cognizance to be taken that the subject property is located in the Environmental Overlay zone.

Public comments:

Council advertised the LUPA application to the public and in response, 10 public objections were received. The objectors all mainly reside in the abutting Hemel and Aarde Estate.

The essence of all the objectors is aimed at convincing council to provide for a so-called "buffer" between the Estate and the proposed development. One of the objectors proposed alternative layout plans to further their cause. The alternative options were evaluated by the professional team and after consultation with the relevant officials it was decided to submit an alternative design option for consideration. The attached plan depicts a public road as interface between the actual serviced erven and the Estate wall with a revised turning circle on the upper northern boundary. The turning head is fairly large as our engineers needs to implement earthworks and provide for a retaining wall abutting the northern boundary.

To accommodate the revision the number of erven within Area 8 was reduced from 94 to 85 erven.

Cape Nature:

Cape nature recommended that council impose development controls to safeguard the risk and impact on the abutting Fernkloof Nature Reserve.

Kleinbaai Services (Pty) Ltd. Reg Nr. 2019/532018/07 T/A NuPlan Africa Town Planners

DIREKTEUR:

B S Larsen Pr.Pln BA M(S&S) LSABI LVRSS (epos:dirk@nuplanafrika.co.za)
 DK Larsen

DIRECTORS:

B S Larsen Pr.Pln BA M (TRP) MSAPI MACTRP
 DK Larsen

BYGESTAAN DEUR:

D Jones Pr.Pln. BA (S&S) LVRSS, MPhil (TS) (epos: danette@nuplanafrika.co.za)
 A Vijoen Stadsbeplannings Tegnoloog (epos: ansie@nuplanafrika.co.za)
 A van Zyl Finansiële Bestuurder (epos: annete@nuplanafrika.co.za)

ASSISTED BY:

D Jones Pr.Pln. BA (TRP), MPhil (TS)
 A Vijoen Town Planning Technologist
 A van Zyl Financial Manager

Kantore ook te Somerset Wes & Wellington

Offices also at Somerset West & Wellington

TP 18 MAR 2021

Our Environmentalist's comments are as follows:

If as per Hanneen's email the Protected Area Buffer does indeed apply, well then all the prohibited activities as listed in Schedule A apply. Which in my opinion should be conditions attached to the planning application and then attached to the applicable Title Deed or Sale Agreement.

Schedule B activities applicable to Protected Area Buffers (PAB) (they have marked all the relevant ones with an x) must be applied via the By-Law on Municipal Planning, 2015. They list the following activities as applicable for PABs –

A) ACTIVITIES ONLY PERMITTED WITH COUNCIL CONSENT

- *Removal or destruction of vegetation which is protected and/or of conservation concern. In my opinion not applicable based on specialist report and area removed from development site.*
- *excavation and destruction or removal of substrate (soil, substrate, rock, shellgrit, dune sediment, mineral deposits). The term substrate is so broad and will then mean any ground broken in this area (even just for gardening by existing landowners in this buffer area would trigger this activity). But it would be applicable.*
- *Discharging of pool backwashing or untreated grey water or the channelling of storm water into open spaces without the necessary approval from the Municipality. I'm not sure if this extends beyond the project scope?*

B) PERMIT UPON APPROVAL BY DELEGATED AUTHORITY AND / RECEIPT OF TARIFF

- *Installation of conservancy tanks or biological treatment plants within 50 metres from the edge of a watercourse / wetland. In my opinion not applicable, no watercourses/wetlands*
- *Access from private properties to open spaces, including the removal of vegetation and the establishment of paths, structures and infrastructure. In my opinion not applicable?*
- *Commercial filming. Not Applicable*
- *Construction or placement of any temporary object, building, shelter, path or structure. In my opinion not applicable?*
- *Use of engine or motor driven vehicles, remotely piloted aircraft or any other means of transport or other conveyances beyond designated, demarcated and signposted areas. Not Applicable*
- *Launching of vessels at registered launch sites. Not Applicable*

ACTIVITIES ONLY PERMITTED WITH COUNCIL CONSENT

- *Buildings / Structures associated with: Taking of water, storing of water, impeding or diverting flow, stream flow reduction, altering the bed, banks, course characteristics, outflow structures or discharge pipes. Not Applicable*
- *Application for the designation of industrial sites and activities associated with the seaweed harvesting, collection, drying, transport and processing fishery. Not Applicable*
- *Encroachment of private buildings, structures, infrastructure, access routes. May be applicable?*
- *Commercial Harvesting/collection and removal of any natural resource. Not Applicable*
- *Construction or placement of any permanent object, building, shelter, pathway or structure. Applicable*

Kleinbaai Services (Pty) Ltd. Reg Nr. 2019/532018/07 T/A NuPlan Africa Town Planners

DIREKTEUR:

B S Larsen Pr.Pln. BA (M&S) LSABI LVRSS (epos:dirk@nuplanfrica.co.za)
DK Larsen

BYGESTAAN DEUR:

D Jones Pr.Pln. BA (S&S) LVRSS, MPhil (TS) (epos:danette@nuplanfrica.co.za)
A Viljoen Stadsbeplannings Technoloog (epos:ansie@nuplanfrica.co.za)
A van Zyl Finansiële Bestuurder (epos:anneke@nuplanfrica.co.za)

DIRECTORS:

B S Larsen Pr.Pln. BA M (TRP) MSAPI MACTRP
DK Larsen

ASSISTED BY:

D Jones Pr.Pln. BA (TRP), MPhil (TS)
A Viljoen Town Planning Technologist
A van Zyl Financial Manager

Schedule C, similar to A, should be a condition of the planning application and included in the Title Deed or Sale Agreement.

Provincial Roads Department:

The Department had no objections subject to conditions to be imposed in the approval.

Town Planning Department:

The Council as developer was made aware of the location of the subject property being within the Environmental Overlay Zone and that the development should adhere to Schedules A to C of the regulations. Our Environmental consultant evaluated the regulations and hereunder please find her recommendations to be considered in the approval:

I've read the comments and CapeNature are in agreement with the Botanical Study and our layout changes which avoids those sensitive areas by incorporating them into the open space area.

They do however request specific conditions of approval that would minimise the risk and impact on the Nature Reserve, such as alien clearing and fencing (if so, required by the development). The only thing that I'm not sure of is seeing as there are no NEMA requirements or environmental management plans, that the only other method of enforcement would be via the Building Plan Approvals or as an inclusion in the Title Deeds?!

If these are able to be included in the approvals, I would therefore recommend that the following mitigation measures be considered for inclusion-

- *If fencing is to be instated, that the foundation provide gaps to allow free movement of small fauna – to be included in the Title Deed;*
- *With respect to alien clearance, seeing as this is a Municipal responsibility in terms of the National Environmental Management: Biodiversity Act, 2004 (Act no. 10 of 2004), that the Municipality then provides you with a letter stating that they will ensure alien clearance of the public open spaces as per their relevant policy. This actually aligns with that memo you sent me previously, which indicates that site 8 is located within the Protected Area Buffer Environmental Management Overlay Zone.*

Section 4.5.6 - Council may consider and approve a list of locally problematic alien invasive species and emerging weeds which pose a risk to the environment within the Coastal Reserve or that present budgetary and costs implications for the Municipality in order to manage.

4.5.6.2. The Management Authority may issue removal notices for locally listed alien invasive species and emerging weeds which are found on properties within or adjacent to coastal reserves including on state owned land.

4.6. Purpose 2: Managing public access for the enhancement of social, economic and recreational opportunities within the coastal environment.

Kleinbaai Services (Pty) Ltd. Reg Nr. 2019/532018/07 T/A NuPlan Africa Town Planners

DIREKTEUR:

B S Larsen Pr.Pln BA M(S&S) LSABI LVRSS (epos.dirk@nuplanafica.co.za)
DK Larsen

BYGESTAAN DEUR:

D Jones Pr.Pln. BA (S&S) LVRSS, MPhil (TS) (epos: danette@nuplanafica.co.za)
A Viljoen Stadsbeplannings Tegnoloog (epos: ansie@nuplanafica.co.za)
A van Zyl Finansiële Bestuurder (epos: annette@nuplanafica.co.za)

DIRECTORS:

B S Larsen Pr.Pln BA M (TRP) MSAPI MACTRP
DK Larsen

ASSISTED BY:

D Jones Pr.Pln. BA (TRP), MPhil (TS)
A Viljoen Town Planning Technologist
A van Zyl Financial Manager

In summary, Council as the developer should consider the relevant conditions as discussed by our environmental specialist and include which is relevant.

Please feel free to discuss and/or ask for any additional information required.

Attached please find the revised layout plan as a response to accommodate the public comments.

Yours faithfully



Dirk Larsen
For
NuPlan Africa Town Planners

Kleinbaai Services (Pty) Ltd. Reg Nr: 2019/532018/07 T/A NuPlan Africa Town Planners

DIREKTEUR:

B S Larsen
DK Larsen Pr. Pln BA M(S&S) LSABI LVRSS (epos:dirk@nuplanafrika.co.za)

BYGESTAAN DEUR:

D Jones Pr Pln. BA (S&S) LVRSS, MPhil (TS) (epos: danette@nuplanafrika.co.za)
A Vijoen Stadsbeplannings Tegnoloog (epos: ansie@nuplanafrika.co.za)
A van Zyl Finansiële Bestuurder (epos: anneke@nuplanafrika.co.za)

Kantore ook te Somerset West & Wellington

DIRECTORS:

B S Larsen
DK Larsen Pr. Pln BA M (TRP) MSAPI MACTRP

ASSISTED BY:

D Jones Pr. Pln. BA (TRP), MPhil (TS)
A Vijoen Town Planning Technologist
A van Zyl Financial Manager

Offices also at Somerset West & Wellington

**COMMENTS FROM THE ENGINEERING SERVICES DEPARTMENT FOR:
APPLICATION FOR DEVIATION FROM THE OVERSTRAND
MUNICIPALITY SPATIAL GROWTH MANAGEMENT STRATEGY,
SUBDIVISION, REZONING AND EXEMPTION TO EXCLUDE AN
APPLICATION FOR THE NAMING OF STREETS: REMAINDER ERF 243,
MOUNT PLEASANT**

Water	:	According to GLS report
Sewer	:	According to GLS report
Roads and traffic	:	According to TIA
Stormwater (SW)	:	See conditions 8, 9 & 10
Electricity	:	In order

Conditions:

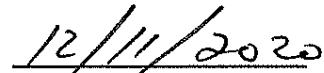
1. that the developer (Overstrand Municipality) at his cost constructs the internal municipal civil and electrical services for the development as well as any link or bulk municipal services that need to be provided;
2. that servitudes for municipal services be registered in respect of all main services to be taken over by the developer and all existing municipal services concerned, crossing private property;
3. that a plan of all existing services be submitted to the Director: Infrastructure and Planning, by the developer and that any of the services that need to be relocated, be done by the developer at his cost to the satisfaction of the Director: Infrastructure and Planning:
 - 3.1 way-leaves must be obtained from the Operational Manager;
 - 3.2 such way-leaves to be obtained prior to any excavation on public property or property where existing services are located;
4. that plans of all the internal municipal civil and electrical (high and low voltage supply) services and such link services as required by the Director: Infrastructure and Planning, prepared by an ECSA registered professional engineer/technologist, be submitted to the Director: Infrastructure and Planning for his prior approval;
5. the "Guidelines for the Provision of Engineering Services in Residential Townships" (Blue Book), SABS 1200 specifications and the Design and Construction Standards for civil and electrical services of the Council to be used as the standard design and construction criteria with which such plans must comply;

6. the Director: Infrastructure and Planning to be notified in writing of all deviations from the Standard Design and Construction Criteria when plans are submitted for his approval and such deviations to be separately approved in writing by the Director: Infrastructure and Planning;
7. the successful completion of such works to be supervised and certified by an independent professional civil engineer/technologist i.e. a professional civil engineer/technologist who has no direct financial interest in the development, other than payment as standard professional fees for the work concerned; and
8. that a stormwater management plan, which may include attenuation facilities to ensure that the pre-development run-off is not exceeded and that erosion and pollution is minimised, be submitted to the Director: Infrastructure and Planning for approval and that the approved management plan be implemented by the developer at his cost to the satisfaction of the Director: Infrastructure and Planning;
9. that the above stormwater management plan include the following:
 - 9.1 pre-development run-off from the catchment area;
 - 9.2 post-development run-off from catchment area;
 - 9.3 existing stormwater reticulation system and the capacity thereof;
 - 9.4 connection of internal stormwater reticulation system;
 - 9.5 overland escape routes.
10. that the connection to the stormwater reticulation system if any, be provided according to the stormwater management plan;
11. that a Certificate of Completion together with as-built services plans be provided by the independent professional engineer/technologist to the Overstrand Municipality. As-built plans to be on quality paper, together with a DXF file thereof;
12. that the Implementing Agent apply for a temporary water connection on the prescribed application form, at Overstrand Municipality's Finance Department, before commencement of construction;
13. that the connection to the main water line only be done by the Operational Department, after payment of the connection fee, by the developer;

3

14. that damage to the existing roads, used as routes for access to the development, for the provision of services, be repaired by the developer;
15. that the conditions set by the Department of Transport & Public Works be adhered to.


DENNIS HENDRIKS
SENIOR MANAGER:
ENGINEERING SERVICES


DATE

Annexure H



File reference:	Rem 243 HMP
Date:	5 October 2020
	MS

INTERNAL MEMORANDUM

From	:	Town Planning Department
Town Planner	:	H van der Stoep

TO:


<u>Area Manager</u>	<u>Building Department</u>	<i>District Health</i>	<u>Electrical Department</u>
<i>Environmental Officer</i>	<u>Fire Department</u>	<u>Infrastructure and Planning</u>	<i>Local Heritage Committee</i>
<u>Operational Services</u>	<u>Traffic Department</u>	<u>Ward Councillor</u>	<u>Waste Management</u>

Applicant	NUPLAN AFRICA ON BEHALF OF OVERSTRAND MUNICIPALITY
Property Details	REMAINDER ERF 243, HEIDE STREET, MOUNT PLEASANT, HERMANUS
Application Description	APPLICATION FOR DEVIATION FROM THE OVERSTRAND MUNICIPALITY SPATIAL GROWTH MANAGEMENT STRATEGY, SUBDIVISION, REZONING AND EXEMPTION TO EXCLUDE AN APPLICATION FOR THE NAMING OF STREETS

ATTACHMENTS :

1.	Notice	Should the information be insufficient for you to make an informative comment, please list any additional documentation that you would require to make informed comments.
2.	Locality Plan	
3.	Motivation	
4.	Site Development Plan	

YOUR DEPARTMENT'S COMMENTS:

<p>The Environmental Section must point out that site 8 is located within the Protected Area Buffer Environmental Management Overlay Zone. The applicant must ensure adherence to Schedule A (prohibited activities), Schedule B (activities only permitted with Council consent) and Schedule C (general regulations) of the regulations.</p>			
Signature:		Date:	31/12/2020

Please provide your comments (with specific reference to any conditions of approval that should be imposed) in the space provided above or in a separate Memo **by not later than the date stipulated below**. If you require an extension of time for submission of comments, kindly request this in writing. Should no comments be received, it will be assumed that you have no objection to the proposal and where appropriate, the Mayoral Committee will be informed accordingly.

- Building Control Department to confirm that all structures on the properties are in accordance with the approved building plans.

COMMENTS REQUIRED BY: 6 NOVEMBER 2020



FILE NO: Rem 243
Hermanus
SCAN NO: HMP 243
COLLABORATOR NO: 1494347



TP. P. Thobak
(I. D. D. D.)

Date: 2020/10/07

OVERSTRAND MUNICIPALITY

magdaleen swart <magdaleenswart@overstrand.g

Enquiries:

WayleavesWesternOU@eskom.co.za

WAYLEAVE APPLICATION: REZONING AND SUBDIVISION : HEIDE STREET MOUNT
PLEASANT : HERMANUS

YOUR REF: REM 243 HMP

ESKOM REF: 02673-20

THIS IS NOT AN APPROVAL TO START CONSTRUCTION

I hereby inform you that Eskom has no objection to the proposed work indicated on your drawing in principle. This approval is valid for **12 months** only, after which reapplication must be made if the work has not been completed.

1. Eskom services are affected by your proposed works and the following must be noted.:

- Eskom has no objection to the proposed work and include a drawing indicating Eskom 11kV/LV underground services in close proximity.
- Please note that underground services indicated are only approximate and the onus is on the applicant to verify its location.
- There may be LV overhead services / connections not indicated on this drawing.
- The successful contractor must apply for the necessary agreement forms and additional cable information not indicated on included drawing, in order to start construction.

Application for Working Permit must be made to:

Customer Network Centre: Caledon

Dirk Swart / Francois Swart

028 214 5710 / 028 214 5713 / 083 502 2590

SwartDi@eskom.co.za

Include Eskom Wayleave as-built drawings and all documentation, when applying for Working Permit.

Should it be necessary to move, relocate or support any existing services for possible future needs, it will be at the developer's cost. Application for relocating services must be made to Customer Services on 08600 37566 or customerservices@eskom.co.za

2. Underground Services

The following conditions to be adhered to at all times:

- a) Works will be carried out as indicated on plans.
- b) No mechanical plant to be used within 3.0m of Eskom underground cables.
- c) All services to be verified on site.
- d) Cross trenches to be dug by hand to locate all underground services before construction work commences.
- e) If Eskom underground services cannot be located or is grossly misplaced from where the wayleave plan indicates, then all work is to be stopped and Graham Hector from the Land Development Office to be contacted on 021 980 3551 / HectorG@eskom.co.za, to arrange the capturing of such services.
- f) In cases where proposed services run parallel with existing underground power cables the greatest separation as possible should be maintained with a minimum of 1000mm.
- g) Where proposed services cross underground power cables the separation should be a minimum of **300mm** with protection between services and power cables. (Preferably a concrete slab)
- h) No manholes; catch- pits or any structure to be built on top of existing underground services.
- i) Only walk-behind (2 ton Bomac type) compactors to be used when compacting on top of and 1 metre either side of underground cables.
- j) If underground services cannot be located then the Customer Network Centre (CNC) should be consulted before commencement of any work.
- k) **No work can take place within the servitude of a 66kV Cable or 13kV Cable if indicated.** Should you need to undertake any work within the proximity of our 66kV or 132kV Cables please contact Graham Hector on 082 7720 359 or graham.hector@eskom.co.za

3. O.H. Line Services:

- a) The following building and tree restriction on either side of centre line of overhead power line must be observed:

Voltage	Building restriction either side of centre line
11 / 22kV	9.0 m
66kV	11.0 m
132kV	15.5 m

- b) No construction work may be executed closer than **6 (SIX) metres** from any Eskom structure or structure-supporting mechanism.
- c) No work or no machinery nearer than the following distances from the conductors:

Voltage	Not closer than:
11 / 22kV	3.0 m
66kV	3.2 m
132kV	3.8 m

- d) Natural ground level must be maintained within Eskom reserve areas and servitudes.
- e) That a minimum ground clearance of the overhead power line must be maintained to the following clearances:

Voltage	Safety clearance above road:
11 / 22kV	6.3 m
66kV	6.9 m
132kV	7.5 m

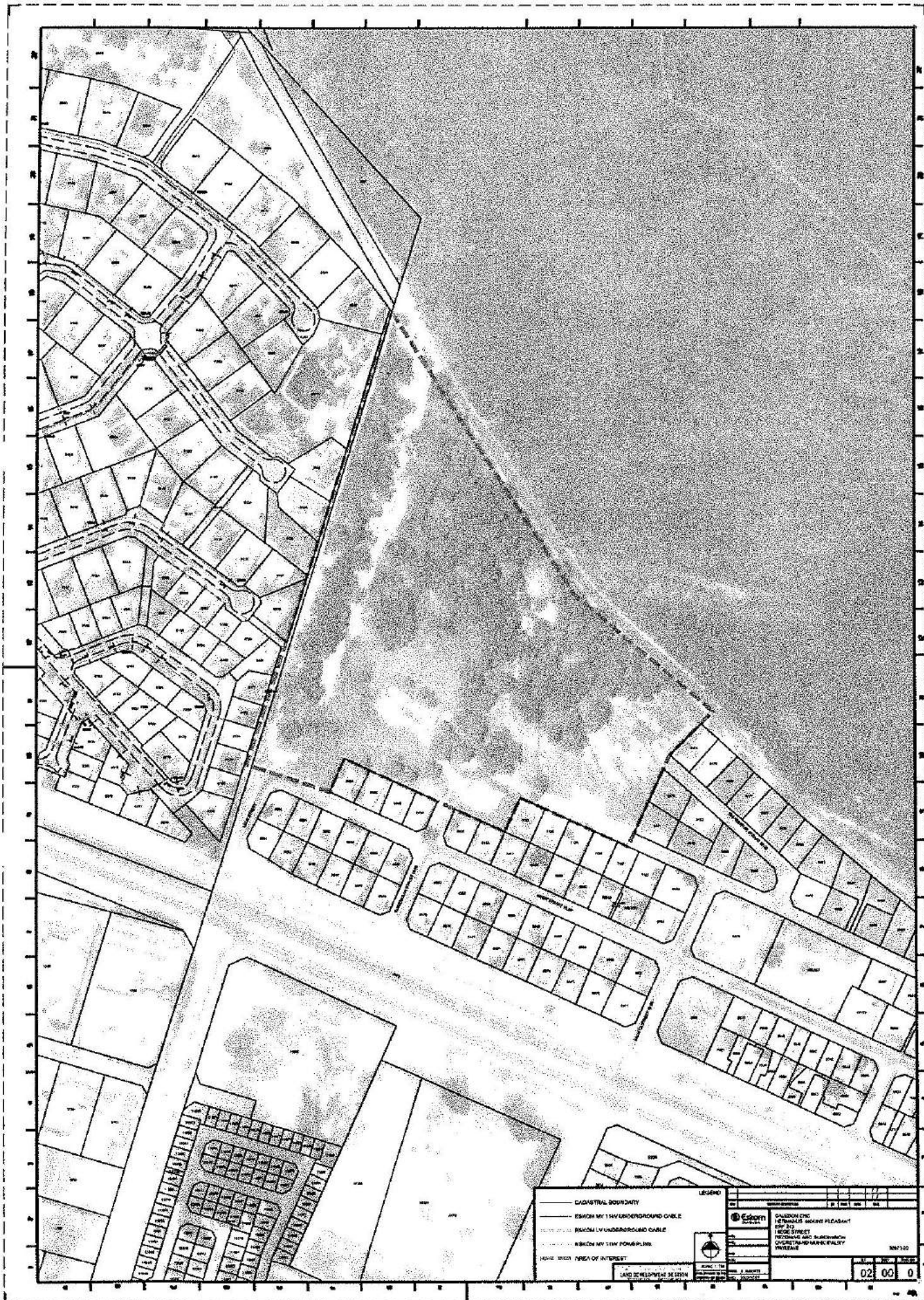
- f) That existing Eskom power lines and infrastructure are acknowledged as established infrastructure on the properties and any rerouting or relocation would be for the cost of the applicant/developer.
- g) That Eskom rights or servitudes, including agreements with any of the landowners, obtained for the operation and maintenance of these existing power lines and infrastructure be acknowledged and honoured throughout its lifecycle which include, but are not limited to:
 - i. Having 24 hour access to its infrastructure according to the rights mentioned in (a) above,
 - ii. To perform maintenance (structural as well as servitude – vegetation management) on its infrastructure according to its maintenance programmes and schedules,
 - iii. To upgrade or refurbish its existing power lines and infrastructure as determined by Eskom,
 - iv. To perform any other activity not listed above to ensure the safe operation and maintenance of the Eskom power lines or infrastructure.
- h) Eskom must have at least a 10m obstruction free zone around all pylons (not just a 10m radius from the centre).
- i) Eskom shall not be liable for the death or injury of any person, or for loss of or damage to any property, whether as a result of the encroachment or use of the area where Eskom has its services, by the applicant, his/her agent, contractors, employees, successors in title and assignee.
- j) The applicant indemnifies Eskom against loss, claims or damages, including claims pertaining to interference with Eskom services, apparatus or otherwise.
- k) Eskom shall at all times have unobstructed access to and egress from its services.
- l) Any development which necessitates the relocation of Eskom's services will be to the account of the developer.
- m) Lungile Motsisi MotsisiL@eskom.co.za, Eskom: Transmission must be contacted on 011 800 5734 to comment on behalf of the 400 kV OVERHEAD POWERLINES. NO WORK WITIN THIS SERVITUDE OR UNDERNEATH POWERLINES IS ALLOWED until comment from Eskom Transmission has been obtained.

