

LOCAL SPATIAL DEVELOPMENT FRAMEWORK FOR

HEROLD'S BAY

2015



This Local Spatial Development Framework applies to
**HEROLD'S BAY AND ITS'
RURAL SURROUNDINGS**

and was adopted by the George Municipality
in terms of section 9(1) of the Land Use Planning By-Law
for the George Municipal area and replaces all preceding
documents applicable to this area.

The plan focuses on the preservation and conservation of
the historic and natural assets of the area as well as
preserving the rich agricultural land surrounding it and
promotes responsible stewardship over these resources
in order to achieve sustainability and retain its character
and popularity as a holiday destination.



CONTENTS

SECTION A: BACKGROUND	7
1. GEORGE SPATIAL DEVELOPMENT FRAMEWORK	7
1.1 Introduction	7
1.2 George SDF: Spatial Planning: Vision and Mission	8
1.3 Spatial Planning Strategies	8
2. SPATIAL PLANNING STRATEGIES	9
2.1 Spatial Development Objective 1: Restructuring and Integrating the Dysfunctional urban fabric	9
2.2 Spatial Development Objective 2: Strengthening the economic vitality	11
2.3 Spatial Development Objective 3: Creating quality living environments	12
2.4 Spatial Development Objective 4: Safeguarding the environmental integrity and assets	15
2.5 Spatial Development Objective 5: Enhance the rural character and livelihood.	15
3. CONCLUSION	16
SECTION B: HEROLD'S BAY DEVELOPMENT CONTEXT	17
4. OBJECTIVES OF THE HEROLD'S BAY LOCAL SPATIAL DEVELOPMENT FRAMEWORK	17
5. METHODOLOGY	17
6. CONTEXTUAL BACKGROUND	19
6.1 Study area	19
6.2 Purpose of this Report	20
6.3 Legislative Framework	20
7. LOCAL CONTEXT	20

7.1	Brief Historical Overview	21
7.2	Community Needs	21
7.3	Biophysical Environment	22
7.4	Aesthetics	22
7.4.1	Herold's Bay Upper	22
7.4.2	Herold's Bay Lower	23
7.5	Economic opportunities	23
7.5.1	Herold's Bay Upper	23
7.5.2	Herold's Bay Lower	24
8.	EXECUTIVE SUMMARY	24
	SECTION C: PLANNING APPROACH, POLICIES AND GUIDELINES	27
9.	EXISTING STATUTORY PLANS, GUIDELINES AND REGULATIONS	27
9.1	Introduction	27
9.2	Western Cape George Spatial Development Framework (WC PSDF)	27
9.3	Eden Spatial Development Framework, 2004	28
9.4	George Spatial Development Framework, May 2013	28
9.5	Draft Landscape Characterization & Visual Management Analysis, 2009	29
10.	SPATIAL DEVELOPMENT CATAGORIES (SPC's)	29
10.1	Introduction	29
10.2	Core Areas	29
10.3	Buffer Zones	29
10.4	Agriculture	30
10.5	Urban-related	30
10.5.1	Single Residential	30
10.5.2	General Residential	30

10.5.3	Community Use	30
10.5.4	Municipal Use	30
10.5.5	Business / Commercial	30
10.5.6	Surface Infrastructure and Buildings (Municipal)	31
11.	LAND USE POLICIES AND GUIDELINES	31
11.1	Agricultural Land Use Policy	31
11.1.1	Key Issues	31
11.1.2	Objectives	31
11.1.3	Policies	31
11.1.4	Guidelines	32
11.2	Urban Land Use Policy (Herold's Bay Upper)	32
11.2.1	Key Issues	32
11.2.2	Objectives	33
11.2.3	Policies	33
11.2.4	Guidelines	33
11.3	Urban Land Use Policy (Herold's Bay Lower)	34
11.3.1	Key Issues	35
11.3.2	Objectives	35
11.3.3	Policies	35
11.3.4	Guidelines	36
11.4	Bulk Services and Infrastructure Policy	37
11.4.1	Sanitation	38
11.4.1.1	Key Issues	38
11.4.1.2	Policies	38
11.4.1.3	Guidelines	39
11.4.2	Solid waste removal	39

11.4.2.1	Key Issues	39
11.4.2.2	Policies	39
11.4.2.3	Guidelines	40
11.4.3	Water supply	40
11.4.3.1	Key Issues	40
11.4.3.2	Policies	40
11.4.3.3	Guidelines	41
11.4.4	Stormwater	41
11.4.4.1	Key Issues	41
11.4.4.2	Policies	42
11.4.4.3	Guidelines	42
11.4.5	Electricity	42
11.4.5.1	Key Issues	42
11.4.5.2	Policies	42
11.4.5.3	Guidelines	43
11.5	Traffic and Transport Policy	43
11.5.1	Key Issues	44
11.5.2	Policies	44
11.5.3	Guidelines	44
11.6	Tourism Policy	45
11.6.1	Key Issues	45
11.6.2	Policies	46
11.6.3	Guidelines	46
11.7	Landscape and Heritage Policy	47

11.7.1	Key Issues	48
11.7.2	Policies	48
11.7.3	Guidelines	48
11.8	Flats in Herold's Bay Lower	49
11.8.1	Key Issues	49
11.8.2	Policies	50
11.8.3	Guidelines	52
SECTION D: SYNTHESIS AND SPATIAL PROPOSALS		53
12. SPATIAL DEVELOPMENT STRATEGY		53
12.1	Herold's Bay Upper	53
12.2	Herold's Bay Lower	54
13. SPECIFIC PROPOSALS		54
13.1	Densification Policy	54
13.1.1	Herold's Bay Upper	55
13.1.2	Herold's Bay Lower (Beachfront Precinct)	55
13.1.3	Overall density (land audit)	55
13.2	Beachfront vendors	56
13.3	Public Parking	57
13.4	Mixed use areas	57
13.5	Caravan Park	58
13.6	Land audit	58
SECTION E: IMPLEMENTATION		59
14. FURTHER ASPECTS TO BE CONSIDERED		60
15. FINAL RECOMMENDATION		60

PLANS

- PLAN 1:** George Existing Spatial Structure
- PLAN 2:** Study Area
- PLAN 3:** Herold's Bay Upper and Herold's Bay Lower
- PLAN 4:** Herold's Bay Local Spatial Development Framework
- PLAN 5:** Extract from Eden Spatial Development Framework, 2004

TABLES

- TABLE A:** Ward 23: IDP projects
- TABLE B:** Community needs for Ward 23 as listed in the 2015 / 2016 IDP

ANNEXURES

- ANNEXURE "A":** Study Area
- ANNEXURE "B":** Herold's Bay Upper and Herold's Bay Lower
- ANNEXURE "C":** Herold's Bay Local Spatial Development Framework
- Annexure "D":** Public participation process

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George Museum Archives
George Integrated Development Plan 2015 / 2016

SECTION A: BACKGROUND

1. GEORGE SPATIAL DEVELOPMENT FRAMEWORK

1.1 Introduction

As the regional service centre of the Southern Cape and Klein Karoo, George is ranked second to Cape Town on the Western Cape list of rankings of "Development Potential Index". Despite this potential, the George Municipal Area is faced with serious challenges:

- **Economic:** George has not escaped the ravages of the current global economic recession. Unemployment is entrenched, poverty pervasive, and the future of existing business is under threat. The challenge is to re-instil investor and consumer confidence by improving service delivery and creating an environment conducive to investment.
- **Social:** If it is to be 'a city for all reasons' George needs to offer all residents access to the services and facilities of city living. It also needs to ensure that those living outside George, in villages or on farms, also have access to basic services and facilities. The challenge is to ensure that social investment not only addresses basic human needs, but also develops the human capital needed for a thriving and prosperous service economy.
- **Built Environment:** The challenge is undoing the spatial legacy that apartheid left on the towns, villages and farms in the George Municipal Area, and providing humane and enabling living environments for all.
- **Natural Environment:** Notwithstanding the area's rich and varied natural capital, it remains a sensitive and vulnerable environment. The challenge is ensuring the on-going functioning of eco-system services, that climate change is taken seriously, and the Municipality's towns and rural areas are developed sustainably. Whilst the Municipality's natural assets and productive rural landscapes need to be safeguarded, they also need to be opened up to all – particularly those denied access in the Apartheid era.

The George Spatial Development Framework (George SDF) dated May 2013 is the spatial manifestation of the municipal development agenda to address the abovementioned challenges. This spatial perspective of George provides the development context for the George SDF and as such for any Local Spatial Development Framework which is to be prepared as an extension of the George SDF.

1.2 George SDF: Spatial Planning Vision and Mission

The Spatial Planning Vision and Mission to guide the George SDF are the following:

➤ Spatial Planning Vision:

“Develop George as a Destination of Opportunity”

➤ Spatial Planning Mission:

“Facilitate a sustainable and quality living environment which will:

- ***Support Economic growth & vitality***
- ***Contribute to Social upliftment and wellbeing***
- ***Protect the environmental integrity”***

In order to achieve the mentioned vision and mission the George SDF identified 5 development strategies that the municipality intend pursuing.

1.3 Spatial Development Strategies

The 5 Spatial Strategies the George Municipality intend pursuing are as follows:

- Restructuring and integrating the Dysfunctional Urban fabric, together with a public transport system and Urban Renewal interventions.
- Strengthening the Economic Vitality by enhancing the Regional and Local Space Economy, Strategic Developments to Diversify and Strengthen the Economy, Consolidating and reinforcing nodes of economic activity, and Infrastructure Services Provision.
- Creating Quality Living Environments through Sustainable Urban Growth Management, managing a hierarchy of City Activity Nodes, the use of Strategic vacant land to take up new development demand, the densification of Urban Areas, and the provision of Housing & Public Facilities.

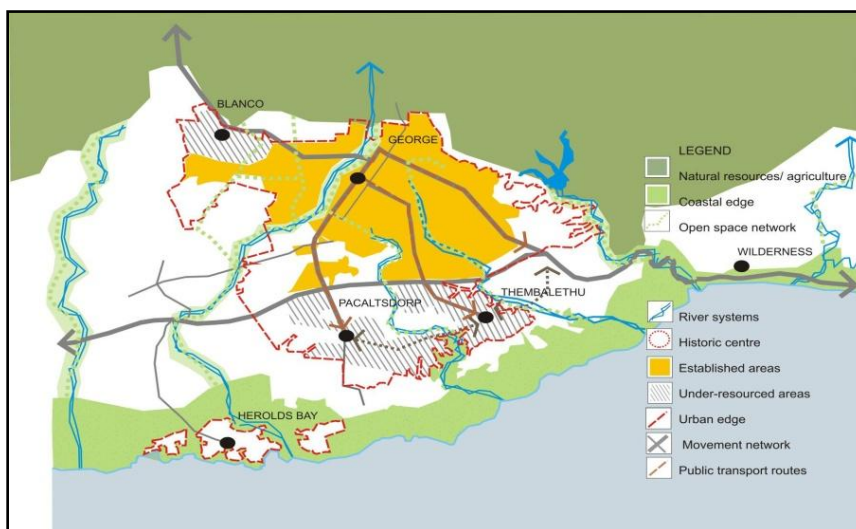
- Safeguarding the Environmental Integrity and Assets by establishing a city-wide open space system and environmental corridors, maintaining the functionality of Critical Biodiversity Areas, applying the principles of the Spatial Planning Categories, mitigating against impacts of Climate Change, managing Visual landscapes and corridors as well as Heritage resources.
- Enhance the Rural Character and Livelihood by protecting the Productive Landscape, managing the Subdivision of Land and by enhancing the Rural Livelihood and promoting integrated rural development.

These Spatial Strategies formed the basis of the George SDF and will as such also form the basis of any Local Spatial Development Framework to be prepared. The relevance of the strategies on the Herold's Bay Local Spatial Development Framework (Herold's Bay LSDF) will be summarized in the following paragraphs.

2. SPATIAL DEVELOPMENT STRATEGIES

2.1 Spatial development objective 1: Restructuring and Integrating the Dysfunctional Urban fabric

George currently comprises disparate urban areas, as shown in **Plan1: George Existing Spatial Structure**, with various challenges attached thereto. These challenges are discussed in detail in the George SDF. According to the George SDF the increased and significant "estate" type development in the vicinity of inter alia Herold's Bay contributes to this disparate urban area.



Plan 1: George Existing Spatial Structure

To address these challenges and develop George into a fully-fledged integrated city, the Municipality are pursuing the following spatial development strategies. The relevance of these strategies to the Herold's Bay LSDF will be highlighted in the following paragraphs.

➤ Urban Restructuring and Integration

Various strategies are identified and mentioned in the George SDF which are relevant to Herold's Bay and should as such be addressed in the Herold's Bay LSDF. The strategies relevant to Herold's Bay are as follows:

- Support the development of the George open space system through maintaining the integrity of existing elements of the system and actively seek to link various elements into a continuous green web.
- Resist the provision of further regional road infrastructure which could assist in urban sprawl or further reduce access to recreational opportunity.
- Resist gated developments / estates in scale and location that inhibits a feeling of openness and sterilise living environments.
- Ensure social equality with access to opportunities and social infrastructure.

➤ Introduce city-wide public transport and non-motorised transport networks

To make the benefits of city living accessible to all, especially the poor, the Municipality is rolling-out a mobility strategy with the assistance of the Provincial Government. It gives priority to the establishment of a bus-based public transport network along activity routes linking the nodes listed. Access to Herold's Bay is a major problem during peak holiday seasons and the linking and integration of Herold's Bay on the long term in the city-wide public transport system should be addressed in the Herold's Bay LSDF.

➤ Renew and upgrade degraded urban areas and dysfunctional human settlements

In terms of this section of the George SDF certain areas in the George Municipal Area are priorities for upgrading. Herold's Bay is not identified as one of the areas that need upgrading. This section of the George SDF is thus not relevant to the Herold's Bay LSDF.

2.2 Spatial development objective 2: Strengthening the economic vitality

According to the George SDF the George Municipal Area has not escaped the ravages of the past global economic recession. Unemployment is entrenched, poverty pervasive, and the future of existing business is under threat. The challenge is to re-instil investor and consumer confidence by improving service delivery and creating an environment conducive to investment. The Herold's Bay LSDF must promote economic opportunity areas within its development area where the local service economy can be strengthened, and livelihood opportunities for poor households be increased.

To address the abovementioned challenges the George Municipality are pursuing the following spatial development strategies:

➤ Enhance the Regional and Local Space Economy

George Municipality forms part of the Southern Cape and Klein Karoo regions. Whilst a strategy for the development and management of the regional space economy is beyond the scope of George Municipality's SDF and as such the Herold's Bay LSDF, it is important to align the individual strategies of key towns in the region.

The Herold's Bay LSDF should as such align with the following strategy as identified in the George SDF:

- Protecting and expanding the natural and agricultural assets, located to the north and northwest of Herold's Bay, which contribute to the regional economy.

➤ Strategic Developments to Diversify and Strengthen the Economy

In terms of this strategy three specific precincts have been identified for the locality of certain sectoral opportunities, i.e. science and technology enterprises, sport-, recreation- and cultural facilities and a national conference centre. Herold's Bay has not been included as one of the three precincts and this strategy is as such not relevant to the Herold's Bay LSDF.

➤ Consolidate and reinforce nodes of economic activity

The roles of the existing and proposed nodes of economic activity in the greater George urban areas are outlined and discussed in the George SDF. According to the George SDF a

network of mixed use nodal centres accessible to surrounding communities are being developed at strategic locations in the George urban area, within which higher order facilities and business activities are concentrated. It is furthermore mentioned that business centres outside the George urban area in villages be consolidated and reinforced and that the decentralization of economic activity be curtailed. In terms of the George SDF Herold's Bay has not been identified as a mixed use nodal centre within which higher order facilities and business activities should be concentrated.

2.3 Spatial development objective 3: Creating quality living environments

The main challenge of George is to manage the development and growth of the urban and rural living environments to ensure ongoing sustainability and affordability whilst providing in the needs of the communities. Five strategies have been identified to manage the development and growth of the urban and rural living environments. The relevance of these strategies to the Herold's Bay LSDF will be highlighted in the following paragraphs.

