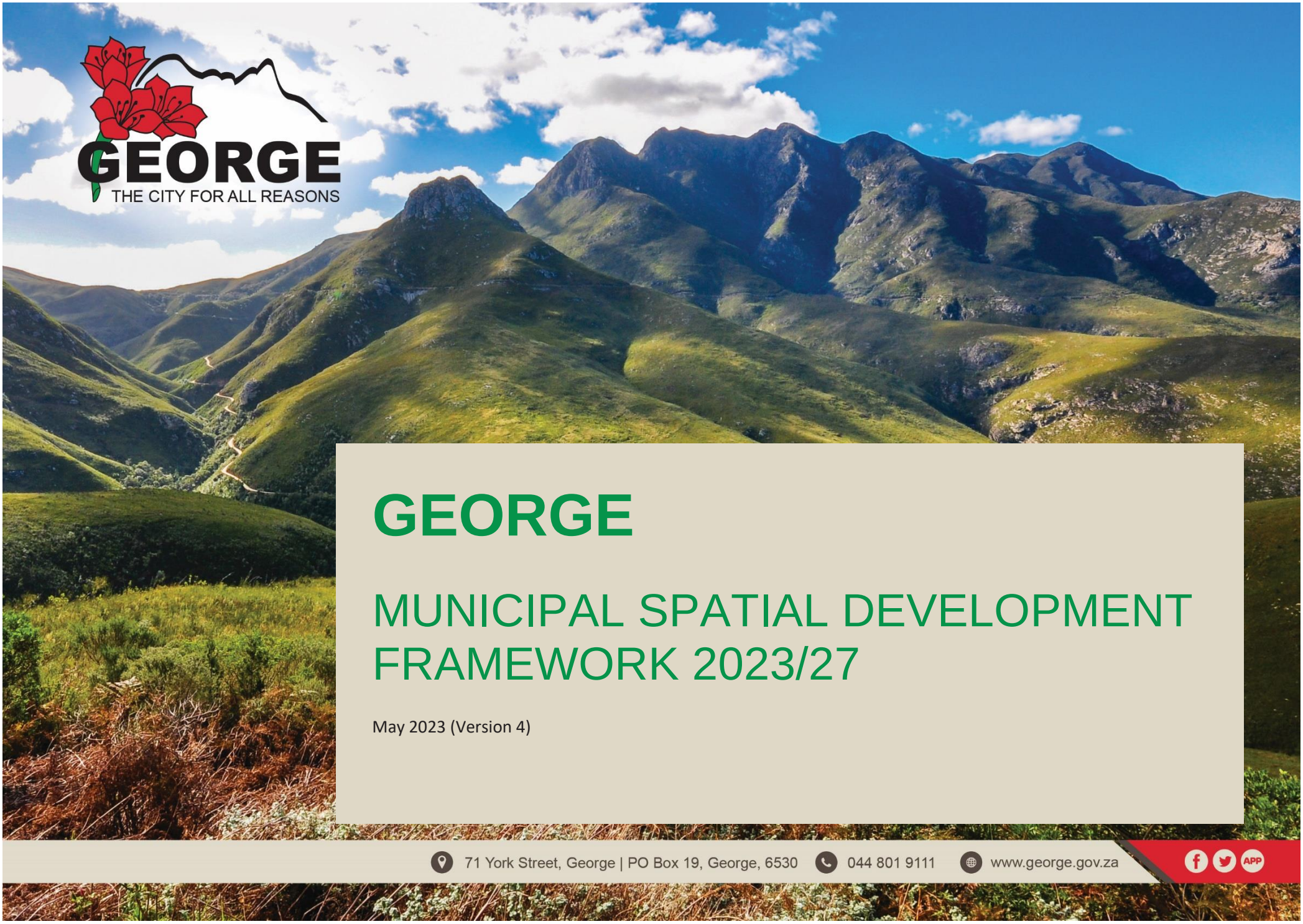

GEORGE
THE CITY FOR ALL REASONS

GEORGE

MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK 2023/27

May 2023 (Version 4)

71 York Street, George | PO Box 19, George, 6530 044 801 9111 www.george.gov.za

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List of Acronyms

ACSA	Airports Company South Africa
BFI	Bulk infrastructure funding
CBA	Critical Biodiversity Area
CBD	Central Business District
CFR	Cape Floristic Region
CCTV	Closed-circuit Television
CITP	Comprehensive Integrated Transport Plan
CML	Coastal Management Line
CPZ	Coastal Protection Zone
DALRR D	Department of Agriculture, Land Reform and Rural Development
DEA&DP	Department of Environmental Affairs and Development Planning (Also WC: DEA &DP)
DEA&DP: EIM	Department of Environmental Affairs and Development Planning: Environmental Impact Management Division
DHS	Department of Human Settlements (DoHS)
DMA	District Management Area
DSL	Development Set-back Line
DSD	WC: Department of Social Development
ECD	Early Childhood Development
EIA	Environmental Impact Assessment
EMF	Environmental Management Framework
ESA	Ecological support area
FPSU	Farmer Production Support Unit
GDP	Gross Domestic Product
GDPR	Gross Domestic Product per Region
GIEDS	George Integrated Growth and Development Strategy (draft)
GIPTN	George Integrated Public Transport Network
GIS	Geographic Information System
GIZSB	George Zoning Scheme Bylaw
GM	George Municipality
GRNP	Garden Route National Park

GRI	Garden Route Initiative
GSHSP	George Sustainable Human Settlements Plan (also GHSP)
GSP	Government Subsidized Project
GVA	Gross Value Added
HSP	Human Settlement Plan
HWC	Heritage Western Cape
IDP	Integrated Development Plan
IUCN	International Union for Conservation of Nature
IUDF	Integrated Urban Development Framework
LSDF	Local Spatial Development Framework
LUPA	Land Use Planning Act
MSA	Municipal Systems Act
MSDF	Municipal Spatial Development Framework
NEMA	National Environmental Management Act 107 of 1998
NMT	Non-motorised Transport
NNAR	No Natural Area Remaining
ONA	Other Natural Area
PA	Protected Area
PHSHDA	Priority Human Settlement and Housing Development Area
PPTIF	Provincial Public Transport Institutional Framework
PSDF	Provincial Spatial Development Framework
RDP	Rural Development Plan
RSIF	Regional Spatial Implementation Framework, 2019
SALGA	South African Local Government Association
SANParks	South African National Parks
SANRAL	South African Roads Agency Soc Ltd
SB	Spatial Budget
SEA	Strategic Environment Assessment
SEP	Socio-Economic Profile (WC Government)
SPC	Spatial Planning Category
SMME	Small, Medium, and Micro-sized Enterprises
SPLUMA	Spatial Planning Land Use Management Act (2013)
Stats SA	Statistics South Africa
SWSAs	Strategic Water Source Areas
TDM	Travel Demand Management
UNESCO	United Nations Educational, Scientific & Cultural Organization
WC: DoA	Western Cape Department of Agriculture
WCG	Western Cape Government (WC: Western Cape)

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1 Introduction and Context

The George Municipality approved the George Municipal Spatial Development Framework, 2019 (MSDF2019/23) in May 2019. In July 2021 a process of Review and Amendment was initiated to align and merge with the next-generation Integrated Development Plan. The Amended MSDF illustrates the spatial response to issues identified in the MSDF Review Report (May 2022), based on data collated in the preceding Status Quo Report and subsequent inputs received during the MSDF amendment consultation process.

The Municipal Spatial Development Framework 2023, for the period May 2023 to May 2027, is now deemed the adopted policy, which guides spatial growth and development in George. The MSDF provides clarity in respect of the manner in which land-use, development, and investment will be supported to build a spatial form which facilitates the vision and strategic objectives of the Municipality.

This iteration of the George MSDF was concluded according to the prescripts of the Municipal Systems Act, 2000 (Act 32 of 2000), the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA), the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA) and the George Land Use Planning Bylaw, 2015(updated 2023).

1.1 Purpose of the George Municipal Spatial Development Framework

The MSDF is a high-level, core component of the Integrated Development Plan (IDP) and contributes to the realization of the Vision, Goals and Objectives of the IDP by guiding the spatial distribution of current and future land uses within the municipal area of George. The MSDF must facilitate (provide space for) the implementation of the priorities identified in the five-year Integrated Development Plan (IDP) and must also guide the general land use configuration over a longer planning horizon (10 years), whilst guarding against land speculation.

The MSDF (or SDF) informs land development and service provision decisions made by municipal departments and decision makers in other tiers of government but does not confer, or take away, land use rights. All decisions taken with regards to rights/uses on individual erven must be taken with the general land use intent expressed in the SDF, rather than applying extracts of the SDF out of context. Conversely, technical studies, such as environmental assessments, access studies, etc. which may be applied on individual site level, but contradicts the context expressed in the SDF is open to review by authorities dealing with land use applications.

The purpose of the George Municipal Spatial Development Framework (MSDF), as set out in the Spatial Planning & Land Use Management Act (2013) (SPLUMA), is to:

a) Interpret and represent the spatial development vision of the municipality – informed by a long-term spatial development vision statement and plan.
b) Guide planning and development decisions across all sectors of government and specifically the municipality and provincial government in its spatial planning and land use management decisions.
c) Contribute to a coherent, planned approach to spatial development across the spheres of government.
d) Provide clear and accessible information to the public and private sector and provide direction for investment purposes.
e) Include previously disadvantaged areas, rural areas, informal settlements, slums and landholdings of state-owned enterprises and government agencies and address their inclusion and integration into the spatial, economic, social, and environmental objectives of the relevant sphere.
f) Address historical spatial imbalances in development.

g) Identify the long-term risks of spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks.
h) Provide direction for strategic developments, infrastructure investment, promote efficient, sustainable, and planned investments by all sectors and indicate priority areas for investment in land development.
i) Promote a rational and predictable land development environment to create trust and stimulate investment.
j) Assist in integrating, coordinating, aligning, and expressing development policies and plans emanating from the various sectors of the spheres of government as they apply within the municipal area, specifically as it relates to environmental management; and
k) Outline specific arrangements for prioritising, mobilising, sequencing, and implementing public and private infrastructural and land development investment in the priority spatial structuring areas identified. (SPLUMA , 2013)

1.2 Role of the Municipal Spatial Development Framework

The George MSDF plays a leading role in the broader municipal planning system. A MSDF is required in terms of both SPLUMA and the Municipal Systems Act (2000) (MSA). The MSA requires an SDF as a core component of the Municipality's Integrated Development Plan (IDP). The IDP drives budget prioritisation and allocation decisions in terms of a rolling five-year development plan. The MSDF is the spatial expression of the IDP while at the same time the MSDF couches the IDP within a long-term spatial vision for the municipal area that seeks to implement the vision, principles and policy directives set out in national and provincial legislation, strategies, policies, and plans. Therefore, decisions made by sectors, spheres, and entities of the public sector, should be consistent with, and work towards, realising the vision, spatial strategies and plan set out in the MSDF. Indeed, public sector actors are bound by the MSDF in their actions within the George municipal area. Decisions and authorizations made by public entities in respect of private development are also bound by the principles expressed in the MSDF.

The MSDF also leads the Municipality's policy-driven Land Use Management System. The MSDF provides the long-term spatial framework for decisions made in terms of the Land Use Planning By-Law for George (2023) and George Integrated Zoning Scheme By-Law (2017 (update due 2023). These by-laws standardise land use regulations across the municipal jurisdiction aligned to the long-term spatial development outcomes sought by the MSDF and its policies. It is important to note that a MSDF does not confer or take away land use rights, but guides decisions associated with the award and management of such rights. When deciding on an application, the Municipal Planning Tribunal, or any other authority required or mandated to make a land development decision which is consistent with the MSDF (Section 22 of SPLUMA, 2013).

Spatial Planning forms an integrated component of the Municipal Planning System (See **Figure 1**) whilst **Figure 2** illustrates key components of the George Municipality's policy-driven land use planning and management system assisting decision-making. Within this system the MSDF provides the overarching spatial vision, principles, structuring elements, strategies, and policies within which the Municipality implements its development and service delivery agenda and awards development permissions.

As a tool to promote the objectives of the MSDF, the George Integrated Zoning Scheme By-Law makes provision for "overlay zones". Through the establishment of overlay zones, additional development management provisions (over and above those related to use zones) may be imposed to direct the nature and form of land use and development in a specific area in accordance with the MSDF and more local area planning.

Overlay zones could, for example, be prepared for:

- Heritage areas.

- Sensitive environmental areas such as the coastal management/protection zones and other natural area protection areas
- Open Space Management and Use zones.
- Overlay zones to facilitate economic development.
- Significant sections along scenic routes.
- Specific local areas intended for restructuring or accelerated development and/or where development parameters may differ from the Zoning Scheme Bylaw to facilitate the envisaged urban structure.

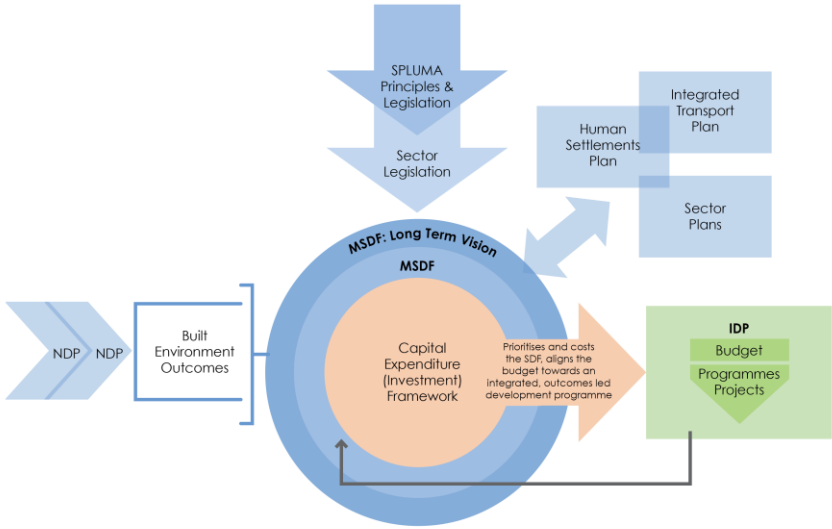


Figure 1:The Municipal Planning System

Importantly, the MSDF not only gives direction to the public sector but also aims to guide private investment decisions in the George municipal area by providing coherent information on the opportunities and constraints to development in the municipal area and offering a vision for sustainable development that will realise long term benefit for the whole of society. Clarity on the where public investment will be made and the objectives that will drive decisions on planning permissions also provides clear signals to investors on the municipality's intent.

1.3 Review of the MSDF

This MSDF is an amendment of the SDF for the George Municipality adopted in May 2019 and re-adopted on 30 May 2022 which related to the 2017-2022 IDP. This document, being the 2023 iteration, is a review associated with a new term of office of the Municipal Council and the next generation IDP (2023 to 2027). The MSDF 2023 is aligned with principal land use planning policy, contained in legislation, including, SPLUMA, LUPA and the Integrated Urban Development Framework published in 2016. The Western Cape Department of Environmental Affairs and Development Planning (WC DEA&DP) monitors the status and policy compliance of MSDF's in the Western Cape found the George MSDF to be aligned with the Provincial SDF and provincial spatial development policy.

Various national, provincial, district and local, municipal policies were considered in the Status Quo and Review (2021/22) process. In addition to understanding the directives set out by such policies and legislation, new planning informants and indicators of changing circumstances informed the approach to the review process resulting in this MSDF, including:

i. Recent urban growth patterns, pressures and land cover changes.
ii. Input via the IDP process, during the review and the informants to the next generation IDP (2022 to 2027), and comments from Council members during the MSDF and IDP review (2021/22).
iii. The George Municipal Integrated Urban Development Grant (IUDG) Business Plan (2020) and the Capital Expenditure Framework (CEF).
iv. Human Settlement Planning Informants, including the George Sustainable Human Settlements Plan, Priority Human Settlement and Housing Development Areas (PHSHDA), Restructuring Zones and

district wide social housing planning and provincial housing market studies.

v. Population and household figures, projections, and growth trends, including statistical data, supplemented by recent (2021/22), on-site population growth indicators such as settlement and land cover data and structure counts.
vi. 2021 update to the 2016 Social Facility data and analysis of provision and related spatial requirements.
vii. Update to the 2016 Spatial Budget to gauge population growth absorption potential on a functional area level.
viii. New or updated spatial information and data sets and specific spatial requirements as expressed as inputs from the George MSDF Intergovernmental Steering Committee and the MSDF Municipal Project Committee.
ix. Sector planning and functional masterplans, including process input and/or updated Master Plans relating to the George Integrated Transport Planning process, the Engineering Services Master planning process, and the draft George Integrated Economic Growth Strategy.
x. Updated datasets relating to environmental management and - spatial planning informants, from local, district and provincial authorities, including layers guiding environmental protection actions/process, disaster management and pointing to climate change impacts.
xi. Available open space network planning to give direction to functionality and uses in vacant areas, zoned for open space purposes.
xii. Public sector budgeting and municipal long-term financial planning, budgeting, and associated trends.
xiii. The Joint District and Metro Approach (JDMA) Implementation Plan (One Plan) of the Garden Route District Municipality.
xiv. Current Local Spatial Development Frameworks for the George municipal area and alignment with land use trends and spatial structuring concepts.