4. **NOTE**

Wayleaves, Indemnity form (working permit) and all as-built drawings issued by Eskom to be kept on site at all times during construction period.

Yours faithfully

LAND DEVELOPMENT (BRACKENFELL)





Annexure J 1/8

ROAD NETWORK MANAGEMENT

Email: Grace.Swanepoel@westerncape.gov.za

tel: +27 21 483 4669

Rm 335, 9 Dorp Street, Cape Town, 8001

PO Box 2603, Cape Town, 8000

TP. N. Theart
(~~Hermanus~~)

REFERENCE: TPW (Job 28044)**ENQUIRIES: Ms GD Swanepoel****DATE: 22 October 2020**

The Municipal Manager
Overstrand Municipality
PO Box 20
HERMANUS
7200

Attention: Ms L Gillion

Dear Madam

FILE NO:	Rem A1 243 ✓
	Hermanus
SCAN NO:	HMP 243
COLLABORATOR NO:	1476777

REMAINDER ERF 243, HERMANUS: APPLICATION FOR REZONING AND SUBDIVISION

1. Your letter Rem 243 HMP dated 2 October 2020 refers.
2. This application is for the following:
 - 2.1 Deviation from the from the Overstrand Municipality Spatial Growth Management Strategy in order to allow infill urban development on earmarked Sensitive Development Areas;
 - 2.2 Subdivision;
 - 2.3 Rezoning Residential Zone 1 to Subdivisional Area;
 - 2.4 Subdivision into 94 single residential erven, 3 public space erven, 1 utility erf and a road reserve and
 - 2.5 Exemption from the street naming By-Law.
3. It is understood that Remainder Erf 243 is one of 11 parcels of land that will be developed as infill housing totalling 314 units.
4. Cognisance is taken of the Traffic Impact Assessment dated 3 August 2020 undertaken by DECA Consulting Engineers, whose recommendations in respect of the R43 are approved.
5. This Branch offers no objection to the application in terms of the Land Use Planning Act No 3 of 2014, subject to the following:

- 5.1 The road-markings of the side streets of Aalwyn Street, Malva Street and Rotary Way be changed as per Diagram 1 in the TIA;
- 5.2 The intersection of R43/Swartdam Road be signalised and that the plans be sent to the Design Directorate (Ms MK Hofmeyr 021 483 3999) of this Branch for approval;
6. Note that the signalisation of the R43/Swartdam Road intersection was originally part of the approval of the Whale Coast Mall development, as per paragraph 3.4 in the attached letter.

Yours faithfully



SW CARSTENS

For CHIEF DIRECTOR: ROAD NETWORK MANAGEMENT



DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
 DEPARTEMENT VAN VERVOER EN OPENBARE WERKE
 ISEBE LEZOTHUTHO NEMISEBENZI YOLUNTU



Reference: 13/3/5/1-21/78 (JOB 17471)
 Verwysing:
 Isalathiso:

Enquiries: Ms GD Swanepoel
 Navrae:
 Imibuzo:

The Director: Infrastructure and Planning
 Overstrand Municipality
 PO Box 20
 HERMANUS
 7200

Attention: Mr H Olivier

Dear Sir

ERVEN 1449, 1450, 1452 AND 1734, SITUATED BETWEEN R43 AND BERGSIG STREET, SANDBAAL, OVERSTRAND MUNICIPAL AREA: PROPOSED AMENDMENT OF THE GREATER HERMANUS SPATIAL DEVELOPMENT FRAMEWORK AND THE OVERSTRAND MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK, PROPOSED CONSOLIDATION, REZONING AND CONSENT USE: PROPOSED SHOPPING CENTRE

1. The following refer:

- 1.1 Your letter 1449, 1450, 1452, 1734 HSB dated 22 May 2009 to the District Roads Engineer, Paarl.
 - 1.2 The District Roads Engineer, Paarl's letter PM213/53/0227(09) dated 9 July 2009 to you.
 - 1.3 This Branch's letter 13/3/5/1-21/78 (JOB 17471) dated 2 September 2009 to the Director: Infrastructure and Planning of Overstrand Municipality.
 - 1.4 Dr JC Krogscheepers' motivational letter ITS 2509 dated 9 October 2009 to this Branch.
 - 1.5 Dr JC Krogscheepers' letter ITS 2680 dated 4 December 2009 and updated site development plan 2384-100-SDP revision 23, which was prepared by Boogertman & Partners Architects.
2. This Branch herewith withdraws the objection that was offered to the proposed development in this Branch's previous letter mentioned in paragraph 1.3.

3. This Branch offers no further objections to the proposed development, provided that:
 - 3.1 Access must be taken off the following roads as per ITS Consulting Engineers' proposals:
 - 3.1.1 Trunk Road 28 section 1 by means of a left in left out only entrance.
 - 3.1.2 Adam Street by means of the proposed two lane roundabout.
 - 3.1.3 Bergsig Street by means of a stop controlled southbound access.
 - 3.1.4 A public road immediately east of Bergsig Street.
 - 3.2 The portion of Trunk Road 28 section 1 between Sandbaai Main Road and Skulphoek Street must be upgraded to the proposed divided dual carriage way, with bus stops, sidewalks and pedestrian crossings at the signal controlled intersections of R43 / Sandbaai Main Road and R43 / Skulphoek Street. This design must be done according to the proposed Jeffares and Green upgrading of Trunk Road 28 section 1 and must be approved by this Department's design department before construction thereof may commence.
 - 3.3 The portion of Trunk Road 28 section 1 between Skulphoek Street and Mimosa Street must be upgraded to the proposed divided dual carriage way. This design must be done according to the proposed Jeffares and Green upgrading of Trunk Road 28 section 1 and must be approved by this Department's design department before construction thereof may commence.
 - 3.4 The proposed traffic signal, including necessary streetlighting, at R43 / Swartdam Street must be installed, after this Branch's design department approved the design.
 - 3.5 Skulphoek Street must be upgraded to at least two lanes per direction between the R43 and Adam Street.
 - 3.6 Bergsig Street must be widened as per ITS' proposal at the stop controlled access to the proposed development. The southbound approach must have a dedicated left turn lane and a dedicated right turn lane, the westbound approach must have a dedicated right turn lane and separate through lane and the eastbound approach must have a shared through and left turn lane.
 - 3.7 The municipality must apply in writing to deproclaim Minor Road 4008 (Sandbaai Main Road) as a Provincial Road, and then take it over as a municipal street.
 - 3.8 The intersection of Sandbaai Main Road and Bergsig Street must be upgraded to ITS' proposed single lane roundabout.
 - 3.9 Except for the bus stops included in the upgrading of Trunk Road 28 section 1 (paragraph 3.2), as per ITS' recommendations minibus lay-byes must be constructed along Bergsig Street as well.
 - 3.10 This Branch must protect future mobility along Trunk Road 28 section 1, therefore this Branch requires an acceptance in writing from the municipality to this Branch that a proposed extension of Bergsig Street to link to Church Street (as per ITS) will, if not constructed immediately, be added to the municipality's future road planning and will be finished within a reasonable time frame.
 - 3.11 No construction activities may commence on site, before the upgrading of the road network (this does not include the works relating to paragraph 3.10, but the written acceptance must be sent to this Branch) and accesses are completed in full.
 - 3.12 No services may be proposed within the road reserve of Trunk Road 28 section 1.

3.13 The 5,0m Building Line, as per Roads Ordinance 19 of 1976, must be maintained.

Yours faithfully



EXECUTIVE MANAGER: ROAD AND TRANSPORT MANAGEMENT

Date: 9 - Feb - 2010



DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
 DEPARTEMENT VAN VERVOER EN OPENBARE WERKE
 ISEBE LEZOTHUTHO NEMISEBENZI YOLUNTU



Reference: 13/3/5/1-21/78 (JOB 17471)
 Verwysing:
 Isalathiso:

Enquiries: A Mtise
 Navrae:
 Imibuzo:

ITS Engineers
 Postnet Suite 127
 Private Bag X7
 TYGER VALLEY
 7536

Attention: Mr H Engelbrecht

Dear Sir

PROPOSED ACCESS FROM PROVINCIAL TRUNK ROAD 28/1 (R43) TO THE WHALE COAST MALL IN SANDBAAI, HERMANUS

1. The following refer:
 - 1.1 Overstrand Municipality's letter 1449, 1450, 1452, 1734 HSB dated 22 May 2009 to the District Roads Engineer, Paarl.
 - 1.2 This Branch's letter 13/3/5/1-21/78 (JOB 17471) dated 2 September 2009 to The Director: Infrastructure and Planning of Overstrand Municipality.
 - 1.3 Your e-mail on 12 October 2009 to Messrs M Watters and E Burger from this Branch. Attached to your e-mail was Dr JC Krogscheepers' motivational letter ITS 2509 dated 9 October 2009.
2. Based on the meeting of 2 October 2009 and Dr Krogscheepers' motivational letter this Branch agrees to reconsider the objection offered to the application, provided that an amended traffic impact study and amended site development plan are submitted to this Branch for approval.

Yours faithfully,

EXECUTIVE MANAGER: ROAD AND TRANSPORT MANAGEMENT

Date: 16 Oct. 2009

Kamer 3-35, Dorpstreat 9, KAAPSTAD 8001
 Posbus 2603, KAAPSTAD 8000

Room 3-35, 9 Dorp Street, CAPE TOWN 8001
 PO Box 2603, CAPE TOWN 8000

(021) 483 2150; (021) 483-2166
 E-pos/E-mail: amtise@pgwc.gov.za



DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
 DEPARTEMENT VAN VERVOER EN OPENBARE WERKE
 ISEBE LEZOTHUTHO NEMISEBENZI YOLUNTU



Reference: 13/3/5/1-21/78 (JOB 17471)

Verwysing:

Isalathiso:

Enquiries: Ms GD Swanepoel

Navrae:

Imibuzo:

The Director: Infrastructure and Planning
 Overstrand Municipality
 PO Box 20
 HERMANUS
 7200

Attention: Mr H Olivier

Dear Sir

ERVEN 1449, 1450, 1452 AND 1734, SITUATED BETWEEN R43 AND BERGSIG STREET, SANDBAAI, OVERSTRAND MUNICIPAL AREA: PROPOSED AMENDMENT OF THE GREATER HERMANUS SPATIAL DEVELOPMENT FRAMEWORK AND THE OVERSTRAND MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK, PROPOSED CONSOLIDATION, REZONING AND CONSENT USE: PROPOSED SHOPPING CENTRE

1. The following refer:
 - 1.1 Your letter 1449, 1450, 1452, 1734 HSB dated 22 May 2009 to the District Roads Engineer, Paarl.
 - 1.2 The District Roads Engineer, Paarl's letter PM213/53/0227(09) dated 9 July 2009 to you.
2. Erven 1452, 1449, 1734 and 1450 are all accessible off either Bergsig Street (1452), Adam Street (1450) or an unnamed street (1452, 1449 and 1734). The three access possibilities will remain after consolidating the four erven, and therefore the consolidated erf and proposed development will sufficiently be accessible off those streets.
3. The proposed development affects this Branch along Trunk Road 28 section 1 (R43). The two signalised intersections, east and west of the proposed development, on Trunk Road 28 section 1 lead traffic to and from the three possible accesses via the existing municipal street network. This Branch is not opposed to the proposed development, but supports the District Roads Engineer, Paarl's statement that sufficient access to the proposed development off Trunk Road 28 section 1 is possible via the two existing signalised intersections, and therefore this Branch objects to the application.

Kamer 3-35, Dorpstraat 9, KAAPSTAD 8001
 Posbus 2603, KAAPSTAD 8000

Room 3-35, 9 Dorp Street, CAPE TOWN 8001
 PO Box 2603, CAPE TOWN 8000

(021) 483 4669; (021) 483-2166
 E-pos/E-mail: gswanepo@pgwc.gov.za

8/8

4. This Branch will reconsider the application, provided that a complete Land Use Planning application including a revised Traffic Impact Study and revised drawings, not proposing any direct access off Trunk Road 28 section 1, are submitted.

Yours faithfully



EXECUTIVE MANAGER: ROAD AND TRANSPORT MANAGEMENT

Date: 2-Sep-2009

121 Annexure K 1/3

TP. A. Theart
(H. Boshoff)



CONSERVATION INTELLIGENCE

postal 16 17th Avenue, Voëlkop, Hermanus, 7200
physical 16 17th Avenue, Voëlkop, Hermanus, 7200
website www.capenature.co.za
enquiries Rheit Smart
telephone 087 087 868 8017
email rsmart@capenature.co.za
reference LS14/2/6/1/7/2/243_rez&subdiv_Mount Pleasant
date 2 March 2021

Overstrand Municipality: Hermanus Administration
P.O. Box 20
Hermanus
7200

Attention: H. Boshoff
By email: loretta@overstrand.gov.za

Dear Mr/Ms Boshoff

FILE NO: AN SF 243
Hermanus
SCAN NO:
Area 8
COLLABORATOR NO:
1513627

Application for Rezoning and Subdivision for an Infill Residential Development (Area 8) on a Portion of the Remainder of Erf 243, Heide Street, Mount Pleasant, Hermanus (Overstrand Municipality ref: Rem 243 HMP (Area 8))

CapeNature would like to thank you for the opportunity to comment on the application and would like to make the following comments. Please note that our comments only pertain to the biodiversity related impacts and not to the overall desirability of the application.

The application is for an infill residential development forming 1 of 11 proposed infill development areas. According to the Western Cape Biodiversity Spatial Plan, the site is classified as Ecological Support Area (ESA) 1 across most of its extent, with small patches of Critical Biodiversity Area (CBA) 1 and Other Natural Area in the north east and north west respectively. The natural vegetation which is (or was) present on the site is Hangklip Sand Fynbos, which is listed as Endangered in the gazetted 2011 NEM:BA Notice and has been assessed as Critically Endangered in the 2018 draft assessment. No freshwater features have been mapped for the site.

Due to the threat status of the vegetation present on site, the threshold for NEMA authorisation for clearing of natural vegetation is 300 m² as indicated in Listing Notice 3, Activity 12. Annexure 8 of the planning application consists of correspondence from DEA&DP indicating that no NEMA listed activities are relevant to this proposal, as all indigenous vegetation present on site will be avoided.

CapeNature requested and obtained the botanical assessment which was used to inform DEA&DP's determination. The description of the site in the botanical assessment indicates that the site is highly degraded to transformed and is mainly occupied by alien invasive tree species. There are isolated individuals of indigenous species present, but the only section where indigenous species are present in sufficient numbers to be considered as indigenous vegetation is in a patch more or less corresponding with the CBA. The proposed development layout has excluded the area between the reservoirs and the patch of semi-natural vegetation

The Western Cape Nature Conservation Board trading as CapeNature
Board Members: Associate Prof Denver Hendricks (Chairperson), Prof Gavin Maneveldt (Vice Chairperson), Ms Marguerite Loubser, Mr Mervyn Burton, Dr Colin Johnson, Prof Aubrey Reddinghuis, Mr Paul Slack

TP - 3 MAR 2021

as open space, with linking open space areas to the south of the development. Technically, the definition of indigenous vegetation according to NEMA states that this is regardless of the level of alien infestation, however it must be recognised that these areas have been infested to the exclusion of indigenous vegetation and cannot be considered as natural vegetation. DEA&DP is the competent authority for the determination of NEMA triggers, although CapeNature is occasionally consulted in this regard.

Apart from authorisation in terms of NEMA, the planning application must be assessed in terms of impacts on biodiversity. The botanical assessment provides more detailed information than would be normally available for a planning application. In general, CapeNature is in agreement with the recommendations of the botanical assessment, which are that the vegetation present on site is not of conservation value and that conservation of the small remnant would not be feasible in the long term.

Any development contemplated within ESAs must still allow for ecological function whereby ecological processes can take place. The open space areas which have been provided for in the development layout will however allow for the persistence the limited natural vegetation present and a degree of ecological connectivity. The application needs to be considered within the context of the high demand for housing within the Hermanus area and the lack of suitable alternative locations due to the significant biophysical constraints of undeveloped land within the area. The location adjacent to Fernkloof Nature Reserve does also need to be taken into consideration and increases the importance of the site as a buffer and for ecological connectivity.

The proposed mitigation measure in the botanical assessment is avoidance of the patch of semi natural vegetation and erection of a fence along the northern boundary. Although public access to Fernkloof Nature Reserve is not prohibited and there is open access, high levels of uncontrolled access can have negative impacts. High intensity use of open spaces should rather take place within the open spaces included within the development area. These open spaces would not sustain habitat of high conservation value but can still maintain ecological functionality. If fencing is erected, it must allow for movement of small fauna adjacent to open space areas.

The Overstrand Municipality will also need to increase surveillance within and adjacent to Fernkloof Nature Reserve to prevent activities which could have negative impacts on biodiversity such as poaching of fauna and flora and increased fire frequency. The current infestation of alien invasive plants on the site is a source of invasion of alien plants within Fernkloof Nature Reserve. It must therefore be ensured that all alien invasive plant species are cleared from the site and that there is regular follow-up clearing within the open space areas of the proposed development.

In conclusion, the proposed development can only be considered acceptable if there are specific conditions of approval included to minimize the risk and impact on Fernkloof Nature Reserve, should the development be approved e.g. alien clearing. The municipality must ensure that adequate resources are provided to implement the aforementioned measures.

CapeNature reserves the right to revise initial comments and request further information based on any additional information that may be received.

Yours sincerely



Rhett Smart
For: Manager (Landscape Conservation Intelligence)



BREED-GOURITZ

51 Baring Street Worcester: 6850, Private Bag X3055 Worcester 6850

Enquiries: Raheeq Le Roux

Tel: 023 346 8000

Fax: 023 347 2012

E-mail: rlroux@bgcma.co.za

Reference No: 4/10/1/G50F/ERF 243 (REM) MOUNT PLEASANT, HERMANUS
Date: 16th November 2020

The Municipal Manager
Overstrand Municipality
P.O. Box 20
Hermanus
7200
loretta@overstrand.gov.za

FILE NO:	Rem 243
	Hermanus
SCAN NO:	17
COLLABORATOR NO:	1478511

Attention: H Boshoff

**COMMENT ON THE APPLICATION FOR PROPOSED REZONING AND SUBDIVISION:
REMAINDER OF ERF 243, HEIDE STREET, MOUNT PLEASANT, HERMANUS.**

With reference to the above application received on 06/10/2020.

This office in principle has no objection to the application subject to the adherence of the following conditions:

1. All relevant sections and regulations of the National Water Act, 1998 (Act 36 of 1998) regarding water use must be adhered to.
2. No use of surface water and/or storage of water is permitted, unless the applicant has formally obtained a license in terms of Section 41 of the National Water Act (Act 36 of 1998) and/or formal authorisation in terms of General Authorisations issued under Section 39 (Government Notice 538 of 2016), and/or if it is authorised under Schedule 1 of the National Water Act, 1998 (Act 36 of 1998) and/or if it is an Existing Lawful Water Use in terms of the National Water Act, 1998 (Act 36 of 1998).
3. The registration of all water uses as defined in Section 21 of the National Water Act 36 of 1998 that need to be registered. The relevant registration forms may be accessed on the www.breedegouritzcma.co.za website or alternatively this office may be approached for assistance.
4. Where the applicant has an existing lawful registered water use, used for agricultural purposes thus far, application should be made to the Water Users Association to amend such use proportionally per annual volume for domestic, commercial, industrial and/or agricultural, if this is applicable.
5. No pollution of surface water or ground water resources may occur due to any activity.

Annexure L 1/3



TP. N. Theod
(H. Boshoff)
cc/ H. Boshoff

TP 16 NOV 2020

6. No stormwater runoff from any premises containing waste, or water containing waste emanating from industrial activities and premises may be discharged into a water resource. Polluted storm water must be contained.
7. All relevant sections and regulations of the National Environmental Management: Waste Act 2008 (Act 59 of 2008) regarding the disposal of solid waste must be adhered to. Solid waste may only be disposed of onto an authorized solid waste facility in terms of abovementioned legislation.
8. No permanent structures may be constructed within the 100 year flood line or within 100 meters of any watercourse (seasonal or permanent river, stream etc.), whichever is furthest without firstly obtaining authorization in terms of Section 21 (c) and (i) of the National Water Act, 1998 (Act 36 of 1998).
9. The water provided for domestic use must comply with the SANS 241: 2015 guidelines for drinking water (edition 1). Regular monitoring must be done to ensure compliance. If the quality of the water is of such a nature that it is a threat to human health, then this office and the Provincial Department of Health must be informed of the procedures to rectify the problem.

Disposal of sewage

10. The disposal of sewage must at all times comply with the requirements of Sections 22 and 40 of the National Water Act 36, Act 36 of 1998.
11. The construction site for a conventional sewerage disposal system (french drain system) and/or conservancy tank must be placed above the 100 year flood line, or alternatively, more than 100 metres from the edge of a water resource, whichever is further.
12. Conventional sewerage disposal systems can only be considered where the residential structures are more than a 75m radius apart and are limited only to single residential units, if and where the geology supports such system and must be supported by District Municipal Health.