➤ Sustainable Urban Growth Management

One of the Municipality's approaches to manage the direction and form of future urban growth in George is based on the approach to maintain a clear urban edge around all settlements – large and small – in the George Municipal Area.

Recent studies indicated that there are numerous erven available for future residential development in George - at various stages of approvals and development - and that there is no need to identify new land for development outside the urban boundary of George. A relatively conservative urban edge has as such been determined around George and all other human settlements in the municipal area. At this stage improving George does not require making it spatially bigger, but rather using existing urban areas better.

To this affect it is recommended in the George SDF that the Municipality is to maintain the present environmental, rural and settlement character of Herold's Bay. To this end it will maintain a 'tight' urban edge around Herold's Bay to protect the rural character and high potential and productive agricultural land bordering Herold's Bay.

The following guideline for urban growth management and development for Herold's Bay is stipulated in the George SDF:

“Herold’s Bay

Herold’s Bay is a historic coastal recreation and holiday destination. Herold’s Bay Lower comprises the old seaside village, while Herold’s Bay Upper comprises more recent residential development located along the higher-lying plateau. Four residential estates have been agreed to in this area over the last number of years.

The Municipality will maintain the present environmental, rural and settlement character of the area. To this end it will:

- *Permit very limited additional development in Harold’s Bay Lower, save for redevelopment and alterations sensitive to the “village-style” of the area, the amenity of adjoining properties and view-sheds.*
- *Support compact development in areas approved for further residential development.*
- *Support the development of a neighbourhood commercial centre.*
- *Resist any form of expansion, densification or development of the buffer zones of residential, eco and golf estates.*
- *No further high density developments (Flats etc.).*

Detailed directives for the development and management of Herold’s Bay are contained in the Draft Herold’s Bay Local Structure Plan (Spatial Development Plan), May 2009.”

Note - This spatial development framework replaces the Draft Herold’s Bay Local Structure Plan dated May 2009.

➤ City Activity Nodes Hierarchy

In line with national and provincial policy, the Municipality is directing public and private fixed investment to existing settlements that have economic development potential. In this way, the impact of public and private investment is maximised, the majority of residents benefit, and the Municipality’s natural and productive landscapes are protected.

To this end the Municipality are developing and managing human settlements in the municipal area in accordance with their functional role. The George SDF identifies the functional role of Herold’s Bay as a *“Coastal residential village (including self contained resorts), recreation area.”*

The area covered by the Herold's Bay LSDF consists mainly of residential, resorts and recreational facilities which gives it a distinct holiday destination character. The area should as such be managed and controlled in such a way that this character is enhanced and the area is used to its full tourist potential.

➤ **Strategic vacant land to take up new development demand**

According to the George SDF strategic land parcels inside the urban edge that are suitable for future development should be identified in all Local Spatial Development Frameworks that is to be prepared. This aspect should thus also be addressed in the Herold's Bay LSDF. In developing these economic opportunities it is the intention not to replicate Apartheid "segregated" spatial patterns, but to promote socially integrative and sustainable city development.

A Land Audit has been undertaken for the study area. The findings of the land audit are discussed in paragraph 13.6 of this document.

➤ **Densification of Urban Areas**

To reduce land consumption, deliver services and facilities to households more cost effectively, and to establish the thresholds for viable public transport systems - national and provincial government have set municipalities the target of increasing the density of urban areas. The George SDF identifies opportunities to increase densities in the greater George urban area and in larger settlements surrounding George, without compromising the character of these areas. In terms of the George SDF the following densification is proposed for Herold's Bay:

Herold's Bay	No significant densification given the specific rural and built character of the area.
Herold's Bay Lower	No significant densification given the specific rural and built character of the area.
Herold's Bay Upper	Infill within designated/ agreed settlement areas and to agreed development parameters.

The densification of Herold's Bay is addressed in paragraph 13.1 of this document.

2.4 Spatial development objective 4: Safeguarding the environmental integrity and assets

According to the George SDF the rich and varied natural capital of the George area remains a sensitive and vulnerable environment. The George SDF states that the challenge is to ensure the on-going functioning of eco-system services, that climate change is taken seriously, and the Municipality's towns and rural areas are developed sustainable and heritage resources be protected. This necessitates protection and strengthening of the biodiversity network, and cultural and scenic landscapes, aspects which should also be addressed in any Local Spatial Development Framework and as such also in the Herold's Bay LSDF.

2.5 Spatial development objective 5: Enhance the rural character and livelihood

In terms of this strategy it is the Municipality's intention to safeguard the natural and scenic assets which underpin the tourism industry. Herold's Bay is a popular tourist destination and the strategy is thus very relevant to Herold's Bay. In this regard the George SDF highlights the following aspects which are relevant to the Herold's Bay LSDF.

- Managing all aspects of the Municipality's rural areas in a manner which respects nature and sustains the functionality of ecosystem services.
- Areas of conservation worth (i.e. critical terrestrial and aquatic biodiversity areas, and ecological support areas) are consolidated as far as possible.
- The entire rural area is managed to sustain ecosystem services (e.g. supply of clean water).
- Adopting and using the landscape-wide biodiversity information and mapping emanating from the Garden Route Initiative (GRI) as primary determinant of how to develop and manage the rural component of the municipal area.
- Consolidating, extending and linking the Garden Route's network of formally protected areas (through, inter-alia, the roll-out of the newly established Garden Route National Park).
- Actively supporting Cape Nature's stewardship program to secure conservation status for critical biodiversity areas situated on private land that are not currently formally protected.

- Managing urban and rural land uses to ensure that landscapes linking critical biodiversity areas can function as ecological corridors (i.e. along the coast and along the rivers that link the coast to the mountains).
- Safeguarding the municipality's farming and forestry areas as productive landscapes, equal in value to urban land.
- Maintaining a clear "green" edge around all settlements – large and small – in the municipal area.
- Curtailing "new" coastal, estuarine or inland residential development which is not integrated with existing settlements.

3. CONCLUSION

The George SDF gives spatial expression to George Municipality's service delivery and development agenda and clarifies and directs development and management activities in the Municipality's urban and rural areas. The George SDF also aligns with key concerns and themes contained in higher level policy frameworks, including the National Spatial Development Perspective, the PSDF, and the Eden District Municipality SDF. As the Herold's Bay LSDF forms an integral part of the George SDF and can be regarded as an extension thereof it should take cognisance of and comply with the strategies and directives contained in the George SDF.

SECTION B: HEROLD'S BAY DEVELOPMENT CONTEXT

4. OBJECTIVES OF THE HEROLD'S BAY LOCAL SPATIAL DEVELOPMENT FRAMEWORK

As a result the absence of detail planning policies and guidelines for Herold's Bay, the area was identified as one of the areas around George that needs more detailed spatial planning. Increased development pressure of inappropriate land uses necessitates the compilation of guidelines and policies to manage these pressures and effective management guidelines are needed.

For these reasons the Municipality has decided to compile the Herold's Bay LSDF. A draft plan was completed in May 2009, known as the Draft Herold's Bay Local Structure Plan. However, due to the approval George Spatial Development Framework in 2013 the Municipality embarked on a process to update the Draft Herold's Bay Local Structure Plan with the aim of aligning it with the new spatial strategies of the Municipality.

The Herold's Bay LSDF will be approved as a Local Spatial Development Framework in terms of Section 9(1) of the Land Use Planning By-Law for George Municipality, September 2015, the purpose of which will be to lay down guidelines for the future spatial development of a specific area to which it relates in such a way as will most effectively promote the order of the area as well as general welfare of the community concerned. In addition, as with SDF's and / or LSDF's, the Herold's Bay LSDF will not confer to create or take away any right(s) in respect of land.

5. METHODOLOGY

The planning of the study area can be divided in to six stages as summarized below.

➤ Stage 1: Preliminary stage

In the preliminary stage the goal, objectives and regional significance of the study was identified by means of a desktop study exercise. This included reviewing, evaluating and discussing all relevant and available background information. Relevant and applicable legislation was reviewed in order to formulate an outline of the legislative boundaries that the process should operate in.

Site visits were conducted for familiarization and physical evaluation of the landscape and study area.

➤ Stage 2: Data Collection

The next stage involved the gathering of data and consultation with various key stakeholders in the private and the public sectors. Two task group meetings were held with community groups from the study area on 8 May 2006 and 19 June 2006 respectively as a pre-public consultation initiative. During this process it was established what the policy, needs, preferences and views of these affected parties are. The investigations and interviews into the study area included the review of:

- ⇒ Existing development trends in Herold's Bay.
- ⇒ Available services in the area.
- ⇒ The overall tourism resources.
- ⇒ Tourism and business infrastructure including transportation systems.
- ⇒ Tourism demand trends.
- ⇒ Agricultural trends.
- ⇒ Vegetation.
- ⇒ Road access requirements.

➤ Stage 3: Analysis and Synthesis

The data and information gathered from the previous stage was analysed and the analysis results were used as a basis to formulate sustainable proposals for the study area.

➤ Stage 4: Spatial Planning Proposals

This stage involved the compilation of a draft local spatial development framework which will have the following purpose:

- ⇒ provide detailed spatial planning guidelines;
- ⇒ provide more detail in respect of a proposal provided for in the George Spatial Development Framework, May 2013;
- ⇒ meet specific land use planning needs;
- ⇒ provide detailed policy and development parameters for land use planning;

- ⇒ provide detailed priorities in relation to land use planning, and insofar as they are linked to land use planning, biodiversity and environmental issues, and
- ⇒ guide decision-making on land use applications.

➤ Stage 5: Public Participation

The draft local spatial development framework will during this stage be presented by way of open days, the dates of which will be published in the local press, to the public for input and comments after which the draft local spatial development framework will be administratively finalized.

➤ Stage 6: Approval by Council

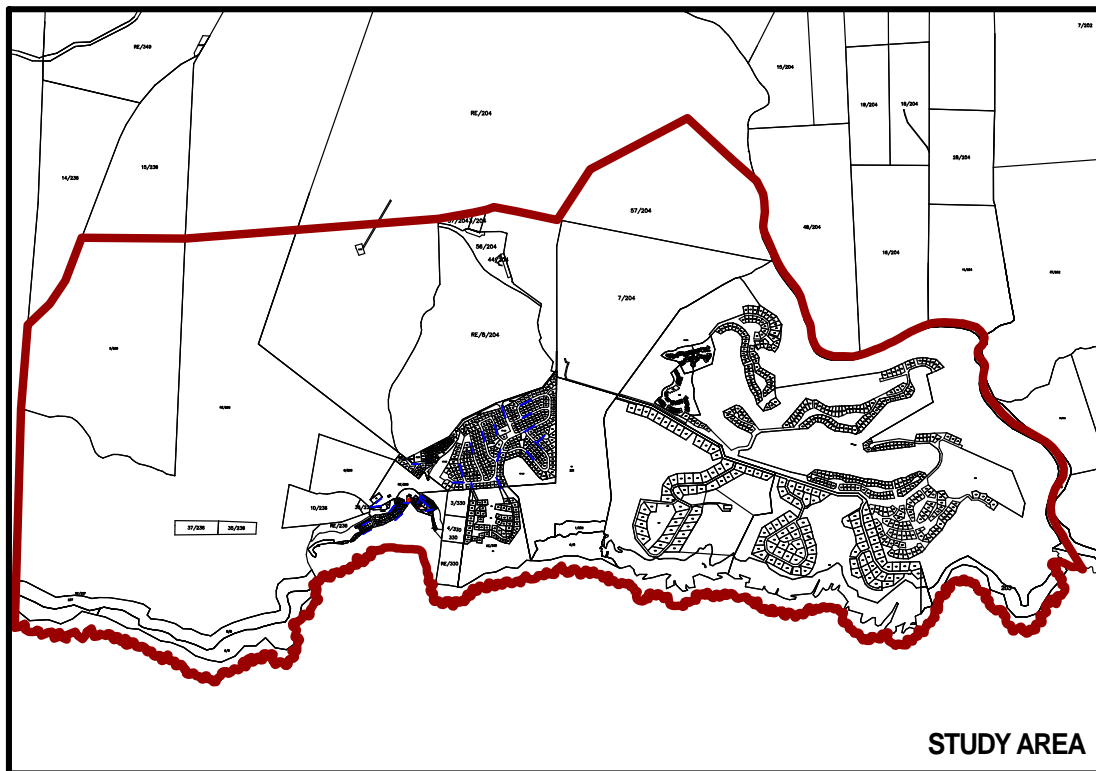
The final stage involve the submission of final draft local spatial development framework to Council for adoption, where after the decision of Council will be published in the media and the Provincial Gazette.

6. CONTEXTUAL BACKGROUND

6.1 Study Area

The study area includes existing urban expansions of Herold's Bay namely the older "**Herold's Bay Lower**" as well as existing (and permitted) urban expansion (Herold's Bay Extensions 1 and 2 and Oubaai, Breakwater Bay and The Brink) on the plateau above referred to as "**Herold's Bay Upper**".

Where possible the study area boundary has been demarcated along natural features, e.g. river valleys or existing roads. The study area is indicated on **Plan 2: Study Area** below, which is also attached hereto as **Annexure "A"**.



Plan 2: Study Area

“Herold’s Bay Upper” and ***“Herold’s Bay Lower”*** is indicated on **Plan 3: Herold’s Bay Upper and Herold’s Bay Lower** which is attached hereto as **Annexure “B”**.

6.2 Purpose of this Report

The Herold’s Bay LSDF forms an integral part of the overall George SDF dated May 2013 and should therefore be read in conjunction with that document. The primary aim of the Herold’s Bay LSDF is to provide focussed input in relation to planning-related matters and making specific recommendations concerning Herold’s Bay and its environs (hereafter referred to as “the study area”) in the form of planning principles and guidelines pertaining to future development of the study area.

6.3 Legislative Framework

As mentioned, the Herold’s Bay LSDF will be approved as a Local Spatial Development Framework in terms of Section 9(1) of the Land Use Planning By-Law for George Municipality, September 2015, the purpose of which will be to lay down guidelines for the future spatial development of a specific area to which it relates in such a way as will most

effectively promote the order of the area as well as general welfare of the community concerned. In addition, as with SDF's and / or LSDF's, the Herold's Bay LSDF will not confer to create or take away any right(s) in respect of land.

7. LOCAL CONTEXT

7.1 Brief Historical Overview

Evidence of pre-colonial habitation, generally found along the entire Southern Cape coastal belt, has also been identified within the study area. Further detailed historical background and archaeological research will therefore be required in future. Herold's Bay was named after Rev. TJ Herold, a well-known pastor in the local Dutch-reformed church around the early 1800's.

According to historic accounts, holidaymakers camped on the beach for many years, even after the first dwelling (in reality a pre-fabricated structure) was erected around 1895. The existing tar road connecting Herold's Bay to the George airport was completed during 1958. Building work to the existing cathedral was completed in 1932. During the early 1970's permission was granted for subdivision of the land that is currently Herold's Bay Extensions One and Two (Herold's Bay Upper). Below are two photographs of historic Herold's Bay (undated), sourced from George Museum Archives.



7.2 Community Needs

In accordance with the brief, the public participation process for the Herold's Bay LSDF was synchronised with that of other SDP's to become part of the George SDF. However, two task group meetings were held with community groups from the study area on 8 May 2006 and 19

June 2006 respectively as a pre-public consultation initiate. The purpose of these meetings was not to engage into a formal public participation process but merely to obtain preliminary inputs so as to compile a draft document. In addition, a number of meetings were held since 2006 to 2008 with various interested and affected parties so as to inform the compilation of the Herold's Bay LSDF.

A summary of the primary needs of the community were as follows:

- Aesthetic concerns.
- Densification.
- Parking.
- Noise.
- Safety and security.