Opportunities to improve the 2019 MSDF were identified in the 2021/22 review process, which pointed to the following aspects to be addressed:

i. Socio-economic housing demand segmentation to inform the strategy and policy statements in the MSDF. Elements such as density and urban form are presented to advise human settlement planning.
ii. Designation of areas with related shortened procedures and/or base guarantees to facilitate the desired spatial form, as a possible overlay or via other instruments.
iii. Aligning public investment planning with priority areas as per the weighting methodology included in the IDP and application of the Capital Expenditure Framework adopted by the Municipality.
iv. An Implementation Framework which relates to the advancement of the spatial framework to facilitate implementation of the spatial vision, strategies, and policies and which should relate to a monitoring and evaluation component.
v. Balancing requirements associated with absorption of growth pressure versus environmental sensitivity and possible agriculture priority areas.
vi. Policy recommendations relating to government owned properties and assets (spatial- and integrated land use perspective).
vii. Spatial implications of renewable energy sources/projects, as advised in the relevant Sector Plan.
viii. Informing the Zoning Scheme (GIZSB) review to facilitate implementation of MSDF intent.
ix. New Municipal Policies – facilitation through spatial structuring elements, where applicable and required by municipal sector departments.
x. Heritage strategy and tourism planning to advise urban form, where applicable, specifically to create dedicated use facilitation areas, if available.
xi. Spatial structuring elements/mechanisms to be described and, where required, to be delineated to provide user clarity.

The review framework is illustrated in **Figure 3.** Public and stakeholder input into the drafting of this MSDF was an important and essential part of the review and of the subsequent amendment process.

The MSDF was formulated, based on SPLUMA and IUDF principles, and related spatial policy. The spatial configuration of George had been well managed, based on the spatial concept and vision, with the related strategies and policies, as contained in 2019MSDF. The MSDF2023/27 strives to maintain consistency in the application of its spatial strategy, while building on practical facilitation in harnessing strengths and opportunities in the spatial configuration of the George area to the benefit of all. Addressing and mitigating weaknesses and constraints in the spatial structure of George, which may compromise the achievement of the MSDF vision to its full potential, is key. The MSDF must guide land development decisions (applicants and decision makers) toward contributing to the greater, integrated whole instead of narrowing the objectives and outcomes of a development to serve only the localised context.

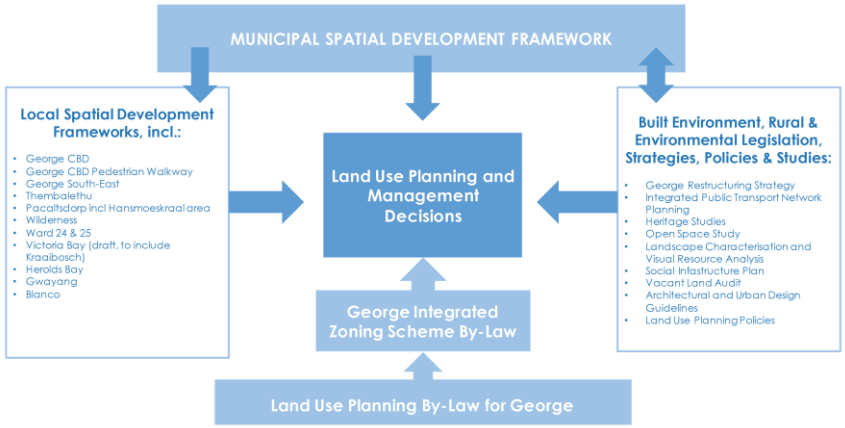


Figure 2: George Municipality's Land Use Management System

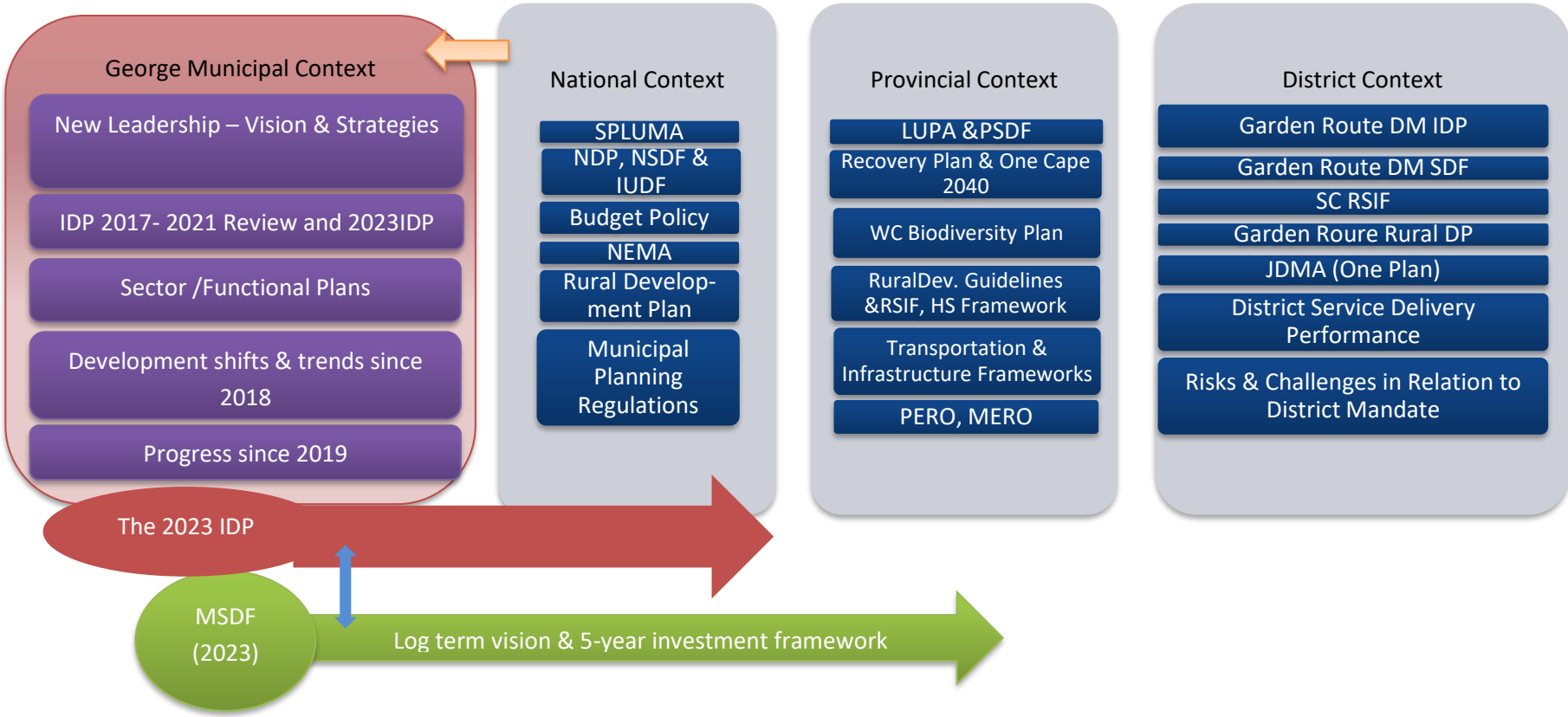


Figure 3: George MSDF Review Framework

1.4 Process and Timeframes

1.4.1 Review and Amendment Process and Timeframes

The general process followed to prepare the MSDF is set out in the generic process plan in **Figure 4.**

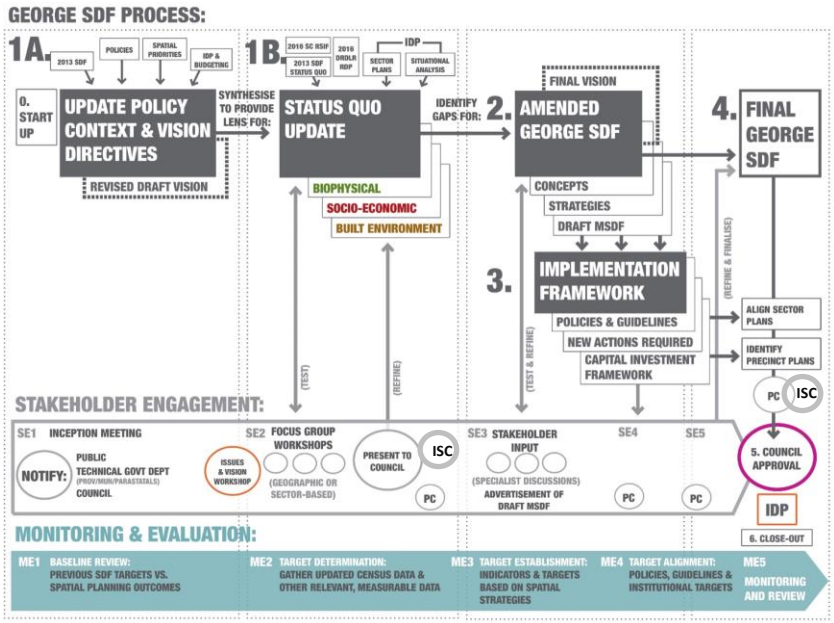


Figure 4: Generic MSDF Process Plan

The actions/steps to be undertaken in the MSDF Amendment are prescribed in the relevant sections of the George Municipal Planning Bylaw, 2015, SPLUMA, LUPA and the MSA Regulations.

Subsequent to the notification to the Provincial Minister (July2021), of the intent to compile an MSDF, a Project Committee (Municipal Departments) (PC) and an Intergovernmental Steering Committee (ISC) were formed. A Status Quo Report and a Review Report were compiled with iterative input from the PC and IGSC and also comment from the public. The Status Quo and Review Reports were tabled for approval to Municipal Council in March 2022. A reiterative process via the PC and ISC followed to compile a second Draft MSDF 2023/27. The draft document and the intended participation process were agreed to at Council level on 27 October 2022. Further comment and input opportunities were afforded to the PC, ISC and public from November 2022 to May 2023. Comments were considered and the MSDF was updated. Procedural compliance and a content review was undertaken by the Western Cape Department of Environmental Affairs and Development Planning (WC: DEA&DP), which was also considered in the finalization of the MSDF 2023.

The final draft was presented for adoption by the Municipal Council, as a core component of the IDP, in May2023 to be submitted thereafter to the MEC for Local Government for endorsement.

1.5 Document Structure

This report structure is broadly aligned with the DALRRD Guidelines for Spatial Development Frameworks (2017). It consists of six parts, each of which contain the following:

Chapter 1: Introduction and Content
Chapter 1 outlines the purpose, role, requirements, and process for the preparation of a municipal spatial development framework.

Chapter 2: Overview of George Municipality
Chapter 2 provides an overview of the George Municipality, including Municipal Strategy and Planning Context.

Chapter 3: Situational Analysis
Chapter 3 provides an overview of the key spatial challenges and opportunities that the George Municipality is currently facing. This is the result of an exercise preceding the drafting of this MSDF that sought to take stock of the policy context and what directives this gives to George in the formulation of its spatial development vision. It is also the result of a scoping of development issues and trends on the basis of a set of key socio-economic and built environment variables, as well as an assessment of new or changed information associated with relevant built environment and biophysical spatial elements. I.e.: A synthesis of the vision directives and the status of key development issues and their spatial implications.

Chapter 4: Municipal Spatial Development Framework:
Spatial Vision, Development Principles, Themes and Proposals
Chapter 4 includes the Spatial Vision, the Spatial Concept – the spatial elements that structure the desired organisation of development and activity in space in George - and spatial policies to guide land use planning, management, regulation, and investment decisions in the Greater George Area, organised around three spatial strategies that support the spatial development vision, as well as the conceptualisation of the vision into development principles, themes and proposals.

Chapter 4 outlines each of the spatial focus areas, together with development proposals, interventions, specific interventions, and the investment priorities of the focus area.

Chapter 5: Implementation Framework and Implementation Requirements

Chapter 5 seeks to harmonise much of the Spatial Development Framework sections, specifically the Strategies, Policies into a targeted set of implementation recommendations. The chapter includes an Implementation Table reflecting actions and steps to further the spatial planning imperative and the principles of the capital expenditure framework which guides for the municipality's development programmes and provides an input to budgeting.

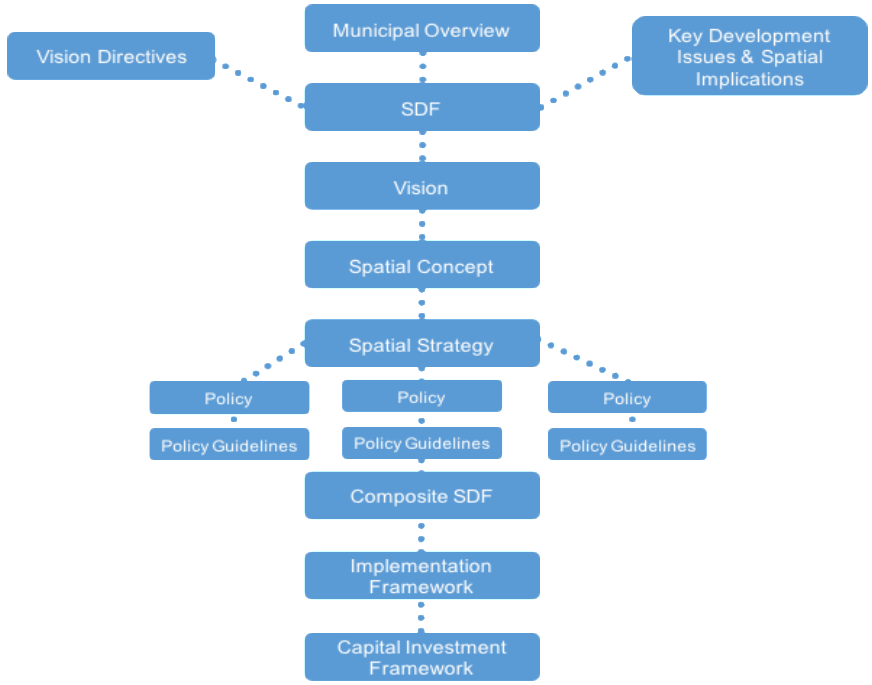


Figure 5: MSDF Document Structure

Chapter 5 describes institutional arrangements and partnerships to implement the spatial priorities. Implementation actions to relate to a monitoring and review process, that gauges how the MSDF proposals must inform priorities, performance indicators and targets of the IDP, and of other relevant sector plans.

1.6 Use of the Spatial Development Framework

As mentioned before, a SDF must be regarded as a guide for future development and should not be considered to be a set of pre-determined development proposals. In addition, an SDF does not prescribe what the exact nature and form of future development should be but rather guides potential development proposals. The SDF intends to guide where investment will be prioritised and involving the private sector in such decisions is considered to be important for establishing partnerships in development.

Therefore, the focus of the SDF is on providing important development principles rather than detailed development parameters, which fall within the scope of the George Integrated Zoning Scheme Bylaw. It should be noted, even if an area is included within the urban edge, it must not be construed as if certain development rights have already been granted. All required formal application processes, in terms of the applicable legislation, must still be followed in order to obtain developmental rights.

2 Overview of George Municipality

2.1 Location and extent

This MSDF for George applies to the whole of the George Municipality's jurisdictional area, extending over 5191km^2. The municipal area lies halfway between Cape Town and Gqeberha, and within the Garden Route District Municipality. George is designated as a regional anchor, within the southern Cape, in terms of the categorization of the recently (2023) promulgated National Spatial Development Frameworks.

George Municipality administers a vast and diverse geographic area that extends from the dry and climatically extreme Little Karoo in the north, to the wetter more temperate Garden Route in the south. It is an area of considerable natural assets and beauty, including expansive mountains and forests, wilderness areas, a varied coastline, and extensive lakes, rivers, and estuaries. Its natural assets include parts of the Garden Route National Park (a World Heritage site), the Baviaanskloof Wilderness Area and part of the Cape Floristic Region and the Garden Route Biosphere Reserve. The municipal area also includes fertile farmlands and timber plantations along the coastal plain, fruit orchards in the Langkloof and arid grazing areas in the Little Karoo.

Three important national roads/ routes, the N2, N9 (R62) and N12, traverse the area, and connects George Regionally and nationally. The George regional airport extends such regional and national connectivity.

The George city area is the primary urban centre of the Municipality. More than 84% of the municipal area's population is located here. Wilderness, Uniondale, and Haarlem respectively host the bulk of the remaining urban population. Par 3.2.2 provides details of projected population estimates. Note that data collected and collated as part of the MSDF Status Quo and Review process (2021/22) was used as a basis for the MSDF 2023/27).