(Conference facilities, lodges, schools, restaurants, tasting facilities and hotels will require alternative methods of sewage treatment for disposal and/or treatment.)
13. The construction of a conservancy tank must be of such a nature that no water will enter the system or leave it by means of seepage. Special care must be taken with the placing of the damp proof coarse during the construction phase. The tank needs to be inspected on a regular basis for seepage as a precautionary approach against any sewage leaving the system and causing pollution.
14. When a conservancy tank is used for the disposal of sewage, this office must be furnished with a signed copy of the contract between the contractor or the *Overstrand Municipality* which is appointed to pump the conservancy tank and the applicant. A contingency plan must be developed and furnished to this office.
15. The volume of sewage needs to be metered on a monthly basis and a removal programme needs to be scheduled to ensure that the conservancy tank is pumped well within time before overflowing. Alternatively, floating devices should be installed within the tanks that initiate an alarm at 75% full capacity to arrange for collection and disposal

Please be advised that all relevant sections and regulations of the National Water Act, 1998 (Act 36 of 1998) regarding water use must be adhered to. The use of water without the required authorization in terms of the National Water Act, 1998 (Act 36 of 1998) may be regarded as unlawful and a criminal offence.

Please do not hesitate to contact this office if you have any further queries.

Please ensure to quote the above reference in doing so.

Yours Faithfully



MR. JAN VAN STADEN

CHIEF EXECUTIVE OFFICER (ACTING)

Our Ref: HM/OVERBERG/ OVERSTRAND/ HERMANUS/ RE ERF 243
 Case No.: N/A
 Enquiries: Waseefa Dhansay
 E-mail: waseefa_dhansay@westerncape.gov.za
 Date: 8 October 2020



S MULLER
DIRECTOR INFRASTRUCTURE AND PLANNING
POBOX 20
HERMANUS
7200



TR A/Ineal
 (H. Olivier)

RE ERF 243, HEIDIE STREET, MOUNT PLEASANT, HERMANUS: REZONING AND SUBDIVISION – MOUNT PLEASANT INTERGRATED HOUSING PROJECT (AREA 8).

The letter dated 10 September 2020 (Ref 243 HMP) refers.

The project is related to an earlier approval as endorsed by Heritage Western Cape (19031205AS0506E).

You are hereby notified that, since there is no reason to believe that the proposal, will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay.

This letter does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.

Should you have any further queries, please contact the official above.

Waseefa Dhansay
 Assistant Director, Professional Services
 Heritage Western Cape

FILE NO:	Rem of 243
	Hermanus ✓
SCAN NO:	Heritage
COLLABORATOR NO:	1467316

12 OCT 2020

www.westerncape.gov.za/cas

Our Ref: HM/OVERSTRAND/HERMANUS/ERVEN 6464, 6446, 6442, 6974, 11892, 7701, 6468, 6490, PTN OF REM OF ERF 243
Case No.: 19031205AS0506E
Enquiries: Andrew September
E-mail: andrew.september@westerncape.gov.za
Tel: 021 483 9543
Date: 17 May 2019

Kim Pontac
 PO Box 12410
 Die Boord
 7613



RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: FINAL
 In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

NOTIFICATION OF INTENT TO DEVELOP: PROPOSED MOUNT PLEASANT RESIDENTIAL DEVELOPMENT ON SITE 1: ERF 6464, SITE 2: ERF 6465, SITE 3: ERF 6462, SITE 4: ERF 6974, SITE 5: ERF 11892, SITE 6: ERF 7701, SITE 7: ERVEN 6468 – 6490, SITE 8: PORTION OF RE/243 (RESTRICTING ZONE), SITE 9: PORTION OF RE/243 (NEXT TO SPORTS FIELD), SITE 10: ERVEN 11844 – 11865, SITE 11: PORTION OF RE/243 (IN HOSPITAL RD); AND PORTION OF ERF 7991 (UNREGISTERED SUBDIVISION OF ERF 7642), HERMANUS, OVERSTRAND, SUBMITTED IN TERMS OF SECTION 38(8) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

CASE NUMBER: 19031205AS0506E

The matter above has reference.

Heritage Western Cape is in receipt of your application for the above matter received on 07 May 2019. This matter was discussed at the Heritage Officers meeting held on 13 May 2019.

You are hereby notified that, since there is no reason to believe that the proposed development will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately and Heritage Western Cape must be notified without delay.

This decision is subject to an appeal period of 14 working days. The appeal period shall be taken from the date above. It should be noted that for an appeal to be deemed valid it must refer to the decision, it must be submitted by the due date and it must set out the grounds of the appeal. Appeals must be addressed to the official named above and it is the responsibility of the appellant to confirm that the appeal has been received within the appeal period.

This letter does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.

Yours faithfully



 Dr Mxolisi Dlamuka
 Chief Executive Officer, Heritage Western Cape

www.westerncape.gov.za/cas

Street Address: Protea Assurance Building, 2nd Floor, Board Street, Green Town, B000 • Postal Address: Private Bag 90003, Cape Town, 8009
 • Tel: +27 (0)21 483 9543 • E-mail: ceher@westerncape.gov.za
 Straatadres: Protea Assurancegebou, 2de verdieping, Raadsstraat, B000 • Posadres: Private Bag 90003, Kaapstad, 8009
 • Tel: +27 (0)21 483 9543 • E-pos: ceher@westerncape.gov.za

Caring
Innovative
Focussed

Neil

LYNERS

and Associates (RF) (Pty) Ltd



Consulting Engineers & Project Managers

Our reference : 18198/COR/CK/ck/20

Your reference :

22 July 2020

The Municipal Manager
Overstrand Municipality
P O Box 20
HERMANUS
7200

Attention: Mr Dennis Hendriks

Postal Address : P O Box 4901 TYGERVALLEY 7536

Street Address : Office 2, Ground Floor, Riverside Place
South Gate Entrance, Carl Cronjé Drive
Tyger Valley Waterfront BELLVILLE 7530

Tel: +27 (0) 21 914 0300 | **Fax:** +27 (0) 21 914 0437

E-mail: bellville@lynerns.co.za | **Website:** www.lynerns.co.za

Sir

C18198: MOUNT PLEASANT SERVICED SITES – CIVIL AND ELECTRICAL ENGINEERING SERVICES FOR AREA 8

Neil Lyners and Associates (RF) (Pty) Ltd were appointed by Overstrand Municipality for civil and electrical engineering input on the proposed development of various infill erven in Mount Pleasant and Westdene. As part of this appointment, a report is required to address the availability of existing civil and electrical engineering services as well as requirements for new services to accommodate the proposed developments.

It must be noted that a separate report, dated 30 July 2019, was previously completed for all eleven (11) areas. The information for Area 8 was extracted from that report and will be discussed further in this report.

1. DESIGN APPROACH

The purpose of this report is to determine the impact the development proposal will have on existing civil and electrical infrastructure as well as to determine the required services for the new development on Area 8. This is located on the Remainder of Erf 243 and will be developed to serve serviced erven. Please refer to Annexure A for a layout of the site.

2. EXISTING SERVICES INFORMATION

The required existing services information was obtained from the following sources:

- GIS information;
- Bulk Services availability letter from Overstrand Municipality;
- Stormwater Management Plan for retail centre in the same area (Whale Coast mall);
- Survey information;
- Layout proposals prepared by NuPlan Africa;
- Geotechnical Report.

3. SITE TOPOGRAPHY AND GEOLOGY

The topography of Area 8 can be described as steep to very steep with natural gradients of between 12% to 20%. The site is covered with grass and a number of large trees. There is also a number of existing municipal structures which will have to be demolished to make way for the proposed development.

A Phase 1 Geotechnical Investigation was previously completed by Core Geotechnical Consultants. This report indicated, in general, that the area is underlain by unconsolidated sandy and gravel deposits of transported origin. This layer is then underlain by a layer of weathered sandstone. A perched water table can be expected between 1m and 3m.

4. SEWER INFRASTRUCTURE

4.1. Existing sewer infrastructure

The Bulk Services Availability letter (dated 25 April 2019) from Overstrand Municipality, confirmed that the existing Hermanus Wastewater Treatment Works (WWTW) have available capacity to accommodate runoff from the proposed development.

As per GLS Consulting Engineers sewer master plan (2016), existing sewer connections are available in Jasmyrn, Katjeepering and Heide Streets, respectively, south and southeast of the area. It is also noted that no existing sewer infrastructure, downstream of the proposed development, will need to be upgraded.

4.2. New sewer infrastructure

The sewer network for the proposed development will be designed in accordance with the Overstrand Municipality Draft Minimum Standards as well as the Guideline for Human Settlement Planning and Design (Red Book). The vertical design must allow for the minimum and maximum velocity of flow, namely 0,9m/s and 3,5m/s. This will influence the spacing and depth of manholes on steeper sections as normal spacing is between 80m and 90m. All new erven will have erf connections from the main pipe up to 1m inside the erven.

The new sewer pipe network, with minimum pipe diameter of 160mm, will be installed within the proposed roads, ensuring adequate depth to ensure all erven can connect.

The following sewer demands was calculated:

AREA	NUMBER OF UNITS	CALCULATED DEMAND (L/s)
Area 8	94	1.69

5. POTABLE WATER INFRASTRUCTURE

5.1. Existing potable water infrastructure

In the Bulk Services Availability letter (dated 25 April 2019) from Overstrand Municipality, it was confirmed that water resources and infrastructure were in place to supply potable water to this development. As per GLS Consulting Engineers Water Master Plan (2016), it was confirmed that a connection will be made available from the Hemel en Aarde reservoir supply zone.

The existing reservoirs located on the northern boundary of the site, together with the existing 200mm and 225mm diameter pipes connecting the reservoirs to the lower lying zones, were incorporated into the proposed development footprint and will accordingly stay in place. A number of other existing water pipes will have to be relocated to the proposed road reserves. These include the following:

- The existing reuse water (Diameter unknown) and the 200mm diameter Whale Coast Mall fire water supply on the western border of the proposed development.
- One (1) 160mm diameter watermain, which crosses the site from the northern corner to the south eastern corner of the proposed site.

5.2. New potable water infrastructure

As mentioned, Area 8 will have a potable water connection from the existing Hemel en Aarde reservoir which is located further northwest of the proposed development. No upgrading to existing infrastructure is required.

The new underground pipe network will have a minimum pipe diameter of 110mm, allowing for adequate domestic and fire demand water pressure. Allowance will be made for the required isolation, scour and air valves while the new pipe network will connect onto the existing pipe network in Katjeepering, Aalwyn and Heide Streets.

The following water demand was calculated:

AREA	NUMBER OF UNITS	CALCULATED DEMAND (L/s)
Area 8	94	7.01

6. STORMWATER INFRASTRUCTURE

6.1. Existing stormwater infrastructure

The Bulk Services Availability letter (dated 25 April 2019) from Overstrand Municipality confirmed that the existing stormwater network have enough capacity to accommodate stormwater runoff from the proposed development. It also confirms that no stormwater detention will be required.

The existing stormwater infrastructure on site, consisting of a 375mm and 450mm pipe which allows for runoff and drainage from the existing reservoirs, will have to be incorporated into the stormwater network for the proposed development.

6.2. New stormwater infrastructure

The internal stormwater networks will be designed to safely accommodate and convey the 1:2 to 1:5 year storm events towards existing stormwater networks, while allowance must be made for larger storm events to safely discharge stormwater above ground within the roads.

The placing of inlet structures and the design of the inlet structures will have to allow for the steeper gradients in this area.

7. ELECTRICITY INFRASTRUCTURE

7.1. External Electrical Services

7.1.1 Supply area

The area to be developed falls within the electricity supply area of the Overstrand Municipality, and bulk and link services will therefore be provided from the nearest municipal network with adequate capacity.

Overstrand Municipality: Electrical Department has previously indicated the network requirements and proposed connection point for this new infill pocket development / additional load.

All designs, material and equipment to be used as well as installation practices will therefore be based on Overstrand Municipality's guidelines for new electricity and public lighting networks.

The completed networks will be handed over to Overstrand Municipality once completed, who will then be responsible for the operation and maintenance thereof.

7.1.2 Maximum demand

Based on the Town Planner Nuplan Africa's latest draft proposal layout drawing Mount Pleasant – Area 8 (0.6), dated 25 May 2020 revision 4, the total number of subdivided serviced sites opportunities for Area 8 is 94 erven.

The after diversity maximum demand (ADMD) design load parameter of 2.5kVA per connection is used for the proposed township area subsidy low cost housing customer load classification, the total additional load is calculated at 235 kVA.

7.1.3 Supply point

Area 8 require a new minisub with new 11kV cable for cutting-in and extending in-between the closest existing 11kV circuit and the proposed position of the new minisub.

Overstrand Municipality Electrical Department confirmed that there is adequate capacity available on the existing municipal 11kV network to connect the electrical load of the new Area 8 development.

The minisub position is proposed within the existing reservoir site, as shown on the minisub site drawing enclosed with Annexure B. The topographical gradient of the existing ground level at the proposed minisub position on the boundary within the reservoir site, is very steep and requires earthworks and a retaining wall for a leveled 6m x 4m platform area for the minisub.

7.1.4 Scope of work

In order to supply Areas 8 with adequate and reliable electricity supply, the following preliminary scope of work is proposed:

- i) Install new 11kV cable and new 500 kVA rated miniature substation
- ii) Prepare 6m x 4m platform for minisub position within existing reservoir site
- ii) New low voltage distribution cables and kiosks
- iii) New low voltage supply house connection cables to each erf
- iv) New municipal streetlight network

7.2. Electrical Services

7.2.1 Low voltage networks

All medium voltage/11kV (95mm²) and low voltage distribution networks will consist of copper cables. All networks will be designed, and the installation thereof supervised by a registered Professional Electrical Engineer.

House connection cables shall be 16mm² 2-core copper type and individually fed from the distribution kiosks. Metering shall be as per the newest Overstrand Municipal guidelines for electricity services and shall be based on individual split pre-payment consumer meters.

Streetlighting for the public roads shall be fed either from the existing adjacent streetlight circuits or directly from the new minisub.

7.3. Bulk Electricity Infrastructure Contribution

Development Contributions (DC's) are not payable for the development.

8. ROAD INFRASTRUCTURE

8.1. Existing road infrastructure

Due to the size of the developments, it is not foreseen that any upgrading to the existing roads infrastructure will be required. It will however be important to confirm this with the municipality during the following more detail stages of the project.

8.2. New road infrastructure

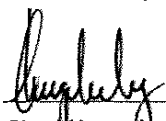
New internal roads, with kerbs, will be designed in accordance with Overstrand Municipality Draft Minimum Standards as well as the Guideline for Human Settlement Planning and Design (Red Book) and will tie onto the existing roads of the developed area east and south of Area 8. The design will also have to address the steep natural gradient of this area together with safe access to the erven.

9. CONCLUSION

From the above report and services availability letter from Overstrand Municipality, it can be concluded that existing services capacities area available for the proposed development on Area 8. It will however be required to relocate existing services to allow for the development of the area.

We trust you will find the above in order. Please feel free to contact us should you require additional information.

Yours faithfully



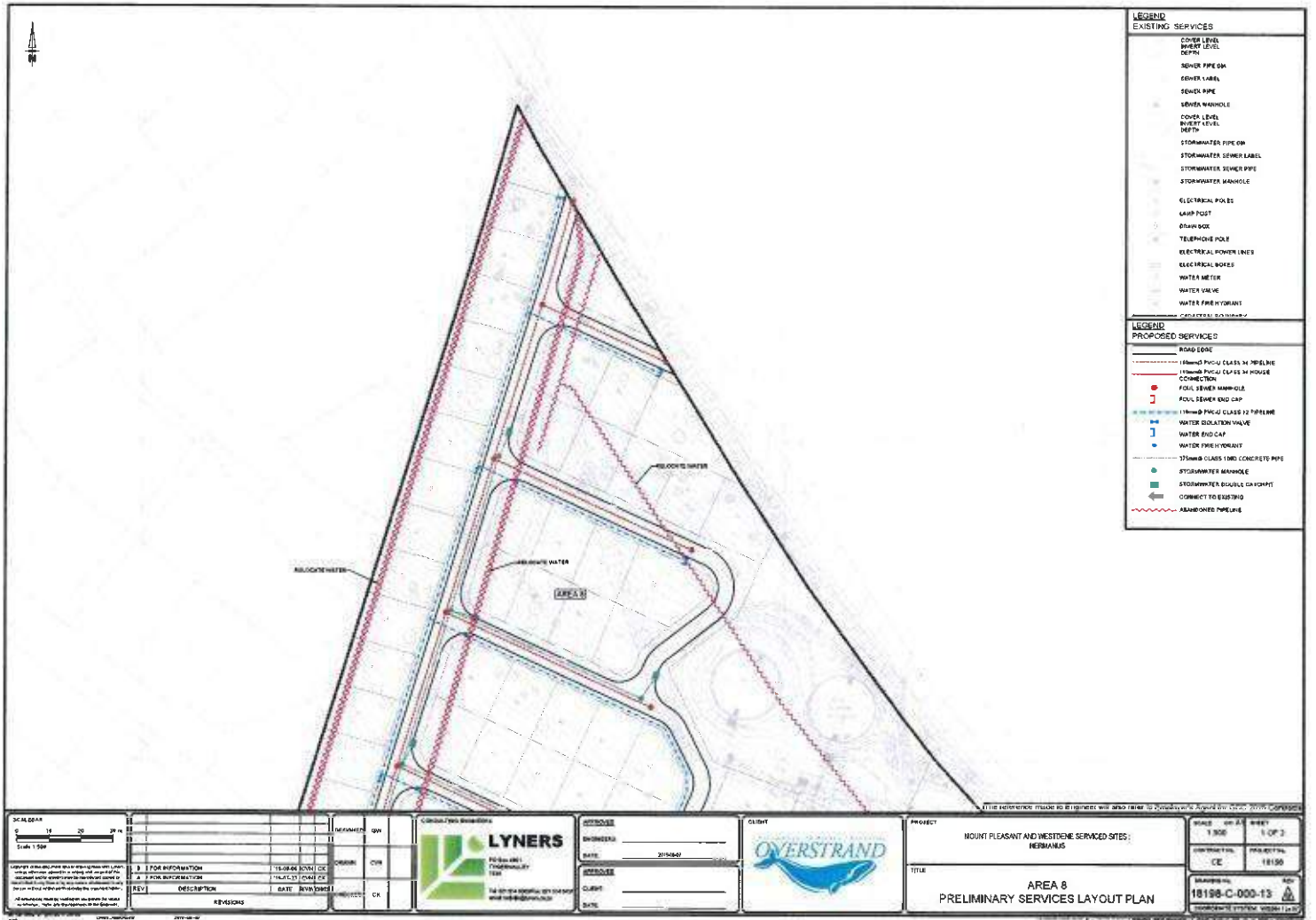
Charl Koegelenberg Pr Tech Eng
for LYNERS

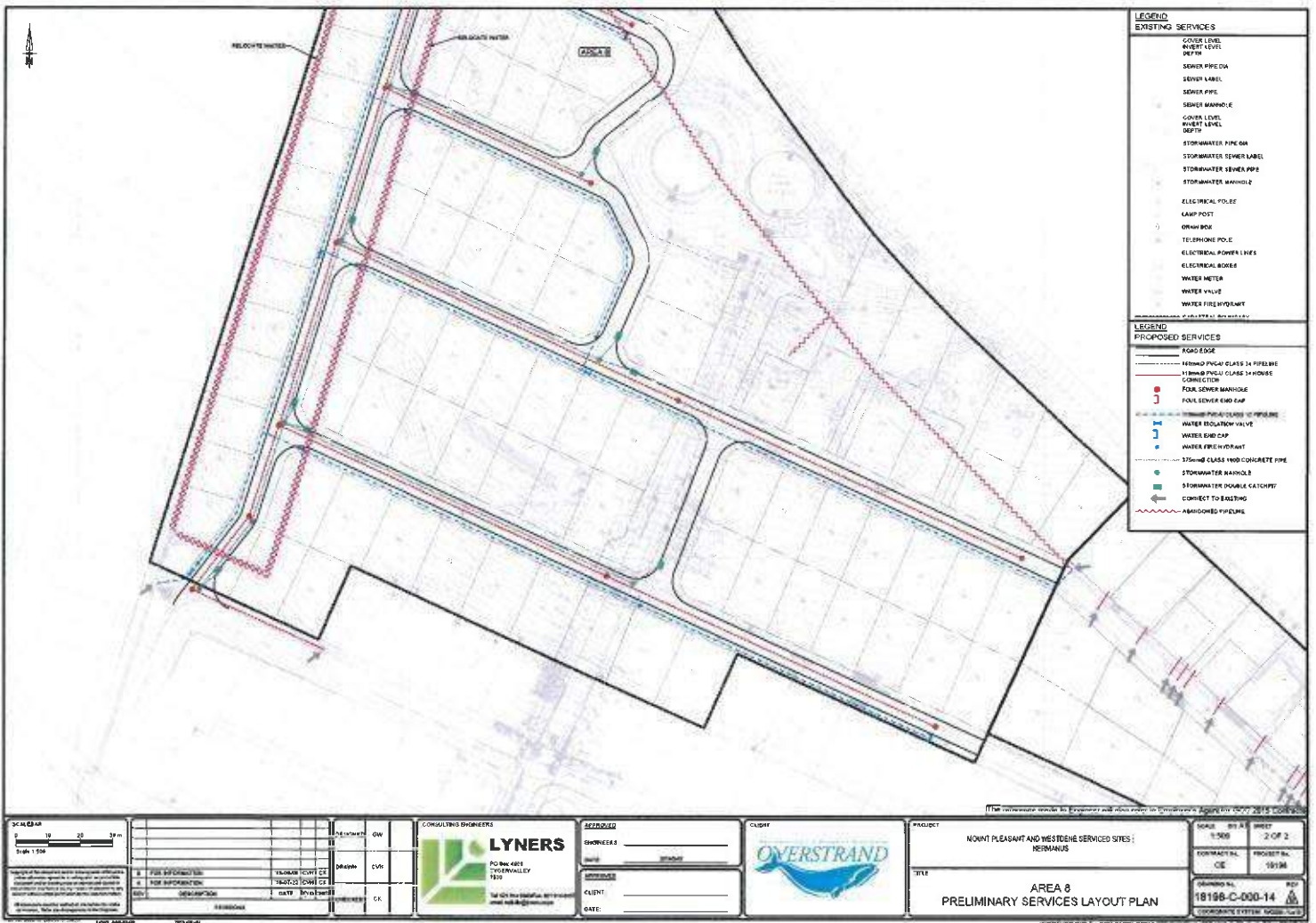
ANNEXURES

Annexure A: Preliminary Services Layouts

Annexure B: Electrical Minisub Location

ANNEXURE A





Scale 1" = 50'