7.3 Biophysical Environment

The study area consists of a bay and beachfront area with predominantly south-facing cliffs and rocky capes. These steeper slopes connecting the upper plateau with the ocean tend to be geologically unstable and a number of landslides along slip-faces have been recorded, typically following periods of intense rainfall. Mostly, these steeper slopes are overgrown with indigenous vegetation, giving way to pristine Afromontane forest in deeper valleys extending further north from the coastline. Some areas have however been invaded by alien vegetation and presently requires rehabilitation.

Further north and west of the bay area, the study area is a higher-lying plateau with significant valleys extending from the coastline. Much of the higher-lying plateau at some point in time has been used for agricultural purposes. Although some indigenous forests remain along the deeper valleys, infestation of alien species has already occurred particularly along more moderate slopes between the flatter areas and steeper valleys beyond.

7.4 Aesthetics

7.4.1 Herold's Bay Upper

Herold's Bay Upper is located along a higher-lying coastal plateau that is visually sensitive. Furthermore, it is located within a rural landscape, which is considered necessary to preserve. Guidelines are therefore required to ensure that the unique rural ambience and

sense of place be retained, should future development be permitted here.

Following approval of three residential estates (Oubaai, Breakwater Bay and The Brink) in this area, there are sentiments that no further development should be allowed here in the foreseeable future. However, the need for a compact retail / commercial centre as well as limited affordable housing was also expressed.

7.4.2 Herold's Bay Lower

This portion of the study area still retains somewhat of a village character, notwithstanding a number of higher density residential buildings that have been developed or are presently being developed along the beachfront. Properties are mostly very limited in size and not developable within the restrictions of the applicable Zoning Scheme Regulations.

Due to the uniqueness of Herold's Bay Lower, it is necessary to formulate specific guidelines and criteria to guide future development here in the interest of the proper planning and sustainable development of the area. There is a need to apply an overall aesthetically pleasing theme to street lighting and street furniture along the beachfront. This should also include the existing "caravan" kiosks, ablution facilities and refuse bins.



7.5 Economic Activities

Economic activities in both Herold's Bay Upper and Herold's Bay Lower tend to be limited in both frequency and variety.

7.5.1 Herold's Bay Upper

A large portion of this area presently consists of agricultural land, most of which are lying

fallow though some are being used for grazing purposes (extensive use). Former cultivation of agricultural land (intensive use) here appears to have been ceased due to a variety of reasons. An exception is the Denneseerus Nursery, producing foliage and greenery for the local flower market. Apart from the Down to Earth Restaurant / Weddings and Functions Venue, Dutton's Cove restaurant, Herold's Bay Eco Resort and a number of Guesthouses, economic activities within the extent of the residential suburbs "Extension 1 and 2" are limited.

The Oubaai Golf Resort & Spa hotel is also located in this area. The resort consists of an eighteen hole golf course, hotel, conference centre, 3 up-market restaurants and 100 stylish guestrooms and suites. The resort features the first Ernie Els signature golf course in South Africa, making the hotel resort a prime destination for golf holidays in South Africa.

7.5.2 Herold's Bay Lower

An estate agency is located adjacent to the local neighbourhood store, at the entrance to the village. Opening hours of the store vary during peak- and off-season periods. Two stationary vendor caravans are located in the car parking area along the beachfront. A number of residential properties are rented out (whether partly or fully) during the year.

The Herold's Bay caravan park with its 42 caravan sites, which is regarded as one of the most popular camping sites during peak season periods, is also located at the entrance to Herold's Bay.

The Herold's Bay Hotel with its stylish restaurant, bar, pool, sundeck and 1, 2 and 3 en-suite bedroom apartments and studios is also located in this part of Herold's Bay.

8. EXECUTIVE SUMMARY

The Herold's Bay Local Spatial Development Framework (LSDF) is one of seven LSDF's that have been compiled for the George Municipality and should be regarded as an integral part of the overall George Spatial Development Framework. The purpose of this LSDF is to integrate spatial planning proposals for the study area for a time period of 5 to 8 years after which it will have to be updated.

For the purpose of this report the study area has been divided into two areas, being Herold's Bay Upper and Herold's Bay Lower. The Herold's Bay LSDF refers to existing policy and

guidelines relevant to the study area, most of which are not recent documents. Recommendations made in these documents are nonetheless included in the Herold's Bay LSDF, in some instances making recommendations for small amendments to some of these policies and guidelines so as to reflect modern trends, policies, legislation and outcomes from public participation work sessions. **Plan 4: Herold's Bay LSDF**, which is attached hereto as **Annexure "C"**, is the Herold's Bay LSDF on which the proposals referred to in this report are shown.

Herold's Bay is unique in character in that for long it has been a small coastal village located within a rural area well outside the main town of George. Although it was altered somewhat with the establishment of Extensions 1 and 2, the character of the village was transformed significantly with approval of the Oubaai golf and residential estate, which was subsequently, followed by two eco-estates namely Breakwater Bay and the Brink. With a further residential estate (Dutton's Cove) granted Guide plan amendment approval recently, many feel that development along the coastline should no longer be promoted and that future expansion should at this stage be restricted.

Specific proposals are made in respect of densification in the study area as well as aspects such as vendors along the beachfront and parking. Some submissions received after two pre-public participation work sessions with some local role-players were also considered and worked into this document.

Having regard to the above, only limited possibilities for urban expansion are foreseen for the lifespan of the Herold's Bay LSDF, primarily addressing expressed needs of the local community, which include:

- Beautification of the Beachfront Precinct.
- Conservation of existing nature areas along the coastline.
- Provision of guidelines for future development along the beachfront.
- Proposals for measures to alleviate parking problems experienced, particularly during peak season periods.
- Provision of a site for a neighbourhood shopping complex to address local needs.

The following land use policies and guidelines were compiled for the study area, which include the listing of specific key issues, policies and guidelines for each:

- Agricultural Land Use.

- Urban Land Use.
- Bulk Services and Infrastructure.
- Traffic and Transport.
- Tourism.
- Landscape and Heritage.

Finally the report includes a number of specific proposals relating to certain significant issues pertinent to the study area:

- Visual Resource Management.
- Densification policy.
- Beachfront vendors.
- Parking.
- Mixed use areas.
- Social integration.
- Land audit.

Important to note is that Herold's Bay originated as a holiday village for visitors, which over decades has slowly expanded in size to later also include a relatively large group of retired residents. In more recent years this growth has however increased dramatically together with the enormous national and international interest in the Southern Cape region in general. It is however considered pertinent that the unique character of Herold's Bay Lower (of which little remains) as well as the overall rural character and atmosphere of Herold's Bay Upper be retained and access to the coastline respected. It is from this background that the Herold's Bay LSDF therefore aims to provide some guidance for the future sustainable use of the area.

SECTION C: PLANNING APPROACH, POLICIES AND GUIDELINES

9. EXISTING STATUTORY PLANS, GUIDELINES AND REGULATIONS

9.1 Introduction

The following statutory plans are applicable to the study area:

- Eden Spatial Development Framework, 2004.
- George Spatial Development Framework, May 2013.

Planning Guidelines and Regulations relevant to the study area include the following:

- Western Cape Provincial Spatial Development Framework (WC PSDF), March 2014
- Provincial Urban Edge Guideline.
- Guidelines for Resort Development in the Western Cape.
- Guidelines for Golf courses, Golf estates, Polo fields and Polo Estates in the Western Cape.
- Coastal Zone Policy for the Western Cape.
- Section 8 Zoning Scheme Regulations.
- Outeniqua Sensitive Coastal Area Regulations.
- Draft Landscape Characterisation and Visual Resource Management Analysis.

9.2 Western Cape Provincial Spatial Development Framework (WC PSDF), March 2015

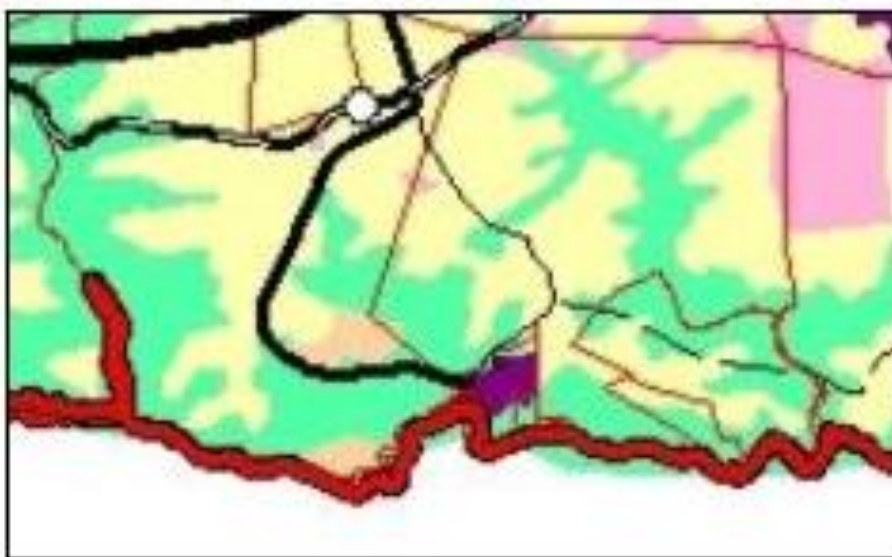
The WC PSDF dated March 2014 contains objectives and policies aiming to direct future spatial planning in the province to re-align the pattern of development in urban settlements from that characteristic to former apartheid-planning principles. For example, the PSDF imposes integration by requiring tight urban edges, thus encouraging sustainable use of under-utilised and “brownfield land”. Policies and action plans described in this document focuses mainly on three areas of intervention, namely:

- Socio-economic development.
- Urban restructuring.
- Environmental Sustainability.

9.3 Eden Spatial Development Framework, 2004

As indicated on an extract (**Plan 5: Extract from Eden Spatial Development Framework, 2004**) below, this SDF does make some proposals for the study area, which includes “**Local Town**” for existing residential development in Herold's Bay Lower and Herold's Bay Upper but excluding the residential estates to the east (Oubaai, Breakwater Bay and The Brink), most of which are earmarked as “**Ecological corridors areas**” (GREEN).

Two portions are earmarked as “**Extensive agricultural areas**” (LIGHT BROWN) while remaining land surface is indicated as “**Intensive agricultural areas**” (YELLOW).



Plan 5: Extract from Eden Spatial Development Framework, 2004

9.4 George Spatial Development Framework, May 2013

Though it is the purpose of the Herold's Bay LSDF to refine future spatial planning proposals for the study area as formulated in the George SDF, the Herold's Bay LSDF went through an elaborate public participation process, which can as such not be ignored and inputs received needs to be taken into consideration in the preparation of the Herold's Bay LSDF.

The relevance and role of the George SDF has been discussed in detail in Section A of this document and the recommendations made with regard Herold's Bay Upper and Herold's Bay Lower in the George SDF will be addressed and incorporated into the Herold's Bay LSDF.

9.5 Draft Landscape Characterisation & Visual Resource Management Analysis, 2009

The purpose of this report is to establish a Visual Inventory to “benchmark” the existing landscape character of George and its environs. It for example identifies visual scarring of the landscape and subsequent changes to the sense of place due to excessive cut and fill operations along the steep coastal cliffs of Herold's Bay Lower.

The report makes the following recommendation, specifically in relation to Herold's Bay and its environs:

- Management plans need to be incorporated to rectify the concrete intrusion and to ensure that further instances of this visual intrusion caused by inappropriate development does not occur.
- Large houses built on stilts in order to maximise views need to be strictly controlled as this type of structure has a knock-on effect, with subsequent buildings becoming higher and higher, thus permanently altering the seaside village appeal.
- Green architecture and policy guidelines need to be drawn up and incorporated into planning for the area.

10. SPATIAL PLANNING CATEGORIES (SPC's)

10.1 Introduction

The SPC's defined in this section was developed as part of the George SDF, May 2013 as a practical and visual means of identifying optimum land use categories. As such, the SPC's correlate directly with the land use categories referred to in the George Strategic Environmental Assessment (SEA), May 2007 and can broadly be defined as follows:

10.2 Core Areas

These include wilderness areas, ecological corridors and river corridors or “natural areas” of the study area that have not yet been transformed through urban and / or agricultural development.

10.3 Buffer Zones

Include Private Conservation Areas, primarily as part of existing Residential estates, and also

Public Open Spaces.

10.4 Agriculture

Include Extensive Agriculture and Intensive Agriculture – thus areas actively used for agricultural purposes. This land use is limited to a relatively small percentage of the total surface area of the study area.

10.5 Urban-related

10.5.1 Single Residential

For a primary dwelling unit and additional dwelling unit following permission obtained from the Municipality.

10.5.2 General Residential

For a guesthouse (maximum 6 rooms), town houses, apartments or residential buildings following consent by the relevant authority(ies) but excluding a hotel.

10.5.3 Community Use

For public buildings including a place of assembly or other buildings used for public purposes, but which is not directly related to a commercial undertaking.

10.5.4 Municipal Use

Buildings and / or Infrastructure used for the purpose of providing a municipal service, including reticulation of water or electricity, sewerage disposal or stormwater drainage. For the purpose of the Herold's Bay LSDF it also includes a caravan park.

10.5.5 Business / Commercial

For buildings to be used for business and / or commercial purposes and may also include mixed-use development provided that no residential component occupies more than 40% of the total floor space of the proposed development.

10.5.6 Surface Infrastructure & Buildings (Municipal)

All infrastructures used in conjunction with the provision of engineering services including public roads, pipelines, reservoirs, sewerage works, electrical reticulation and associated infrastructure.

11. LAND USE POLICIES AND GUIDELINES

11.1 Agricultural Land Use Policy

Notwithstanding the fact that only a small percentage of the study area is utilised as part of an economically-viable agricultural enterprise, agriculture is considered a non-renewable resource. It is therefore necessary to have guidelines to preserve and assist management of this resource.

11.1.1 Key Issues

- Areas of high agricultural potential and existing (viable) agricultural enterprises need to be preserved.
- Guidelines for assessing non-agricultural development applications outside urban areas are needed.
- Continuous urban encroachment into agricultural areas degrades the rural character of the area.

11.1.2 Objectives

- To protect and retain existing and unique agricultural areas within the study area.
- To provide guidelines to assist planning authorities in the evaluation of land use applications outside urban areas.

11.1.3 Policies

No.	POLICY STATEMENT
P 1.1	Agricultural activities, generally located within areas indicated as such, should be retained where possible.

P 1.2	Sustainable agricultural activities should be promoted and may be enhanced through agri-tourism.
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11.1.4 Guidelines

ISSUE	GUIDELINE
Preserve high potential agricultural land	<ul style="list-style-type: none"> ➤ Existing agricultural activities on Buffelsfontein 204 Portions 7 and 45 should be retained. ➤ The productive landscape (i.e. farming and forestry) must be protected and managed as stipulated in Spatial Development Objective 5 in Section A of this report.
Placement of non-agricultural uses	<ul style="list-style-type: none"> ➤ Urban development outside the urban edge should be discouraged, except areas indicated for that purpose. ➤ Within close proximity to roads / road intersections. ➤ At locations where the aesthetical impact would be minimal. At locations where there would be no impact on existing agricultural- and associated activities.
Encroachment	<ul style="list-style-type: none"> ➤ No urban-related development in agricultural areas, with the exception of areas earmarked for a particular purpose in the Herold's Bay LSDF.

11.2 Urban Land Use Policy (Herold's Bay Upper)

A number of residential developments ("eco-estates") have recently been permitted in the study area. It is therefore considered imperative that guidelines to ensure that future urban development in the study area is in accordance with the proper planning and sustainable development of the area are formulated.

11.2.1 Key Issues

- Further urban expansion should be limited.
- Urban edge should be taken into consideration.
- Densification should be encouraged where appropriate.
- Ribbon development along the coastline must be avoided.
- Aesthetic and design aspects must be addressed.

11.2.2 Objectives

- To provide guidelines to assist planning authorities in the evaluation of land use applications in this area.
- To provide for limited urban expansion in a compact form so as to ensure efficient distribution of resources and to preserve the surrounding rural landscape.