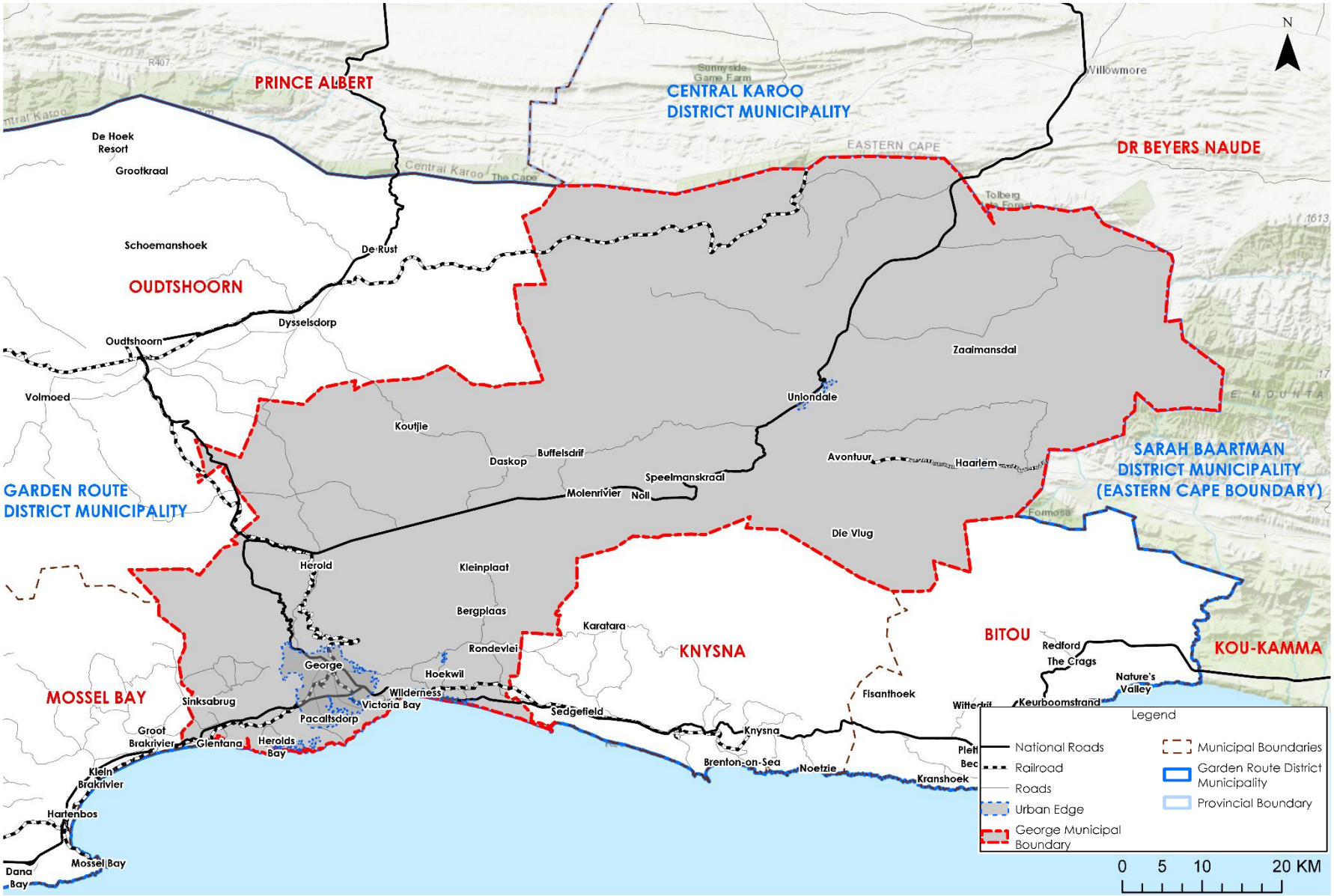
Area:	5 191 km^2
Population (DSD 2022) *(SEP Profile 2021)*	224 430 people *(224 015)*
Regional and District Services Centres (main towns):	George (City Area[1]) Uniondale Wilderness
Small Town and Rural/tourism Settlements:	Haarlem, Herolds Bay, Victoria Bay, Touwsranten, Hoekwil Kleinkrantz; Le Grand
Hamlets/rural places	Avontuur, De Vlugt, Herold Noll

Population composition (SEP2022): **Male/Female:** **Age: 0-14 years old:** **15-64 years old:** **66+:**	 48.3%/51.7% 26,8% 66,2% 7%
Number of Households (DSD 2022 statistics) *(SEP Profile 2021)*	61 179 households (57 793)
Estimated Population growth rate 2021 to 2031 (DSD 2022). *(SEP Profile Expected per annum -2022-2026)*	1.2% p.a. *1.4%*
Number of registered properties (2022):	53 729 properties
Including:	Estate housing – 34erven (multiple units), General Residential (flats/town housing- multiple units)- 4529 Single residential erven – 41 308 erven Agriculture (incl. small holdings, properties in natural areas): 4003 properties Business - 962 properties Community Facility- 478 Open space and undetermined/utility: 1390 Resort- 182 properties (multiple units) Industrial – 701 properties Subdivisional area (multiple units in process)- 59 properties Other zoning categories: 83
%Properties within the MSDF Urban Development boundary, (GM GIS 2022) (50071), including erven with multiple units	93,2%
Number of Informal structures (GM Survey 2021)	10 684 structures
Building Plans Approved (2017- Jun2022)	3899
Education (SEP 2022): **Matric Pass Rate:** **Learner retention rate:** **Nr of pupils per teacher:** **Number of Facilities (Government):** **(Positive movement in all statistics since 2021SEP)**	 84.3% 75.3% 31.7 50 (35 no-fee schools) (37 primary and secondary schools)
Poverty (SEP 2022)	

Gini coefficient: **Human Development Index:**	0.63 0.76
Health (SEP 2022): Public Facilities **Primary Health care facilities (fixed):** **Including:** **Regional hospitals (George Hospital)** **District hospitals (George Hospital)** **Community Day Centres** **Community Health Centres** **PHC Clinics (Satellite and mobile)** **PHC Clinics (Fixed)**	 16 1 2 0 4 10
Access to basic services: (SEP 2022). **Household access to:** **Water:** **Refuse Removal:** **Electricity:** **Sanitation:** **Housing:** (Increase **in all delivery sector since 2021SEP)**	 97.1% 90.5% 94.9% 97% 84.1%
Unemployment Rate (SEP2022) (narrow definition)	19.5%
Socio-Economic Risks (SEP 2021)	Job losses Safety and Security In-migration
Socio-Economic Risks (SEP 2022)	Job losses Income Inequality Poverty and Crime
Three largest Economic Sectors (As contributors to the GDP2021 as per SEP2022)	Finance, insurance, real estate and business services: 33% Wholesale, retail trade, catering andaccommodation:16% Manufacturing: 14%

Table 1: George at a Glance

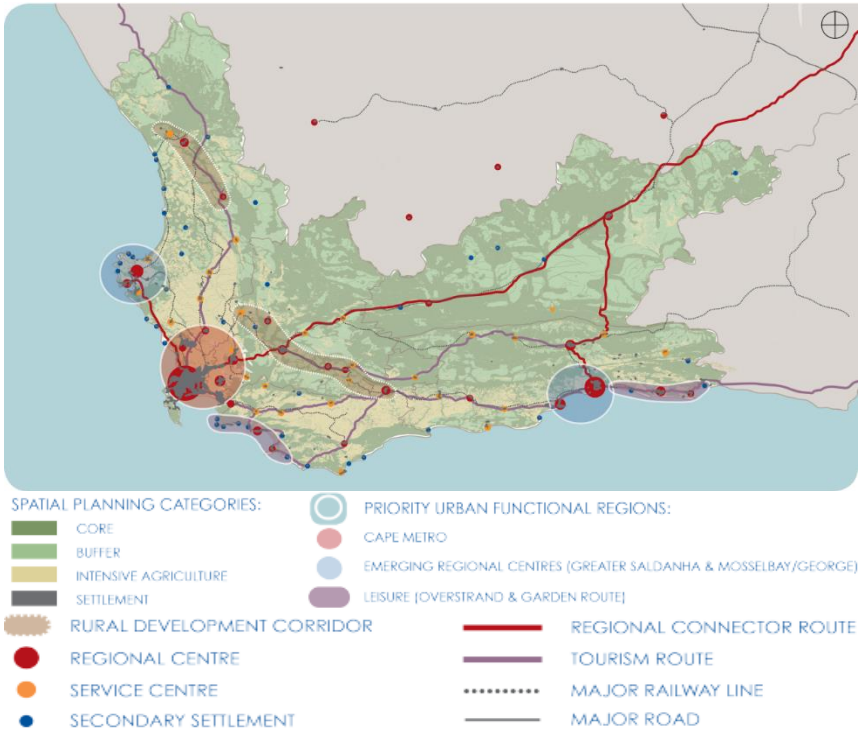
NOTE:
In this report the "Greater George Area" refers to the whole municipal area.
The "George City area" refers to the urban agglomeration or the regional urban centre of George.
See Map 14: Functional Areas: George Municipal Area



Map 1: The Greater George Area (Source: George Municipality, 2022)

2.2 Regional and District Context

The National Spatial Development Framework (NSDF) (Adopted Feb2023) lists George, as a "**Regional Development Anchors**", as part of a national ***"network of consolidated, transformed and well-connected national urban nodes, regional development anchors, and development corridors that enable South Africa to derive maximum transformative benefit from urbanisation, urban living and inclusive economic development***". George is furthermore noted as part of the Coastal Growth and Development Corridor, which is supported as an area of strong interconnection between high-value rural resource production, ecological resource regions, popular tourist destinations, comfortable climatic zones, and urban nodes.



Map 2: PSDF Consolidated Proposal, 2014

The Western Cape Provincial Spatial Development Framework, 2014 (WCPSDF) designates George as a **major regional centre** within the Western Cape as illustrated in **Map 2.**

The regional importance of George is echoed in the Southern Cape Regional Spatial Implementation Framework, 2019 (RSIF) **George** is identified, as the **primary service centre** of the entire garden route region, offering most of the higher order services and facilities one would expect to receive in a metropolitan city, including modern airport infrastructure. It houses the primary administrative and regional offices of companies *(and government departments)* offering services in the region but is also the heart of the vast tourism offering, and a thriving agricultural sector specialising in export quality berries and other agricultural produce used in beer making and other agri-processing activities. The RSIF also notes the importance of continuity of critical **biodiversity areas**. The Garden Route District IDP (2021 Review, also see 2022/27 IDP) supports investment in George based on its role as a **regional node**, but also places emphasis on the protection of the Garden Route (Southern Cape Coastal belt) as a global biodiversity hotspot (Conservation International) and part of the Cape Floristic Region (CFR) (World Heritage status: UNESCO and IUCN).

George has a significantly higher **population** (double) than the second largest town in the Garden Route, Mossel Bay (DSD2021)

In 2019, George municipality contributed over 40% (R18.6 billion) of the **GDPR** to the economy of the Garden Route and R20,684 billion in 2022 (*IDP figures*). The economy of George is more than twice as big as the next biggest Garden Route municipal economy of Mossel Bay, and almost four times as big as the third biggest Garden Route economy: Knysna. It is worth noting that between 2015 and 2019, whilst the annual average economic growth rate of both the Garden Route and Western Cape averaged 1% during this period, George Municipality grew at an average annual growth rate of 1.5% per annum – indicative of a more vibrant and resilient economy (Western Cape Provincial Treasury –

Municipal Economic Review (MERO) 2021). Estimates for 2021 indicate a marked recovery in growth (5.2 per cent) from the effects of the COVID-19 related restrictions to economic activity in 2020. It was largely driven by growth in the wholesale & retail trade, catering & accommodation (7.1 per cent) as tourism activity resumed; as well as the finance, Insurance, real estate & business services (5.1 per cent); and manufacturing (7.9 per cent) sectors. The agriculture, fishing and forestry sector also performed well, growing the fastest at an estimated 8.0 per cent in 2021, albeit from a low baseline. The mining and quarrying (-13.7 per cent), construction (-2.6 per cent) and general government (-2.2 per cent) sectors were the only sectors that experienced further economic decline after the easing of restrictions (*IDP Data*)

The Growth Potential Study Review 2018: Preliminary Findings Report for George Municipality (WCG: DEA&DP: 2020) ranks George as the 3rd highest in the province (after Stellenbosch and Drakenstein for the GPS18 period (2011 to 2018+, Jenks Classification). For GPS18, Cederberg, Kannaland and Theewaterskloof Municipalities are recorded as having greatest socio-deficit; and Prince Albert, Overstrand and George Municipalities are recorded as having the **lowest socio-deficit** (socio-economic vulnerability and need).

In terms of regional employment trends (MERO2021), 35.8% of all employment opportunities of the Garden Route were located in George Municipality. With respect to the **sectoral composition and employment** contribution of the economy of George in 2019, the following are noteworthy (MERO 2021):

a) The tertiary sector contributes over 70% to the GDPR and employment opportunities in George.
b) The secondary sector, underpinned by a noteworthy manufacturing and construction sector, contributes 23.9% to George's GDPR and 20.4% of employment opportunities.
c) The Primary sector –specifically agriculture and forestry – contribute 3.3% to GDPR and 9.8% to employment opportunities. However, the agricultural sector of the economy, despite its small contribution to the GDP has potential to restructure and grow, contributes to food security, and forms the basis of the secondary and tertiary sector to grow and thrive. In 2020 the agriculture sector was the only sector to register gains as a result of improved drought conditions and favourable commodity prices (CAFF Market Study 2022: 2022/23 IDP), combined with the impact of COVID19 pandemic on the other sectors.

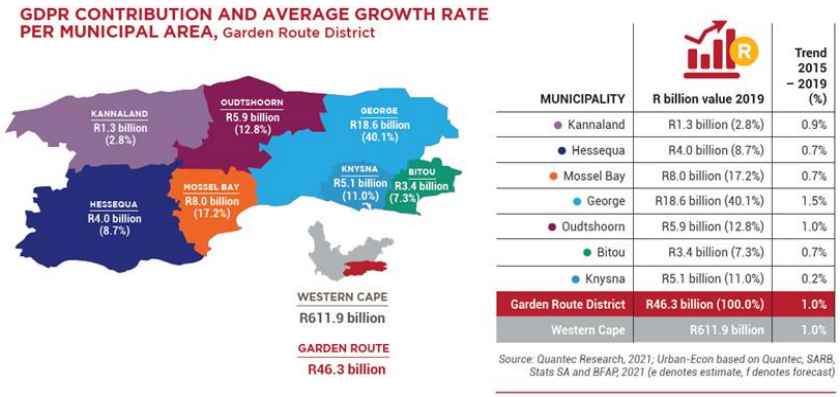
Despite the onset of the COVID19pandemic, **unemployment** in George municipality dropped very slightly in 2020, to 14.2%. This does, however, translate to an estimated 5000 employment opportunities lost due to the resultant recession (compared to the 6 860 new jobs created between 2015 and 2019). There remains little data to show if or when these jobs will be recovered, and it points to what will certainly be an increase in the number of indigent households in the municipality, at least in the short to medium term. According to the SEP 2022, unemployment has increased since 2020 to 19,5% in 2021. Job losses is rated the highest socio-economic risk in George.

In terms of formal employment, 40% of workers in 2020 were semi-skilled, 33% skilled, and 27% low-skilled, with the number of skilled workers growing more rapidly in the last four years than semi-or low-skilled workers. Nearly one quarter (24.4%) of the work force in the municipality was employed informally in 2020. This is indicative of a structural shift in the economy and a widening opportunity gap between skilled or semi-skilled labor and unskilled labor.

At R20 650, **average monthly household** income in George municipality in 2019 exceeded the average for the country, the province and Cape Town metro, as shown in the graph below. George municipality's average monthly household income also surpassed that of its neighbours Mossel Bay, Knysna and Bitou. Published by (Data: WC Provincial Treasury, sourced from Quantec, 2021: CAFF).

While average household income in the metro and the province overall declined from 2015 to 2019, the average household income of the coastal municipalities increased slightly—by 0.8% in George between 2015 and 2019 (CAFF Housing Market Study 2022, GeoTerraImage data).

The economy of George Municipality is interdependent with the regional economy. George still dominates the regional economy and has the basis to perform better and create more jobs for those living in the region. In its role as a service centre, it is also reliant on the region to generate demand for services and beneficiation that will stimulate its growth. The performance of the region in relation to its natural resources, agricultural economy and accessibility, impacts directly on how well George performs in terms of servicing its population and attracting tourism and investors. The Garden Route District SDF proposes that more robust infrastructure systems within George and Mossel Bay are better positioned to sustainably absorb economic- and settlement growth in the district than the neighbouring municipalities within the region.