0	10	20	30
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DATE	BY	CHK	APP

DATE	BY	CHK	APP

CONSULTING ENGINEERS

LYNERS

PO Box 402
TYGERSVALLEY
TN 37083

ENGINEER	
DATE	

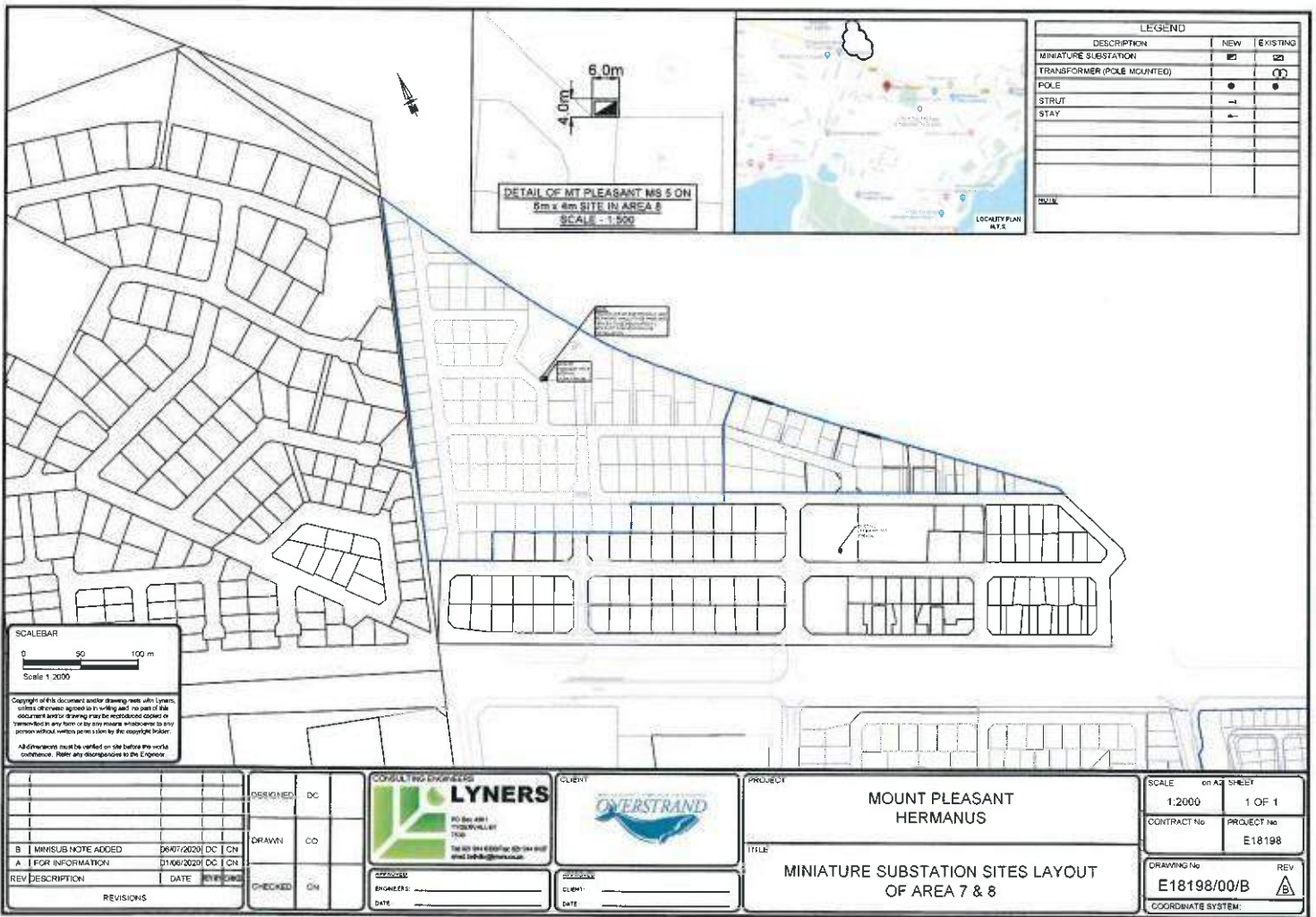
CLIENT

OVERSTRAND

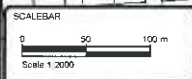
PROJECT	
TITLE	

SCALE	BY	DATE
1"=50'	AS	9/11/14
CONTRACT NO.	PROJECT NO.	
CE	18198	
COUNTY NO.	PROJECT NO.	
18198-C-000-14		

ANNEXURE B



LEGEND		
DESCRIPTION	NEW	EXISTING
MINIATURE SUBSTATION		
TRANSFORMER (POLE MOUNTED)		
POLE		
STRUT		
STAY		
SCALE		



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REV	DESCRIPTION	DATE	BY	CHK
B	MINISUB NOTE ADDED	06/07/2020	DC	CN
A	FOR INFORMATION	01/06/2020	CC	CK

DESIGNED	DC
DRAWN	CC
CHECKED	CN

LYNERS
CONSULTING ENGINEERS
PO Box 4441
HOBARTVILLE
TOWN
Tel: 03 636 42222 Fax: 03 636 42223
Email: info@lyners.co.za

OVERSTRAND
CLIENT

PROJECT: **MOUNT PLEASANT HERMANUS**
TITLE: **MINIATURE SUBSTATION SITES LAYOUT OF AREA 7 & 8**

SCALE	on A3 SHEET
1:2000	1 OF 1
CONTRACT No	PROJECT No
	E18198
DRAWING No	REV
E18198/00/B	
COORDINATE SYSTEM:	



Contact Person: Liezl du Plooy (Tel: 082 338 6466)
Our Ref: D337
Date: 3 August 2020

Overstrand Municipality
 Project Management and Development Control
 P.O. Box 20
 Hermanus
 7200

For attention: Mr. Dennis Hendriks

Sir

TRANSPORT IMPACT ASSESSMENT FOR THE PROPOSED INTEGRATED RESIDENTIAL DEVELOPMENT PROGRAMME (IRDP) DEVELOPMENT IN MOUNT PLEASANT, HERMANUS

1. BACKGROUND

Deca Consulting Engineers were appointed by Lyners Consulting Engineers to investigate the transport impact of the proposed IRDP development on a number of dispersed Erven in Mount Pleasant, Hermanus. The sites proposed for development are situated west of the Hermanus CBD and east of Sandbaai in Mount Pleasant, a suburb of Hermanus, both north and south of the R43. The location of the sites is shown in the attached **Figure 1**. Details of each site are given in **Table 1**.

2. DEVELOPMENT PROPOSAL

The proposed development will consist of 314 IRDP units divided among the 10 development sites, one business erf on Site 9 (1500 m²) and three public open spaces on Sites 6, 7 and 8. The detail of each site is shown in **Table 1**. The total area of the 10 sites is approximately 11 ha. Please refer the attached **Mount Pleasant Proposal** plans (**Areas 1 to 11**) by NuPlan Africa.

Table 1: Details regarding the IRDP units of each developable site

Site	Erf Number	Area (m ²)	Unit Size	No. of Units
1	6464	1 755	60 – 50 m ²	8
2	6465	3 806	60 – 50 m ²	20
3	6462	2 433	60 – 50 m ²	16
4	6974	3 116	60 – 50 m ²	14
5	11892	1 914	60 – 50 m ²	10
6	7701	2 925	60 – 50 m ²	15
7&8	6468-6490 & Portion of Erf 243	68 683	120 – 150 m ²	126
9	Portion of Erf 243	18 977	60 – 50 m ²	86
11	Portion of Erf 243	8 060	60 – 50 m ²	19
Total		111 668		314

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3. EXISTING ROADS AND PROPOSED ACCESS

The classification of roads in the Overstrand is based on the recommendations of the 2015 Overstrand Transport Plan by iCE Group / EFG, which made use of the 2010 South African Classification and Access Management Manual (RCAM) classification system.

The high order road network in the vicinity of the proposed housing sites include the R43 (Class 2 - Major Arterial), Bergsig Street, Schulphoek Road and Swartdam Road (all Class 4a - Collector Roads). Other roads that will be affected by traffic from the proposed housing sites are Malva Street and Rotary Way, both of which can be classified as Residential Collector Streets (Class 4b). Aalwyn Street, Angelier Street and Daffodil Street can be classified as Local Residential Streets (Class 5).

All of the proposed housing sites will gain access off Class 4b or Class 5 roads. **Table 2** indicates the required access spacing between intersections with an intermediate road side environment according to the 2016 Western Cape Provincial Access Management Guidelines (AMG).

Table 2: Access spacing requirement between intersections with an intermediate road side environment

Intersection Type	Distance Between intersections (m)			
	Class 2 (RCAM and AMG)	Class 4a (RCAM) Class 3 (AMG)	Class 4b (RCAM) Class 4 (AMG)	Class 5 (RCAM and AMG)
SFI - SFI	780	580	420	300
SFI - UFI	270	225	180	140
UFI - UFI	270	225	180	140
UFI - HVD	Not permitted	Not permitted	115	90
HVD - HVD	Not permitted	Not permitted	60	40

The following access positions are proposed for the respective housing sites:

- Site 1 erven will obtain access off Angelier Street approximately 40 meters from the Angelier Street / Petunia Street intersection.
- Erven on Sites 2 and 3 will obtain access from the roads bordering the sites (Tulp Street, Gousblom Street, Madeliefie Street, Angelier Street and Dahlia Street) and also from new roads bisecting each site, linking Tulp Street and Madeliefie Street. The new roads will be located at least 40 metres from the nearest intersections.
- Site 4 will gain access off Angelier Street approximately 40 meters from the Angelier Street / Aalwyn Street intersection.
- Site 5 will gain access off Angelier Street directly opposite Protea Street.
- Site 6 will gain access off Dahlia Street approximately 67 meters from the Dahlia Street / Petunia Street intersection.
- Site 7 will gain access off Katjeepering Street and Kalkoentjie Street.
- Site 8 will gain access via the extension of the following existing streets: Katjeepering Street, Kalkoentjie Street, Lelie Street and Suikerkan Street.
- Site 9 will gain access off Malva Street opposite Suikerbossie Street, approximately 144 meters from the R43 / Malva Street intersection as well as off Angelier Street approximately 80 meters from the Malva Street / Angelier Street intersection.
- Site 11 will obtain access off Hospital Street, Buitekant Street, Loveday Street, Seeberg Street and Balfour Street.

To address a concern raised by Overstrand Municipality's planners, it is proposed that Buitekant Street should remain a dead-end street that ends in a turning head and does not intersect with Hospital Street (see drawing **D337A11_2/01**). This is to prevent "rat runs" by ambulances commuting to and from the Provincial Hospital. Another concern was that Hospital Street is currently a narrow street with a lot of pedestrian and wheelchair traffic and that the road may have to be widened in the future. Larger vehicles currently hop the mountable kerb to pass each other. Based on the current cadastral information, there is sufficient space between the Area 11 erven closest to Hospital Street and the street itself to allow for future road widening. It is suggested that the road reserve should be fixed now as part of the subdivision process of the erven. For the short term solution the bell-mouths at the entrances to the new erven must be constructed with mountable kerbs so that it is possible for a vehicle to go off the road in order to make space for oncoming traffic or wheelchairs.

Most of the new intersections comply with the relevant access spacing standards. It should be kept in mind that the development is being retrofitted onto an existing road and cadastral layout and the position of intersections and accesses are in many instances fixed.

4. EXISTING TRAFFIC AND SERVICE LEVELS

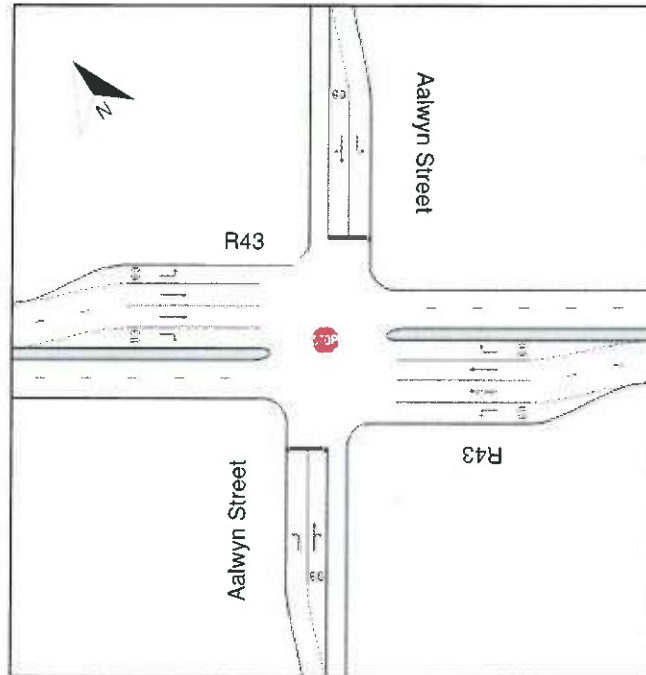
The intersections expected to be affected the most by the proposed housing sites are the Aalwyn Street / R43, Malva Street / Rotary Way / R43 and Swartdam Road / R43 intersections.

Three-hour traffic counts for the AM and PM peak hours were carried out at the above-mentioned intersections on Thursday 28 February 2019. The AM peak hour was observed between 07:00 and 08:00 and the PM peak hour between 16:00 and 17:00 for all the intersections.

The traffic volumes were used to analyse all the intersections with the SIDRA computer programme to obtain existing service levels. Service levels give an indication of the delays experienced at an intersection. A level of service A represents a short delay, while a level of service F represents unacceptably long delays. A level of service D is generally used as the lowest acceptable standard for overall intersection operation.

Aalwyn Street / R43 intersection: This is a 2-way stop controlled intersection with stop control on Aalwyn Street and free-flow on the R43. The analysis shows that all movements on the R43 operate at a level of service C or better during the AM and PM peak hours and all movements on Aalwyn Street operate at a level of service E or better during the AM and PM peak hours. If the road markings ought to be changed as shown in **Diagram 1** the levels of service on the left turn lanes will improve to a level of service A or B and only the right-and through lane will operate at a level of service F. This combination of service levels are more acceptable than with the current road markings. It is proposed that the municipality should consider changing the road markings as shown in **Diagram 1**.

Diagram 1: Proposed road marking layout for the Aalwyn Street / R43 intersection



Malva Street / Rotary Way / R43 intersection: This is a 2-way stop controlled intersection with stop control on Malva Street and Rotary Way and free-flow on the R43. The SIDRA analysis indicates that all movements on the R43 operate at a level of service C or better during the AM and PM peak hours. Some movements on Malva Street and Rotary Way operate at a level of service F during the AM and PM peak hours. It is proposed that the road markings at Malva Street also be changed to an exclusive left lane and a shared through and right lane. This will improve the level of service on the left lanes to a level of service B or better. The through and right lane will still operate at an unacceptable level of service F.

Although the through and right movements at the Aalwyn Street and Malva Street intersections with the R43 operate at unacceptable service levels, traffic signals cannot be implemented here as the spacing to the nearest signalised intersection at Schulphoek Road is less than the required minimum distance. Vehicles exiting the southern Mount Pleasant area do have the alternative of using Schulphoek Road or Swartdam Road to exit the area during peak hours when it is difficult to exit at Aalwyn Street or Malva Street.

Swartdam Road / R43 intersection: This is a stop-controlled T-junction with stop control on Swartdam Road and free-flow on the R43. The Sidra analysis shows that all movements operate at a level of service C or better during the AM and PM peak hours except for the right turn movement on the western approach, which operates at a level of service D during the PM peak hour. The Overstrand Transport Plan indicates that this intersection should be signalised when warranted in order to mitigate service levels and queue lengths. The SADC – RTSM Volume 3 document indicates that traffic signals are warranted at a junction or crossing if any of the following three warrants are met:

Warrant 1: The Average length of any individual queue equals or exceeds four (4) over any one hour of a normal day;

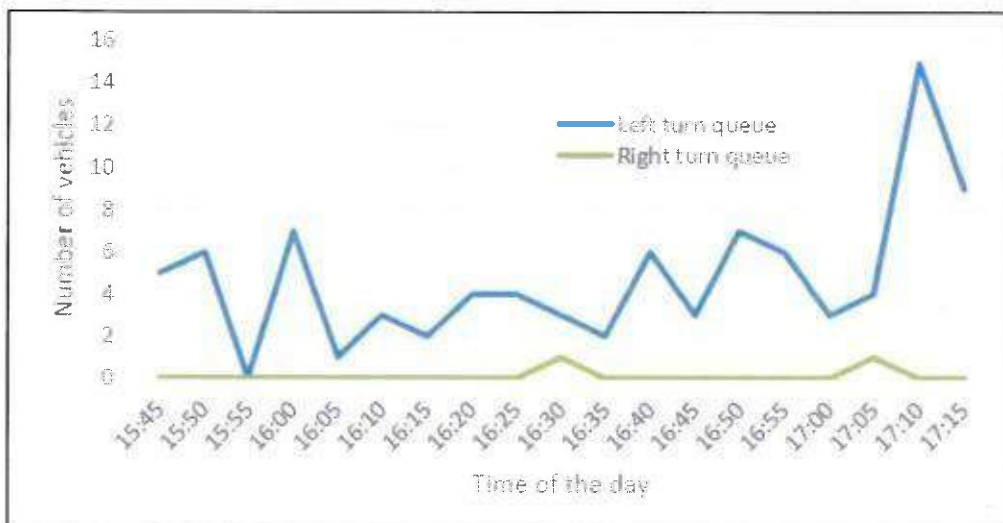
Warrant 2: The Sum of the average lengths of all queues equals or exceeds six (6) over any one hour of a normal day;

Warrant 3: The Sum of the average lengths of all queues equals or exceeds four (4) over any eight hours of a normal day (the hours do not have to be consecutive, but they may not overlap).

A queuing survey was conducted at the Swartdam Road / R43 intersection on Tuesday 30 April 2019 between 15:45 and 17:15, as the peak hour with the most cars on the Swartdam Road approach was observed between 16:00 and 17:00. The survey accounted for the left and right queues forming on Swartdam Road for a survey time of 90 minutes.

Diagram 2 shows the distribution of the total queue lengths throughout the 90 minutes. The longest average queue on an individual lane was observed between 16:20 and 17:20 and the average queue length was 5.7 vehicles for this time period. This means that **Warrant 1** is met and that traffic signals are warranted at the Swartdam Road / R43 intersection.

Diagram 2: Queue lengths on the Swartdam Road approach



Further motivation for traffic signals are the fact that the Swartdam approach is on a steep incline and that right turn traffic must cross a divided four-lane road to enter the east bound traffic stream. The current situation is that commuters cross the west bound traffic and wait in the median space before entering the east bound traffic, this causes safety issues. It is therefore proposed that the R43 / Swartdam Road intersection should be upgraded to a signalised T-junction.

Please see attached **Figure 2** for existing traffic volumes and levels of service.

5. PLANNED DEVELOPMENTS AND ROAD IMPROVEMENT PROJECTS

A number of large developments are planned and currently under construction in the bigger Hermanus area. This includes the completion of the Whale Coast Mall in Sandbaai (**TIS: Shopping Centre Erf 1449, 14450, 14452 & 1734, Sandbaai, ITS Engineers, February 2009**). Other approved developments are the De Zandt mixed-use development in Sandbaai (**Remainder Erf 2834 Sandbaai Commonage Transport Impact Assessment, Deca Consulting Engineers, June 2018**) and the Southern Cross Mall (**Proposed development on Erf 1447 Hermanus, Traffic impact assessment, Deca Consulting Engineers, March 2016**). It was also confirmed that a high-density residential development is planned in the near future on Erf 11180, Zwelihle in Hermanus.

The Department of Engineering Services for the Overstrand Municipality confirmed that the only road network improvement planned in the vicinity of the proposed housing sites is the westward extension of Church Street past the southern end of Zwelihle to link up with Schulphoek Road. This will be done as part of the Zwelihle high density residential development. There are no other future road upgrades planned in the vicinity of the proposed housing sites despite the large number of planned and approved developments in the area. The potential traffic impact of these developments are discussed in *Paragraph 6*.

6. BACKGROUND TRAFFIC

It is expected that the proposed infill housing development will be completed by 2024. The 2024 background traffic volumes were estimated for two scenarios:

- 1) Trips from the approved developments mentioned in paragraph 5 were added to the existing (2019) traffic volumes. Trip generation figures were obtained from the applicable TIA's and are summarised in **Table 3**.
- 2) Existing traffic volumes were increased by 4% per annum (the average growth between 2013 and 2019 based on traffic counts at the R43 / Swartdam Road and the R43 / Malva Street intersections). The trips generated by the approved developments were not added in this scenario.

After some investigation, it was decided that the most accurate estimate of the 2024 background traffic volumes would be obtained by combining the two scenarios mentioned above. Traffic volumes on the R43 was calculated by adding potential trips from the approved developments to the 2019 existing traffic volumes. Traffic volumes on the intersecting streets (Aalwyn Street, Malva Street and Swartdam Road) were calculated using the 4% per annum growth rate.

Table 3: Trips generated by the approved developments in the Hermanus area

Land use	AM			PM		
	TOTAL	IN	OUT	TOTAL	IN	OUT
Whale Coast Mall	38	25	13	265	133	133
Sandbaai Meent Grond	860	249	611	973	626	347
Southern Cross	140	91	49	1006	503	503
Schulphoek high density housing	275	96	179	275	179	96

Since the Whale Coast Mall is already operational, the trip generation figures as calculated by *ITS Engineers* in 2009 were adjusted to reflect the current situation. By comparing traffic counts at the intersections around the Whale Coast Mall, before (2013) and after (2019) construction, it

was observed that traffic volumes have increased, but not as drastically as anticipated. The marketing body of the Whale Coast Mall confirmed that 95% of the floor space is currently occupied and the Mall is operating at 80% of its anticipated full potential. This means that the Mall is 20% from reaching its full trip generation potential.

A possible explanation for the lower-than-anticipated trip generation, is that the Mall is attracting a larger percentage of non-motorised and public transport trips than originally assumed. The Mall is located relatively close to Zwelihle and Mount Pleasant (see **Figure 1**) and it can be assumed that these areas generate more non-motorised trips. To estimate the volume of motorised traffic that could still be added by the Mall, it was assumed that 30% of the total trips as calculated by *ITS Engineers* turned out to be non-motorised trips. The remaining 70% is motorised trips and of this number, 80% is already on the road, implying that only 20% of 70% can still be added to the affected intersections.

The Year 2024 background traffic volumes calculated based on the assumptions discussed above, as well as levels of service are shown in **Figure 3**.

The three affected intersections were analysed with SIDRA computer programme to determine the baseline traffic situation against which the impact of the development could be measured for the combined scenario. The results of the analysis are discussed below.

Aalwyn Street / R43 intersection: The analysis of this 2-way stop controlled intersection with Year 2024 background traffic volumes and improved road markings indicates that all movements will continue to operate at a level of service C or better during the morning and afternoon peak hours on the R43. The through and right movements on Aalwyn Street will operate at a level of service F during the AM and PM peak hours.

Malva Street / Rotary Way / R43 intersection: The analysis of this 2-way stop controlled intersection with Year 2024 background traffic volumes and the improved road markings indicates that all movements on the R43 will operate at a level of service D or better during the morning and afternoon peak hours. The through and right movements on the Malva Street and Rotary Way approaches will operate at a level of service F.

As mentioned in paragraph 4, alternative routes are available for trips from the area south of the R43. Rotary Way is, however, the only exit for the area north of the R43. The signalisation of the R43 / Swartdam Road intersection may have a platooning effect on traffic flow, allowing more gaps for right turn traffic from Rotary Way to enter the R43. Another possible solution for the future would be to make use of the level difference between the areas north and south of the R43 to provide an underpass linking the two residential areas. This will also provide a safer alternative for pedestrians travelling between the two areas.