11.2.3 Policies

No.	POLICY STATEMENT
P 2.1	Establishment of new urban nodes, other than that envisaged herewith, should not be permitted.
P 2.2	Residential development should occur on a smaller scale and in a less homogenous manner.
P 2.3	Where permitted, urban fabric should be kept as compact as possible.
P 2.4	Housing of mixed price and type should be encouraged.
P 2.5	Height and bulk of buildings should be controlled in accordance with an architectural design manual.
P 2.6	Design of residential dwellings / units should follow local architectural styles and avoid large monolithic forms in preference of stepped / linked or smaller / fragmented forms.

11.2.4 Guidelines

ISSUE	GUIDELINE
Urban expansion	Only permissible on land earmarked for that particular purpose.
Densification	To be undertaken in accordance with a Densification Policy.

Ribbon development	No further ribbon development should be allowed.
Compact urban form	In accordance with guidelines provided in the WC PSDF or otherwise a density prescribed by the Municipality.
Design	<ul style="list-style-type: none"> ➤ No residential buildings higher than 2 storeys or 8,5 metres as measured from natural ground level to pitch of the roof. ➤ 3 Storey, staggered buildings may be allowed, as long as they are not higher than 8,5m as measured from the natural ground level to the pitch of the roof. ➤ Only basements that comply 100% with the definition of a "Basement" as stipulated in the relevant Zoning Scheme Regulations shall be allowed. ➤ Basements may only be used for parking- and storage purposes and may not be used for any form of human habitation. ➤ No business / commercial or mixed-use building higher than 3 storeys. ➤ Must allow for more varied and interesting urban environments. ➤ Shall be in accordance with an architectural design manual. ➤ Should a residential component be included in the business / commercial node envisaged, this may not occupy more than 40% of the total floor space of the development. ➤ Where the slope is very steep, building line relaxations may be considered to allow for easier access.
Zoning Scheme Regulations	<ul style="list-style-type: none"> ➤ Refer to the relevant Zoning Scheme Regulations in this regard. ➤ Strong consideration should be given to establish an overlay zone for this portion of the study area. ➤ Such an overlay zone should, at a minimum, address the following aspect: <ul style="list-style-type: none"> - Coverage. - Height and definition of the term. - Building lines. - Parking requirements. - Additional dwelling units. - Basements.

11.3 Urban Land Use Policy (Herold's Bay Lower)

Due to its historic nature location within the surrounding landscape, this area offers a unique character and sense of place, which should be preserved. A recent increase in the number of development applications submitted, particularly for properties along the beachfront, necessitates the compilation of guidelines for future development in this area.

11.3.1 Key Issues

- New development along the beachfront may not erode the unique sense of place.
- Unattractive constructions along steep and visually prominent slopes should not be allowed.
- Residential density should be restricted.
- The “Bay view shed” should be preserved.
- Building parameters (building lines, coverage) in current Zoning Scheme Regulations are too restrictive.
- Basements in some instances used for habitable purposes, thereby effectively allowing for three storey buildings along the beachfront.

11.3.2 Objectives

- Compile basic aesthetical guidelines for future development of Herold's Bay Lower.
- Determine design principles pertaining to building height, bulk and basements to be transposed into the new George Zoning Scheme Regulations.

11.3.3 Policies

No.	POLICY STATEMENT
P 3.1	The precinct includes properties located in Herold's Bay Lower, generally facing, or with views towards the Indian Ocean (whether partial or not).
P 3.2	While one specific architectural character for this area can no longer be identified, use of architectural styles, which reflect a “village-style” in terms of bulk, roofs, height, street frontage, colour scheme and use of appropriate materials should be encouraged.
P 3.3	Only limited densification can be permitted due to physical constraints, capacity of infrastructure, etc.
P 3.4	Architectural design of new buildings should be appreciative of adjoining buildings in terms of residential amenity, privacy (visual and acoustic), overshadowing and overlooking.

11.3.4 Guidelines

ISSUE	GUIDELINE
Sense of place	<ul style="list-style-type: none"> ➤ Large, monolithic forms and excessively narrow buildings must be avoided. ➤ Smaller, fragmented and stepped, linked building forms must be encouraged. ➤ Flat roofed buildings to be avoided.
Steep slopes	<ul style="list-style-type: none"> ➤ Use of stilts to be avoided. ➤ Excessively wide platforms not permitted. ➤ Construction in a series of units preferred.
Density	<ul style="list-style-type: none"> ➤ Additional dwelling units permitted. ➤ Suitability of proposed density to be determined on merit of each individual case. ➤ At least one parking bay per dwelling / unit must be provided on site.
Bay view shed	<ul style="list-style-type: none"> ➤ Buildings designed outside development parameters, thereby affecting views from adjoining properties not permissible. ➤ No development along skylines, as viewed from public roads or vantage points.
Zoning Scheme Regulations	<ul style="list-style-type: none"> ➤ Refer to the relevant Zoning Scheme Regulations in this regard. ➤ Strong consideration should be given to establish an overlay zone for Herold's Bay Lower and steeper portions of the study area. ➤ Such an overlay zone should, at a minimum, address the following aspect: <ul style="list-style-type: none"> – Coverage. – Height and definition of the term. – Building lines. – Parking requirements – Additional dwelling units. – Basements.
Height and Bulk of Buildings	<ul style="list-style-type: none"> ➤ No single residential building higher than 2 storeys or 8,5 metres for a pitched roof or 6 metres for a flat roof. ➤ "Height" of a building means a vertical dimension of the building from the grade-line to the highest point of the building measured in metres or in number of storeys, provided that: <ul style="list-style-type: none"> – the height restriction which refers to storeys does not apply to roofs, domes, chimneys, flues, masts and antennae; and – elevator motor rooms, satellite dishes, ventilation shafts, water tanks, air conditioning plant and equipment on top of a building, shall be deemed to constitute a storey, unless enclosed within the

	<p>roof or hidden behind parapet walls, not exceeding 2,0 m in height, in which case they shall be deemed to form part of the top storey.</p> <ul style="list-style-type: none"> ➤ Where the slope of the grade-line is greater than 1 in 5, the owner may elect to regulate height in accordance with the clause below: <ul style="list-style-type: none"> – Where height is regulated in terms of this case, no point on a building shall exceed a vertical distance above the grade-line of 6,0 m in the case of a flat roofed building, or 8,5 metres in the case of an inclined or pitched roof building, provided that if it is an inclined or pitched roof building, only the roof structure may exceed a height of 6,0 m. – The grade-line is an imaginary surface that corresponds with the straight lines connecting the highest and lowest natural levels of ground immediately contiguous to a building, and for the purpose of height control may be regarded as a plane which encompasses the outer edges of a building. ➤ Only basements that comply 100% with the definition of a "Basement" as stipulated in the relevant Zoning Scheme Regulations shall be allowed. ➤ No business / commercial or mixed-use building higher than 3 storeys. ➤ Should a residential component be included in the business / commercial node envisaged, this may not occupy more than 40% of the total floor space of the development.
Basements	<ul style="list-style-type: none"> ➤ Refer to the Zoning Scheme Regulations in this regard. ➤ Only basements that comply 100% with the definition of a "Basement" as stipulated in the relevant Zoning Scheme Regulations shall be allowed. ➤ Basements may only be used for parking- and storage purposes and may not be used for any form of human habitation. ➤ While exceptions, which deviate from definition of the term, exist, new applications would have to adhere to these principles. ➤ Should an overlay zone be established for the study area, policy contained in any such overlay zone would have preference above that contained in the Herold's Bay LSDF.
Residential amenity	<p>Design of new developments shall, as part of the application to the Municipality, indicate how due regard was given to the following:</p> <ul style="list-style-type: none"> ➤ Preservation of existing views from adjoining properties. ➤ Minimising the effects of overshadowing. ➤ Minimising the impact of overlooking. ➤ Avoiding possible loss of privacy of adjoining dwellings.

11.4 Bulk Services and Infrastructure Policy

As Herold's Bay originated as a holiday destination, the need for bulk services and associated infrastructure was relatively limited until more recently, when urban expansion

began through the approval of Extensions 1 and 2 (Herold's Bay Upper).

As the area became better known through various developments (e.g. Oubaai), there has been an increase in the permanent demand, together with a demand for the provision of quality services during peak season periods. *The Greater George Municipality Water and Sewer Design and Management Information System (June 2006), Community Engineering Services*, which includes the *Plan Book for Sewer System* and *Plan Book for Water Distribution System* makes specific recommendations that are relevant to the study area.

11.4.1 Sanitation

According to the abovementioned study, this service is insufficient for the study area and requires the following upgrades:

- Four new pumping stations and various link sewers, linking into the main outfall sewers are needed to accommodate future development.
- A number of pipe reinforcements of existing sewers are required.

However, it is not considered that all the areas referred to in the said study would necessarily be developed during the lifetime of validity of the Herold's Bay LSDF (5 – 8 years) as projected in the study.

11.4.1.1 Key Issues

- Septic tanks and soak away systems have the potential to pollute nearby rivers, watercourses and aquifers.
- High cost related to the conservancy tank and tanker sewerage collection system.
- Negative aesthetics associated with the tanker sewerage collection system.

11.4.1.2 Policies

No.	POLICY STATEMENT
P 4.1.1	To provide cost-effective sanitation solutions for all areas within the study area.
P 4.1.2	Protect aquifers and prevent pollution of all water sources.

11.4.1.3 Guidelines

ISSUE	GUIDELINE
Cost	Acknowledge that water-borne sanitation is a commercial service that should pay for itself.
New areas	Make provision for servicing of new developments at an early stage to spread revenue collection over as wide an area as possible.

11.4.2 Solid waste removal

This service is provided at a regular (weekly) basis and waste is transferred to and disposed of at the registered municipal waste disposal site via road transport. In general this service is under more pressure during peak season periods when considerably more waste is produced than normally during off peak periods. In addition, a waste recycling disposal site is located in Herold's Bay Lower, within close proximity to the existing shop and the boardwalk towards the beachfront. It however appears as if this site is not used frequently and likely more often in peak holiday periods.

11.4.2.1 Key Issues

- Transport of waste to a registered disposal site via road transport is costly.

11.4.2.2 Policies

No.	POLICY STATEMENT
P 4.2.1	Acknowledge waste recycling as a way in which to reduce waste volumes to be removed.
P 4.2.2	Promote at source separation of all recoverable waste.

11.4.2.3 Guidelines

ISSUE	GUIDELINE
Recycling	Implement and market a scheme for separation of recoverable waste. Consider linking this with job creation opportunities.
Sustainability	Promote the fact that benefits of the recovery option include lower cost of service delivery, lower landfill life and the principle of sustainability.

11.4.3 Water supply

There are two water storage reservoirs for the study area, which include the Herold's Bay reservoir with a capacity of 700 kilolitres and the recently constructed Oubaai reservoir with a capacity of 1,300 kilolitres, the latter of which has some excess capacity. According to Table GW3.2 in *The Greater George Municipality Water and Sewer Design and Management Information System (June 2006)*, *Community Engineering Services*, the Annual Average Daily Demand for water in Herold's Bay and surrounding farms is 497 kilolitre while that of Oubaai is 230 kilolitre. Proposed works, cost estimates and phasing for the study area are as set out in Table GS6.H of the said document.

11.4.3.1 Key Issues

- Urban development putting increased pressure on existing water sources.
- Water demand during peak periods increases significantly.

11.4.3.2 Policies

No.	POLICY STATEMENT
P 4.3.1	Protect aquifers and prevent pollution of all water sources.
P 4.3.2	Identify second or holiday home owners and withdraw the free supply of 6 kilolitre / month to such properties as this is already allocated at their primary dwellings. Providing for the reticulation and capacity to meet the needs of holidaymakers under peak demand is not sustainable as the cost of provision of such service exceeds the revenue that may be generated.

11.4.3.3 Guidelines

ISSUE	GUIDELINE
Cost	Acknowledge that water supply is a commercial service that should pay for itself.
Water use	<ul style="list-style-type: none"> ➤ Require use of water saving measures and – equipment in new developments (bulk services). ➤ Encourage use of rain water for irrigation of gardens, etc.
Water saving devices	Encourage use of water saving devices, including household water storage tanks.

11.4.4 Stormwater

Due to the physical characteristics of the study area – located along a coastline and scattered with cliffs, valleys and steep slopes – the provision of an effective stormwater management system is expensive. Increased urbanisation, particularly in Herold's Bay Upper exacerbates this as it results in increased flow volumes and – speeds of run-off water from new roads, roofs and other hard surfaces. If not managed stormwater has the potential to result in damage to the environment through erosion and pollution. In this instance, it also has the potential to result in damage of property and be injurious to public health.

Drainage of stormwater within the study area is not a commercial service for which tariffs may be imposed and as such, has to be funded from a general budget.

11.4.4.1 Key Issues

- Stormwater drainage pipes discharging onto the beachfront may include unsightly debris or rubbish.

11.4.4.2 Policies

No.	POLICY STATEMENT
P 4.4.1	Develop a priority plan for the implementation of stormwater drainage.

P 4.4.2	Where appropriate, use stormwater drainage to add to groundwater levels in urban areas where water levels may rise above ground level during wet periods.
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11.4.4.3 Guidelines

ISSUE	GUIDELINE
Debris, rubbish	Implement a preventative programme to avoid build up of debris or rubbish within stormwater drainage systems and discharging thereof onto the beachfront or other public areas.
Environment	Implement the construction of an environmentally friendly stormwater drainage system throughout the study area.

11.4.5 Electricity

Provision of electricity to the study area (existing urban areas) is from George Municipality, while farms are served directly by Eskom.

11.4.5.1 Key Issues

- Stable, reliable source of electricity is necessary for future development.

11.4.5.2 Policies

No.	POLICY STATEMENT
P 4.5.1	To utilize demand management and load shedding systems to reduce peak demand loads on bulk supply.

11.4.5.3 Guidelines

ISSUE	GUIDELINE
Cost	Acknowledge that provision of electricity is a commercial service that should pay for itself.

Electricity use	Require use of electricity saving measures and -devices in new developments.
Energy saving devices	Encourage use of energy saving household devices.

11.5 Traffic and Transport Policy

Existing access to Herold's Bay are from two Divisional roads (Skimmelkrans Drive and Rooidraai Road) and are considered sufficient.

Traffic congestion is experienced along the beachfront precinct during peak season periods. Congestion is often in part due to limited physical space rather than poor access roads as the main road along the beachfront in effect is a cul-de-sac, which tends to fill up quickly during peak periods, leaving no alternative but to have visitors having to park their vehicles along road verges, further away from the beachfront. It has been reported that visitor's vehicles to dwellings along the beachfront often tend to make use of public parking as on-site parking is restricted. Apart from causing inconvenience, this results in a traffic hazard as normal flows are restricted by vehicles and pedestrians using the public road to access the beachfront.

With continued population- and tourism growth in both the study area and the great George area, traffic volumes are likely to increase. In many instances significant upgrading of roads are not possible due to physical constraints. There is no formalised public transport system between the study area and George or e.g. the nearby George Airport.

11.5.1 Key Issues

- Insufficient parking during peak season periods.
- Illegal parking on pavements along the beachfront.
- Traffic hazard caused by parking along road verges during peak season periods.
- Lack of pedestrian walkways.

11.5.2 Policies

No.	POLICY STATEMENT
P 5.1	Identify areas for additional parking.
P 5.2	Establish and safeguard pedestrian walkways.
P 5.3	Investigate a system of vehicular access control during peak season periods.

11.5.3 Guidelines

ISSUE	GUIDELINE
Parking	Consider implementing a seasonal pay and display parking system along the beachfront during peak season periods.
Pedestrians / Disabled	<ul style="list-style-type: none"> ➤ Extend the existing boardwalk from the beachfront to the proposed new car parking area in the interest of traffic- and public safety. ➤ Where possible road verges should be repaired and pavements levelled to allow for ease of movement for pedestrians and disabled persons.
Illegal Parking	Install physical barriers along the beachfront where required.
Public Transport	To promote public transport as part of the future George Mobility Strategy.