MUNICIPALITY	R billion value 2019	Trend 2015 – 2019 (%)
Kannaland	R1.3 billion (2.8%)	0.9%
Hessequa	R4.0 billion (8.7%)	0.7%
Mossel Bay	R8.0 billion (17.2%)	0.7%
George	R18.6 billion (40.1%)	1.5%
Oudtshoorn	R5.9 billion (12.8%)	1.0%
Bitou	R3.4 billion (7.3%)	0.7%
Knysna	R5.1 billion (11.0%)	0.2%
Garden Route District	R46.3 billion (100.0%)	1.0%
Western Cape	R611.9 billion	1.0%

Source: Quantec Research, 2021; Urban-Econ based on Quantec, SARB, Stats SA and BFAP, 2021 (e denotes estimate, f denotes forecast)

Figure 6: Regional Contribution to Garden Route GDPR in 2019 (MERO, 2021)

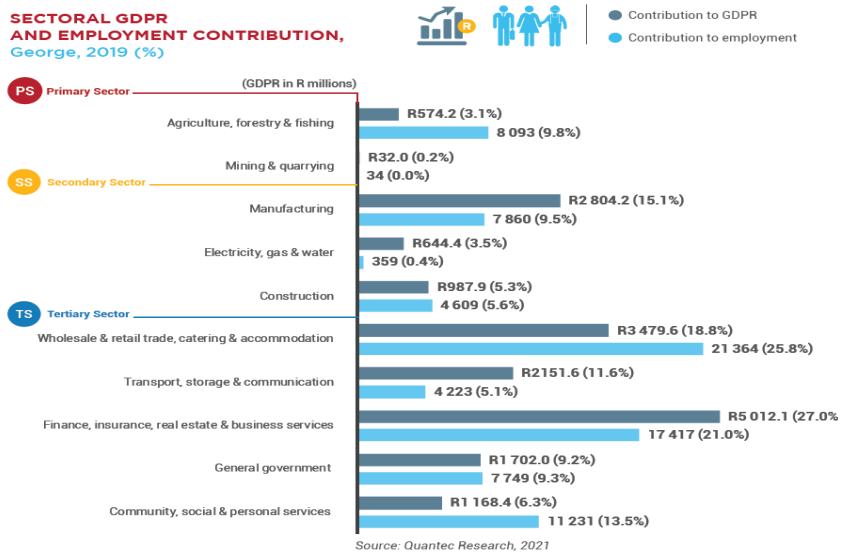


Figure 7: GDPR Contribution per sector to the economy of George (MERO, 2021)

The George Municipal Area is bordered by the Oudtshoorn- and Mossel Bay Municipal areas (Western Cape province; Garden Route District) in the west and north-west and by the Dr Beyers Naude- and Kou-Kamma Municipal areas to the north, north-east and east (Eastern Cape province: Sarah Baartman District) and by the Knysna- and Bitou Municipalities (Western Cape province; Garden Route District) to the south and south-east.

The alignment of the Integrated Development Plans and the Strategic development Frameworks of adjacent/interrelated municipalities is primarily a function of the District Municipality, and to be reflected in the Provincial- and District Spatial Development Frameworks. Notwithstanding, the spatial structure of adjoining municipalities must ensure continuity of form giving elements/intent, such as:

- maintaining and managing the integrity of natural systems (bio-regional planning; consistent management of the linear coastal

system, protection of continuous sensitive-, hydrological systems/assets).

- understanding the regional settlement hierarchy and positioning of the major nodes and their sustainable growth related to one another (including population and goods movement; hierarchical provision of social/supportive services).
- spatial implications of economic interrelatedness of areas (including tourism, accessibility, agriculture, economic focus, and catalytic initiatives etc.).
- disaster risk management (associated with alien invasive species management, sustainable water use, fire risk mitigation, etc.).
- protection of cultural and scenic landscapes, routes and passes as part of the protection of the unique sense of place of the Southern Cape.

2.3 Municipal Strategy and Planning

2.3.1 George Municipality: Vision, Mission, Motto and Values

George Municipality ascribes to the "Smart City" concept, to create a future George that is safe, secure, sustainable and efficient.

The "smart city" has three main pillars, which relate to the strategic objective of the Municipality:

- **Governance and management services**: good governance, financial management, institutional transformation to the support the City. Community leadership, policy and regulation are the drivers for investment and growth.
- **Infrastructure**: Physical infrastructure and Services and development management, including reliable infrastructure (engineering infrastructure, transport, energy, communications, development infrastructure, technological innovation, green infrastructure), is the platform for smart development.
- **Human and Social Services**: economic development, safety and security, and sustainable communities. Community- and social infrastructure are an indispensable part of the smart city.

Technology and innovation collaborations for best practice must be supported. Sustainable services must improve the quality of life and reduce financial, health and safety risks for all in George.

These approaches support the vision and mission of the City of George must be translated into strategic objectives for the City, and each strategic objective further dissected into key performance areas with key performance indicators for the purposes of performance management, monitoring and evaluation.

The process of review and compilation of the IDP 2023/27 resulted in the retention of the Vision of the George Municipality, as follows:

Figure 8: Vision, Mission and Values of the George Municipality (IDP)

Besides fulfilling its constitutional mandate and complying with applicable legislation, the IDP commits the Municipality to contribute to the development objectives of national and provincial government, as well as to Garden Route District Municipality's agenda. The 2023 IDP strategic Objective are aligned with the Medium-Term Strategic Framework, the Western Cape Vision-inspired Priorities (2019-2024), the National Priorities (2019-2024) and the Garden Route District Municipality Strategic Objectives.

2.3.2 Integrated Development Plan

In addition to the Vision, Mission and values underscoring the George IDP, five strategic objectives support the achievement of the Vision for George:

Key Performance Area (KPA) categories were set to guide the municipality in fulfilling the strategic objectives.

Figure 9: George Municipality Strategic Objectives (IDP)

KPA 40 relates specifically to Spatial Planning and Strategic Integration.

The MSDF as a tool to create a smart, integrated, and inclusive city (rural and urban) and enables the spatial application of the Key Performance Areas with spatial implications.

2.3.3 Sector Strategies, Policies & Masterplans with Spatial Implications

Various functional Sector/Master Plans have been completed, or is in process of completion, as noted in
Table 2.

The alignment of these plans to the vision, strategies, policies, and proposals set out in this MSDF will be critical for the successful implementation of the MSDF. (*Also see the Sectoral Master Plans referred to in the IDP).*

NO.	SECTOR/ MASTER PLAN (with implications for spatial planning)	DATE APPROVED	MSDF AND STRATEGIC ALIGNMENT
1.	George Sustainable Human Settlements Plan (GSHSP 2022, Draft)	Adopted 2022	▪ Plan aligned with the MSDF 2019 and the City Area Spatial Budget. Implementation Plan and portfolio of projects to be aligned with the MSF2023 proposals. ▪ Plan provided as input to the Garden Route Human Settlements Plan (In Process) ▪ The PHSHDA (Priority Human Settlements and Housing Development Areas) was noted in the 2019MSDF and is still acknowledged. ▪ The MSDF 2019 and GSHSP 2022) provided input to the PHSHDA draft Implementation Plan (2022) ▪ The proclaimed Restructuring Zone which informed the MSDF2019 remain applicable and advised the GHSP.
2.	Air Quality Management Plan (AQMP)	2020	Air Quality plan is in final draft stage.
3.	Disaster Management Plan	2021 (In Process)	▪ The alignment of the George Disaster Management Plan with Western Cape Disaster Management Centre is in process. Plan to be re-submitted to Council once finalised. ▪ The Disaster Management Plan (District and Municipal) to be aligned with the proposals of the MSDF 2023. ▪ Climate Risk adaptation and mitigation strategies available on provincial district level.
4.	George Integrated Economic Growth and Development Strategy	Draft (2022)	The Draft GIEGDS provided input to the MSDF2023 and vice versa.
5.	Water Services Development Plan	2020 (Update in process)	Base data with respect to urban structure (growth absorption within the MSDF2019 spatial concept) provided as input to the process to update the sector plan. The Sector Plan to advise the phasing of implementation of development.
6.	Water Services Master Plan		
7.	Pavement Management System	February 2020	Updated. The PMS to be aligned with the proposals of the MSDF 2023.
8.	Storm Water Master Plan	2019/20 Approved in phases: Extension underway	Base data with respect to urban structure (growth absorption within the MSDF spatial concept) provided as input to the process to update the sector plan. The Sector Plan to advise the phasing of implementation of development.
9.	Comprehensive Integrated Transport Plan (2014) and George Roads Master Plan (2005)	Review in process, supported by Transportation modelling	Base data with respect to urban structure (growth absorption within the MSDF spatial concept) provided as input to the process to update the sector plan. The Sector Plan to advise the phasing of implementation of development. Draft input to the municipal road network and potential linkages was received as an input to the MSDF2023.

NO.	SECTOR/ MASTER PLAN (with implications for spatial planning)	DATE APPROVED	MSDF AND STRATEGIC ALIGNMENT
10.	Solid Waste Implementation Plan. (Integrated Waste Management Plan) (GM and GRDM)	June 2020, July 2020	Base data with respect to urban structure (growth absorption within the MSDF spatial concept) provided as input to the process to update the sector plan. Waste management infrastructure to be placed with consideration of long-term urban growth facilitation/direction.
11.	Electrical (Energy) Master Plan and Implementation Plans	2010 (Review in process)	A revised master plan in line with the latest SDF is under way. The load forecast part of the exercise has been completed.
12.	Energy Master Plan	To be completed	Work on a master plan is under way. The CSIR has been appointed to research and propose the ideal energy mix for George. There is also currently a request for proposals issued in which possible solutions for George are invited and green energy projects are underway.
13.	Infrastructure Growth Plan	2010 (underway) (Continual modelling)	▪ Base data with respect to urban structure (growth absorption within the MSDF spatial concept) provided as input to the process to update the sector plan. The Sector Plan to advise the phasing of implementation of development. ▪ Infrastructure growth planning is supported by a continuously updated/inter -active modelling system.
14.	George Roads Master Plan	2005 (Update due)	George Roads Master Plan is included in the CITP that will be reviewed and updated (2019-2023) Base data with respect to urban structure (growth absorption within the MSDF spatial concept) provided as input to the process to update the Roads Master Plan. Prioritization of important links and scheduling of future road infrastructure is required.
15.	George Bulk Raw Water Resource Study	2006 (Continual modelling) (Current project)	Last reviewed in 2007/08 Infrastructure growth planning is supported by a continuously updated/inter -active modelling system. Review underway (2022/2023/2024)
16.	Street and Stormwater Maintenance Plan	2020	January 2020 Aligned to available budgets per financial year and divided across the municipal area to perform maintenance on existing infrastructure.
17.	Cemetery Planning	2022 (In process)	A study is currently underway relating to cemetery planning (demand and provision proposals).
18.	Climate Change Mitigation and Adaptation Plan (District)	2014	Plan in process of updating– climate change adaptation and mitigation, as it relates to spatial planning policy to be addressed (District/Provincial) Garden Route District Municipality in process of drawing up a Status Report on the Roll-out/Use of the Greenbook as an assistive tool for Climate Change Adaptation/Mitigation Initiatives throughout the District Western Cape Climate Change Response Strategy: Vision 2050 and Implementation Plan

Table 2: Relevant George Municipal Sector Plans and MSDF Integration

3 Status Quo Synthesis

A detailed Status Quo analysis of the George Area was completed, during 2021/22, based on input from various parties. The points noted below are some of the pertinent aspects which impact on the spatial concept of George.

The Spatial Vision which informed the MSDF is noted in Par. 4.

3.1 Informants to the Spatial Concept of George

3.1.1 The Natural and Rural Environment

The Greater George Area is made up of two distinctive landscapes – the Garden Route and the Klein Karoo - divided by the Outeniqua Mountain Range, which itself provides a dramatic backdrop to the area. The mountain range is connected to a dramatic coastline through river corridors. These corridors and estuaries, the diverse scenic landscapes including indigenous forests and plantations on either side of the mountain range and the mild climate, are assets that have, continue to and can do more to support livelihoods and create well-being and prosperity in George. The MSDF seeks to respect these two unique but connected regions and their distinctive landscape elements that offer a critical natural and economic resource base for the regional and local economies.

At the scale of the George city area, its surrounding natural and rural environment provides a distinctive frame for the city which gives the city an identity by providing clear green edges and gateways supporting its attraction as a place to live and work. At the same time, there are "green fingers" or corridors linking the sea and the mountain, which pass through the urban area providing ecosystem services, amenity, and opportunities for positive connections between different communities of George. The MSDF seeks to balance urban growth needs with the importance of protecting and rehabilitating the integrity of natural and rural systems that are the basis for sustainable, resilient, and high-quality settlement and economy in George and the marketing of George as a "A City for a sustainable future".

Although all areas of George, is considered to be "natural", a distinction is made between the urban green component and the rural natural area. The delineation of these areas is important from a management perspective and insofar as it impacts om the spatial configuration of George and it guides land use management processes.
Various updated datasets (delineations and supportive policy/ strategies/ guidelines) were incorporated as informants to the George Spatial Concept, including:

- Coastal access
- Coastal Erosion Risk Lines
- Coastal High-Water Mark
- Wave Run Up
- Coastal Protection Zone
- Coastal Management line (CML)
- Coastal Ecological Threat Status and Protection Level
- Estuarine Ecological Threat Status and Protection Level
- Major Rivers Ecological Threat Status and Protection Level
- Terrestrial Ecological Threat Status and Protection Level and proclaimed areas
- Wetland Ecological Threat Status and Protection Level
- Ecological Infrastructure Investment Framework
- Strategic Water Resource Areas
- Critical Biodiversity and Ecological Support Areas
- Vegetation Maps
- Hydrological features (1:50 000) and buffers
- Protected areas (statutory allocation) and related buffers
- Ridges and Ridgelines
- Slopes (areas steeper than 1:4) and aspect
- Visual and landscape characterization
- Priority Agricultural potential areas

In addition to the following section, also note Par. 3.2.5 and 4.3.1.

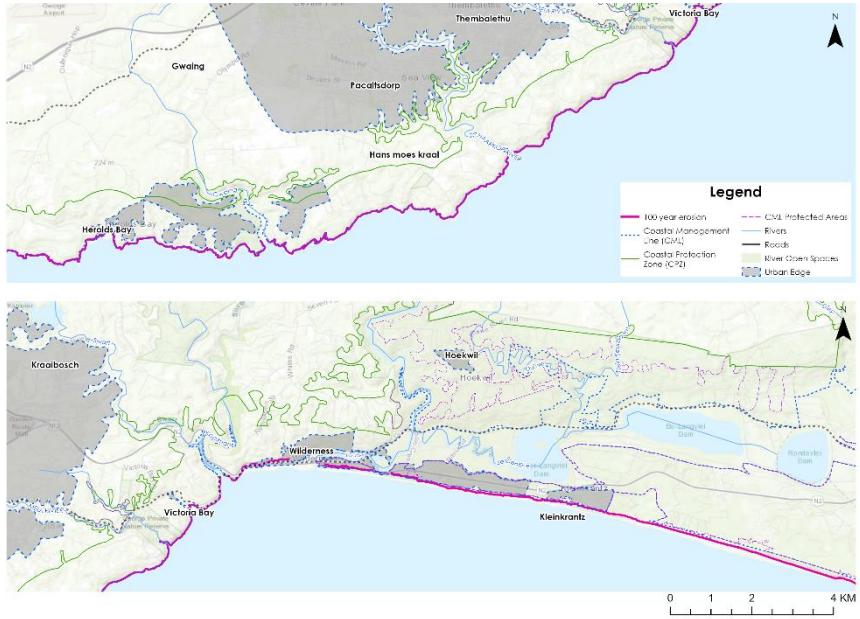
3.1.1.1 Natural Areas

The most parts of the George Municipal area are considered to be environmentally sensitive, and of heritage-, biodiversity and landscape significance, in varying degrees, base data, from various authorities are combined to identify areas where special conditions should apply to protect the natural environment and ambiance or where the environment is under specific threat.

The **Coastal Management Line** (CML) completed for the Eden District (DEA&DP, July 2018, subsequent data update) takes into account coastal risks such as long-term erosion trends, sea level rise and storm surges, the littoral active zone, sensitive coastal vegetation (provincial conservation importance), areas of particular coastal quality and value such as primary dune systems a steep coastal cliff, protected areas, flood risk areas and estuarine functional zones around estuaries. The line demarcates a zone along the shore seawards of which intensification of development should not be allowed. (Coastal Management Lines for Eden District (WC: DEA&DP).