Swartdam Road / R43 intersection: The intersection was analysed as a signalised T-junction. The analysis indicates that the intersection will operate at a level of service A during the AM peak hour and a level of service B during the PM peak hour.

7. TRIP GENERATION

The South African COTO TMH17 trip generation document was consulted to obtain the trip generation rates for the AM and PM peak hours. The document does not distinguish between high-, low- and medium income residential developments as was the case in the previous SA Trip Generation Rates document. The Mount Pleasant housing development is situated in a low-cost housing environment, where trip generation rates are far lower than the 1-trip-per-unit rate prescribed for single residential units in the TMH17. For this study, a trip generation rate of 0,5

trips per unit was used for all the erven with units between 60m² and 50m² in size. For the erven with units bigger than 60m², a trip generation rate of 0,85 trips per unit was assumed.

Table 4 indicates the Trip Generation Rate (TGR) with the in:out split for each land use type. The infill housing sites will have the potential to generate a total of 203 trips (51 in, 152 out) in the morning peak hour and 220 trips (154 in, 66 out) during the afternoon peak hour.

Generated trips were distributed onto the surrounding road network based on existing directional splits.

Table 4: Trip Generation Potential of the proposed infill housing sites

Land use	Unit	TGR	% In	% Out	Total	In	Out
AM							
Single residential (erf: 350-300m ²)	126	0.85	25%	75%	107	27	80
Single residential (erf: < 120m ²)	187	0.5	25%	75%	94	23	70
Business (100m ² GLA)	5.25	0.45	50%	50%	2	1	1
TOTAL					203	51	152
PM							
Single residential (erf: 350-300m ²)	126	1	70%	30%	126	88	38
Single residential (erf: < 120m ²)	187	0,5	70%	30%	94	65	28
Business (100m ² GLA)	5.25	0,1	33%	67%	1	0	0
TOTAL					220	154	66

8. TRAFFIC IMPACT

The trips generated by the proposed housing sites were added to the background traffic volumes to determine the expected total number of trips on the affected sections of the road network after completion of the development. The affected intersections were again analysed with the SIDRA computer programme to determine the expected service levels. The results are discussed below.

Aalwyn Street / R43 intersection: The analysis of this 2-way stop controlled intersection with Year 2024 total traffic volumes and improved road markings indicates that all movements will continue to operate at a level of service C or better during the morning and afternoon peak hours on the R43. The through and right movements on Aalwyn Street will operate at a level of service F during the AM and PM peak hours.

Malva Street / Rotary Way / R43 intersection: The analysis of this 2-way stop controlled intersection with Year 2024 total traffic volumes and improved road markings indicates that all movements on the R43 will continue to operate at a level of service D or better during the morning and afternoon peak hours. Some movements on the Malva Street and Rotary Way approaches will operate at a level of service F.

Swardam Road / R43 intersection: The analysis of this proposed signalised T-junction with Year 2024 total traffic volumes indicates that the intersection will operate at a level of service B during the AM and PM peak hours.

The proposed development will have a moderate impact on the surrounding road network. Please see attached **Figure 5** for expected total traffic volumes and levels of service of 2024.

9. PARKING

The minimum parking ratios for the proposed housing sites as indicated by the June 2013 Overstrand Municipality Zoning Scheme document are listed in **Table 5**. The parking requirement for the business erf was reduced to 4 bays per 100m² GLA because the business erf is situated in an area that generates a high percentage of non-motorised and public transport trips (see *Paragraph 10*).

Table 5: Required off-street parking for the proposed development

Land Use	Units	Required rate	Number of bays required
Single Residential Units (erf<400m ²)	314	1	314
Business area	5.25	4	21
Total			335

The SDP indicates in the note that all the erven of approximately 150m² can accommodate a unit between 60m² and 50m² in size, as well as an on-site car port / garage and the erven of approximately 350m² can accommodate a unit between 120m² and 150m² in size, as well as an on-site car port / garage. A total of 314 parking bays will thus be provided off-street on each respective erf. The business erf with a GLA of 525m² building can accommodate approximately 26 parking bays off street and an on street embayment for delivery trucks, as can be seen in drawing **D337/PA01/01** attached. The provided total parking bays of 339 is sufficient as per the requirement.

The sizes of all parking bays should be in accordance with the South African Road Traffic Signs Manual standards.

A turn analysis was run to ensure that a WB-40 delivery truck will be able to manoeuvre within area 9 from and to the business erf. The tracks can be seen in drawing **D337/IR01/01** and **DR337/IR02/01** for the inbound and outbound movements respectively.

10. PUBLIC TRANSPORT AND NON-MOTORISED TRANSPORT

It is expected that a large number of trips generated by the proposed housing sites will be public transport trips. The development is situated west of Hermanus CBD and the nearest taxi rank is situated on the corner of Main Road in Hermanus, approximately 2.1 km away from Malva Street. There are three taxi embayments along the R43 between Schulphoek Road and Swartdam Road: One on the corner of the Schulphoek Road / R43 intersection on the southern side and two at the signalised pedestrian crossing on the R43 between Aalwyn Street and Malva Street – one on each side of the road.

It is expected that the proposed housing sites will generate a large number of non-motorised trips. There are no sidewalks along Aalwyn Street and Malva Street, but there are paved sidewalks on the northern and southern sides of the R43 and on the western side of Swartdam Road.

It is suggested that Overstrand Municipality should consider the provision of sidewalks along at least one side of Malva Street between Suikerbossie Street and the R43, and on Aalwyn Street between Angelier Street and the R43.

11. CONCLUSIONS

It can be concluded that the proposed Integrated Residential Development Program (IRDP) housing development in Mount Pleasant will have a moderate transport impact. Other conclusions drawn from the transport impact assessment may be summarised as follows:

- The proposed housing sites are situated west of the Hermanus CBD and east of Sandbaai in Mount Pleasant, a suburb of Hermanus. The sites are situated on both the northern and southern sides of the R43;
- The development consists of 314 IRDP housing units with erf sizes ranging from 150m² to 350m²;
- All of the proposed housing sites will gain access off Class 4 or Class 5 roads;
- It is proposed that the existing turning head on Buitekant Street should be moved southwards to allow for turning space at the new dead end after the addition of the Area 11 erven. Buitekant Street will stay closed to traffic from Hospital Street;
- Access roads off of Hospital Street must be constructed with mountable kerbs for the bell-mouths;
- The intersections expected to be affected the most by the proposed development are the Aalwyn Street / R43, Malva Street / Rotary Way / R43 and Swartdam Road / R43 intersections;
- Movements at the affected intersections on the R43 currently operate at acceptable levels of service but the movements on Aalwyn Street, Malva Street, Rotary Way and Swartdam Road currently operate at unacceptable levels of service;
- It is proposed that the road markings on the Aalwyn Street, Malva Street and Rotary Way approaches be changed as per **Diagram 1**. This will improve the levels of service of the exclusive left turn lanes, leaving only the through and right movements that operate at unacceptable levels of service;
- Although the through and right movements at the Aalwyn Street and Malva Street intersections with the R43 operate at unacceptable service levels, traffic signals cannot be implemented here as the spacing to the nearest signalised intersection at Schulphoek Road is less than the required minimum distance. Vehicles exiting the southern Mount Pleasant area do have the alternative of using Schulphoek Road or Swartdam Road to exit the area during peak hours when it is difficult to exit at Aalwyn Street or Malva Street;
- Traffic signals are warranted at the Swartdam Road / R43 intersection based on the SADC – RTSM criteria;
- The signalisation of the R43 / Swartdam Road intersection may have a platooning effect on traffic flow, allowing more gaps for right turn traffic from Rotary Way to enter the R43. Another possible solution for the future would be to make use of the level difference between the areas north and south of the R43 to provide an underpass linking the two residential areas. This will also provide a safer alternative for pedestrians travelling between the two areas.
- The proposed development is expected to be completed by 2024. Existing traffic volumes on Aalwyn Street, Malva Street, Rotary Way and Swartdam Road were increased by 4% per annum to obtain expected 2024 traffic volumes. For the R43, the potential trips that will be generated by approved, planned developments in the area were added to existing traffic volumes to obtain the background 2024 traffic volumes. The analysis of the affected intersections with background 2024 traffic volumes indicate that all movements on the

R43 will operate at acceptable level of services but the movements on the intersecting streets will not;

- The proposed development has the potential to generate 203 trips during the AM peak hour (51 in, 152 out) and 220 trips during the PM peak hour (154 in, 66 out);
- The analysis of affected intersections with trips from all the IRDP sites added, indicates that all movements on the R43 will continue to operate at acceptable levels of service and that the development will have a moderate impact on the surrounding road network;
- The provision of 339 parking bays, one on each erf and 26 off-street parking bays for the proposed business erf as well as one on-street embayment for the delivery trucks, will be sufficient for the proposed development;
- It is expected that the housing sites will generate a large number of non-motorised and public transport trips.


12. RECOMMENDATIONS

The recommendations made in the transport impact assessment may be summarised as follows:

- Parking bay dimensions should be in accordance with the South African Road Traffic Signs Manual;
- A turning head should be constructed at the end of Buitekant Street to close it off from Hospital Street;
- The bell-mouths of access roads off of Hospital Street should be constructed with mountable kerbs;
- An on-street embayment should be constructed for the delivery trucks at the business erf of area 9;
- The Swartdam Road / R43 intersections should be signalised;
- Levels of service on the Aalwyn Street, Malva Street and Rotary Way approaches must be improved by changing road markings as shown in *Diagram 1*;
- A paved sidewalk should be constructed on at least one side of Aalwyn Street and Malva Street from the R43 down to Angelier Street and Suikerbossie Street, respectively.

We trust that you will find this transport impact assessment in order. Please contact the undersigned should there be any queries.

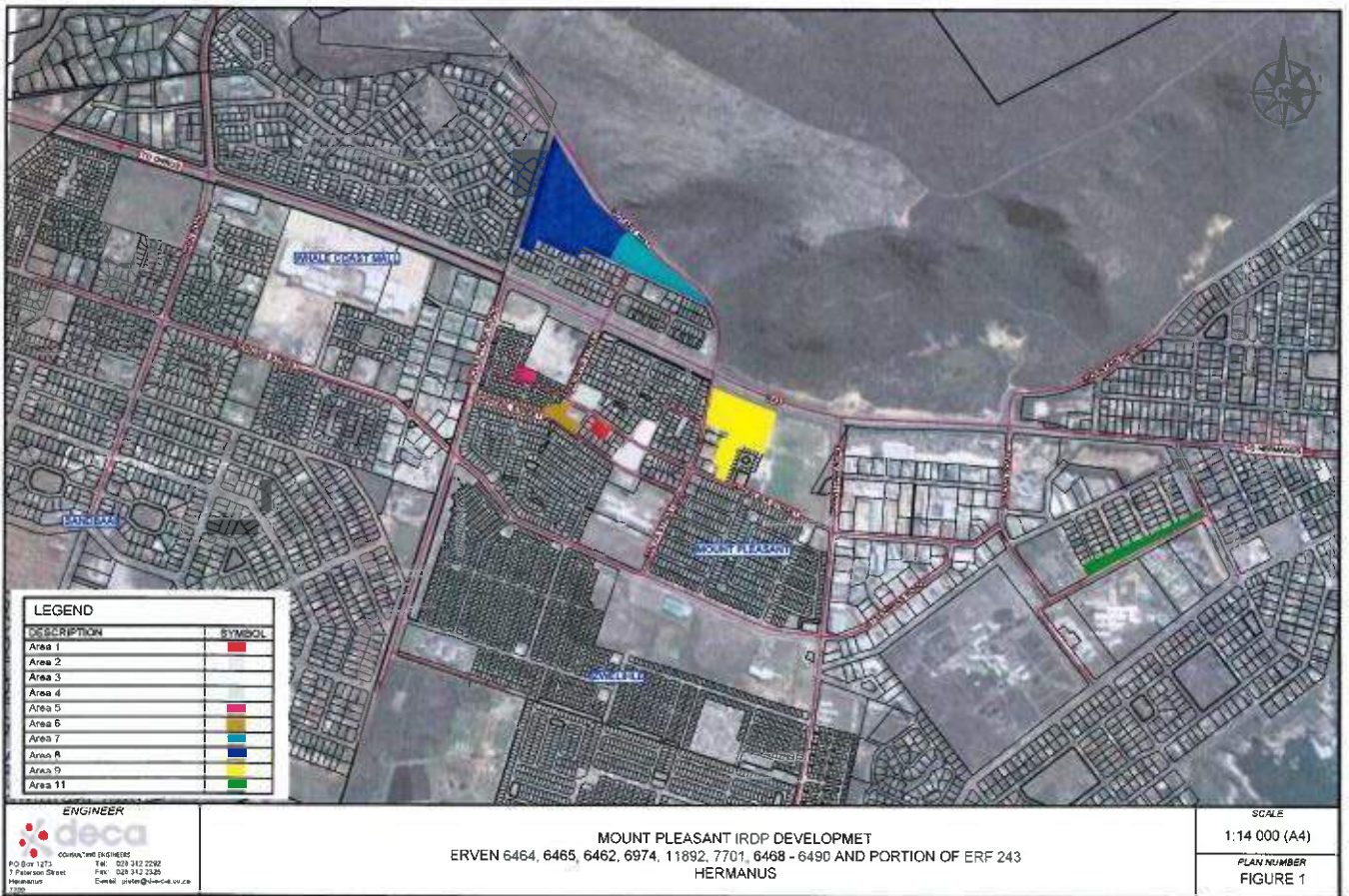
Yours truly,

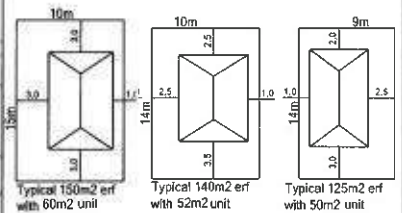
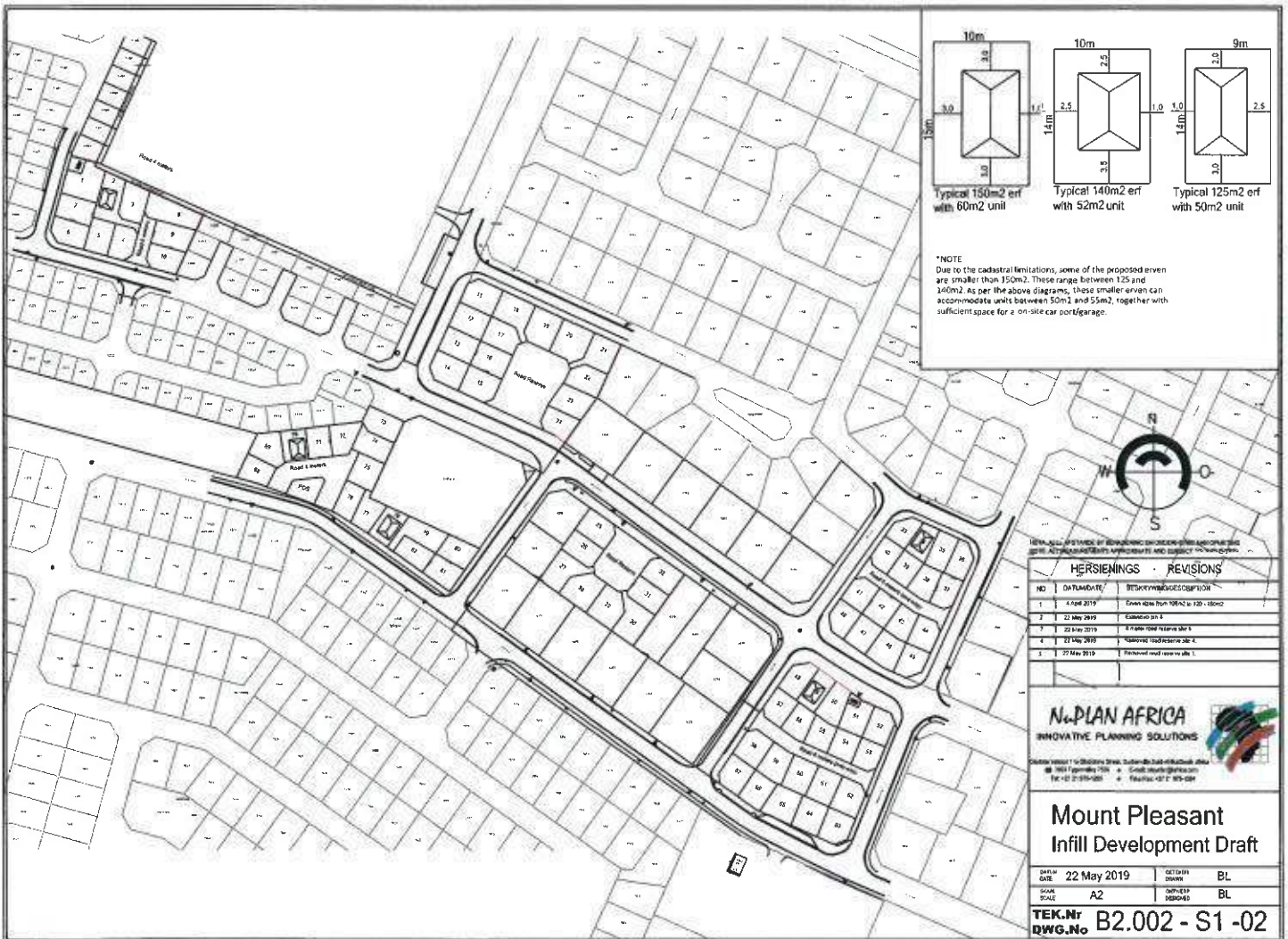


Renette Opperman (B. Eng Civil)
On behalf of: Deca

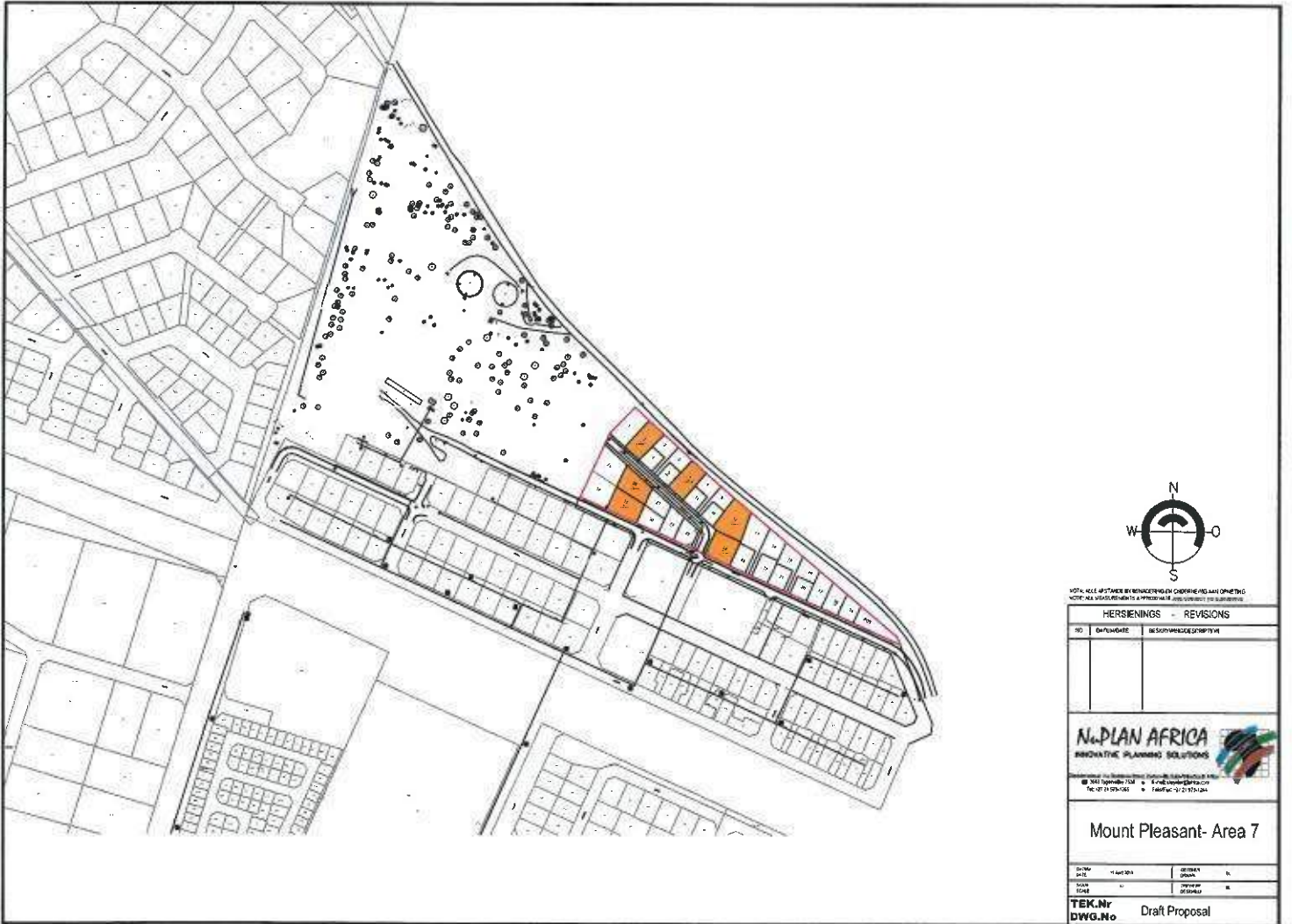


Liezi du Plooy (M.Eng Pr.Eng)





***NOTE**
Due to the cadastral limitations, some of the proposed erven are smaller than 150m². These range between 125 and 140m². As per the above diagrams, these smaller erven can accommodate units between 50m² and 55m², together with sufficient space for a on-site car port/garage.



NOTE: ALL MEASURES BY MEASUREMENT OR CALCULATION AND NOT BY THIS PLAN.
 NOTE: ALL MEASUREMENTS TO BE TAKEN TO THE CENTERLINE OF THE ROAD.