11.6 Tourism Policy

As in many other areas of the Garden Route, much emphasis has been placed on various forms of “traditional” tourism, which for example includes holiday accommodation, beach holidays, facility tourism (conference facilities), golfing, etc. In reality the study area could however offer a much wider scope of particularly non-consumptive eco-tourism activities that would not necessarily put further pressure on the Beachfront Precinct.

The term “eco-tourism” is often misunderstood or misused and in fact should be described as follows, “*Eco-tourism is a form of tourism inspired primarily by the natural history of an area,*

including indigenous cultures. The ecotourist visits relatively undeveloped areas in the spirit of appreciation, participation and sensitivity. The ecotourist practices a non-consumptive use of wildlife and natural resources and contributes to the visited area through labour or financial means aimed at directly benefiting the conservation of the site and the financial well-being of the local residents. The visit should strengthen the ecotourist's appreciation and dedication to conservation issues in general and to the specific needs of the locale" (C. van Zyl, 1993, Eco-tourism: The potential and pitfalls). Eco-tourism is therefore resource based and excludes agriculture.

Apart from agri-tourism referred to in paragraph 11.1, the study area contains unique natural features and ecosystems, which could be explored in an environmentally-sensitive manner. Examples of such forms of tourism are hiking, camping, bird watching, whale watching and various forms of adventure tourism (e.g. abseiling, kloofing, rock climbing, paragliding, etc.). Granted that appropriate facilities exist, outdoor education should also be encouraged. However, some constraints are that very few facilities or structures exist to support true forms of eco-tourism or outdoor education.

11.6.1 Key Issues

- Existing tourism is mainly focussed on beach-orientated activities and is not appreciative of the potential or benefits of eco-tourism opportunities within the study area.
- Concern that tourism opportunities may degrade the rural landscape or be to the disadvantage of the local community (e.g. visual impacts, noise, littering, loss of privacy, etc.).
- Scenic routes should be identified and preserved.

11.6.2 Policies

No.	POLICY STATEMENT
P 6.1	Tourist facilities should be carefully located to mitigate its potential visual impact.
P 6.2	Tourist facilities, including accommodation such as bed and breakfasts, guesthouses or rural resorts, must be of such a scale so as to be in keeping with the character of the surrounding rural landscape.

P 6.3	Tourist facilities must be appreciative of, and contribute to, the environment and local community within which they are located.
P 6.4	Applications for resorts must be adjudicated in accordance with relevant Provincial guidelines.
P 6.5	Primary requirement of eco-tourism is that the development or activity must be natural resource based focused on a specific natural attraction.
P 6.6	Situation of tourist activities along scenic routes must be done in a sustainable manner.
P 6.7	Both access roads to Herold's Bay (confined to the study area) are considered "scenic routes".

11.6.3 Guidelines

ISSUE	GUIDELINE
Eco-Tourism	<ul style="list-style-type: none"> ➤ Eco-tourism means a business that practices non-consumptive use of wildlife and natural resources and contributes to the area visited through financial means aimed at preservation of the specific site. ➤ Types of activities may include e.g. the following: <ul style="list-style-type: none"> – Camping. – Hiking. – Adventure tourism. – Whale watching. – Bird watching, etc.
Visual impact	<ul style="list-style-type: none"> ➤ Buildings and activities associated with tourism must be sensitively placed within in the landscape. Buildings should preferably be clustered. ➤ Construction materials, colours and textures used must blend in with the surrounding landscape, or be designed in accordance with the local architectural vernacular. ➤ Where considered visually sensitive, intrusive or of historical importance, a visual impact assessment must be undertaken.
Subdivision	Subdivision of land to accommodate tourism-related enterprises along public roads should not be permitted.

Signage	<ul style="list-style-type: none"> ➤ Signage visible from public roads may not exceed 3.5 m² in size. ➤ Roadside signs must have permission from the District Roads Engineer. ➤ Signage must also adhere to policy and guidelines contained in the South African Manual for Outdoor Advertising Control (SAMOAC).
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11.7 Landscape and Heritage Policy

Located both along coastline and coastal plateau, the study area contains rural landscapes as well as untransformed areas of natural beauty and splendour, which is considered necessary to preserve. Protection of the landscape has numerous benefits for the Municipality, the local community as well as the tourism- and property sectors.

This policy however also relates to the preservation of sense of place – both in rural / natural and urban environments as well as areas of historical or architectural importance. A cave containing stone tools dating back approximately 80,000 years as well as remains of the extinct Blue buck (*Hippotragus leucophaeus*) was discovered in 1978. Subsequently it was declared a National Monument in 1979. Two shell middens were uncovered on the Oubaaï eco-estate.

11.7.1 Key Issues

- Much of the study area's coastline has been developed and the remaining landscape should be preserved.
- Visual corridors along scenic routes must be preserved.
- Unique sense of place must be kept intact.

11.7.2 Policies

No.	POLICY STATEMENT
P 7.1	Where development is proposed in an area that is considered visually sensitive, intrusive or of historical importance, a visual- and / or heritage impact assessment must be undertaken if deemed necessary (in addition to activities listed in Section 38 of the National Heritage Resources Act, 1999 (Act 25 of 1999)).

P 7.2	A proponent / developer must ensure that environmental issues or concerns relating to the landscapes and heritage issues are addressed in terms of relevant legislation.
P 7.3	Where development is considered in an area / location of cultural or heritage importance, its significance should be determined so as to safeguard it in a sustainable manner.
P 7.4	Where required or recommended, a Heritage Statement must be compiled by a proponent / developer, following which a Heritage Impact Assessment may be required as contemplated in terms of the National Heritage Resources Act, 1999 (Act 25 of 1999).

11.7.3 Guidelines

ISSUE	GUIDELINE
Protection, Management	<ul style="list-style-type: none"> ➤ Features or sites of archaeological, scientific and historical importance must be preserved and information regarding it should be made available in a format, which may be to the benefit of tourism in the study area. ➤ Features or sites of scientific and historical importance must not be opened up for public viewing without permission from the relevant authorities or the implementation of an approved Heritage Management Plan.
Significance	<ul style="list-style-type: none"> ➤ Determine the significance of a particular sense of place characteristic for informing the quality of the environment. ➤ Determine the vulnerability of and threats to a particular sense of place characteristic if damaged or destroyed.
Place-making elements	<ul style="list-style-type: none"> ➤ Assess the principle place-making elements to determine the visual sensitivity of a particular site by considering the impact of development on e.g.: <ul style="list-style-type: none"> – Slopes and topography functioning as backdrops. – “Gateway” experiences – leaving or entering a “place”. – Defining landscapes e.g. cliffs, valleys, rivers. – Agricultural or urban land use edges. – Views whether close-up, distant, panoramic or corridor. – Other special places e.g. historic buildings.

11.8 Flats in Herold's Bay Lower

In terms of the predominantly holiday housing role of the lower precinct of Herold's Bay, there is a growing need for additional residential units which are also more compact and affordable. There are also a need of the existing property owners to accommodate extended families during peak holiday seasons, as well as to provide ownership opportunities within the family by means of such additional units.

Due to the relative small properties in Herold's Bay Lower the only reasonable solution for such densification is to allow for the development of residential buildings with flats. The appropriate zoning must also allow for the alienation of such units by means of sectional title.

It is thus paramount that such densification should be accommodated within the realm of these concerns and challenges. It is consequently held that such densification can only be accommodated sensibly if it is matched within the existing development context of the lower Herold's Bay precinct.

11.8.1 Key Issues

- The traditional character of flat developments with the resulting appearance and bulk does however not conform to the prevailing southern cape sea-side village character.
- The existing service capacity for especially the lower Herold's Bay area cannot accommodate unchecked densification.
- Due to the existing challenges of limited public parking at the lower beach area the parking requirements for such densification will also have to be addressed.
- Unique sense of place must be kept intact.

11.8.2 Policies

Rezoning to the appropriate zoning for the purpose of flats development may only be considered on the following basis:

No.	POLICY STATEMENT
P 8.1	Suitability of proposed density to be determined on merit of each individual case.

P 8.1	A maximum of 4 (four) units may be allowed in a single building envelope per property, and no separate and / or independent domestic servant quarters for any of such units will be permitted.
P 8.2	A minimum of 1 on-site parking bay per unit with 2 or less bedrooms and 2 parking bays in respect of units with more than 2 bedrooms must be provided on the erf.
P 8.3	<ul style="list-style-type: none"> ➤ No residential building higher than 2 storeys or 8,5 metres for a pitched roof or 6 metres for a flat roof. ➤ "Height" of a building means a vertical dimension of the building from the grade-line to the highest point of the building measured in metres or in number of storeys, provided that: <ul style="list-style-type: none"> – the height restriction which refers to storeys does not apply to roofs, domes, chimneys, flues, masts and antennae; and – elevator motor rooms, satellite dishes, ventilation shafts, water tanks, air conditioning plant and equipment on top of a building, shall be deemed to constitute a storey, unless enclosed within the roof or hidden behind parapet walls, not exceeding 2,0 m in height, in which case they shall be deemed to form part of the top storey. ➤ Where the slope of the grade-line is greater than 1 in 5, the owner may elect to regulate height in accordance with the clause below: <ul style="list-style-type: none"> – Where height is regulated in terms of this case, no point on a building shall exceed a vertical distance above the grade-line of 6,0 m in the case of a flat roofed building, or 8,5 metres in the case of an inclined or pitched roof building, provided that if it is an inclined or pitched roof building, only the roof structure may exceed a height of 6,0 m. – The grade-line is an imaginary surface that corresponds with the straight lines connecting the highest and lowest natural levels of ground immediately contiguous to a building, and for the purpose of height control may be regarded as a plane which encompasses the outer edges of a building.
P 8.4	Only basements that comply 100% with the definition of a "Basement" as stipulated in the relevant Zoning Scheme shall be allowed.
P 8.5	<ul style="list-style-type: none"> ➤ Large, monolithic forms and excessively narrow buildings must be avoided. ➤ Smaller, fragmented and stepped, linked building forms must be encouraged. ➤ Flat roofed buildings to be avoided. ➤ Use of stilts to be avoided. ➤ Excessively wide platforms not permitted. ➤ Construction in a series of units preferred.
P 8.6	Any application for rezoning to the appropriate zoning must be accompanied by a detailed architectural plan which will serve as the basis for evaluating the application and if found amicable, the approval will be limited to the implementation of the subject plans.
P 8.7	Buildings may not breach the skyline as viewed from public roads or vantage points.

P 8.8	Due regard must be given to heritage assets within the proximity of the development. The design and appearance of buildings must be sensitive toward the heritage value of such assets and strengthen the character of such buildings. These aspects must be addressed at application stage prior to commencement of construction.
P 8.9	The residential building must not dominate the prevailing built environment and must consequently still appear in scale, bulk and character as a traditional single residential beach house.
P 8.10	For all intent and purpose such building must honour the prevailing development parameters of a single residential house in order to curb a continuous build-up front with resulting residential building appearance.
P 8.11	All building plans for such residential building must be submitted to the Aesthetics Committee to ensure that there is no adverse visual impact on the character of the surrounding area. A visual impact study may be required if concerns exist with regard the visual impact of the proposed building.
P 8.12	No existing properties may be consolidated for the purpose to facilitate large scale residential buildings which would negate the intent and purpose of these principles, save when such consolidation is required for the sole purpose of providing the required parking provision and any other municipal services directly related to the subject development.
P 8.13	Any departures required to accommodate the proposed residential building may not result in a building that dominates the urban landscape or unduly impact on the build character and detract from the general appearance in scale and bulk from a traditional single residential building.

11.8.3 Guidelines

ISSUE	GUIDELINE
General	All guidelines of this LSDF or any other guidelines developed from time to time by the Municipality are applicable to flat developments in Herold's Bay Lower.

SECTION D: SYNTHESIS AND SPATIAL PROPOSALS

12. SPATIAL DEVELOPMENT STRATEGY

12.1 Herold's Bay Upper

This area is indicated on **Plan 3: Herold's Bay Upper and Herold's Bay Lower** which is attached hereto as **Annexure "B"** and includes two sections of the coastline and most of the coastal plateau and hinterland beyond.

No further residential / golf / eco estates are envisaged and existing estates may not be expand nor may densities be increased. Buffer Zones forming part of residential / golf / eco estates may not be developed in any manner and should be managed in terms of its respective Environmental Management Plans. A collaborative forum should be established to holistically manage these areas in a sustainable manner. Such forum would also address aspects such as fire control and eradication of alien invasive vegetation.

Existing Agricultural areas, Core areas and Buffer zones located north and northeast (between) the two main access roads to Herold's Bay, may not be developed for any residential purposes. Uses that are limited in scale and promote agri-tourism as well as eco-tourism may be considered provided that it is done in an environmentally friendly and visually sensitive manner as prescribed in the relevant policy contained in paragraph 11 of this report.

Herold's Bay Upper also includes the coastal cliffs on either sides of Herold's Bay Lower and the coastal plateau directly adjoining. These are steeper areas, mostly overgrown by coastal thicket and fynbos, falling within the view shed of the bay (i.e. particularly as viewed from the main beach and existing or popular public view points within the study area). This zone forms an important part of the Herold's Bay rural landscape and are therefore sensitive, particularly in terms of e.g. biodiversity, visual sensitivity (unique rural landscape) and inherent tangible and intangible heritage values (cultural landscape values, archaeology). Future development of this zone is not considered appropriate and should be discouraged. From the outset, it should be noted that the locality of the existing sewerage treatment plant on Portions 35 and 37 of the Farm Buffelsfontein Nr 204 places a significant restriction on the future development of this area as a portion thereof is located within a radius of 500 m, being a development setback line, from this treatment facility in any event.

Even though no development should be considered within this area, existing public roads,

walking trails and numerous viewing points are located in this area which should be retained. These facilities are however in a poor state and could benefit from upgrading, beautification and maintenance. In the same token some alien invasive vegetation occurs on the property and should be rehabilitated. Existing unauthorised vehicular access routes along steep slopes should be closed off and rehabilitated. Care should be taken to ensure that walking trails, future buildings and structures do not result in any form of erosion.

No urban expansion on Portions 7 and 45 of the Farm Buffelsfontein No 204 or any other property in Herold's Bay Upper are envisaged for the current lifespan of the Herold's Bay LSDF (i.e. 5 - 10 years).

12.2 Herold's Bay Lower

Paragraph 11.3 of this report is also relevant as far as this paragraph is concerned.

No further urban expansion, except by way of densification as proposed in 13.1.2 is envisaged in this section of the study area. Small scale, eco-tourism orientated enterprises may be considered. The existing parking area overlooking the Herold's Bay Beachfront Precinct should be upgraded and beautified. Public access to this coastal strip must be maintained and unauthorised vehicular access roads along steep slopes should be closed off and rehabilitated. The access roads to lookout points are in poor condition.