A **Development Setback Line** (DSL) measured parallel with the CML, which triggers environmental impact processes. Furthermore, a **Coastal Protection Zone (CPZ)** includes all other features considered to form part of the coastal zone, but not included in the CML and has a minimum width of 100m from the high-water mark in urban areas and 1km in rural areas, unless specifically delineated. The CPZ may relate to site and context specific conditions to protect the environment and development and development controls will apply as per EIA (NEMA) listing notices. All three lines are included on the Municipal GIS, with reference to the data source and the base documents, including the zone description and guidance on development controls.

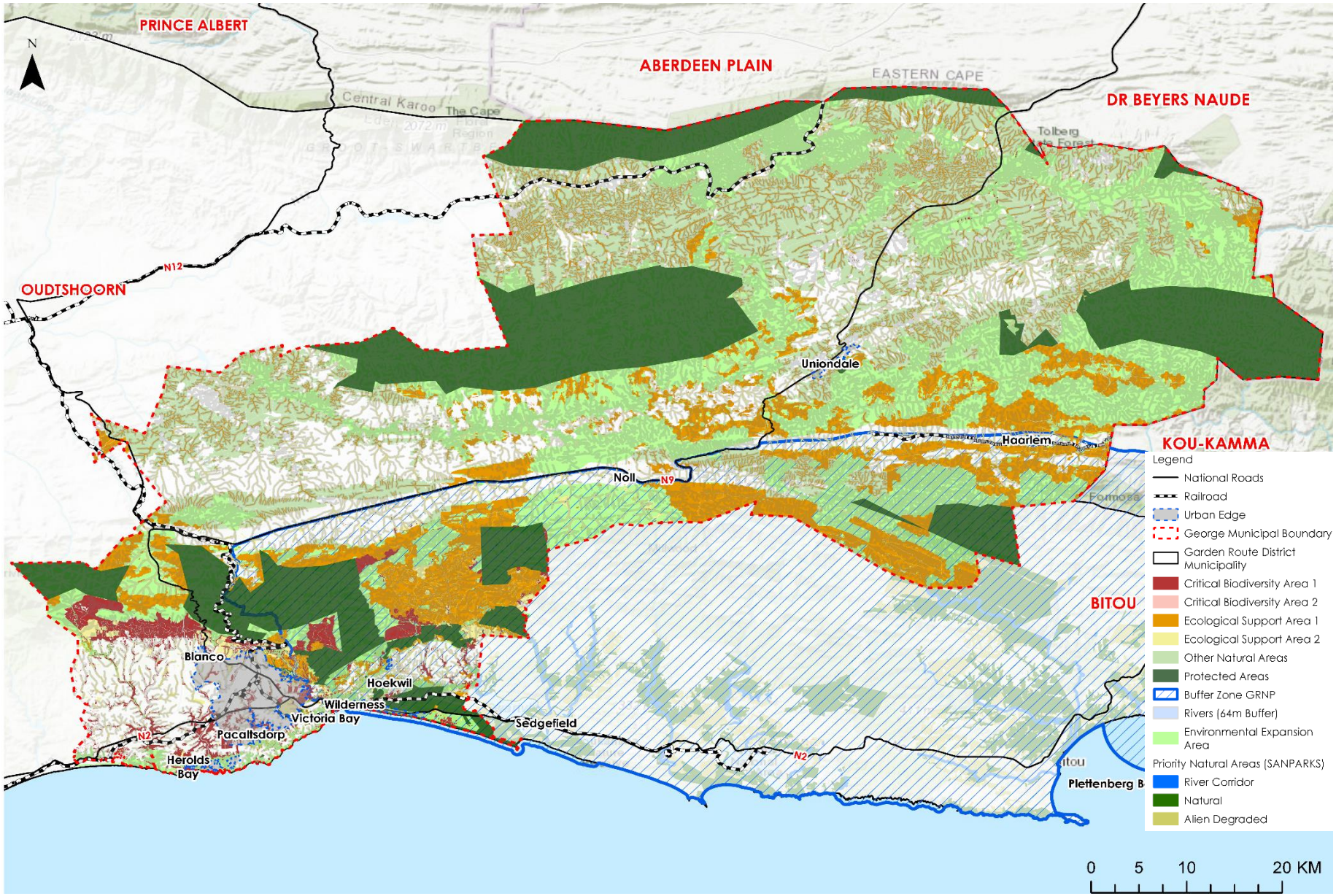
Risk Zones (50year erosion risk line (built up areas), the 100-year erosion risk line (rural areas), areas below the **10m** amsl contour around estuaries and littoral active zones may require specific development parameters to mitigate risk. Map extracts of Herolds Bay, Wilderness, Victoria Bay are included in **Map 3** below.



Map 3: CML, CPZ, DSL: Herolds Bay, Wilderness, Victoria Bay

Another legislated dataset relating to environmental protection include areas of Critical Biodiversity and Ecological support areas (Cape Nature, 2017, updated data). These areas are shown on the **Map 4** included. Base data and supporting document links are included on the Municipal GIS system.

The loss and degradation of South Africa's biodiversity has serious implications for society and the economy. Natural ecosystems provide many essential services, such as the provision of clean water and air, prevention of soil erosion, pollination of crops, provision of medicinal plants, nutrient cycling, and provision of food and shelter, as well as meeting spiritual, cultural, aesthetic, and recreational needs. Large portions of the country's economy are heavily dependent on biodiversity.



Map 4: CBA, ESA, Protected Areas with buffers and expansion area

3.1.1.2 Water Resources

Strategic Water Source Areas (SWSAs) are areas, such as mountain catchments, which produce disproportionately greater volumes of water per unit area than other areas that both supply a high volume of surface water and groundwater recharge. The majority of the areas/catchments of George are under the custodianship of water authorities. Regulated water use, in urban- and agricultural areas, is of the utmost importance for long term resilience.

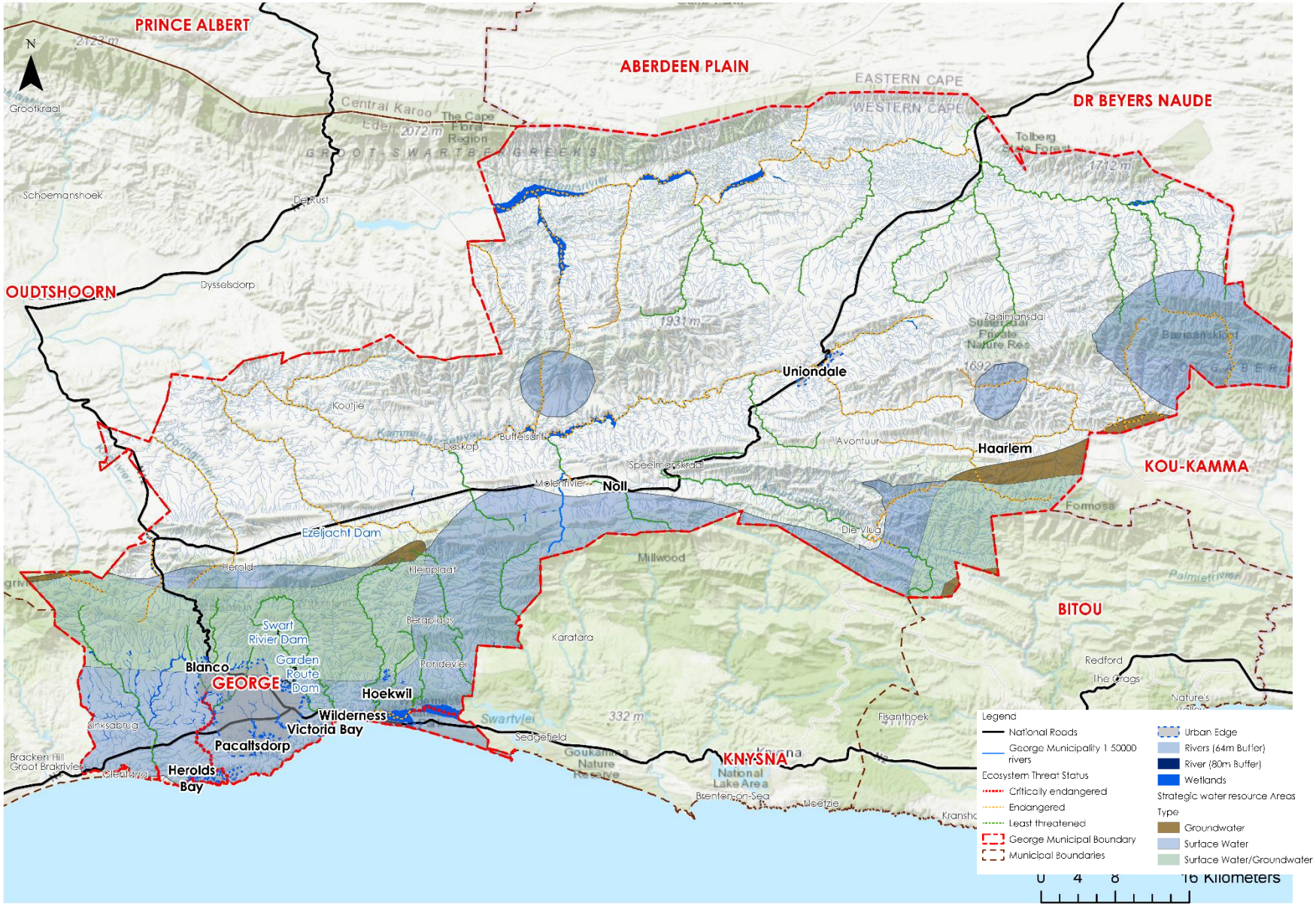
The **Garden Route dam** considered the main water storage vessel for the majority of the residents in the George City area (including Wilderness). The area to the north of the Garden route dam is vital in terms of its potential impact on the dam as it connects the catchment that contributed to the water supply held in the dam. The biodiversity in this catchment serves as natural filter, contributing to good quality water, and there for the conservation of this area as a critical natural buffer for water provision is paramount. This buffer of indigenous vegetation along the northern urban edge is an important area for the health of the rivers and water corridors, connecting mountain to coast and flowing through George. They contain wetlands and seeps which are vital to the overall health of the rivers.

The **watercourses** in the Garden Route landscape flow from the Outeniqua Mountains, over the narrow coastal plain, to form narrow estuaries at the mouth to the Indian Ocean and in drainage systems along the Langkloof. The habitat provides refuge to biota during times of environmental stress and is an important corridor between the Outeniqua Mountains and the ocean and within the basin formed by the Outeniqua- and Swartberg mountain ranges. The river network provides a link between upstream and downstream biological functioning. The larger rivers are typically perennial, as they are fed by precipitation and surface runoff during the winter rainfall season and supplemented by mountain seeps during the lower rainfall periods. As the rivers reach the mountain foothills, the valleys broaden and the slope decreases, providing conditions favourable for the formation of wetland habitat. Data available on the municipal GIS system illustrates the interrelated hydrological system of the greater George area.

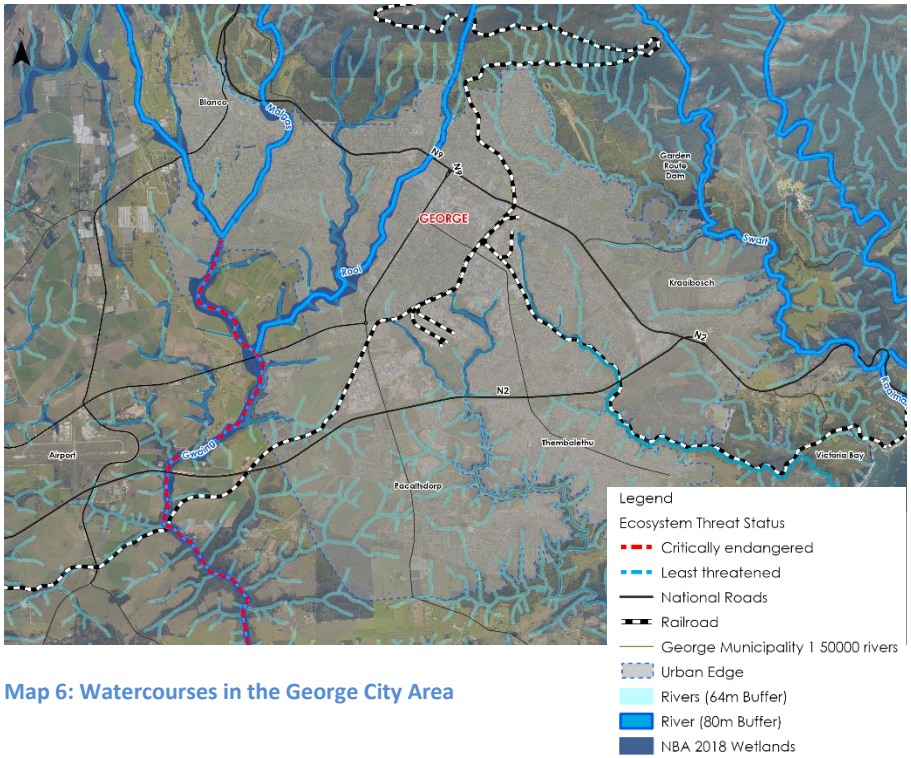
The threatened status of main rivers/waterbodies were categorized by SANBI. The Gwaing- Touws-, Serpentine-, Wolwe River and Lakes system as being critically endangered are in rural and semi-rural areas. Development conditions to mitigate impact and/or rehabilitation interventions must be included in Environmental Management Agreements.

A number of these rivers, and associated wetland habitat, traverse the urban area and provide the community with valuable ecosystem services (such as biodiversity support, connectivity, storm water management, regulating the heat island effect, nutrient and toxicant removal, recreation, and aesthetics).

Map 6 illustrates the main watercourses through the George Urban area (2019). In addition, hydrological lines and buffers (see GIS information) are mapped within the City area and also impacts development planning. A healthy functional hydrological system ad to water security.



Map 5: Hydrological Lines and Bodies: Greater George



Map 6: Watercourses in the George City Area

The wetlands north of the urban edge are large, healthy systems that provide George with scenic beauty, biodiversity, flood attenuation (for property downstream), carbon storage (due to the presence of peat), erosion control (e.g., from mountain sediments after fire), and water recharge, amongst many other services. They need to be strictly managed and conserved for the benefit of the town and to mitigate potential risks arising from climate change. Currently most of these wetlands are located in the protected area of George. Certain areas are located in the Terrestrial Environmental Support Areas as well as areas for restoring from development and plantations. It is unfortunate that these systems become progressively degraded downstream. Any development within this northern area is likely to compromise these wetlands at a cost to greater society. There is an opportunity to prevent urban encroachment into this area, and prioritise it for conservation efforts, whilst maintaining the light recreational use it currently experiences.

Watercourses are set apart from many other ecosystem types by the degree to which they integrate with and are influenced by the surrounding landscape, or catchment. They are particularly vulnerable to human activities and these activities can often result in irreversible damage or longer term, cumulative changes. The principle that the protection of the environmental features, such as watercourses relates not only to the delineation of the feature and the protection of the delineated component, but much wider to the protection of the ecological infrastructure to support such systems. Stormwater management (outside delineated environmental zones) is, for instance, of crucial importance.

To facilitate a process to protect river (and all hydrological lines) courses and retain the integrity of these ecological systems, a 40m buffer has been applied to all primary rivers in George Municipality and a 32m buffer has been applied to all other rivers. This buffer seeks to guide the protection of these sensitive river ecosystems, by alerting all parties to ensure special consideration in development decisions. This specifically applies to rivers and wetlands, including floodplain wetlands, which are inherently resilient systems which are physically and ecologically adapted to their water flow regimes. Riparian vegetation is resistant to floods and can absorb and dissipate flood water energy that reduces the level of damage to these systems, adjacent land and infrastructure. River systems also purify water by assimilation or decomposition of pollutants.

Historic surface disturbance masks the interconnected stormwater and **hydrological network** (features/systems/elements) **of George** and undermine the ecological infrastructure of the area. In order to counteract indiscriminate land use practices, all hydrological lines and indicative buffers have been mapped (GM: GIS Base).

These lines and buffers will not only influence land use and design evaluation but will specifically advise storm-water management within

the urban area. The retention of this system (together with other ecological infrastructure) is especially challenging in agriculture and rural areas and base data will be used (aerial photos etc) to monitor the protection of the system by the various responsible environmental- and agriculture authorities. The intent is to protect ecological functioning on a wider area basis by protecting the ecological elements on a site-by-site basis. The whole is more than the sum of the parts. Mitigation of impact as a result of land use (rural and urban) and management practises must be applied in all areas, but specifically in these areas. (Wetland- and estuary management are also referred to in the section dealing with priority natural areas).

Urbanization within and around the catchment areas is resulting in storm water runoff becoming increasingly recognised as a threat to freshwater biodiversity not only because of the increased hydrological disturbance and habitat loss, but also because of an increased delivery of pollutants to rivers. The encroachment of roads and development onto floodplains and wetlands can dramatically alter the flow rates, water quality and sediment regimes of watercourses. The greater the extent of hardened surfaces (e.g., roofs, parking lots etc.), the lower the infiltration of storm water and therefore the greater the surface runoff and increase in flood peaks.