HEROENINGS - REVISIONS

NO	DATE	DESCRIPTION

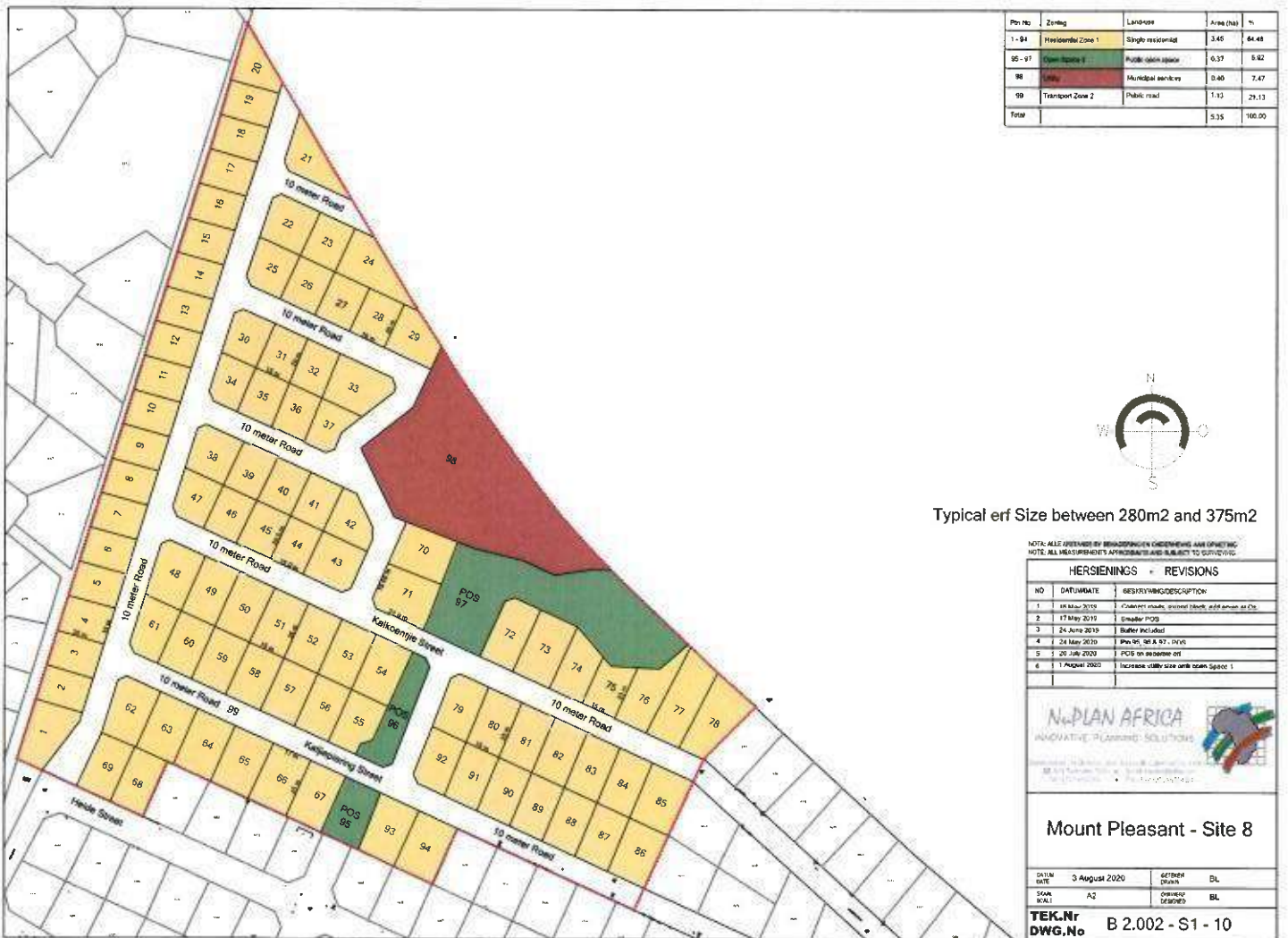
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 RESIDENTIAL PLANNING SOLUTIONS

1001 Spring Road, Suite 101, Spring Road, Durban, KwaZulu-Natal, South Africa
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Mount Pleasant- Area 7

DATE	14 April 2014	DESIGN	
SCALE		DRAWN	
		CHECKED	

TEK.Nr Draft Proposal
DWG.No



Plot No.	Zoning	Land-use	Area (ha)	%
1 - 94	Residential Zone 1	Single residential	3.45	64.48
95 - 97	Open Space 1	Public open space	0.37	5.82
98	Other	Municipal services	0.40	7.47
99	Transport Zone 2	Public road	1.13	21.13
Total			5.35	100.00



Typical erf Size between 280m² and 375m²

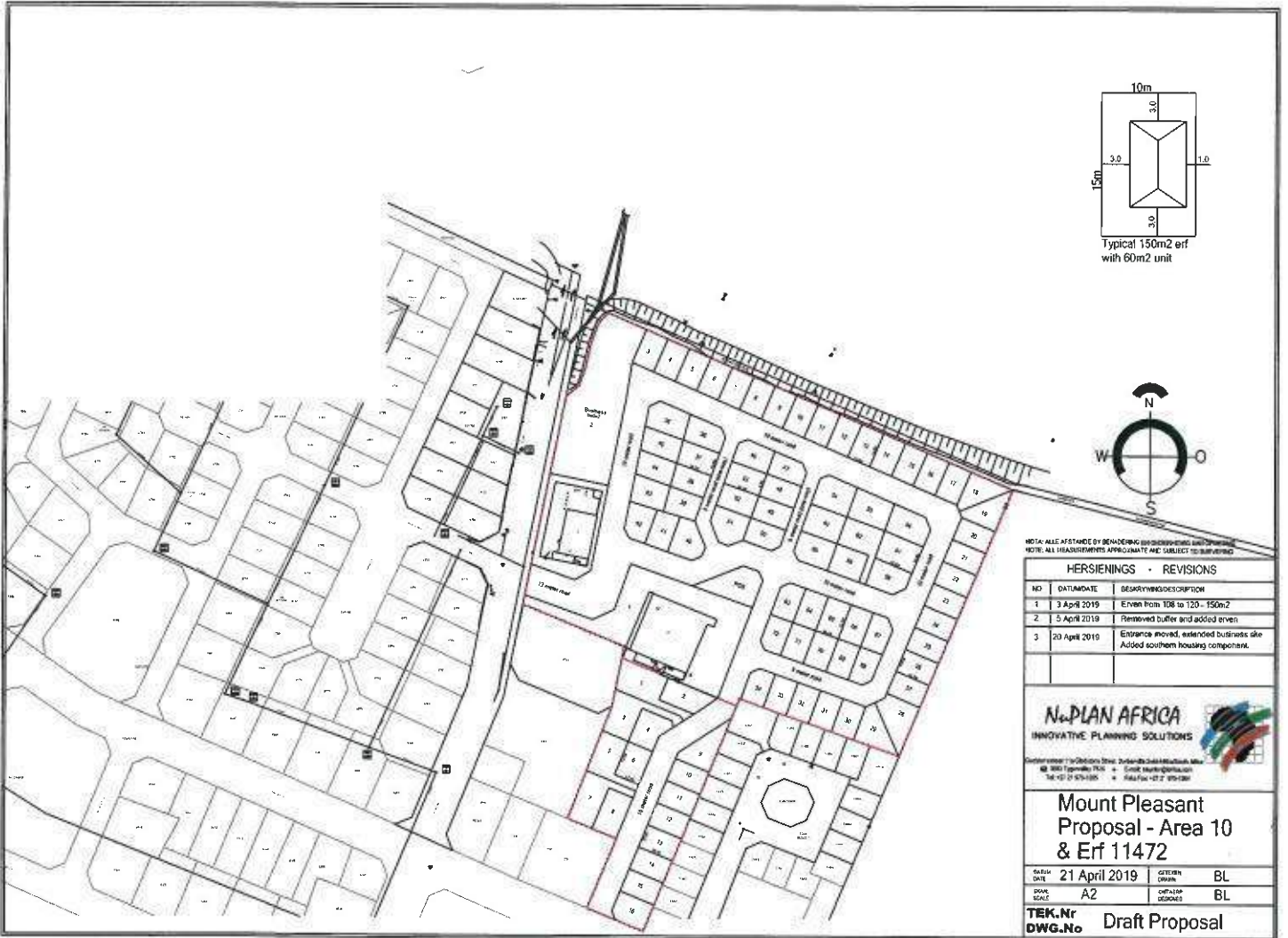
NOTE: ALL DIMENSIONS BY BRIDGESPAAN EN OORSTREKING
NOTE: ALL MEASUREMENTS APPROXIMATE AND SUBJECT TO SURVEYING

HERSIENINGS - REVISIONS		
NO	DATE/TIME	REVISION/DESCRIPTION
1	16 Mar 2019	Contract made, issued blank, add owner as C/O
2	17 May 2019	Smaller PDS
3	24 June 2019	Buffer included
4	24 Mar 2020	Plot 95, 96 & 97 - PDS
5	20 July 2020	PDS on separate erf
6	1 August 2020	Increase utility size with town Square 1



Mount Pleasant - Site 8

DATE	3 August 2020	SET/BN	BL
SCALE	A2	OVERSEER	BL
TEK.Nr	B 2.002 - S1 - 10		
DWG.No			



NOTE: ALL DISTANCES BY ROAD/DRIVE UNLESS OTHERWISE SPECIFIED.
 NOTE: ALL MEASUREMENTS APPROXIMATE AND SUBJECT TO SURVEYING

HERSIENINGS - REVISIONS

NO	DATE	REVISION/DESCRIPTION
1	3 April 2019	Erven from 108 to 120 - 150m2
2	5 April 2019	Removed buffer and added erven
3	23 April 2019	Entrance moved, extended business site Added southern housing component.

No PLAN AFRICA
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111 Oldenburg Street, Durbanville 7801, Cape Town, South Africa
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**Mount Pleasant
 Proposal - Area 10
 & Erf 11472**

DRAWN DATE	21 April 2019	CHECKED DATE	BL
SCALE	A2	DESIGNED DATE	BL

TEK.Nr
DWG.No Draft Proposal



HERSIEMINGS - REVISIONS

NO	DATE	BY	REASON
1	13 Jun 2019		Original drawing
2	27 Jun 2019		Revised drawing

NuPLAN AFRICA
INNOVATIVE PLANNING SOLUTIONS

Project: Project
Mount Pleasant Proposal

Drawing: Drawing
Area 11

DATE	27 June 2019	SCALE	BL
BY	A3	DRAWN	BL
CHECKED		DATE	

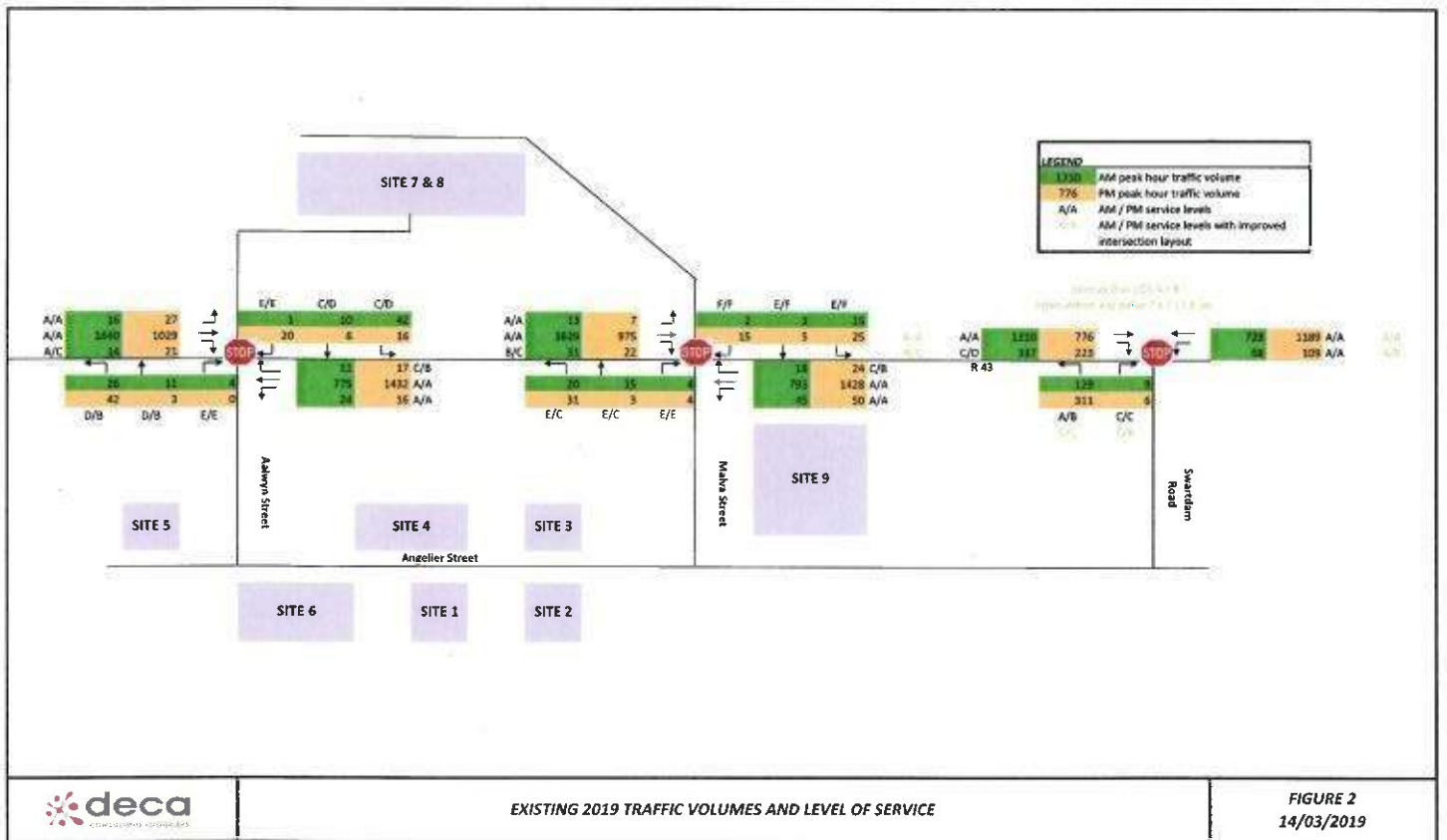
TEK.Nr
DWG.No Draft Proposal

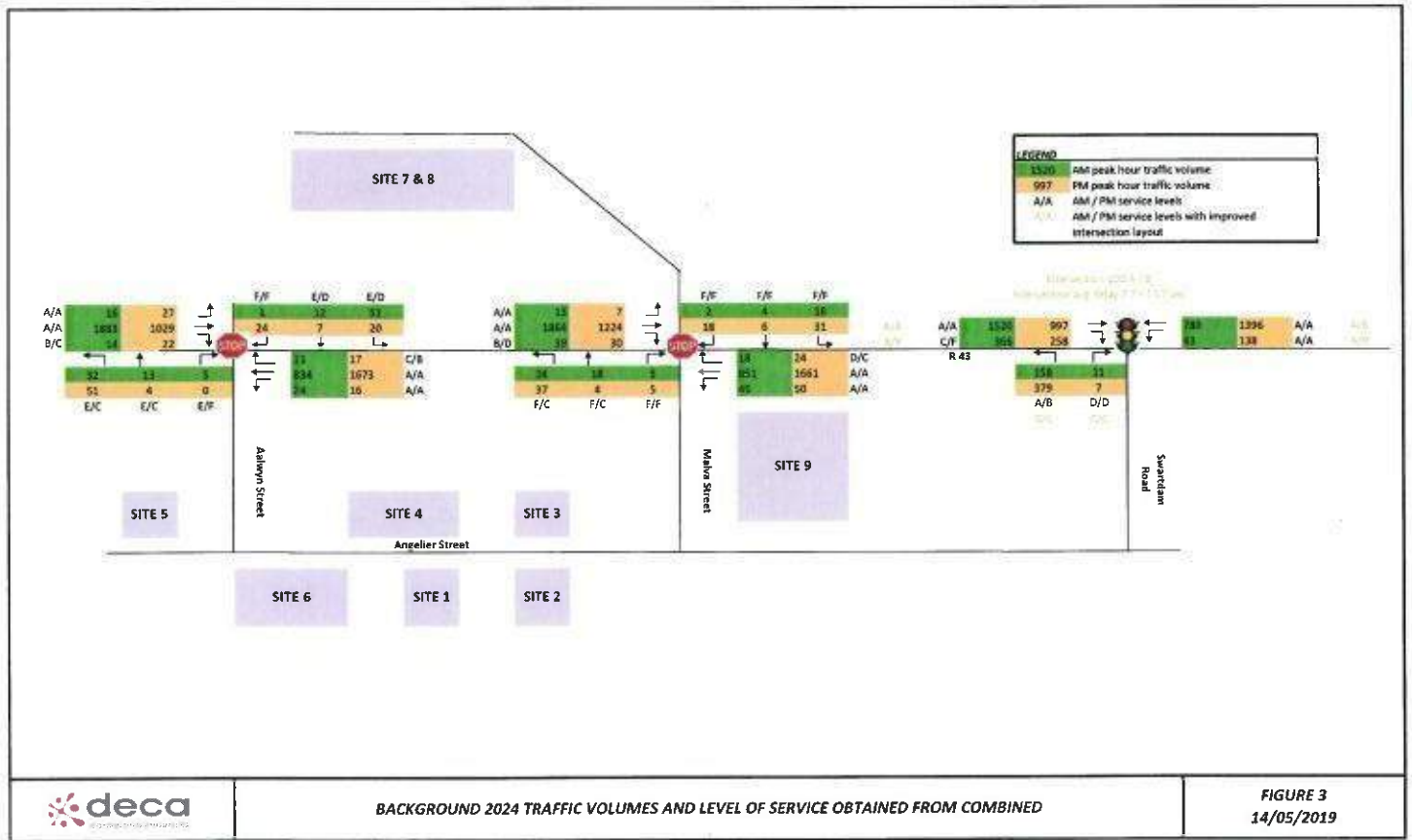


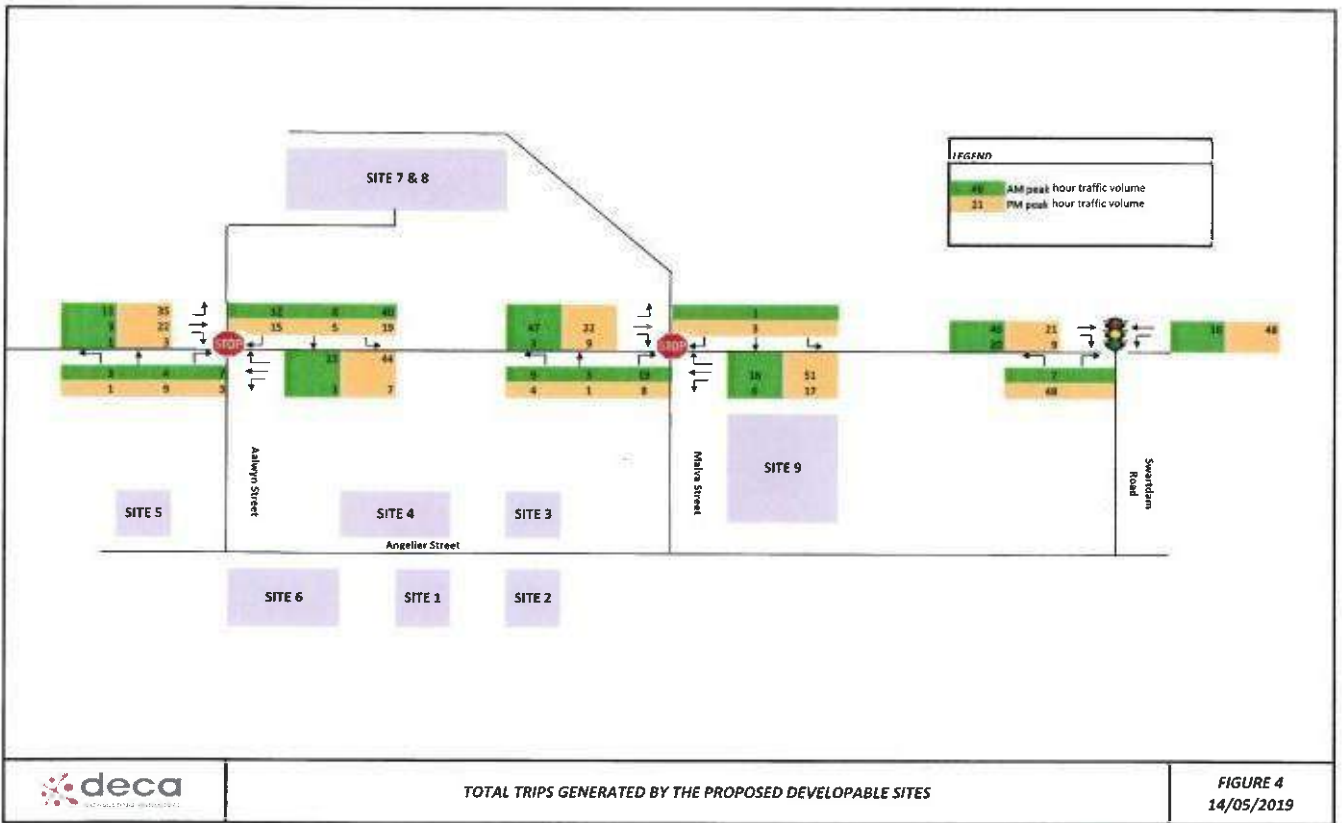
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MOUNT PLEASANT IRDP DEVELOPMENT
AREA 11 - PORTION OF ERF 243
HERMANUS
BUITEKANT STREET LAYOUT