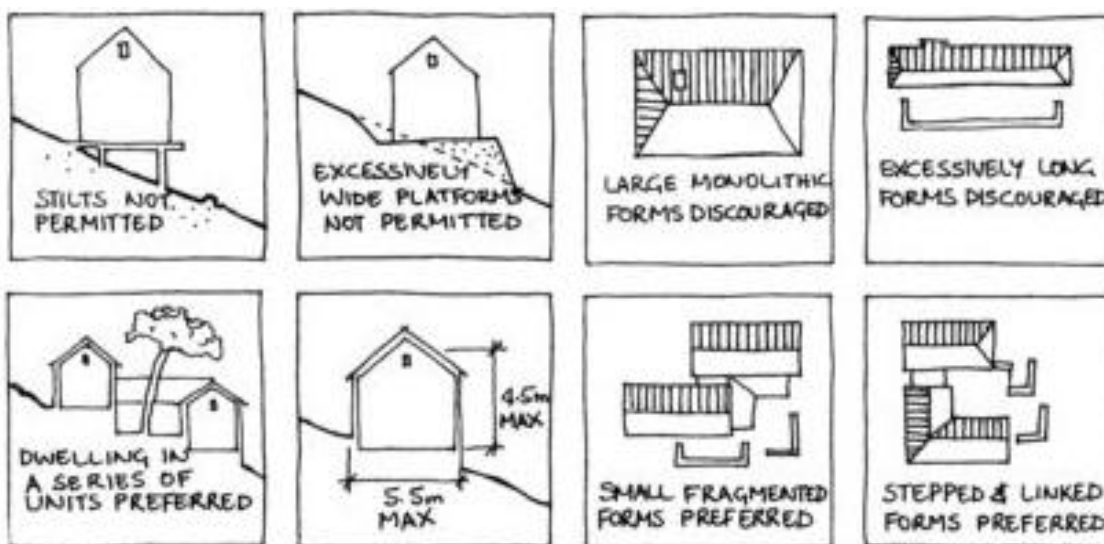
Existing hiking trails along the beach must be formalised, managed and properly annotated. Whale lookout points along this coastal strip must be upgraded and beautified. Provision should be made for disabled persons. Properties invaded with alien invasive vegetation must be rehabilitated. Due regard must be had by the Municipality to the anticipated visual impacts of proposed buildings and structures with any land use- or building plan applications in the area.

While limited urban densification may be considered, no further urban expansion of this area should be allowed for the lifespan of the Herold's Bay LSDF. Subdivision applications must be adjudicated in terms of compatibility with the existing subdivision pattern within the vicinity in which a property is located. Cognisance must be taken of the anticipated impacts of such development, including preservation of existing views, density, bulk, access and parking, possible loss of privacy, noise, overshadowing and overlooking.

Guidelines set out in paragraph 11.3.4 must be transposed into the new George Zoning

Scheme and should be strictly implemented. These are as follows:

- Architectural / building plans presenting large monolithic- or excessively long forms are discouraged.
- Smaller, fragmented buildings as well as stepped and linked forms are however encouraged.
- Flat roofed buildings to be avoided.
- The use of stilts / columns or excessively wide building platforms is not permitted.
- Construction of dwellings in a series of units along a slope and narrowing of building platforms are strongly encouraged (See diagrams below).



- Design of new developments shall, as part of the application to the Municipality, indicate how due regard was given to the following:
 - Preservation of existing views from adjoining properties.
 - Minimising the effects of overshadowing.
 - Minimising the impact of overlooking.
 - Avoiding possible loss of privacy of adjoining dwelling units.

13. SPECIFIC PROPOSALS

13.1 Densification Policy

Considering the character of Herold's Bay as primarily (but not exclusively) a holiday

destination and its location relative to the main urban area of George, no major densification of existing urban areas are envisaged.

13.1.1 Herold's Bay Upper

Regarding existing urban development in Herold's Bay Upper, it is anticipated that densification within Extensions 1 and 2 may take the form of additional dwelling units as intended in the relevant Zoning Scheme Regulations. No forms of densification or urban expansion are permissible within existing "Residential Estates / Private Conservation Areas".

13.1.2 Herold's Bay Lower

Densification within this area may take the form of additional dwelling units or rezoning of erven to an appropriate zoning allowing for flats. Paragraph 11.8 of this report is relevant as far as any densification by virtue of flats is concerned and must be strictly adhered to.

13.1.3 Overall density (land audit)

The Herold's Bay land audit (paragraph 12.6) indicated the overall density of the study area to be approximately 8.4 units / hectare and the average density approximately 15.5 units / hectare. While this is lower than the average of 25 units / hectare envisaged in the WC PSDF, it is submitted that the study area cannot be regarded in the same manner as an urban area, i.e. the central area of George. As already discussed the study area has a unique character based on it being a holiday / recreational and retirement destination and very limited densification is as such recommended.

As is evident from the above, it is unlikely that the overall density of urban areas within the study area would be able to achieve 25 units per density as contemplated in the WC PSDF. Again, it is reiterated that the study area has a unique character and that attempts to unduly impose densification upon it would militate against the existing sense of place. It is thus acknowledged that further low density urban sprawl should not be allowed to occur.

13.2 Beachfront Vendors

While the two stationary vendor caravans located in the parking area along the beachfront provide a much needed facility particularly during peak season periods, it does not necessarily contribute to the aesthetical appeal of the Beachfront Precinct at present. It is

therefore recommended that provision be made for a carefully designed compact building along the beachfront, the architectural style of which should contribute to the village character of this area. Such building should be designed so as not to impact upon existing sea views from beachfront properties. Examples of such facilities can be found on nearby beaches in the Southern Cape.

13.3 Public Parking

Particularly during peak season periods, parking for people visiting the Beachfront Precinct is problematic. Vehicles tend to park along the verges of access roads (especially Skimmelkrans Drive), which is not only inconvenient but also results in a traffic hazard due to the fact that it restricts manoeuvring space and forces pedestrians to walk along the road as no pavement exists along this stretch.

Proposals have previously been made for the provision of a “remote parking area” for visitors to the beachfront precinct during peak season periods as well as a regular shuttle service, though the economic feasibility of such a shuttle service at the present time is uncertain. Furthermore, it is recommended that the possibility of implementing park and display facilities along the beachfront precinct during peak periods be investigated. It is recommended that law enforcement ensure implementation of such system, should it be implemented.

13.4 Mixed use areas

Opportunities for mixed use areas within the study area are relatively limited, primarily due to the character of the study area and the fact that it experiences only a seasonal influx of holidaymakers, during which time more economic opportunities are inevitably generated. Only two areas to accommodate mixed uses have been earmarked, namely the site surrounding the existing shop in Herold's Bay Lower and the proposed “Business/ Activity Node” located in Herold's Bay Upper.

The existing shop in Herold's Bay Lower is located in a visually prominent building at the Skimmelkrans Drive entrance into this area. While business orientated uses here are limited to a shop and office of an estate agent, various other land uses also occur within its proximity. These include public open space, public parking, a hotel, single- and general residential units, a community hall and accommodation and ancillary facilities. This area's importance as being part of the public realm is also emphasised by the access road (Rooidraai Road) from Herold's Bay Upper. However, it is reiterated that opportunities for

intensified urban development in this particular location is restricted due to physical constraints and its seasonal nature.

13.5 Caravan Park

The caravan park should be retained in its present format.

13.6 Land audit

The land audit reflects information obtained from Municipal records, related data, recent aerial photography and ground verification. Secondly, the audit includes only existing (and permitted) development and does not include the Dutton's Cove Lifestyle Estate.

EXISTING (PERMITTED) URBAN DEVELOPMENT

PRECINCT	AREA (± HECTARES)	UNITS PER HECTARE (±)
Herold's bay Lower	4.20	37.0
Extensions 1 & 2, Monate, Breakwater Bay and The Brink	82.60	6.5
Oubaai	54.70	6.3
Totals	141.50	7.3 (overall)

NUMBER OF RESIDENTIAL UNITS

PRECINCT	ERVEN (DEVELOPED)	ERVEN (VACANT)	TOTAL ERVEN / UNITS
Herold's Bay Lower	100	0	100
Herold's Bay Hotel	55	0	55
Additional units	39	0	39
Extension 1 & 2	236	72	308
Monate	6	44	50

Breakwater Bay & The Brink	0	138	138
Oubaai	132	212	344
TOTALS	568	466	1034

NOTE: Permission has been granted for a total of 39 additional units in Herold's Bay Lower and Herold's Bay Extensions 1 and 2. These include additional dwellings units, apartments and sectional title schemes and are included separately in the above figures.

SECTION E: IMPLEMENTATION

14. FURTHER ASPECTS TO BE CONSIDERED

The following issues, which should ideally be transposed into the George Integrated Development Framework or as part of future studies, have been identified during the public participation phase:

- Provision should be made for a mobile library opposite the existing café.
- Herold's Bay should be connected to George by a regular public transport service.
- Provision should be made for a doctor's room/ clinic.
- Postal services should be provided for at the existing café.
- Access to the beach should be controlled as security and nuisance (noise and vandalism) are problematic.
- The high water mark along the beachfront precinct has effectively been altered by construction of Beach Drive and should be re-surveyed.
- Provision should be made for a municipal law enforcement officer, particularly during peak season periods.
- Alien and invasive vegetation along upper Rooidraai Road and upper Skimmelkrans Drive must be eradicated.
- The possibility of establishing a marine reserve along this coastline must be investigated.

Further to the above, the identified actions and proposals should be linked with the George Municipality's financial budget to ensure that the proposals are being implemented in a phased manner. Three projects have been budgeted for in the Council's 2015 / 2016 IDP and SDBIP as indicated in the **Table A** hereunder.

TABLE A	
Items in 2015 / 16 IDP	
Electro-Technical Services	
<ul style="list-style-type: none"> ➤ Herold's Bay Substation: Expansion of 66KV network ➤ Herold's Bay Substation: Connection and site preparation ➤ Upgrading and Extension of 11KV network 	R 100 000.00

Table B represents the community needs for Ward 23, of which the study area forms a part, as listed in the 2015 / 2016 IDP. It forms the basis of the budget and development priorities of the Municipality. It should be reviewed annually and the Ward Committees of the Municipality plays a vital role during this revision.

TABLE B	
Focus Area	Development needs
Municipal Services	
Water and Sanitation	<ul style="list-style-type: none"> ➤ Provision of more toilet facilities (in better condition) for the growing population and informal areas. ➤ Upgrading of the two ablution blocks and other facilities at the beachfront.
Roads and Storm water	<ul style="list-style-type: none"> ➤ Reparation of Rooidraai Street ➤ General safety on roads in and around George e.g. pedestrians on highway or crossing over, airport intersection, bicycles along the road with no shoulders or yellow lines
Other	<ul style="list-style-type: none"> ➤ Provision of permanent structures for hawkers on beachfront ➤ Provide speed humps ➤ Provide street lighting ➤ Ensure efficient public transport system ➤ Ensure that trees do not interfere with safety of pedestrians
Needs relating to other spheres of government	
Safety & security	<ul style="list-style-type: none"> ➤ More law enforcement officers must be employed ➤ Police service is not effective
Other	<ul style="list-style-type: none"> ➤ General safety of roads in and around George e.g. pedestrians on highway or crossing over, airport intersection, bicycles along the road with no shoulders or yellow lines

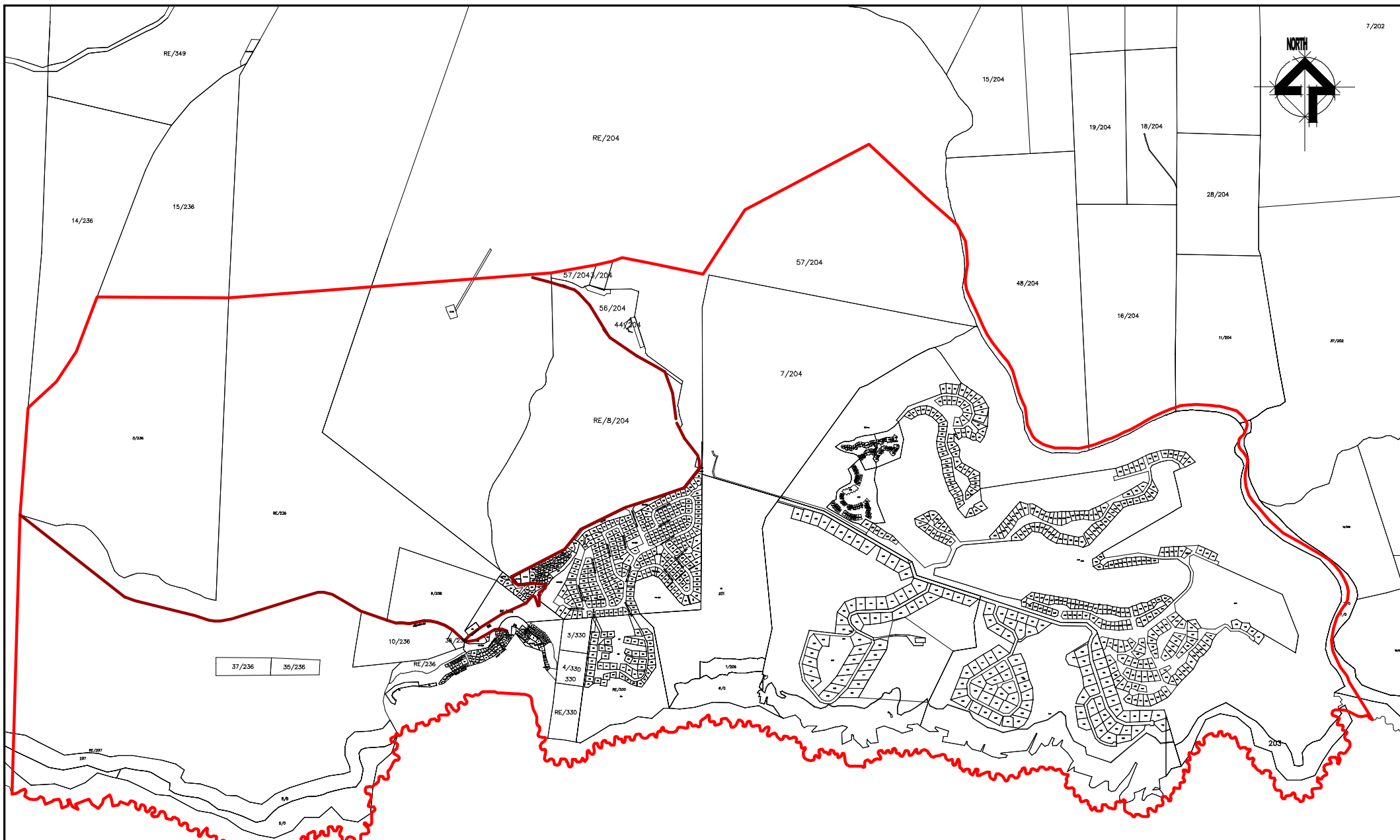
15. FINAL RECOMMENDATION

The Herold's Bay LSDF strives to preserve the unique small village character of Herold's Bay whilst still allowing for the area to develop. If the principles of the Herold's Bay LSDF are

carefully applied, Herold's Bay could retain its unique character.

To give effect to the policies, strategies and guidelines proposed in the Herold's Bay LSDF, it is recommended that this Local Spatial Development Framework be approved in terms of Section 9(1) of the Land Use Planning By-Law for George Municipality, September 2015 being an integral part of the George Spatial Development Framework. It is also recommended that the Herold's Bay LSDF be reviewed within a period of 5 - 10 years to ensure that the Herold's Bay LSDF is aligned with the most recent Integrated Development Plan at that time.