A change in water distribution generally results in altered wetness regimes, which in turn affect the biophysical processes and the vegetation patterns. The transformed land surface will promote increased volumes and velocities of storm water runoff, which can be detrimental to the rivers receiving concentrated flows from the area and cause damage to ecological (and engineering) infrastructure. Increased volumes and velocities of storm water draining from the area and discharging into the rivers can alter the natural ecology, increasing the risk of erosion and channel incision/scouring. The watercourses of George have all been affected by this to varying degrees. Evaluation of land development proposals (including infrastructure) must require sufficient attention is given to stormwater management through the **Sustainable Urban Drainage System** principles which relate to water attenuation rather than channelling. The Storm-Water Management Plan were developed for about 80% of the rural areas of George, master plans out the remaining areas are being developed over the next 3 years. The Stormwater Maintenance Management Plan is developed per financial year for continuous maintenance to existing stormwater infrastructure. Each development proposal must illustrate that there is no addition to peak/cumulative run-off to be channelled into river courses without attenuation/management on each property. Water should be slowed to infiltrate and not channelled to specific points with no treatment, to avoid damage (pollution, erosion) as it enters the natural system or the larger stormwater system.

The pollution of water resources is prohibited by various sets of legislation (NEMA, Municipal Bylaws) and mechanisms exist to address infringements.

3.1.1.3 Green Systems in Urban Areas

In support of the protection of the ecological functioning of the watercourses which run through the urban area (described above) and the SUDS approach to storm water management, an integrated **Open Space System** is promoted to positively build a respectful relationship between people and the natural systems on which they depend, specifically in the urban areas. An updated, phased Stormwater Management Plan is underway, which will be a principal informant to the Open Space System, subsequent land use/management allocation and an Environmental Management Plan.

Furthermore development (existing and new) within the urban area should actively implement **urban greening**, not only to contribute to the quality of the environment and a 'green sense of place' congruent to the main town in the Garden Route but also as it contributes to regulating the heat island effect and related air quality management. I.e., urban greening should be a condition imposed on all development (private and

public realm; existing and new) as it will enhance the sense of place in areas presently dominated by cars and poor-quality streetscapes and will prevent the degradation of the quality of other areas. Use of fruit and/or indigenous trees/shrubs is to be promoted.

The" green lungs" in the urban area are delineated (principal) hydrological buffers, (see **Map 6**) and must be re-instated (where required), protected and integrated in planning that promotes active use and functional identity (affected areas and adjacent). The design of functional and active open space in developments should be integrated with adjacent land uses and natural open spaces.

3.1.1.4 Rural: Agriculture and Natural areas

The non-urban areas of George are under continual threat of development and degradation, albeit in a small, incremental manner. Clear distinction is to be made between various categories of land outside of the urban edges. Whether these properties are legally referred to as farm portions (i.e., the legal registration category) or erven and whether these properties are zoned for agriculture, open space or other appropriate purpose reconcilable with the rural landscape. The positions of the property within the context of the urban areas, natural areas, conservation areas and arable areas should guide the permitted land use, within the allocated zoning. Broad non-urban land categories (uses as defined in the George Integrated Zoning Scheme Bylaw, 2017), include:

- Small holding areas delineated in terms of the LSDF's (specifically, historic allocated areas only, zoned "Agriculture Zone II").
- Natural areas (environmentally sensitive areas (CBA, ESA), continuous environmental corridors, coastal areas, protected areas and related buffers) (various zonings apply to natural areas, including Open Space Zones I to II, Agriculture, etc).
- Agriculture land and agri-industry opportunity areas.
- Utility areas.
- Tourism related use, within strict guidelines and subject to conservancy agreements and/or environmental management plans, as applicable.
- Rural nodes and hamlets are noted in 4.3.2.

The principle that, although legally registered as a farm portion, not all properties can be used for extensive farming/rural living purposes, as defined in the Rural Development Guidelines, must be considered in approval of rezonings/consents, departures. The protection of certain environmental areas cannot be compromised. The worth of the natural area, as an asset to George, must be conserved. The current threat is "death by a thousand cuts", given the number of subdivision/alternative use/new access applications submitted.

Various interrelated, updated datasets are considered in the MSDF and should, consequently, apply to the evaluation of land development evaluation. Par. 3.1.1 has reference.

All development will be subject to NEMA guidelines and procedures, OSCA/E, and other environmental processes as may be demanded in terms of applicable by-laws. The systematic eroding of George's natural assets and ecological functioning of the areas and sub areas is a risk that must be prevented and mitigated.

Land uses in rural areas are governed by the George Integrated Zoning Scheme Bylaw, 2017 (and updated versions) as read with the WC: Rural Development Guidelines.

The WC Department of Agriculture has rated all areas of George, except a few natural (steep/biodiversity/hydrology) areas as relatively high potential agricultural land (high within the Western Cape context), as per their multi-layer, technical data set weighting. The argument that land, outside the urban edge, is not suitable for agriculture and should

therefore be used for pockets of urban/tourism/business use, is thus moot.
The recognition of and support for agriculture, as an economic sector, is noted in the discussion of the spatial concept of George (See Par. 4.3) The protection of arable and pasture land in the interest of food security, economic growth (agriculture and upstream economic development) and job creation must be balanced with factors such as:

- Agriculture footprint (% of area used) and impact on the protection of natural/heritage areas and natural systems (corridors, water security, etc) to be rationalized.
- Agricultural use should not negatively impact the rural character of rural areas. This may include mitigation of visual impact and light pollution, assessment of the impact of agri-processing infrastructure, netting, lighting, fencing etc.
- Just as densification and compact development is an approach to be followed to limit the fiscal impact of urban development, to support sustainable development and inclusivity in the opportunities offered and to compel integrated/shared access to opportunities, similar outcomes should be sought in the agricultural sector.
- George's growth absorption capacity is focussed within a defined urban edge. Expansion over the longer term will require facilitation of targeted (urban concept supported) urban expansion and a balanced consideration of the percentage of the population that will benefit from a socio-economic perspective. This consideration should be key in considerations informing the delineation/ proclamation of agriculture areas, as such renders urban expansion near impossible.
- The natural systems (primary, secondary, and localized) found in agriculture areas are often degraded in parts and must be reinstated to assist water security and restore ecological functioning to ensure adaptation to impacts of climate change and the continued sustainable functioning of the rural assets.

Subdivision of farmland should be approached with absolute caution, especially where it presents the risk of significantly compromising the agricultural potential of the land. In principle the subdivision of farmland is not supported.

Agri-processing is enabled on all land parcels in the Agriculture Zone (sans natural areas) via the provisions of the Zoning Scheme Bylaw.

The Department of Rural Development and Land Reform (DALRRD), through its Comprehensive Rural Development Programme, (CRDP: adopted Aug2009) and subsequent Sector Plans is focussed on enabling rural communities to take control of their livelihood and aims to deal with rural poverty. The Agri-Park Programme, Agri-Park Master Plans (2016/17), District Rural Development Plans (2015/16&2016/17) and Farmer Production Support Units are noted as important components of the rural landscape in George. Farmer support and alternative(joint) land ownership models demands further investigation.

3.1.1.5 Climate

Climate: George is typified by a mild maritime *Mediterranean* **climate** with mild to cold winters and moderately hot summers. It has relatively high rainfall, usually occurring in the winter months.

Climate change is predicted to aggravate temperature extremes and rainfall variability while decreasing the total average rainfall in the west of South Africa. The effect of climate change impacts on George is anticipated to be of a less extreme nature, compared to many other municipal areas. Nonetheless specific attention is afforded to the predicted impacts of climate change on the natural environment and how it may affect communities and the economy. Rising sea levels, shifting ecosystems, changing conditions for agriculture, irreversible coastal erosion, extreme storm events, flooding and fire are specific threats to be mitigated in the spatial- and land use management.

Adaptation and mitigation are the responsibility of all users, residents, and decision makers.

Adaptation and mitigation are required to safeguard the environment, infrastructure, and the community of George. Climate change risk lines have been included in the data received from Provincial authorities and included on the Municipal GIS (Public Viewer). Climate change adaptation is proposed in the Garden Route District Climate Change Adaptation Plan (2014, Summary Report 2019, currently under review), the WC Provincial Biodiversity Strategy and Action Plan (PBSAP 2016) and the Western Cape Climate Change Strategy apply. Mitigation of risk associated with climate change, where it has a spatial implication, is noted in the discussion of the Spatial Concept.

3.1.1.6 Geology, Topographic and Landscape Characteristic

A large part of the George geographical area is endowed with the Outeniqua Mountains, hilly topography divided by valleys and topographical low points. The topography correlates, in many instances, with the ecological systems found in the George area and is an important spatial structuring element which demands consideration when contemplating the urban form. Very few large, contiguous areas of relatively flat topography exist. The 'divide' created by mountain ranges creates diversified climatic zones and separated areas to be managed from a spatial and land use perspective.

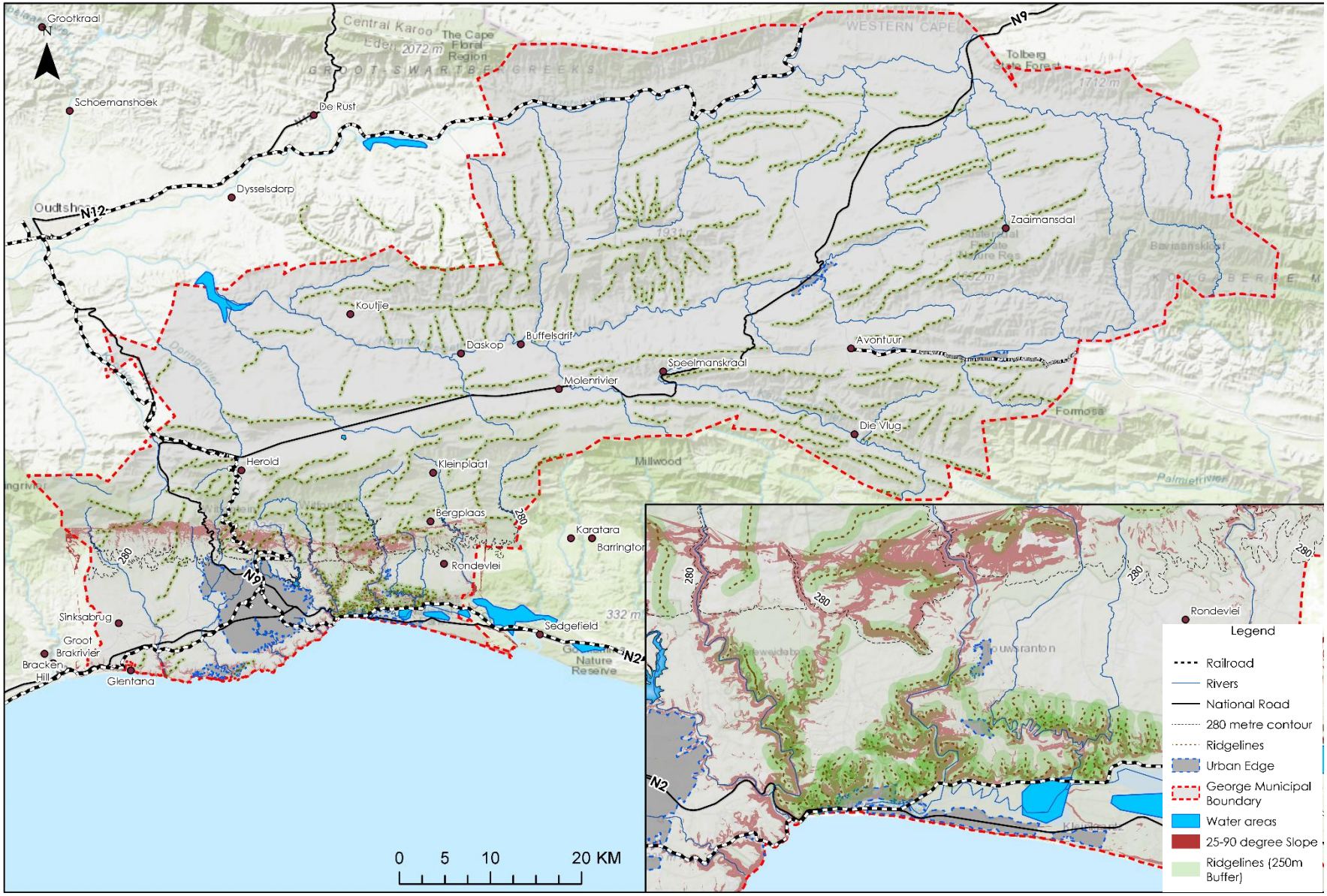
Protection of the coastline and mountain slopes from ad-hoc development, compromising the visual beauty of the George Municipal Area, is a continual challenge. Similarly, the protection of areas of rural landscape character (natural vs agriculture) must be enforced to benefit the community and economy of George as a whole. The rehabilitation and preservation of scenic- and natural vistas should be promoted. Development and land use (including tourism/ residential/ agri-processing/ agriculture) that incur high visual impact in non-urban areas should be prevented by mitigating such impacts via area/site-specific measures. The protection of the rural/natural character of the area is crucial to preserving the very essence of the 'Garden Route' of which George is essentially a centre piece.

Ridgelines were identified and mapped (2013) and are used to evaluate visual impact in scenic areas when planning applications are reviewed. In principle, no development above 280m contour should be supported.

The geology, soils and soil depth were considered a base dataset to advise the agriculture potential of the various areas (WC: DoA).
Soil erodibility is a risk.

Areas with a slope greater than 1:4 (25%) have been delineated (GIS Viewer) and no development will be allowed in these areas. The developable area of any site should be of sufficient size to accommodate the required use and utilities demanded by the rights, such as access, manoeuvring space, outbuildings, fire risk mitigation, storm water management measures etc., without encroaching on the steep (1:4) areas or disturbing such slopes. Additional access provision to development footprint over sensitive areas and areas of steep slope is not supported.

The following Map includes an extract, per example of the Wilderness area and provides an indication of the data available, with respect to topography, to be used in the evaluation of development applications.



Map 7: Map Extract: Ridge Lines, 1:4 Slope, 10m and 280m contour

3.1.2 The Built Environment: Human Settlements

The George municipal area includes a hierarchy of settlements (see **Map 8**).

SETTLEMENT TYPE	FUNCTION / ROLE	SETTLEMENT IN THE GREATER GEORGE AREA
Regional Development Anchor (Services Centre)	Main urban centre in terms of location of new housing, jobs, services and facilities with a focus on development and densification. The centre hosts main health, education, cultural facilities as well as government services. As an economic hub it contains industry, services sector and Innovative business environments. Significant regional commercial, service and administrative centre, industrial node, and transport and logistics hub: an emerging "regional" city with well-integrated residential and higher order activity centres.	**George City** Area
Secondary Service Centre (District town)	Urban centres with a special function (often tourism related) as well as a role in terms of servicing the surrounding areas and containing a mix of economic activities and services.	Uniondale (Rural Settlement and Service centre) Wilderness (Coastal residential, tourism, and local business node, recreation area.)
Small (rural) town	Urban area with a dominant rural character, a limited and mostly singular economic base (e.g., tourism, agricultural services) and functions as a service centre to its broader environs.	Haarlem
Rural / Tourism Settlement	A rural or recreational nodal point characterised by community functions as well as a state of permanence (settled population). Such settlements function as agri-service centres, tourism centres, educational centres, individually or providing a combination thereof.	Herolds Bay and surrounding (existing) estates Victoria Bay Touwsranten Hoekwil Kleinkrantz Le Grand
In addition to the abovementioned settlement areas, there are low residential density areas, including:		
Small Holdings	Low density rural living, with agriculture component. (Small Holdings areas noted in relevant LSDF)	Victoria Bay SH Uniondale SH Haarlem SH Victoria Hights/Bay SH Wilderness Heights SH Rondevlei SH Onder- and Bo-Langvlei SH Pacaltsdorp south SH Blanco SH Hoekwil SH
Farms (registered as farm portions)	Agricultural and natural use with very low-density residential settlement	
Within the rural areas identified hamlets/rural places are localities where rural support services are located.		
Rural Place (Hamlet)	Minor local service points or places of gathering e.g., school, church, rural shop, transport node (bus stop, railway station), usually having no,	Avontuur Noll Herold (including Campher)

SETTLEMENT TYPE	FUNCTION / ROLE	SETTLEMENT IN THE GREATER GEORGE AREA
	or relatively limited resident population/ settlement.	De Vlugt
Minor Rural Places in the Greater George Area (mostly locality reference points only)		
Minor Rural Place	Railway siding Railway Station Railway Station Railway Station Church/ Convent	Rooiloop Snyberg Barandas Toorwater Nietgenaamd
	Agri-area	Rooirivier
	Agri-area	Eseljacht
	Agri-area	Ongelegen
	Agri-area	Molenrivier
	Agri-area	Eensaamheid
	Agri-area	Geelhoutboom
	Agri-area	Hoogekraal
	Agri-area	Sinksabrug
	Agri-area	Waboomskraal

Table 3: Settlement Hierarchy

Map 8: Settlement Hierarchy

The settlement footprint of the city area shows a compact form with residential neighbourhoods linked with a network of roads to the central/CBD area, the central industrial area, and the hinterland.