SCALE
1:500 (A4)
PLAN NUMBER
D337/A11_2/01

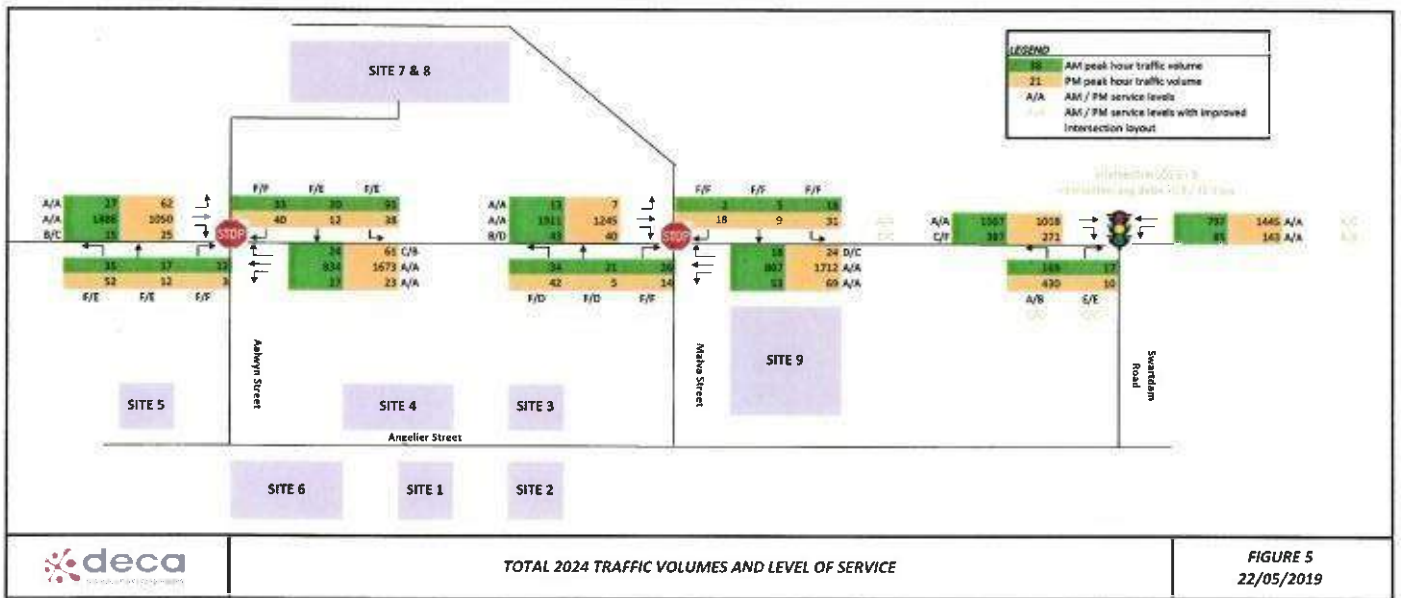


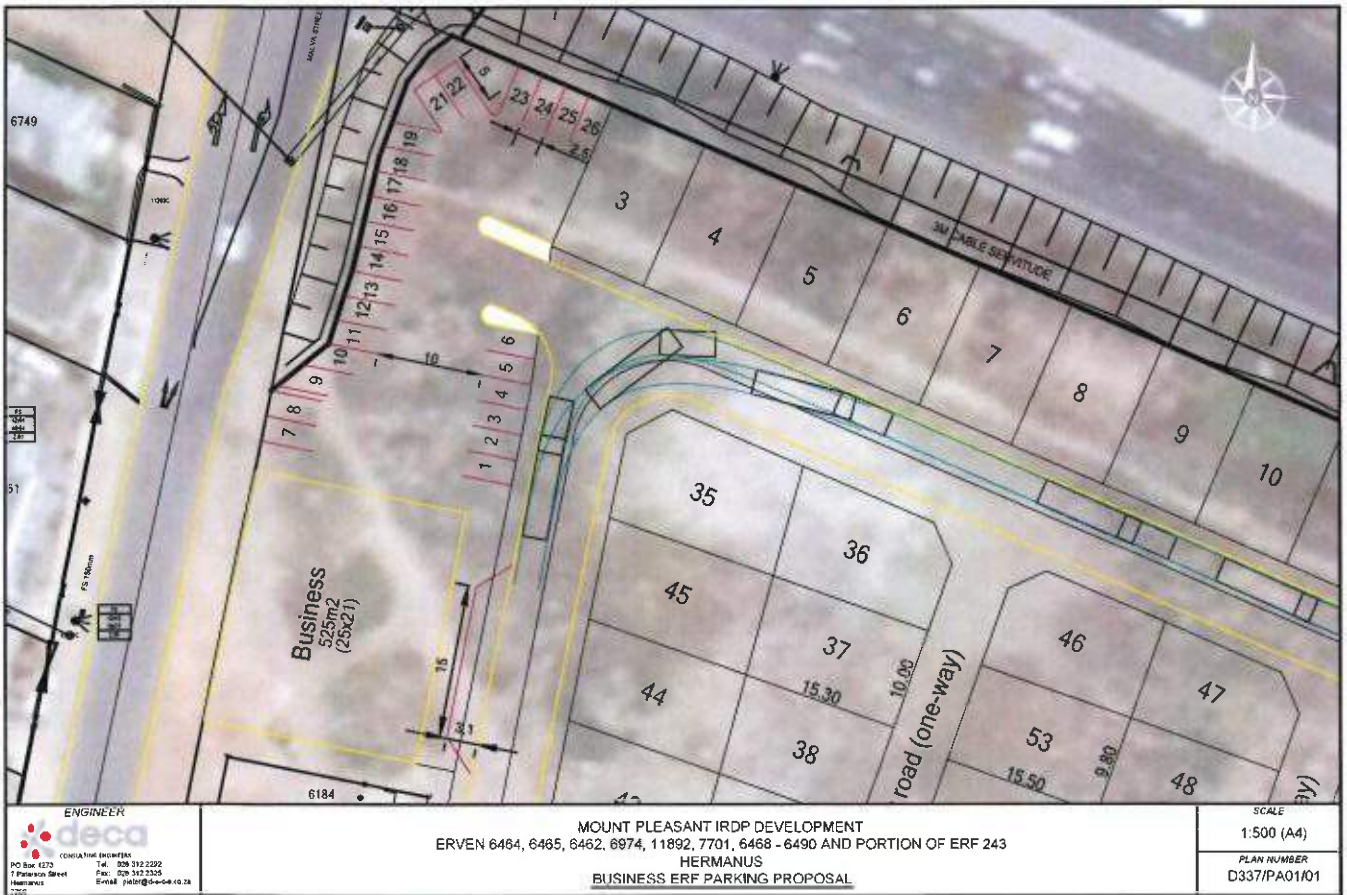




TOTAL TRIPS GENERATED BY THE PROPOSED DEVELOPABLE SITES

FIGURE 4
14/05/2019

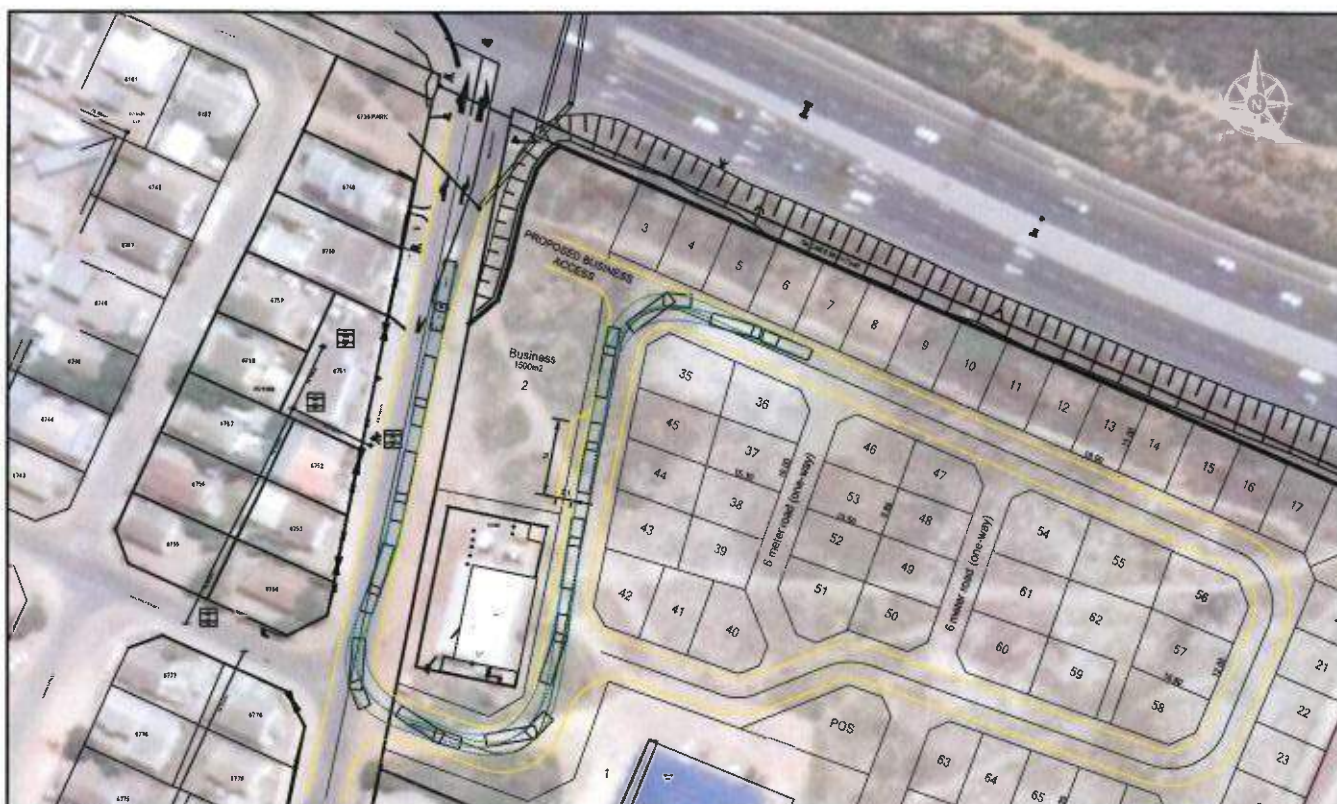




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MOUNT PLEASANT IRDP DEVELOPMENT
ERVEN 6464, 6465, 6462, 6974, 11892, 7701, 6468 - 6490 AND PORTION OF ERF 243
HERMANUS
BUSINESS ERF PARKING PROPOSAL

SCALE
1:500 (A4)
PLAN NUMBER
D337/PA01/01



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MOUNT PLEASANT IRDP DEVELOPMENT
 ERVEN 6464, 6465, 6462, 6974, 11892, 7701, 6468 - 6490 AND PORTION OF ERF 243
 HERMANUS
 HEAVY VEHICLE TRACKS - INBOUND

SCALE
 1:1 000 (A4)
 PLAN NUMBER
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MOUNT PLEASANT IRDP DEVELOPMENT
ERVEN 6464, 6465, 6462, 6974, 11892, 7701, 6468 - 6490 AND PORTION OF ERF 243
HERMANUS
HEAVY VEHICLE TRACKS - OUTBOUND

SCALE
1:1 000 (A4)
PLAN NUMBER
D337AR02/01

BOTANICAL ASSESSMENT

For the Housing Development in Mount Pleasant, Hermanus, Overstrand

Compiled by: Johlene Krige
B.Sc. Biodiversity & Ecology, M.Sc. Botany
Pr. Sci. Nat

Date: 12 September 2019

Client: Overstrand Municipality

EAP: LEGACY Environmental Management Consulting

Engineers: LYNERS Consulting Engineers

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SPECIALIST DETAILS, EXPERTISE AND DECLARATION

In terms of Chapter 5 of the National Environmental Management Act of 1998, specialists involved in Impact Assessment processes must declare their independence.

I, J. Krige, do hereby declare that I am financially and otherwise independent of the client and their consultants. All opinions expressed in this document are substantially my own.



J. Krige

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Certifications : Pr. Sci. Nat.

Registration number: 118756

Since 2010 I have been working as an Environmental Assessment Practitioner and Botanical & Ecological Specialist at Boland Environmental Consultants in Worcester. I have been involved in various EIA Projects and Environmental Management Programs. In additions I have conducted numerous Botanical & Ecological Impact Assessments in the local area (Breede River Valley). Since 2013 I have been based in Robertson and working at a free-lance basis, trading under my own name, focussing on Specialised Botanical & Ecological Surveys, predominantly within the Breede River Valley. Most of my work relates to new farming development (cultivation areas, construction of dams and agri related infrastructure) or small-scale mining applications in the area. I am currently (since 2017) based in Ceres continuing with Botanical Impact Assessment throughout the Western Cape.

1. INTRODUCTION

The Overstrand Municipality proposes to develop several areas for low-cost housing in Mount Pleasant, Hermanus. Eleven sites (Area 1-11) are targeted for the development (Table 1, Figure 1).

Table 1. Erven and target development areas.

Area	Erf Number Range
1	6464
2	6465
3	6462
4	6974
5	11892
6	7701
7	6468-6490
8	Portion of Erf 243 (restricting Zone)
9	Portion of Erf 243 (next to sports field)
10	11844-11865
11	Portion of Erf 243 (in Hospital Rd) and Portion of 7991 (unregistered subdiv. of Erf 7642)

Sites 1, 2, 3, 4, 5, 6, 9, 10 and 11 are currently transformed. These areas are situated within the urban area and consist of open erven / erf portions with a dominant grass cover (*Cynodon dactylon* / kweek) with many herbaceous weeds. There is no natural habitat / vegetation cover remaining within any of these sites.

Site 7 comprises Upper Mount Pleasant Erven which is mainly undeveloped. Only a few houses have been developed in this area.

Area 8 comprises an open area with reservoir infrastructure in its upper portion. This area is degraded and infested with alien vegetation, but some natural vegetation is evident on site.

2. TERMS OF REFERENCE

The basic terms of reference drawn from the Ecosystem Guidelines for Environmental Assessment in the Western Cape (Cadman 2016) were considered in this assessment.

3. METHODOLOGY

An overview of the existing land use, vegetation, ecosystem status and occurrence of sensitive areas on the identified erven were obtained through SANBI GIS, The National Vegetation Map (Mucina and Rutherford 2012 update), the National Ecosystem Status Maps (2011), Western Cape's 2016 Ecosystem Threat Status Map, Google Earth Imagery and Cape Farm Mapper. In addition, the Western Cape Biodiversity Spatial Plan for the Overstrand Municipal Area (Cape Nature 2017) was consulted. Maps used in this report were configured in Google Earth and Quantum GIS.

The target areas were visited on the 21st of February 2018 to confirm the vegetation type, land cover and habitat condition of each site. Natural areas were surveyed for the presence of plant species of conservational concern.

4. LIMITATIONS AND ASSUMPTIONS

The site visit was conducted during February. There were thus seasonal constraints to annuals and geophytes.

5. MAIN FINDINGS

5.1 BIODIVERSITY IMPORTANCE IN A LANDSCAPE CONTEXT

Areas 7 and 8 are located directly south of the westernmost portion of the Fernkloof Nature Reserve. These areas are bounded by Rotary Way towards the NE (Fernskloof is situated north of this road) and by residential areas towards the south and west. All the remaining development areas comprise small, previously cleared, erf portions situated within urban developed areas.

5.1.1 Mapped CBAs and ESAs

Figure 2 represents Critical Biodiversity Areas (CBAs) and Ecological Support Areas (ESAs) identified through the systematic biodiversity planning assessment conducted by the 2017 Western Cape Biodiversity Spatial Plan (WCBSP). These areas require safeguarding to ensure the continued existence and functioning of species, ecosystems and ecological processes, including the delivery of ecosystem services, across terrestrial and freshwater realms (Pool-Stanvliet et al. 2017).

- CBAs are required to meet biodiversity targets, for species, ecosystems or ecological processes and infrastructure.

- ESAs play an important role in supporting the functioning of Protected Areas or CBAs, and are often vital for delivering ecosystem services.

Areas 1, 2, 3, 4, 6 & 11 do not fall within any CBAs or ESAs. Area 5 and portions of Areas 7, 8, 9 and 10 are recognised as terrestrial ESAs. A very small patch evident within Area 8 is mapped as a terrestrial CBA.

Factors to which the target areas and surroundings contribute in terms of biodiversity include (BSP Reasons Layer):

Areas 7, 8 & 9

- Threatened SA Vegetation Types
 - Hangklip Sand Fynbos (EN)
 - Overberg Sandstone Fynbos (CR (D1))
- Threatened vertebrate
 - These areas lie within the Bontebok Natural Distribution Range
- Threatened Plant
- Ecological processes
 - the site forms part of an upland-lowland interface
- Water resource protection – Onrus (western portion of Area 8)

Area 5 and 10

- Bontebok Natural Distribution Range

5.1.2 Wetlands / aquatic features

There are no aquatic / wetland features evident within any of the target sites. There are no mapped aquatic CBAs or Freshwater Ecosystem Priority Areas (FEPAs) within or adjacent to any of the sites (Figs 2 & 3). The Onrusrivier lies about 800 m north-west of Area 8. Residential areas are evident between the site and the Onrusrivier.

5.1.3 Connectivity and Corridors

Corridors are important to ensure habitat connectivity for plant and animal migrations and interactions between landscape features. The target sites do not form part of a corridor and do not contribute to natural connectivity. All sites, except for Areas 7 and 8 are completely bounded by urban development and are already completely transformed. The development will not result in unsustainable habitat fragments. Area 7 and 8 is located directly south of Fernkloof Nature Reserve, yet separated by a road (Rotary Way). These sites are degraded and bounded by residential areas towards the south and west. They do not form a natural connection with any other natural sites.

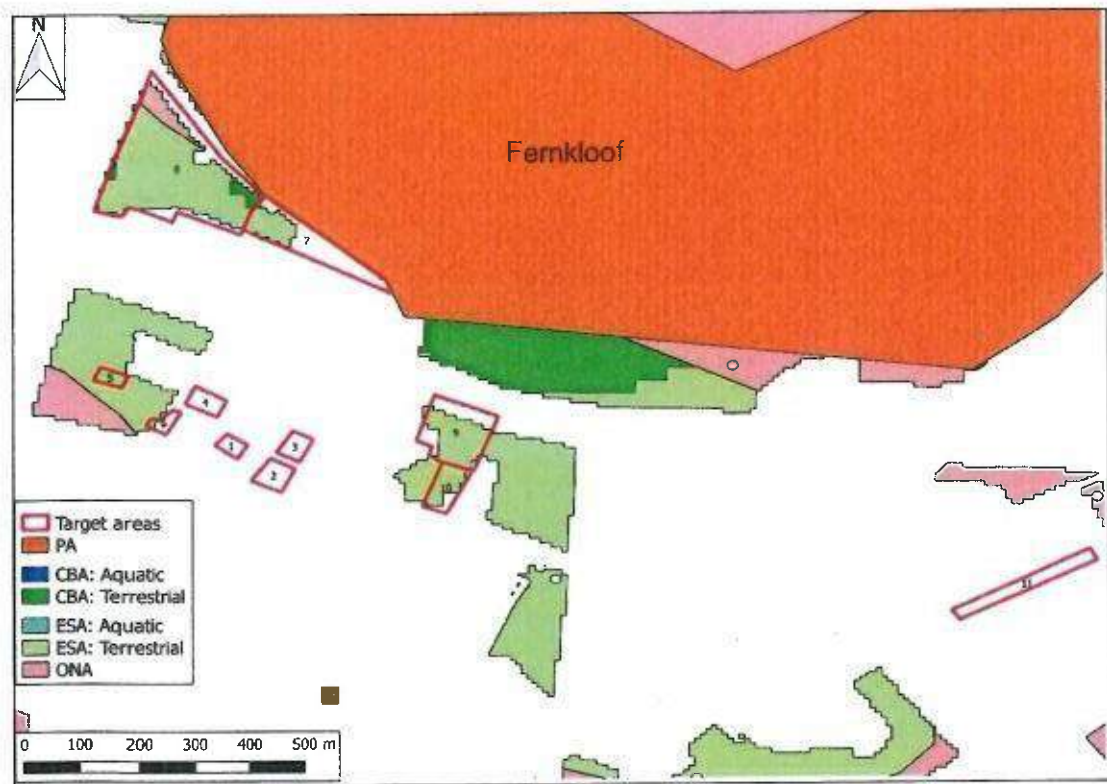


Figure 2. Extract from the WC Biodiversity Spatial Plan (2017) Map for the Overstrand Municipality showing the extent of CBAs and ESAs in the area.

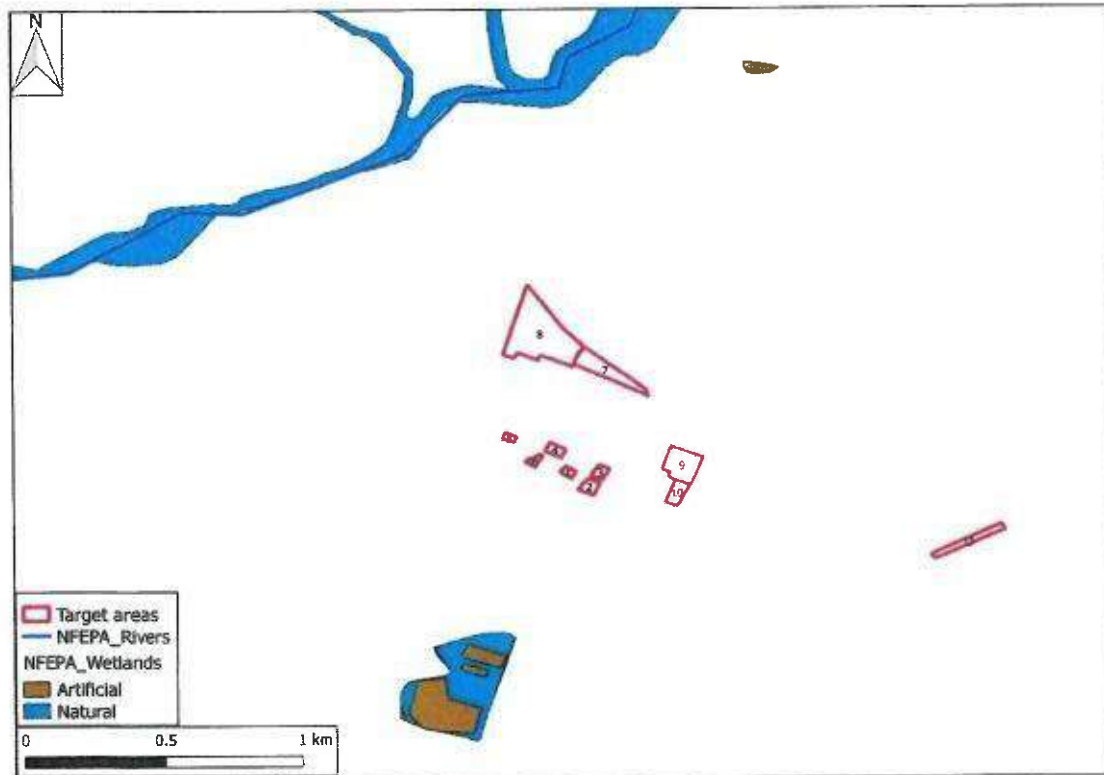


Figure 3. Extract from the National Freshwater Ecosystem Priority Areas Map showing rivers and wetland features in the area.

5.2 MAPPED VEGETATION TYPES AND ECOSYSTEM THREAT STATUS

According to the SA Vegetation Map (Mucina and Rutherford 2012 update) Area 11 and the northernmost tip of Area 8 comprised Overberg Sandstone Fynbos prior to any disturbances. All other sites are located within areas mapped as Hangklip Sand Fynbos (Figure 4).

- Overberg Sandstone Fynbos is considered critically endangered (CR) under criterion D1 – Threatened Plant Species Associations (DEA 2011; Cape Nature 2016)
- Hangklip Sand Fynbos is considered endangered (EN) under criterion A1 – Habitat Loss

CR, D1 – Threatened Plant Species Associations:

An ecosystem is considered critically endangered if 80 or more threatened Red Data List plant species (as assessed by the Red List of South African Plants) are associated with the ecosystem

EN, A1 – Irreversible loss of natural habitat:

An ecosystem is considered endangered if the extent of remaining natural habitat is less than or equal to its biodiversity target plus 15%. The biodiversity target is the proportion of the original extent of the vegetation type required to conserve the majority of species associated with that vegetation type. The conservation / biodiversity target for Hangklip Sand Fynbos is 30%.

Overberg Sandstone Fynbos (CR) occurs on Table Mountain Sandstone derived acidic lithosol soils and is found on low mountains, undulating hills and moderately undulating plains supporting moderately tall, dense restioid, ericoid-leaved and proteoid shrublands. Structurally these are mainly proteoid and ericaceous fynbos, with restioid fynbos also occurring locally. Boundaries are edaphically determined; and within sandstone fynbos are delimited by centres of endemism and species turnover. At least 114 endemic plant species and 105 Red Data List plant species occur in the ecosystem (Rebelo et al 2006). The remaining extent of this ecosystem is 82% (Jacobs et al 2017).