ANNEXURE "A": STUDY AREA



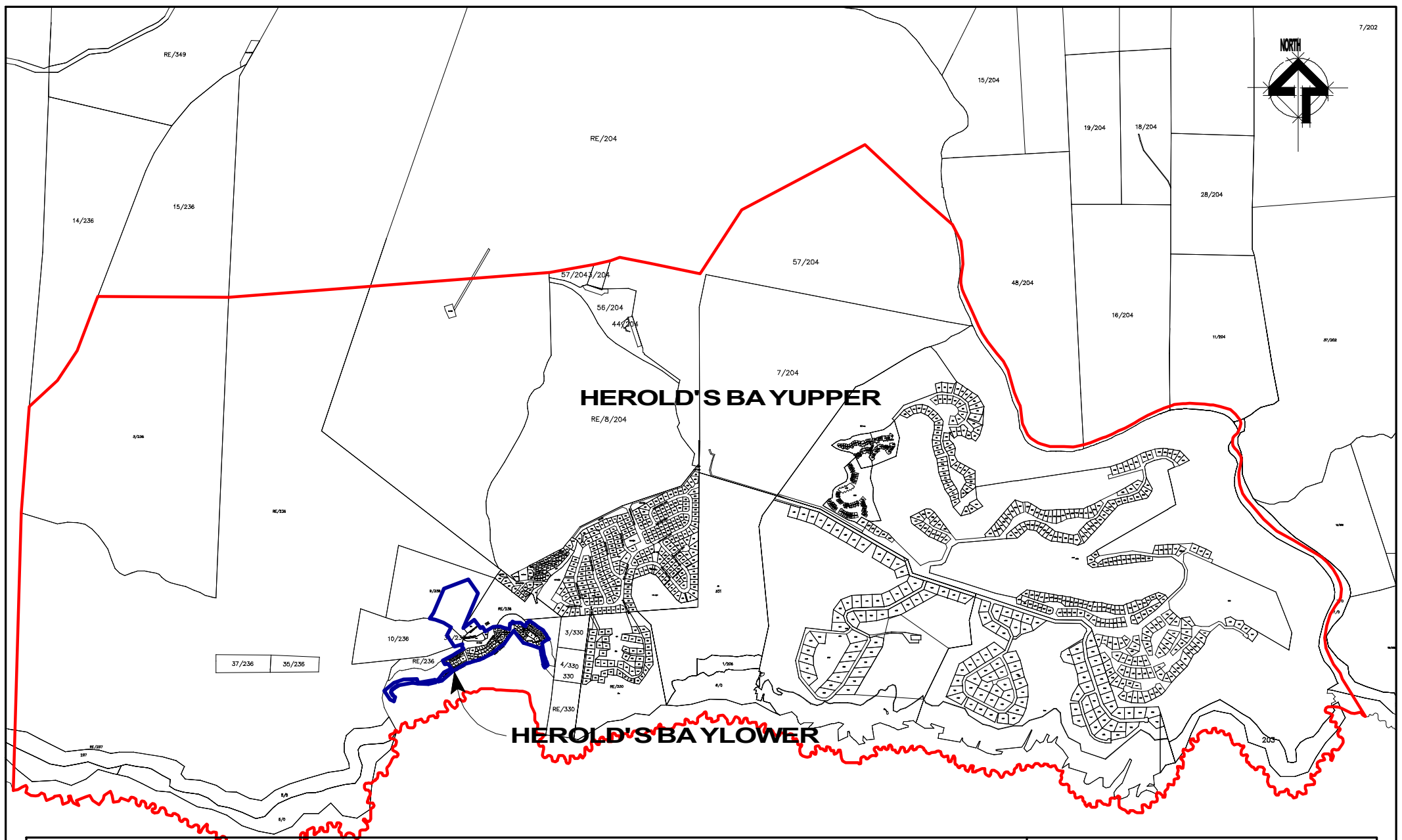
**PLAN 2: HEROLD'S BAY SPATIAL DEVELOPMENT PLAN:
STUDY AREA**

-  Cadastal (2011)
-  Study Area

DRAFT OCTOBER 2015



ANNEXURE "B": HEROLD'S BAY UPPER AND HEROLD'S BAY LOWER



**PLAN 3: HEROLD'S BAY UPPER AND
HEROLD'S BAY LOWER**

-  **Cadastral (2011)**
-  **Study Area**

DRAFT OCTOBER 2015



ANNEXURE "C": HEROLD'S BAY LOCAL SPATIAL DEVELOPMENT FRAMEWORK

ANNEXURE "D": PUBLIC PARTICIPATION PROCESS

PUBLIC PARTICIPATION PROCESS

The information below records the public participation process.

Public Notice

Notices were placed in the George Herald and in Die Burger on 05 November 2015 and 19 November 2015. A copy of the George Herald notice is attached hereto as Attachment 1 whilst a copy of Die Burger notice is attached hereto as Attachment 2.

A further notice was also placed in the George Herald and in Die Burger on 19 November 2015 reminding the public of the Public Open Day on 20 November 2015 as well as the opportunity to submit written comments by 7 December 2015. A copy of the notice is attached hereto as Attachment 3.

Draft document availability

An electronic version of the Draft Herold's Bay Spatial Development Framework was made available on the George Municipality Website – <http://www.george.org.za>. Hardcopies of the document were made available for public viewing at the following venues:

- Planning Department on the 5th Floor of the Municipal Building (Civic Centre, York Street);
- Main Municipal Library in George; and
- Local satellite libraries in the respective areas.

Public Open Day

A Public Open Day was held on 20 November 2015 in the Herold's Bay Dutch Reform Church Hall, situated on the corner of Skimmelkrans Drive and Rooidraai Road from 15h00 to 19h00 where the proposals contained in the Draft Herold's Bay Spatial Development Framework was displayed and residents were afforded the opportunity to discuss or comment thereon. Jan Vrolijk from Jan Vrolijk Town Planner / Stadsbeplanner and Delia Power, Senior Spatial Planner, of the George Municipality were in attendance at the Public Open Day.

The Attendance Register which was available at the Public Open Day and was signed by 14 members of the public is attached as Attachment 4.

Photos of the display in the Dutch Reform Church Hall and indicating Delia Power, Senior Spatial Planner, of the George Municipality in discussion with the members of the public are attached as Attachment 5.

Record of comments received at Public Open Day

The Comments Sheet which was available at the Open Day is attached as Attachment 6. Three comments sheets were received at the Public Open Day. The three comments sheets are attached hereto as Attachment 8.

Record of comments received in response to newspaper notices

The newspaper notices also made provision for the submission of written comments to be lodged with the Director: Human Settlements, Land Affairs and Planning, P O Box 19, George, 6530 before 7 December 2015. One written comment was received in response to the newspaper notices and is attached hereto as Attachment 9.

Response on comments received

The response on all comments received is attached hereto as Attachment 8.

List of attachments

Attachment 1: Notice – George Herald of 12 November 2015

Attachment 2: Notice – Die Burger of 12 November 2015

Attachment 3: Notice dated 19 November 2015

Attachment 4: Attendance Register

Attachment 5: Photos of display

Attachment 6: Comments Sheet

Attachment 7: Three comments sheets received

Attachment 8: Comment received in response to the newspaper notices

Attachment 9: Response on comments received

Attachment 1

Legal Notices

GEORGE MUNISIPALITEIT

NISGEWING NOMMER FIN 15 VAN 2015

3LIEKE KENNISGEWING VIR INSPEKSIE VAN DIE AANVULLENDE WAARDASIE- LYS 2015/2016 EN BESWAAR AANTEKEN

word hierby gegee in terme van 49(1)(a)(i)(c) van die Plaaslike 19: Munisipale Eiendomsbelasting 004 (Wet Nr. 6 van 2004), hierin na as die "Wet", dat die 1ste aanvul-waardasielys vir die boekjaar 2016 ter insae lê vir publieke inspeksie volgende kantore van 29 Oktober t 04 Desember 2015:

nita Scheepers / Mimi Conradie
George Munisipaliteit
Departement Finansiële Dienste
/aardasies
rondvloer
orkstraat
44) 8019109 / 8019111

ion the valuation roll is available at
www.george.org.za

diging word hierby gerig, in terme kel 49(1)(a)(ii) in die Wet, dat enige van eiendom of enige ander persoon nodig ag, 'n beswaar by die Munisi-stuurder kan indien vir enige aange- id vervat of weggelaat in die waar- s binne bogenoemde tydperk.

ag word spesifiek daarop gevestig arme van Artikel 50(2) in die Wet 'n r teen 'n spesifieke individuele r ingedien moet word, en nie teen die sierol in sy geheel nie.

ms om 'n beswaar in te dien, is aar by bogenoemde kantore of op die ale webblad www.george.org.za aar. Die voltooide vorms, behoorlik ken moet by die genoemde kantore dig word of faks (044) 8733776.

IA
PAL MANAGER

GEORGE MUNICIPALITY

Notice No. 092/2015

HEROLD'S BAY LOCAL SPATIAL DEVELOPMENT FRAMEWORK

Notice is hereby given that the HEROLD'S BAY DRAFT LOCAL SPATIAL DEVELOPMENT FRAMEWORK, compiled by JV Town Planners is available for comment in order to facilitate its approval by Council.

The Local Spatial Development Framework was developed to intervene in the current economic and spatial trends in this area to facilitate the development of an enabling urban environment aimed at the establishment of a quality living environment that fosters a vital and growing economy, viable natural environment and promotes social well-being.

Copies of the Draft Local Spatial Development Framework can be viewed at the following places:

- Planning Department on the 5th Floor of the Municipal Building;
- Main Municipal Library in George;
- Local satellite libraries;
- On our Website: <http://www.george.org.za>.

The Municipality hereby invites comments from interested and affected parties on the in terms of section 10(1) of the Land Use Planning By-Law for George Municipality, 2015. Any suggestions or input are welcome and will be considered during the finalization and adoption of the Local Spatial Development Frameworks by Council.

Notice is hereby also given that a PUBLIC OPEN DAY in respect of the framework will be held from 15h00 until 19h00; on 20 November 2015 in the Herold's Bay Dutch Reform Church Hall, situated on the corner of Skimmelkrans Drive and Rooidraai Road.

Written submissions may be lodged to the Director: Human Settlements, Land Affairs and Planning, P.O. Box 19, George, 6530 before 07 December 2015. Any person who is unable to write, can submit their input, verbally to the Council's offices where they will be assisted by a staff member to put their comments in writing. Enquiries can be directed to Mrs Delia Power at the Planning Department (044-801 9477) or Mr Jan Vrolijk from JV Town-Planners (044-873 3011).

T BOTHA
Municipal Manager
Civic Centre
York Street
George
6530

GEORGE MUNISIPALITEIT

Kennisgewing Nr. 092/2015

HEROLDSBAAI PLAASLIKE RUIMTELIKE ONTWIKKELINGSRAAMWERKE

Kennis geskied hiermee dat die HEROLDSBAAI KONSEP PLAASLIKE RUIMTELIKE ONTWIKKELINGSRAAMWERK, opgestel deur JV Stadsbeplanners, beskikbaar is vir kommentaar ten einde die goedkeuring daarvan deur die Raad te fasiliteer.

Die Plaaslike Ruimtelike Ontwikkelingsraamwerk is ontwikkel om te dien as intervensie in die huidige ekonomiese en ruimtelike tendense in hierdie gebied en die ontwikkeling van 'n bemagtigende stedelike omgewing te fasiliteer wat gemik is op die vestiging van 'n kwaliteits leefomgewing wat 'n kragtige, groeiende ekonomie huisves, asook 'n lewensvatbare natuurlike omgewing en sosiale welvaart bevorder.

Afskrifte van die Konsep Plaaslike Ruimtelike Ontwikkelings-raamwerk kan besigtig word by die volgende punte:

- Beplanningsdepartement op die 5de vloer van die Munisipale Gebou;
- Hoof Munisipale Biblioteek in George;
- Plaaslike sateliet biblioteke;
- Op ons Webblad: <http://www.george.org.za>.

Die Munisipaliteit nooi hiermee kommentare uit van enige belanghebbende partye in terme van artikel 10(1) van die Verordeninge op Grondgebruikbeplanning vir George Munisipaliteit, 2015. Enige voorstelle en insette is welkom en sal oorweeg word tydens die finalisering en aanneming van die Plaaslike Ruimtelike Ontwikkelingsraamwerk deur die Raad.

Hiermee word verder kennis gegee dat 'n PUBLIEKE OPEDAG ten opsigte van die raamwerk gehou sal word vanaf 15h00 tot 19h00; op 20 November 2015 vanuit die Heroldsbaai NG Kerkzaal, geleë op die hoek van Skimmelkranslaan en Rooidraaiweg

Geskrewe voorleggings kan ingedien word by die Direkteur: Menslike Nedersettings, Grondsake en Beplanning, Posbus 19, George, 6530 voor 07 Desember 2015. Persone wat nie kan skryf nie kan hulle insette mondelings, by die munisipale kantoor doen, waar 'n amptenaar behulpzaam sal wees om die kommentaar op skrif te stel. Navrae kan gerig word aan Mev Delia Power by die Beplanningsdepartement (044-801 9477) of Mnr Jan Vrolijk van JV Stadsbeplanners (044-873 3011).

T BOTHA
Munisipale Bestuurder
Burgersentrum
Yorkstraat
George
6530

GEORGE MUNICIPALITY

NOTICE NO BA 044 / 2015

2015

COMMITTEE AND COUNCIL MEETINGS: NOVEMBER 2015

laaslike Notice is hereby given in terms of Section 19 of the Local Government Act: Municipal Systems 2000 (Act 32 of 2000) that the meetings of Council and

UMASIPALA WASEGEORGE

ISAZISO NO BA 044 SIKI- 2015

INTLANGANISO ZEEKOMITI KUNYE NEZEBHUNGA: EYENKANGA 2015

Isaziso siyakhutshwa ngokwesigqibo seCandelo le-19 soMthetho omiselweyo kaRhulumente waseKhuva: Isivakalwano sikaMasipala 2000 (uMthetho

George
Herold's Bay
21/11/2015

Attachment 2

GEORGE MUNICIPALITY

Notice No. 092/2015

HEROLD'S BAY LOCAL SPATIAL DEVELOPMENT FRAMEWORK

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The Local Spatial Development Framework was developed to intervene in the current economic and spatial trends in this area to facilitate the development of an enabling urban environment aimed at the establishment of a quality living environment that fosters a vital and growing economy, viable natural environment and promotes social well-being.

Copies of the Draft Local Spatial Development Framework can be viewed at the following places:

- a) Planning Department on the 5th Floor of the Municipal Building,
- b) Main Municipal Library in George;
- c) Local satellite libraries;
- d) On our Website: <http://www.george.org.za>.

The Municipality hereby invites comments from interested and affected parties on the in terms of section 10(1) of the Land Use Planning By-Law for George Municipality, 2015. Any suggestions or input are welcome and will be considered during the finalization and adoption of the Local Spatial Development Frameworks by Council.

Notice is hereby also given that a **PUBLIC OPEN DAY** in respect of the framework will be held from **15h00 until 19h00; on 20 November 2015** in the Herold's Bay Dutch Reform Church Hall, situated on the corner of Skimmelkrans Drive and Rooi draai Road.

Written submissions may be lodged to the **Director: Human Settlements, Land Affairs and Planning, P.O. Box 19, George, 6530 before 07 December 2015**. Any person who is unable to write, can submit their input, verbally to the Council's offices where they will be assisted by a staff member to put their comments in writing. Enquiries can be directed to Mrs Della Power at the Planning Department (044-801 9477) or Mr Jan Vrolijk from JV Town-Planners (044-873 3011).

T BOTHA
Municipal Manager
Civic Centre
York Street
George
6530

GEORGE MUNISIPALITEIT

Kennisgewing Nr. 092/2015

HEROLDSBAAI PLAASLIKE RUIMTELIKE ONTWIKKELINGSRAAMWERKE

Kennis geskied hiermee dat die HEROLDSBAAI KONSEP PLAASLIKE RUIMTELIKE ONTWIKKELINGSRAAMWERK, opgestel deur JV Stadsbeplanners, beskikbaar is vir kommentaar ten einde die goedkeuring daarvan deur die Raad te fasiliteer.

Die Plaaslike Ruimtelike Ontwikkelingsraamwerk is ontwikkel om te dien as intervensie in die huidige ekonomiese en ruimtelike tendense in hierdie gebied en die ontwikkeling van 'n bemaatigde stedelike omgewing te fasiliteer wat gemik is op die vestiging van 'n kwaliteits leefomgewing wat 'n kragtige, groeiende ekonomie huisves, asook 'n lewensvatbare natuurlike omgewing en sosiale welvaart bevorder.

Afskrifte van die Konsep Plaaslike Ruimtelike Ontwikkelings-raamwerk kan besigtig word by die volgende punte:

- a) Beplanningsdepartement op die 5de vloer van die Munisipale Gebou;
- b) Hoof Munisipale Biblioteek in George;
- c) Plaaslike satelliet biblioteke;
- d) Op ons Webblad: <http://www.george.org.za>.

Die Munisipaliteit nooi hiermee kommentare uit van enige belanghebbende partye in terme van artikel 10(1) van die Verordeninge op Grondgebruikbeplanning vir George Munisipaliteit, 2015. Enige voorstelle en insette is welkom en sal oorweeg word tydens die finalisering en aanname van die Plaaslike Ruimtelike Ontwikkelingsraamwerk deur die Raad.