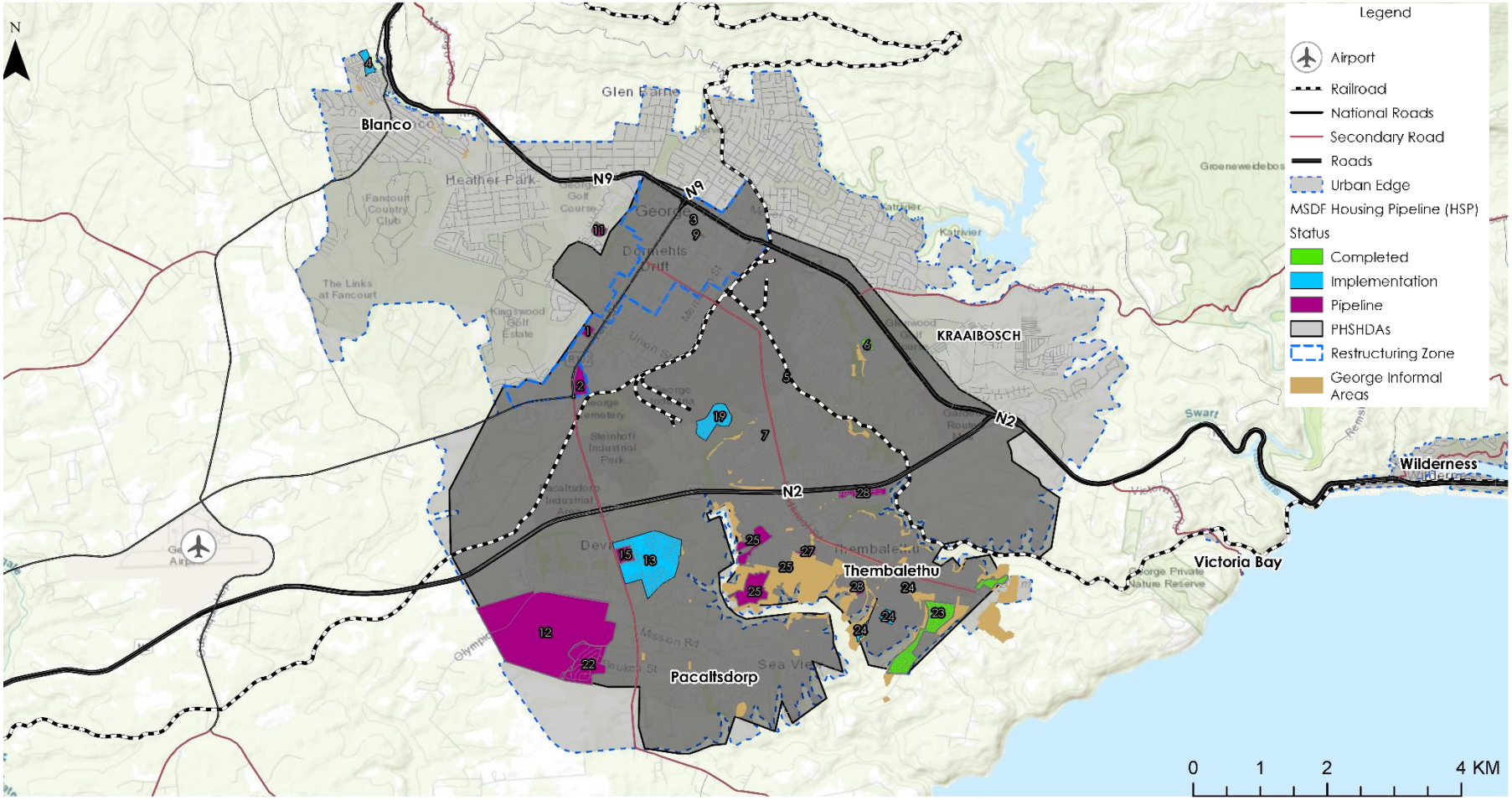
From a housing perspective the built environment includes a variety of housing typologies (houses, flats, townhouses, etc.) The southern City area includes dense urban fabric (See Par 3.2.2) market. The George Sustainable Human Settlements Plan (draft 2022) shows that the current subsidized housing pipeline (in process and committed projects) falls within the George City area, district- and small towns, rural/tourism settlements. Expect for Blanco, the GSP (Government Subsidised housing Projects) is located within the PHSHDA (Proclaimed Priority Human Settlements and Housing Development Area) within the City area. Refer to **Map 9.** The proclaimed Restructuring Zone (See **Map 9**) guides the spatial targeting of social housing projects and is included in the PHSHDA.

Several land portions are under investigation as possible future housing projects (public and private) for a variety of typologies and income levels, in addition to the projects identified for subsidy housing. The bulk of the current/short-medium term delivery will we accommodated on Erf 325 along the western boundary of Pacaltsdorp. Delivery will also be supported through the in-situ/infill housing projects. Also refer to Par. 3.2.2.

The Draft George SHSP (2022) summarizes the yield as follows:

- 9 (nine) **active projects** (five of which are in the PHSHDA):
    - Expected (listed) **5 545** opportunities (serviced sites and housing units). (Maximum number of opportunities – 6 714).
        - Note that the units in secondary settlements/rural areas do not fall within the PHSHDA.
        - Projects include UISP, IRDP, FLISP and pip projects.

Pipeline Projects are planned to produce between **15 706** and **20 349** housing opportunities, depending on the outcome of feasibility investigations and due process. Formalization of in-situ informal areas and new investigation sites are to be added.



ProjName	Status	No.	Oppertunities
Borcherds UISP (30)	Completed	7	30
George Protea Park	Completed	6	74
Thembalethu Phase 1	Completed	23	1749
Golden Valley (BNG 260) UISP	Implementation	4	170
George Thembalethu UISP Phase 3	Pipeline	25	TBC
George Syferfontein/Pacaltsdorp Erf 325 East	Implementation	13	1888
George Metro Grounds Erf 464 (IRDP/FLISP 664)	Implementation	19	661
THEMBALETHU UISP Phase 2	Implementation	24	1483

ProjName	Status	No.	Oppertunities
THEMBALETHU UISP Phase 2	Implementation	24	TBC
THEMBALETHU UISP Phase 2	Implementation	24	TBC
Thembalethu UISP - Phase 6	Pipeline	28	240
Syferfontein West	Pipeline	12	3903
Europe Density (507) FLISP	Pipeline	22	507
Rosedale Erf 325 East (TRA 500)	Pipeline	15	500
Former Crocodile Farm SH	Pipeline	2	TBC
Provincial Road Camp SH	Pipeline	1	TBC

ProjName	Status	No.	Oppertunities
Meade Street SH	Pipeline	3	36
Golden Harvest (BNG 260 UISP and (Social 36 SH)	Pipeline	9	260
Conville (60) SH	Pipeline	5	82
Thembalethu UISP Phase 3	Pipeline	25	800
Thembalethu UISP - P(hase 5	Pipeline	25	TBC
Thembalethu UISP Phase 5	Pipeline	27	TBC
Thembalethu UISP Phase 6	Pipeline	28	TBC
Village Ridge	Pipeline	11	TBC

Map 9: George Sustainable Human Settlements Plan: Current and Pipeline Projects: City Area

3.1.3 The Socio-Economic Environment

The Spatial Concept of George relates to an interconnected system of Settlements and Nodes, with supporting infrastructure networks. Such system and networks are noted in Par. 4.3.2.

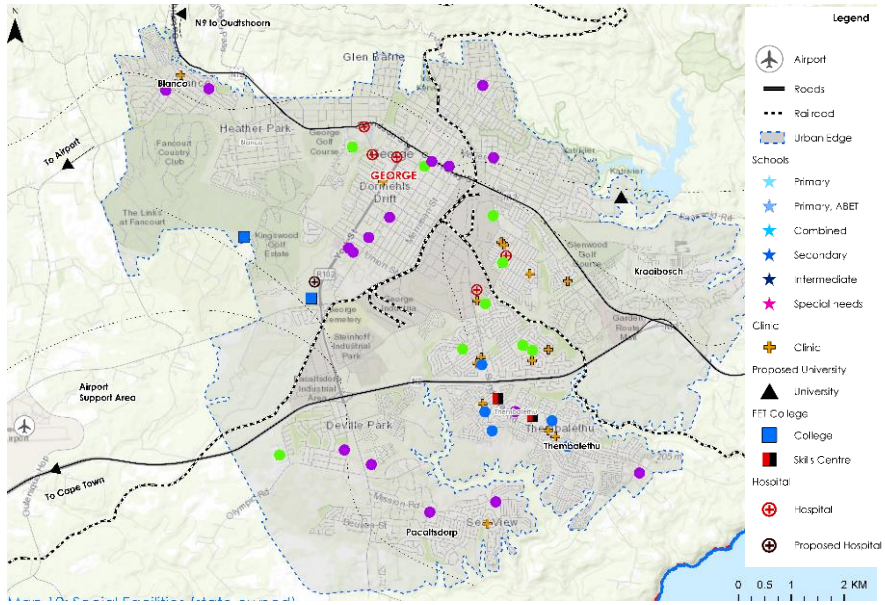
The municipal area includes 27 primary schools, 15 secondary schools, 2 tertiary institution and other training facilities, 34 halls, 36 health facilities, 7 police stations and 6 fire stations (one under construction). These facilities, amongst other social supportive facilities) were spatially located, standards are applied (WC Guidelines and CSIR standards) as per the population projections (current population figures and estimated growth absorption potential) per Functional Area.
The following needs are projected, based on the analysis performed:

i. shortfall of 4 **primary schools** as per the 2021 requirements and a projected shortfall of 8 schools based on the anticipated figures for 2031.
ii. a shortage of 2 **secondary schools** based on the 2021 requirements and a projected shortfall of 4 secondary based on the anticipated figures for 2031.

There is overprovision in some functional areas which contributes to distortion of the data and misrepresentation of the needs.

i. spatial analysis indicates a need for additional primary- and secondary schools in Pacaltsdorp, Thembalethu, Bodorp, Rosemore, and Ballotsview.
ii. suitable zoned, vacant properties are available in some areas, whilst availability of public transport may motivate the use of existing, well-located school sites as mega-schools, promoting more efficient use of under-utilised property. Improved and optimised utilization of available facilities has been noted as an approach of the WC Department of Education to meet the demand and such intensification of social use is supported.

The demand and impact of tertiary education facilities are measured based on its impact on a regional basis, as they serve the population beyond its immediate environment. Similarly, halls, health facilities and emergency services are not provided on a neighbourhood/ward level, but rather serving larger/functional areas. The distribution of all facilities has been depicted spatially (see **Map 10**: Social Facilities (state owned)). The analysis of available information indicate that a sufficient number of health facilities and community halls are provided for the greater George area as a whole and will satisfy the requirements for both the 2021 and 2031 projections, if such facilities are optimally used. It is worth noting that calculation of shortfall was restricted to government owned social facilities and exclude all private owned social facilities/services.



Map 10: Social Facilities (state owned)

3.1.4 Spatial Budget

The spatial budget seeks to quantify opportunities available for potential residential, business, and industrial development and expansion within the current urban edge. The spatial budget is divided into four main categories namely:

- Remaining opportunities (in fill and in progress projects).
- Approved projects, but with no top structures.
- Proposed projects in technical process; and
- Identified vacant properties, still to be investigated.

With reference to the attached table and map (see **Annexure 3**), the data is illustrated according to the four categories. Remaining opportunities relate to vacant residential properties identified within existing developments from aerial counts from the 2022 imagery and are included in the spatial budget. Yield estimates for approved and proposed developments are based on site development plans submitted to the Municipality. Yield calculations on vacant properties are based on the distances to public transport corridors and nodes and are conservatively calculated at 80, 60, 45 and 25 dwelling units per hectare, depending on the locality of the sites.

From the table, summarising the spatial budget, it illustrates that:

i. A total of or 29.5ha (294 938.17m²) of **business area** is still available in the George city area. This area includes current vacant erven, approved, and proposed.
   a. Proposed business development in the vicinity of the western node includes approximately 33.4ha (333 579,27m²) of future opportunity.

ii. an approximate total of 13.2ha (132 339.97m²) of **industrial property** is currently vacant within the urban edge.
   a. proposed development will yield approximately 16.4ha (163 852.05m²) in the existing George Industrial area together with a further 96.7ha (967 248.12m²) in the vicinity of the Gwayang utility area.

iii. **residential opportunities** for the remaining, approved, and proposed areas include a total of 13 473 opportunities in the private and public sector (538ha at an average density of 25u/ha).
   a. scattered vacant sites measure approximately 485,2ha and at the above-mentioned densities could potentially yield a total of 25 931 residential opportunities.

Note again, that several the vacant land portions should be allocated to socio-economic and support functions. These calculations are subject to yield following due process and availability of land (public and private). Factors such environmental, cultural, agricultural, and other land use may change the opportunity estimates.

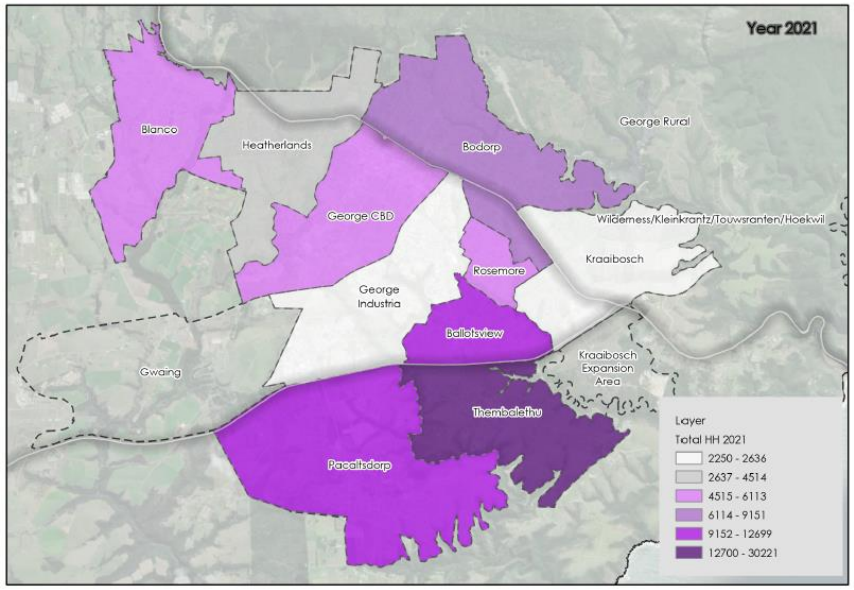
To realize the residential potential of infill housing sites, in balance with the demand for open-space and socio-economic support facilities, an integrated human settlements approach must be followed (graded densities/income, mixed use).

3.2 Key Aspects Considered in the Amendment of the MSDF

3.2.1 Spatial Configuration: Settlement and Population Dispersion

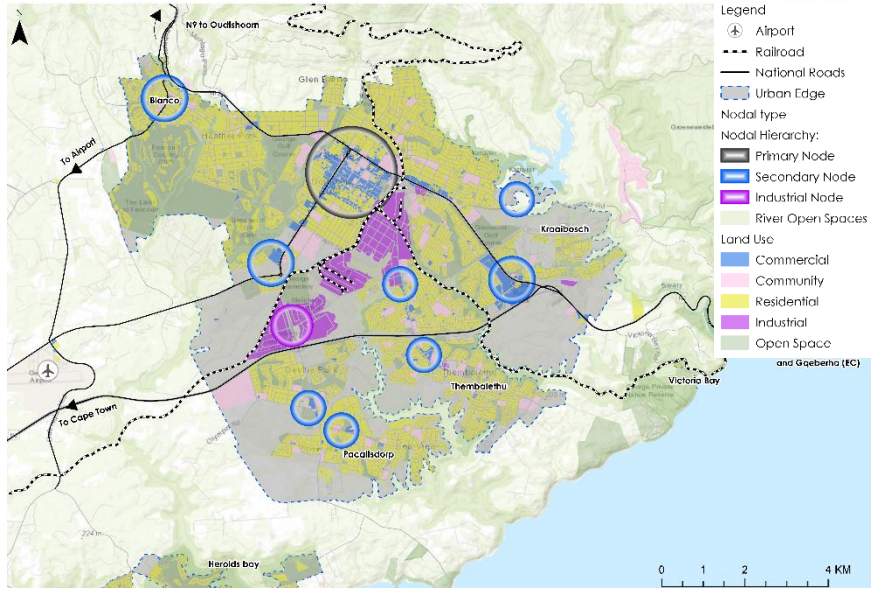
The settlement locality and hierarchy within the George Municipal area is described in Par. 3.1.2.