Hangklip Sand Fynbos (EN) occurs on sand dunes and sandy bottomlands supporting moderately tall, dense ericoid shrubland with emergent, tall shrubs in places. Proteoid, ericaceous and restioid fynbos are dominant, with some asteraceous fynbos also present. On the coastal fringe this ecosystem borders on strandveld. The deep soils of the coastal plains are replaced by shallow soils on mountain slopes on the northern edge. Hangklip Sand Fynbos occurs mainly on old dunes, but the high rainfall and leaching allows many typical sandstone fynbos species to occur on older deposits as well, so that this ecosystem is not as floristically distinct as other sandstone fynbos ecosystems. At least five endemic plant species and 32 Red Data List plant species occur in the ecosystem (Rebelo et al 2006). 44.5% of the original ecosystem is currently remaining (Jacobs et al 2017).

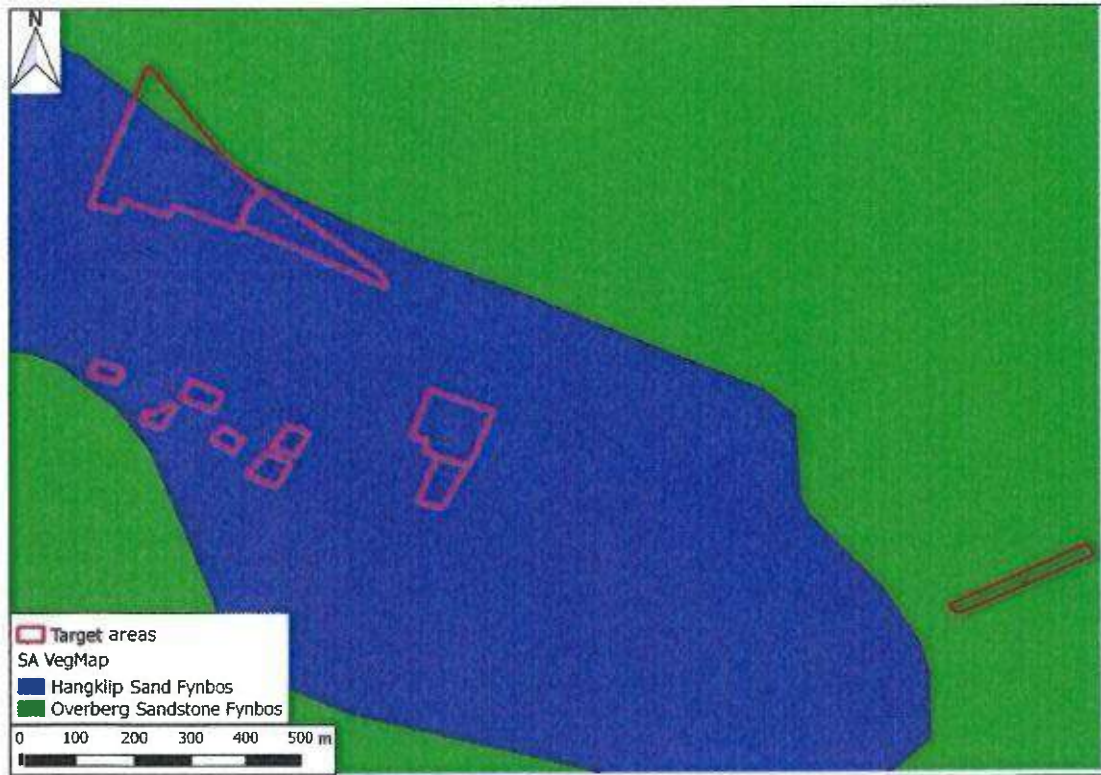


Figure 4. Extract from the National Vegetation Map (Mucina and Rutherford 2012 update) showing the target areas and the original extent of ecosystems.

5.3 HABITAT CONDITION AND VEGETATION ON SITE

1. Area 1: Completely transformed and dominated by weeds. No natural vegetation.
2. Area 2: *Cynodon dactylon* (kweek) and other weeds. No natural vegetation.
3. Area 3: *Cynodon dactylon* (kweek) and other weeds and grasses. Tall pine trees on site and some introduced garden plants. Few individuals of *Carpobrotus edulis* (suurvy).
4. Area 4: *Cynodon dactylon* (kweek) and other weeds and grasses. Currently utilised as a municipal children's play-park. Isolated individuals of natural elements include *Stoebe plumosa* (slangbos), *Carpobrotus edulis* (suurvy) and *Osteospermum monilifera* (bietou), all typically occurring within disturbed sites. This area does not represent the natural ecosystem.
5. Area 5: Completely transformed and bounded entirely by recent housing developments. No natural vegetation.
6. Area 6: Completely transformed (bare soil). No natural vegetation.
7. Area 7: Previously disturbed site. Few developed erven with many open, previously cleared erven. Dominant vegetation cover includes *Cynodon dactylon* (kweek) with many weeds and countless alien *Acacia saligna* (Port jackson) seedlings on site. Isolated individuals of natural elements include *Carpobrotus edulis* (suurvy), *Haemanthus sanguineus* (April fool/veldskoenblaar), *Metasia densa* (blombos), *Osteospermum monilifera* (bietou),

Passerina corymbosa (gonna) and *Pelargonium betulinum* (duinepelargonium). Only 6 natural plant species recorded on site. This site does not represent intact natural habitat.

8. Area 8: Area 8 is highly degraded (tracks, borrow site, used for dumping, previously cleared portions, etc.) and is severely infested by alien vegetation including mature stands of *Acacia saligna* (Port Jackson), *Eucalyptus* sp. and *Pinus* sp. with countless seedlings throughout this site. The site includes municipal reservoir infrastructure and there is one residential dwelling on site. The south-eastern and south-western portions are open, grassy areas with no natural vegetation. Some small, isolated, semi-natural patches are evident amongst alien infested areas. 23 natural plant species were recorded on site including:

- Perennial herbs/shrublets: *Lobelia comosa*, *Lobelia tomentosa* and *Pelargonium betulinum* (duinepelargonium)
- Succulent shrubs: *Carpobrotus edulis* (suurvy), *Erepsia anceps*
- Shrubs: *Aspalathus nigra*, *Colpoon compressum* (basbessie), *Diosma oppositifolia* (bitterboegoe), *Euclea racemosa* (duinegwarrie), *Erica nudiflora*, *Helichrysum pandurifolium* (kooibos), *Helichrysum teretifolium*, *Metalasia densa* (blombos), *Osteospermum monilifera* (bietou), *Passerina corymbosa* (gonna), *Phyllica ericoides*, *Searsia laevigata* (duinetaaibos), *Searsia lucida* (blinktaaibos), *Stoebe capitata* (bergslangbos), *Stoebe plumosa* (slangbos).
- Geophytes: *Haemanthus sanguineus* (April fool/veldskoenblaar)
- Restioids: *Ischyrolepis eleocharis* (katsterriet), *Thamnochortus pellucidus*.

Natural elements are most commonly recorded within a $\pm 1000\text{m}^2$ area directly east of the reservoirs and within the road reserve along the north-eastern boundary of the site.

9. Area 9: *Cynodon dactylon* (kweek) and other weeds and grasses. Isolated individuals of *Carpobrotus edulis* (suurvy) and *Osteospermum monilifera* (bietou). Scattered *Acacia saligna* (Port jackson) seedlings. Situated directly adjacent to sports fields. A narrow strip of intact natural vegetation is evident within the road reserve along the northern boundary of the site.
10. Area 10: Completely disturbed, comprising *Cynodon dactylon* (kweek) and other weeds. No natural vegetation.
11. Area 11: Completely disturbed, comprising *Cynodon dactylon* (kweek) and other weeds. No natural vegetation.

The most prominent weedy species recorded within all areas include *Amaranthus hybridus* (misbredie), *Avena* sp. (wild oats), *Briza maxima*, *Conyza bonariensis* (armoedskruid), *Euphorbia peplus* (melkkruid), *Hypochaeris radicata* (false dandelion) and *Plantago lanceolata* (smalweëblaar), amongst others

The field survey confirmed that all of the target sites, except Area 8, are already completely transformed / previously disturbed and comprises open grassy areas, bare soil or weedy sites with very low natural plant diversity (Areas 4, 7 and 9) or no natural vegetation remaining (Areas 1, 2, 3, 5, 6, 10 and 11).

- Despite the presence of very few natural plant species (most typically occurring within disturbed sites) the above areas do not represent the original ecosystem and are of low biodiversity significance. Preserving these areas will not contribute to biodiversity.
- It is however recommended that the strip of natural vegetation within the road reserve, north of Area 9 be excluded from any development or disturbances.

Area 8 is highly degraded and severely infested by alien vegetation but a number of natural elements, typical occurring within Hangklip Sand Fynbos, were recorded on site. Natural plant diversity is however very low and large portions of the site are already completely transformed. Most of the small (± 0.1 Ha) area recognised as a terrestrial CBA is also previously cleared. Due to its transformed nature and low natural plant diversity and cover, the entire site will not significantly contribute to biodiversity and an attempt to preserve a small isolated, semi-natural patch within an area earmarked for low-cost housing will be impractical and difficult to achieve. It is however recommended that the road reserve at the north-eastern boundary of the site, where a high number of natural elements are found, be preserved and excluded from any development or disturbances as far as possible (Figure 5).



Plate 1: Looking south towards Area 9, located adjacent to the sports field. Narrow strip of natural vegetation is evident within the road reserve in the foreground.



Plate 2: Looking north towards Area 10 which resembles one of the completely transformed sites.

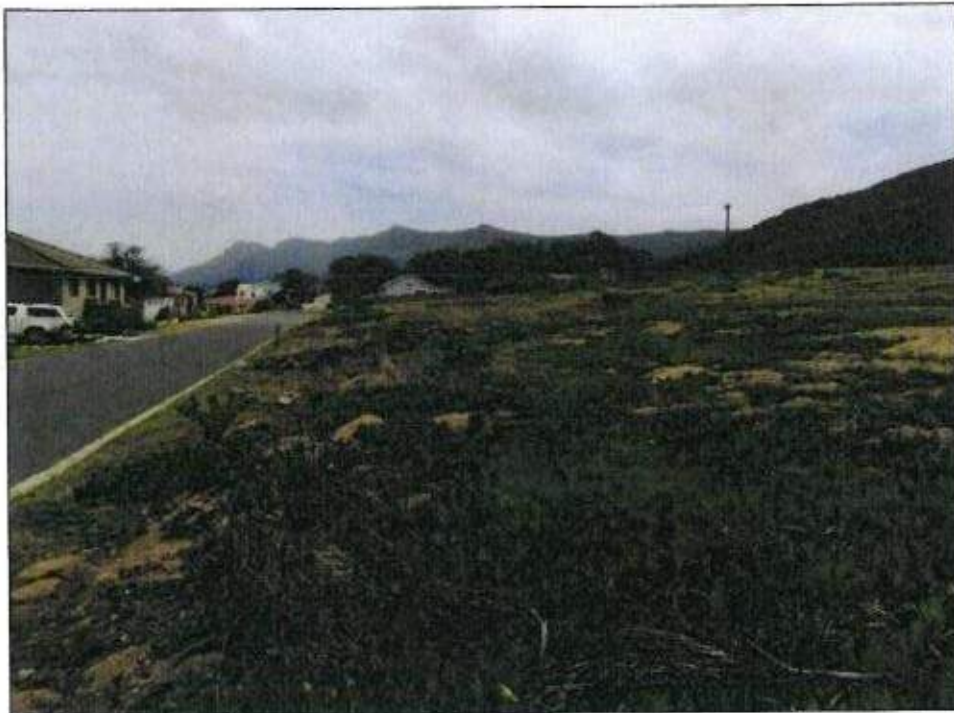


Plate 3: Looking west towards the western portion of Area 7 comprising open grassy areas with alien seedlings and scattered individuals of natural elements, particularly *Carpobrotus edulis* (suurvy).



Plate 4: Looking east towards the eastern portion of Area 7 comprising open grassy areas with alien seedlings.



Plate 5: High density aliens with no natural vegetation evident within the north-western portion of Area 8.



Plate 6: High density aliens south of the reservoirs and evidence of dumping and diggings at Area 8.



Plate 7: Looking south towards areas north of the reservoirs at Area 8. Some natural elements (very low diversity and cover) occur amongst alien vegetation north of the reservoirs.

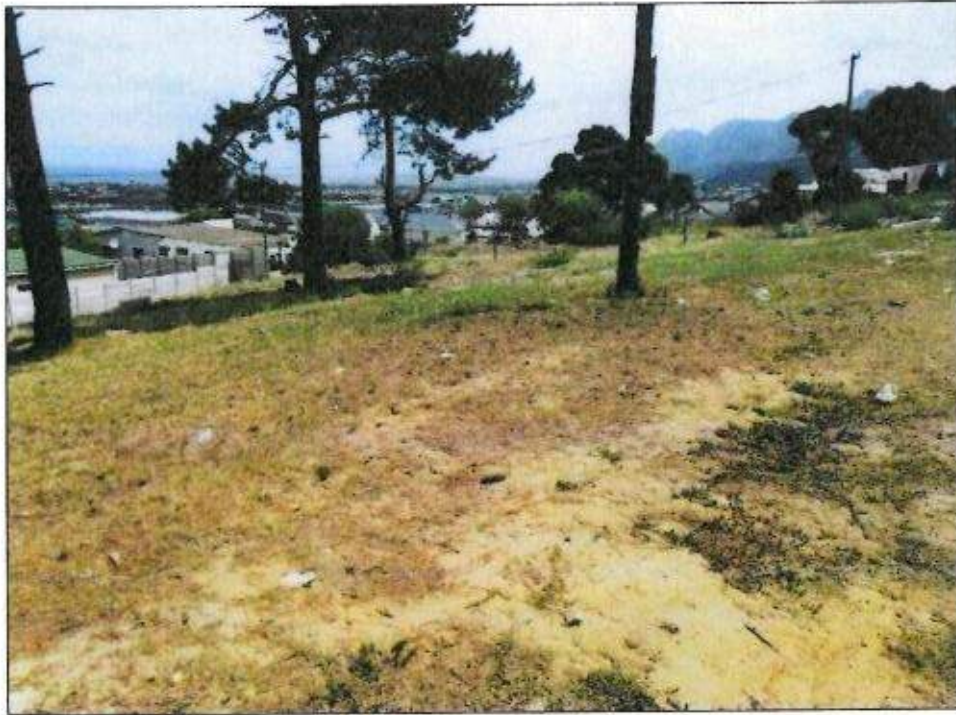


Plate 8: Completely disturbed south-western portion of Area 8.



Plate 9: Completely disturbed south-eastern portion of Area 8 dominated by kweek and alien vegetation seedlings.



Plate 10: Semi-natural area amongst alien vegetation, directly east of the reservoirs at Area 8.



Plate 11: Natural vegetation strip located within the road reserve along the north-eastern boundary of Area 8.

5.4 THREATENED PLANT SPECIES

No Red Data List species were recorded within any of the sites.

The site visit was conducted during February. There were thus seasonal constraints to annuals and geophytes. All natural elements recorded within Area 8 were also noted within natural areas north of the site (Fernkloof Nature Reserve).

- It is unlikely that the development, within highly degraded areas, will impact on plant species of conservational concern.
- It is recommended that the development avoid natural vegetation remnants within the road reserve along the northern boundary of Areas 8 and 9.

5.5 ALIEN VEGETATION COVER

Area 8 is severely infested with alien vegetation including mature stands of *Acacia saligna* (Port Jackson), *Eucalyptus* sp. and *Pinus* sp. with countless seedlings throughout this site. Alien vegetation is rapidly establishing within Area 7. Alien vegetation seedlings are evident throughout most of the remaining target sites.

- Developing the target areas, especially areas 7 and 8 will result in the eradication of alien vegetation on site and should reduce the risk of spread into pristine natural areas north of the sites at Fernkloof Nature Reserve.

5.6 BIODIVERSITY PROCESSES

Areas 7, 8 and 9 (mapped as terrestrial ESAs) fall within an upland-lowland interface. These areas are recognised in the CBA Maps as a 500m buffer at the boundary between upland and lowland vegetation types (Pool-Stanvliet et al. 2017). Such transitional zones are recognised as important biodiversity areas. They are characterised by a high biological diversity (with species common to different communities), and can act as refugia for species under changing conditions. Natural remnants within the target development sites are however very small, isolated, degraded and cut off from adjacent natural areas. It is unlikely that any of the sites will contribute to biodiversity processes.

6. SENSITIVE / NO GO AREAS AND RECOMMENDED LAYOUT

Although some semi-natural vegetation patches ($\pm 1000\text{m}^2$ endangered Hangklip Sand Fynbos) are evident within Area 8, preservation of this area will not significantly contribute to biodiversity. This is due to its transformed nature, low natural plant diversity and cover and high likelihood of further

spread of alien vegetation and disturbances encroaching from adjacent residential areas. An attempt to preserve a small isolated, semi-natural patch within an area earmarked for low-cost housing, which is further bounded by residential development and roads, will also be impractical and difficult to achieve. It is however recommended that natural areas situated outside the erven cadastral boundaries and located within the road reserve along the north-eastern boundary of Area 8 and northern boundary of Area 9 be preserved (Figure 5.1 and 5.2). These areas represent remnant habitat of the endangered ecosystem Hangklip Sand Fynbos and occurs at an interface between upland and lowland vegetation.



Figure 5.1. Satellite image showing the extent of Area 8. Most of the site is previously cleared/transformed and comprises open grassy areas (unshaded) or severely infested with aliens (orange). A small semi-natural patch (green) is evident east of the reservoirs. The road reserve should be regarded a no-go area.



Figure 5.2. Satellite image showing the extent of Area 9 and the recommended No-Go area within the road reserve north of the site (red polygon).

7. ASSESSMENT OF IMPACTS

The most significant biodiversity impacts associated with the proposed development (all areas) will be the direct impact on remnant vegetation within an endangered ecosystem (Hangklip Sand Fynbos) and the reduction in areas recognised as ESAs and CBAs. There is however limited natural habitat available within the mapped CBAs and ESAs evident within the target areas. Natural habitat is only evident within a small portion ($\pm 1000\text{m}^2$) of Area 8 and within the road reserve north of Areas 8 and 9. The remainder of the target sites are isolated and transformed or highly degraded with very low natural plant diversity.

- Overall the impacts on biodiversity will be low if the recommended no-go areas within the road reserve north of Areas 8 and 9 (outside the erf cadastral boundaries) are avoided.
- It will not be practical or biodiversity feasible to avoid semi-natural patches located within Area 8 as they are likely to deteriorate indirectly as a result of the anticipated low-cost housing development.
- The remainder of the target areas do not support intact natural habitat. Due to the isolated, degraded nature of these sites, it is unlikely that they will contribute to the preservation of the original ecosystem on site.

	Construction Phase
Potential impact and risk:	Botanical/Ecological
Nature of impact:	Physical transformation of isolated remnants of natural or near-natural habitat at Areas 8 and 9.
Extent and duration of impact:	Site, permanent
Consequence of impact or risk:	Physical transformation of $\pm 1000\text{ m}^2$ natural habitat within an endangered ecosystem (Hangklip Sand Fynbos) and the reduction of a small portion of CBA and ESAs.
Probability of occurrence:	Definite
Degree to which the impact may cause irreplaceable loss of resources:	Medium-Low
Degree to which the impact can be reversed:	Irreversible
Indirect impacts:	The low cost housing development may indirectly cause disturbances to natural habitat within the road reserve bordering Areas 8 and 9.
Cumulative impact prior to mitigation:	Medium-Low. Any development within a CBA will have the cumulative effect of a reduction in a network of natural sites identified to meet biodiversity pattern and process thresholds.
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-Low
Degree to which the impact can be avoided:	Partly
Degree to which the impact can be managed:	Partly
Degree to which the impact can be mitigated:	Partly

Proposed mitigation:	Refer to Section 8
Residual impacts:	None
Cumulative impact post mitigation:	Low
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low

	Operational Phase
Potential impact and risk:	Botanical/Ecological
Nature of impact:	Indirect impact on remaining natural remnants (No-Go areas) evident within the road reserve north of Area 8 and 9
Extent and duration of impact:	Immediate surroundings, Long term
Consequence of impact or risk:	Physical transformation of natural habitat within an endangered ecosystem (Hangklip Sand Fynbos) and the reduction of a small portion of CBA and ESAs.
Probability of occurrence:	Probable
Degree to which the impact may cause irreplaceable loss of resources:	Medium-Low
Degree to which the impact can be reversed:	Completely reversible
Indirect impacts:	Indirect impact on remaining natural remnants (No-Go areas) evident within the road reserve north of Area 8 and 9 due to edge effects from surrounding residential development.
Cumulative impact prior to mitigation:	Medium-Low
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-Low
Degree to which the impact can be avoided:	Indirect impacts can be avoided completely
Degree to which the impact can be managed:	Partly. It is not possible to completely prevent people from accessing or causing further disturbances to these areas.
Degree to which the impact can be mitigated:	Partly
Proposed mitigation:	Refer to Section 8
Residual impacts:	None
Cumulative impact post mitigation:	Low
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low

8. PROPOSED MITIGATION

- The recommended No-Go areas, comprising natural habitat within the road reserve north of Areas 8 and 9 (Figure 5.1 and 5.2) should be excluded from any development or disturbances. No-Go areas include:
- A fence should be erected along the northern erf boundaries of Areas 8 and 9, prior to construction. Physical disturbances should be restricted to areas within the erven cadastral boundaries and natural habitat within the road reserve should be avoided as far as possible.

9. CONCLUSION

The field survey confirmed that all of the target sites, except Area 8 are already completely transformed / previously disturbed and comprises open grassy areas, bare soil or weedy sites with very low natural plant diversity (Areas 4, 7 and 9) or no natural vegetation remaining (Areas 1, 2, 3, 5, 6, 10 and 11).

- Despite the presence of very few natural plant species (most typically occurring within disturbed sites) the above areas do not represent the original ecosystem and are of low biodiversity significance. Preserving these areas will not contribute to biodiversity.
- It is however recommended that the strip of natural vegetation within the road reserve, north of Area 9 be excluded from any development or disturbances.

Area 8 is highly degraded and severely infested by alien vegetation but a number of natural elements, typical occurring within the endangered ecosystem Hangklip Sand Fynbos, were recorded on site. Natural plant diversity is however very low and large portions of the site are already completely transformed. Most of the small (± 0.1 Ha) area recognised as a terrestrial CBA is also previously cleared. Due to its transformed nature and low natural plant diversity and cover, the entire site will not significantly contribute to biodiversity and an attempt to preserve a small isolated, semi-natural patch within an area earmarked for low-cost housing will be impractical and difficult to achieve. It is however recommended that the road reserve at the north-eastern boundary of the site, where a high number of natural elements are found, be preserved and excluded from any development or disturbances as far as possible.

Development of the target areas into housing is acceptable from a botanical perspective if the relevant No-Go areas north of Areas 8 and 9 (Figure 5.1 and 5.2) are avoided.

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