Hiermee word verder kennis gegee dat 'n **PUBLIEKE OPEDAG** ten opsigte van die raamwerk gehou sal word vanaf **15h00 tot 19h00; op 20 November 2015** vanuit die Heroldsbai NG Kerkzaal, geleë op die hoek van Skimmelkranslaan en Rooi draaiweg.

Geskrewe voorleggings kan ingedien word by die **Direkteur: Menslike Nedersettings, Grondsake en Beplanning, Posbus 19, George, 6530 voor 07 Desember 2015**. Persone wat nie kan skryf nie kan hulle insette mondelings, by die munisipale kantoor doen, waar 'n amptenaar behulpzaam sal wees om die kommentaar op skrif te stel. Navrae kan gerig word aan Mv Della Power by die Beplanningsdepartement (044-801 9477) of Mnr Jan Vrolijk van JV Stadsbeplanners (044-873 3011).

T BOTHA
Munisipale Bestuurder
Burgersentrum
York Straat
GEORGE
6530

Attachment 3



**HEROLD'S BAY LOCAL SPATIAL
DEVELOPMENT FRAMEWORK
REMINDER OF INVITE TO PUBLIC OPEN DAY**

Notices were published in the George Herald and Die Burger on 05 November and 19 November 2015 inviting inputs on the DRAFT LOCAL SPATIAL DEVELOPMENT FRAMEWORK for Herolds Bay.

You are hereby reminded that representations or comments to this framework must be submitted before **07 December 2015**. You are invited to visit us at the PUBLIC OPEN DAY session, as listed in the table below, where representatives will be available to address any questions you may have regarding this framework.

LSDF	Date	Venue	Time
Herold's Bay	20 November	Dutch Reform Church Hall, Cnr Skimmelkrans Drive & Rooddraai Road, Herold's Bay	15h00 to 19h00

Copies of the Draft Local Spatial Development Framework can be viewed at the following places:

- Planning Department on the 5th Floor of the Municipal Building;
- Main Municipal Library in George;
- Local satellite libraries in the respective areas;
- On our Website: <http://www.george.org.za>.

Written submissions may be lodged to the **Director: Human Settlements, Land Affairs and Planning, P.O. Box 19, George, 6530**. Any person who is unable to write, can submit their input, verbally to the Council's offices where they will be assisted by a staff member to put their comments in writing. Enquiries can be directed to Mrs Delia Power at the Planning Department (044-801 9477) or Mr Jan Vrolijk from JV Town-Planners (044-873 3011).

T BOTHA
Municipal Manager



**HEROLDSBAAI PLAASLIKE RUIMTELIKE
ONTWIKKELINGSRAAMWERK
ONTHOU PUBLIEKE OPE DAE**

Kennisgewings was in die George Herald en Die Burger geplaas op 05 November en 19 November 2015 waarby insette genooi is op die KONSEP PLAASLIKE RUIMTELIKE ONTWIKKELINGSRAAMWERK vir Heroldsbaai.

U word hiermee herinner dat voorstelle en kommentare op die bogemelde raamwerk ingedien moet word voor **07 Desember 2015**. U word uitgenooi om ons te besoek tydens die PUBLIEKE OPE DAG sessie, soos uiteengesit in die tabel hieronder, waar verteenwoordigers u te woord sal staan om enige vrae aangaande die raamwerk aan te spreek.

PROR	Datum	Lokaal	Tyd
Heroldsbaai	20 November	NG Kerkzaal, h/v Skimmelkranslaan & Rooikransweg, Heroldsbaai	15h00 tot 19h00

Afskrifte van die Konsep Plaaslike Ontwikkelings-raamwerke kan ook besigtig word by die volgende punte:

- Beplanningsdepartement op die 5de vloer van die Munisipale Gebou;
- Hoof Munisipale Biblioteek in George;
- Plaaslike sateliet biblioteke in die onderskeie areas;
- Op die volgende Webbladsy : <http://www.george.org.za/listings/planning>.

Geskrewe voorleggings kan ingedien word by die **Direkteur: Menslike Nedersettings, Grondsake en Beplanning, Posbus 19, George**. Persone wat nie kan skryf nie kan hulle insette mondelings, by die munisipale kantoor doen, waar 'n amptenaar behulpzaam sal wees om die kommentaar op skrif te stel. Navrae kan gerig word aan Mev Delia Power by die Beplanningsdepartement (044-801 9477) of Mnr Jan Vrolijk van JV Stadsbeplanners (044-873 3011).

T BOTHA
Munisipale Bestuurder

Attachment 4

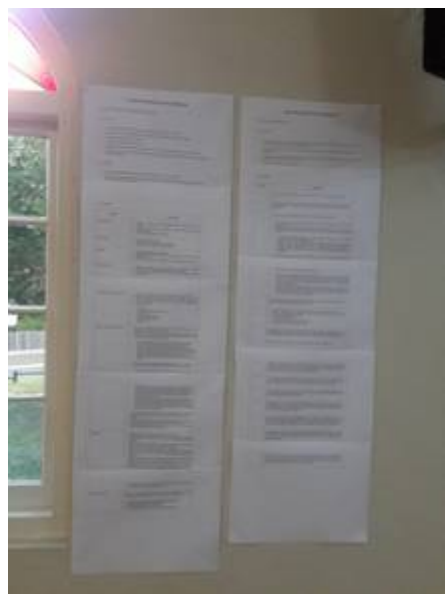
ATTENDANCE REGISTER

17 November 2015

OPEN DAY: DRAFT LOCAL SPATIAL DEVELOPMENT FRAMEWORK FOR BLANCO

	NAME	DESIGNATION	E-MAIL ADDRESS	PHONE NR	
19	K. P. BODENSTEIN	Inwoner	Kallie.b@mweb.co.za	0828535053	*
20	V. Toubert	"	Virginia@jtrust.co.za	0835662227	
21	JOHAN SCHÖEMAN	Eienaar.	JOHAN@SCHEMA.CO.ZA	0824455338	*
22	JACQUES KRIPPER	EIENNAAR.	JACQUESK@ADEPT.CO.ZA	0825515503	
23	PIERRE DU PLESSIS	EIENNAAR	hermet3@absamail.co.za	0828743797	*
24	ANNETTE DU PLESSIS	"	"	"	
25	T. G. DRESTER	EIENNAAR	"	0837340231	
26	HANNES KOTZE	Eienaar	Hannes.k@mweb.co.za	0828075321	
27	LOUIS HOLTZHAUSEN	"	l-h@iafrica.com	0824441251	
28	M. SWART	HBBV / EIENNAAR	mar spar@mweb.co.za	0836411504	
29	K E FIELD	HBBV / OWNER	KENFE@TELEKOMSA.NET	0824583586	
30	H.J. Breytenbach	Inwoner	maniebr@iafrica.com	0823719783	
31	W. L. GERBER	Committee member	Werner.g.aher@hotmail.co.za	08245179749	
32	Ruan Dolderen	Committee	rudy@margotswiss.co.za	0824502109	*
33					
34					
35					
36					

Attachment 5





COMMENTS SHEET

OPEN DAY: DRAFT LOCAL SPATIAL DEVELOPMENT
FRAMEWORK FOR HEROLD'S BAY
20 NOVEMBER 2015

[illegible]

COMMENTS SHEET

OPEN DAY: DRAFT LOCAL SPATIAL DEVELOPMENT FRAMEWORK FOR HEROLD'S BAY 20 NOVEMBER 2015

Your contact details	
Organization name	HEROLD'S BAY BELASTINGSBETROUWERS VER
Your full name	MARIUS SWART
Your telephone number	0836411504
Your fax number	0866842510
Your email address	Marius@marb.co.za
Physical address	BEN COMPLECTILAN 10 HEROLD'S BAY
Postal address	POSBUS 1543 GEORGE 6530
Your comments on the draft document	
<p>ONS HET MET BURGERMEESTER STANDELS EN RAL DE SWART O.a. ICAVAVAN PARK BESOEK EN VERSOEK DAT ONDERSTE GEDRULTE VAN ICAVAVAN PARK IN PARKERING OUSKEP WORD. N VERSOEKRIEF TE DIEN EFFEKTE IS SA AAN die Munisipaliteit gestuur word.</p> <p>- No Overlays.</p>	

COMMENTS SHEET

OPEN DAY: DRAFT LOCAL SPATIAL DEVELOPMENT
FRAMEWORK FOR HEROLD'S BAY
20 NOVEMBER 2015

Your contact details	
Organization name	
Your full name	Virginia Towbert
Your telephone number	083 566 2227
Your fax number	
Your email address	
Physical address	
Postal address	
Your comments on the draft document	
<p>Security Cameras on the Bus Route → is this so? Can we know the positions so we can install Homeowner Cameras for security and not double up in the same areas</p> <p>Redestrian walkway or a shuttle during peak seasons, bussing people from The Herold's Bay Heights to the beach? Very unsafe to walk - so we make more congestion at the beach.</p> <p>Dirt boxes on the Voelklip Road</p> <p>A barrier stopping vehicles larger than 3t from coming down Roodibaai from the top - damages the road?</p>	

COMMENTS SHEET

OPEN DAY: DRAFT LOCAL SPATIAL DEVELOPMENT
FRAMEWORK FOR HEROLD'S BAY
20 NOVEMBER 2015

Your contact details		
Organization name		
Your full name	Ina Steyn	
Your telephone number	044 873 3539	
Your fax number	-	
Your email address	-	
Physical address	millwood gebou/ Brawe Proteins.	
Postal address		
Your comments on the draft document		
<p>Voeg toonwaardes rakende bediende kwartiere by as riglyne vir woonstelle te Harold's Bay toe.</p>		

HEROLDSBAAI BELASTINGBETALERSVERENIGING (HBBV)

Chairperson/Voorsitter – Marius Swart

E-Pos/e-mail: mar spar@mweb.co.za

Tel 0836411504

Bank: The Heroldsbay Ratepayers Association

Standard Bank (George)

Acc no/Rek nr.: 287700747 Branch code/Takkode-050214

Posbus 10063

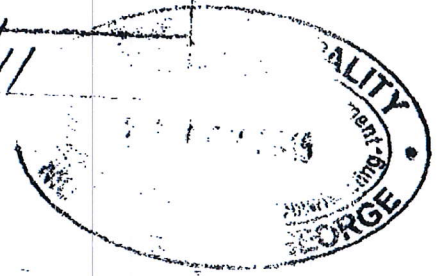
George

6530

30 NOV 2015



JOAN NR.	
COLLAB	
DEP.	BO
FILE NR.	15/1/11



Die Direkteur: Menslike Nedersettings, Grondsake en Beplanning

Posbus 19

George 6530

Geagte meneer, Heroldsbai Plaaslike Ontwikkelingsraamwerke

Ek verwys na bostaande ontwikkelingsraamwerk en lewer graag namens die Heroldsbai Belastingbetalersvereniging (HBBV) as volg kommentaar:

In die algemeen het die HBBV nie probleme met die voorstelle vervat in die voorgestelde Raamwerk nie aangesien die enigste wesentlike verskil is dat Heroldsbai onder by die strandgebied geoormerk sal word om onder streng voorwaardes soos op terrein parkering byvoorbeeld, verdigting te ondergaan. Die HBBV staan nie die gedagte van verdigting teen nie met die voorbehoud dat elke aansoek om verdigting individueel hanteer sal word en die HBBV se kommentaar by elke sodanige geval aangevra sal word.

Op die planne van die voorgestelde ontwikkelingsraamwerk blyk daar nie voorsiening gemaak te wees vir die versoek van die HBBV aan die Uitvoerende Burgemeester en Mnr Radie Loubser dat die onderste gedeelte van die karavaanpark vir addisionele parkering ingerig word nie. Met die beoogde verdigting soos in die Ontwikkelingsraamwerk voorsien, sal parkeerprobleme in Heroldsbai beslis in die seisoentyd vererger want die eienaars van sodanige woonstelle sal ten spyte van die feit dat hulle voertuie op terrein parkeer moet word, steeds besoekers ontvang wat van openbare parkeerplekke gebruikmaak. Alhoewel die HBBV gretig is dat die GO George busdiens so spoedig moontlik na Heroldsbai ingestel word is die gedagte dat Go George die parkeerprobleme in seisoentyd sal uitskakel, wensdenkery. Die probleem is dat inwoners van Heroldsbai bo, Oubai en the Brink asook Monate steeds nie gedurende die seisoentyd parkering onder op Heroldsbai sal vind nie en hulle ook nie almal die gerief van Go George sal kan benut nie omdat hulle bloot nie op die busroete woonagtig is nie. Verder sal mense moeilik die Go George busse gebruik met strandstoele, strandsakke, koelhouers en strandsambrele byderhand om 'n volle dag op die strand te kan geniet. Die HBBV bly gevolglik by hulle standpunt dat parkering op die onderste gedeelte van die

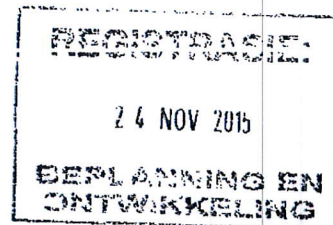
bestaande karavaanpark aangebring moet word wat teen betaling uitverhuur kan word in seisoentyd. Dit sal beteken dat geen besprekings vir karavaanstaanplek vir die 2016 seisoen in Desember 2015 geneem moet word nie. Ons vertrou dat ons versoek in hierdie verband ernstig oorweeg en toegestaan sal word.

M Swart



Voorsitter- 21 November 2015

SCAN NR.	0925
COLLAB	856967
DEP.	BO
FILE NR.	12/2/3/21



LSDF FOR HEROLD'S BAY

SUMMARY OF INPUTS RECEIVED

RESPONDENT	DATE	TOPIC	INPUT/QUESTION	RESPONSE
Mr Marius Swart	20 Nov. 2015	Parking	A request was submitted to Municipality for conversion of a portion of the caravan park into parking	The need for additional parking facilities is recognized in the LSDF. Arrangements in this regard can be addressed on an ad hoc basis and no need to identify specific sites in the LSDF maps at this stage. Arrangements for additional parking should be temporary to be reviewed once GIPTN is in full motion – after the cumulative effect of the public transport system has been evaluated. Note also that the proposed new zoning scheme makes provision for an owner to acquire an area of land for provision of parking or acquire permanent rights to a parking facility elsewhere – hence where provision of parking on a premises is impractical due to topography or other constraints, these alternatives may be explored. Such arrangements need not be included in the LSDF as the zoning scheme addresses it. Review parking ratio for flats: i.e. 1 parking bay for units of 2 bedrooms and smaller and 2 parking bays for units with more than 2 bedrooms
Mr Marius Swart	20 Nov. 2015	Flats	Overlay zone for flats should not be done – each application to be evaluated at its own merit	Agreed. The merits of each site needs to be evaluated on an individual basis to ensure compliance with zoning scheme requirements and LSDF objectives. Inspect whether LSDF expresses itself in this regards and adjust accordingly.
Virginia Joubert	20 Nov.2015	Security	Want to install security cameras along public roads	Not LSDF related. Residents to liaise with CES to ascertain whether surveillance cameras are installed along transportation route
Virginia Joubert	20 Nov.2015	Pedestrians	Walkway or shuttle needed during peak seasons as its is unsafe to walk and beach is congested	Will be addressed once GIPTN is operational in Herold's Bay and surrounds. GIPTN already addressed in LSDF – can elaborate on the direct benefits it will hold for local residents.
Virginia Joubert	20 Nov.2015	Traffic	Erect a barrier to prevent vehicles exceeding 3t to enter Rooidraai Dr	Not LSDF related. Residents to liaise with CES.
Virginia Joubert	20 Nov.2015	Street furniture	Dirt boxes on Voelklip Road	Not LSDF related.
Ina Steyn	20 Nov. 2015	Parameters	Include guidelines for servants quarters	The size and extent of domestic staff quarters is specified and will be regulated in terms of the proposed new zoning scheme for George.