Approximately 82% of the population of George resides in the George City area. The residential density dispersion within the city area is illustrated in **Map 11**: George City Area: Population Density 2021, which relates to statistics as per census projections (DSD) and municipal survey data. Although all areas show a degree of residential densification since 2016, the functional areas in the George City Area currently comprises disparate urban areas, and has the following spatial characteristics:



Map 11: George City Area: Population Density 2021

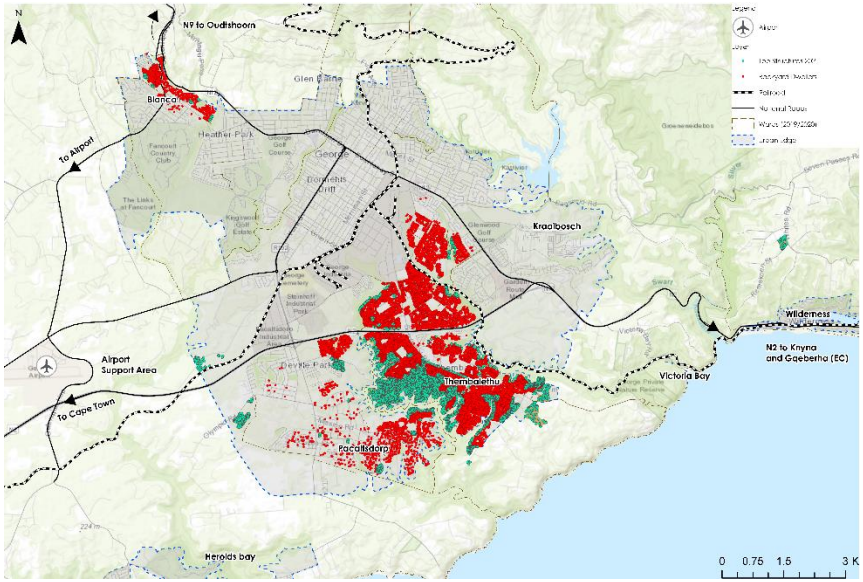
- An "old" town, relatively well off in terms of access to opportunity, commercial activity, and public facilities.
- The space economy is concentrated in a triangle of opportunity comprising of the existing CBD Business node, the Kraaibosch / Blue Mountain Commercial Node, and the Pacaltsdorp Industrial Node (See **Map 12**).



Map 12: The 2021 Spatial Structure of the George City Area: Land Use Zoning, Nodal Activity Centres and Primary Movement Network

- More deprived areas encircle the George CBD to the south and south-east, mostly serving as dormant neighbourhoods with little economic opportunities, namely:
  - The older settlements of Blanco and Pacaltsdorp.
  - George Southeast (north of the N2).
  - Thembalethu.
- The central and southern suburbs of the city area include a significant component of informal dwellings (see backyard

dwellings and informal settlements depicted in **Map 13**). These areas accommodate the majority of the residents of George in a very dense urban environment.



Map 13: Informal Settlements & Backyard dwelling: George City Area

- The N2 and industrial area forms a major barrier between less privileged neighbourhoods in the south and better resourced neighbourhoods in the north, northeast and northwest.
- There has been a significant uptake of opportunities in estate/security type development, catering for urban based, affluent residents in developments such as Welgelegen, Kraaibosch, Kingswood, Blue Mountain, etc.
- Economic activity is generally contained in areas (nodes and corridors) as per the 2019MSDF, except for the lower income areas, where finer grain, dispersed economic activity is detected and the nodal areas have not yet developed to its full potential.
- A significant uptake in industrial land has been detected.

The rural areas (all areas outside the urban development boundaries) of George contain mostly agriculture and natural areas. The nodal areas within the rural George are noted in Par3.1.2. Several areas of smallholdings were historically demarcated. These areas are shown in applicable Local Spatial Development Framework.

3.2.2 Population Growth, Housing Demand and Growth Absorption

Table 4 sets out the population growth projections for George Municipality between 2019 and 2035, setting out a lower-bound and upper-bound population projections, derived from the DSD MYPE (2020) and GTI (2019) datasets. It should be noted that whilst the difference between the upper and lower bound projections for any year is between 10 000 and 12 000 people, that the quantum of growth expected between 2019 and 2035 is the same in both scenario's: 40 066 in the lower bound scenario, 42 104 in the upper-bound scenario:

Population Projection	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Lower-bound George Municipality Population Projection (derived from GTI data)	205814	208653	210872	213644	216239	218852	221377	223614	226223	228891	231600	234407	235912	238377	240878	243397	245880
Upper-bound George Municipality Population Projection (DSD MYPE 2020 derived)	216200	219181	221550	224430	227208	229922	232562	234920	237655	240443	243295	246210	247814	250427	253043	255672	258304

Table 4: Lower & Upper bound population growth projections for George Municipality, 2019 to 2035

a) George Municipality's population is projected to grow by approximately 16% over the 14-year period between 2021 and 2035: from 210 872 / 221 550 (lower / upper estimate) in 2021 to 245 880 / 258 304 (lower / upper estimate) in 2035.
b) This growth is an added 35 008 to 36 754 people between 2021 and 2035, at an average annual growth rate of 1.1% growth per annum.

These projections are based on statistical (factored) increases calculated on the 2011 and 2016 Stats SA figures. The development footprint of

George has been managed successfully, by upholding the spatial strategies and policies which favours compact, integrated development form. The George City area has seen significant infill development (formal (See **Map 15**) and informal (See **Map 13**), through uptake of latent rights and densification in the past seven years.

One of the key questions asked during the MSDF Review and Amendment process was whether the current population and the expected population growth can be accommodated within the spatial framework of George. This is contemplated with due regard for the population currently housed in both formal and informal accommodation.

Whilst the population of the rural nodes is not expected to increase significantly and growth absorption within the urban edges of the rural settlements noted in the 2019MSDF is anticipated, there will be pressure on the George City area to absorb the housing backlog, future population growth as well as the socio-economic- and services infrastructure requirements associated with the projected population.

See **Map 11** including Ballotsview, Blanco, Bo-dorp, George CBD, George Industria, Heatherlands, Kraaibosch, Pacaltsdorp, Rosemore, Kraaibosch South Expansion Area (including various wards).		
HH2021 (official SAL data)	**HH 2035 (official SAL data).**	**Expected household absorption Estimates (2035) ***
69 663	85 378	101 106
Demand		Supply

Table 5: The number of households (Current and estimated by 2035) for the George City Area and expected residential absorption.

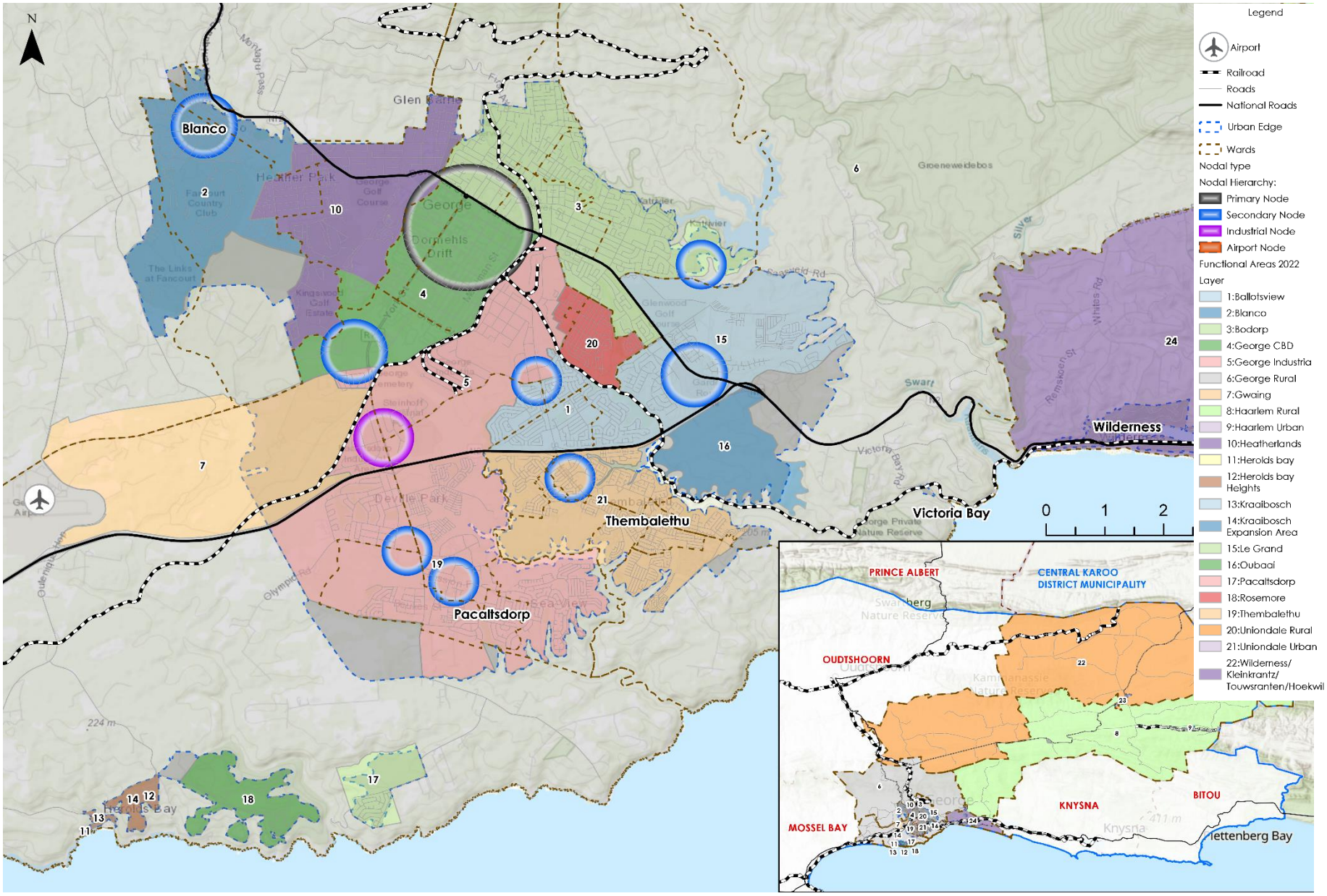
** Spatial Budget calculation based on the city area as per the MSDF, 2019 Urban edge (Annexure 3 has reference) illustrate that growth of population (as per projections) cannot necessarily be absorbed in the local area where population currently reside*.

Formal growth absorption, i.e., housing, services and facility planning must make provision for formally and informally settled families. The accommodation of approximately 16 000 backyard families (2022 counts in process) and 18 000 families on the housing waiting list (2021), currently residing in the City area in informal structures, relates not only to housing (rental/GSP) but also to creating dignified living conditions, public realm, public transport connectivity (implemented) and access to socio-economic facilities, opportunities, and services.

Based on desktop calculations, with general densification assumptions, residential growth can be absorbed within the existing, MSDF 2019 urban edge, over the next 10 years. Only properties included in the updated Spatial Budget (**Annexure 3**) were included in calculations, with a densification factor applied to the CBD, Pacaltsdorp and the densification zones. Evidence of the fine grain densification of, specifically Pacaltsdorp and the CBD is already evident in applications received for higher density development, including flats, townhouses and second dwellings.

Informal densification (backyard dwellings and informal settlements to be upgraded within the existing urban fabric form part of the densification trend. The basis for projected residential absorption calculation was:

- Properties must be located within the intensification and densification zones.
- properties that are currently vacant, without a development proposal or number of erven have been conservatively calculated at 80u/ha for the first 150m from primary transport corridors, 60u/ha from 151m to 350m from primary transport corridors and 45 u/ha form 351m to 50.

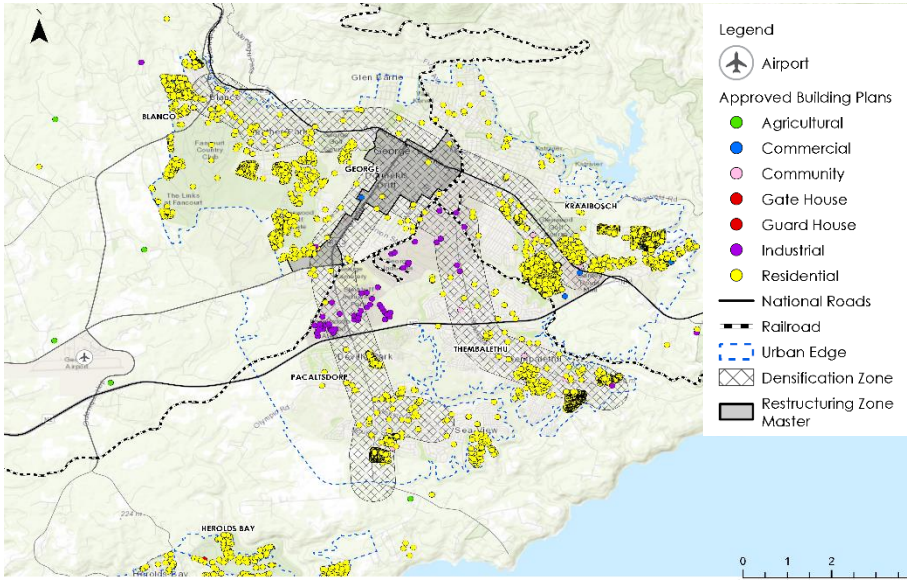


Map 14: Functional Areas: George Municipal Area

An analysis of the space available for residential development within the current spatial structure of George (rural and urban) was performed (Land cover datasets and Spatial Budget update). The areas considered in the spatial budget and the absorption data related to these areas is included in **Annexure 4**.

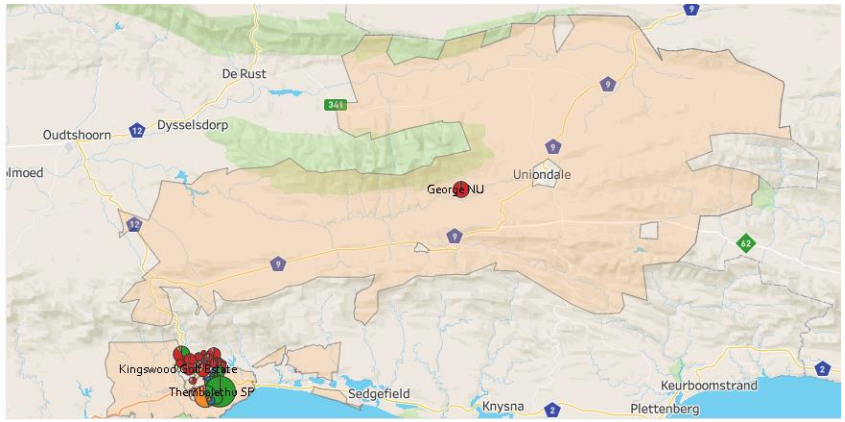
The residential growth absorption analysis and the spatial implications thereof, reflect:

- The vast majority of the population of George is settled in the city area.
- Building Plan approval data (yellow areas) on **Map 15** and interval aerial photography illustrate that, in the past five years there has been significant construction within the city area. Building Plan approval within estates in various parts of George is noticeable, providing an indication of the demand trend.



Map 15: Building Plan Approvals: George City Area

- There is increasing pressure for growth absorption in the George City area.
- There is a significant increase (2016-2021) in population (households) in specific urban areas such as Thembalethu, Kraaibosch, Pacaltsdorp, and Ballotsview functional areas, although residential growth (densification/uptake) is noticeable in all functional areas.
- A housing demand (backlog and projected population growth) of approximately 33 000 units is estimated for the period 2021 to 2031, which includes the housing waiting list data (backlog) and projected household growth figures (DSD data). Also note DEA&DP analysis in the Implementation Framework (Par. 5.2.4).
- On a calculation basis, there is sufficient area available in the City Area to absorb 82-90% of the formal demand for residential units (backlog and growth) in the next 10 years at graded densities that support a compact urban form.
- There is sufficient space available within demarcated areas within the urban development boundaries to accommodate residential growth envisaged in rural nodes.
- Housing Market Studies, undertaken by DEA&DP confirm that the vast majority of registered properties area within the George City area (See **Figure 10**), with the majority of the entry level properties located in Thembalethu and south of the industrial zone, luxury market properties to the north and with Pacaltsdorp indicated as the area where the most conventional market properties are located.



Market segmentation

- **The entry market** – properties worth R300 000 or less
- **The affordable market** – properties worth R300 000 – R600 000
- **The conventional market** – properties worth R900 000 to R1.2 million
- **The luxury market** – properties worth more than R1.2 million (Source CAFF-WC DEA&DP: 2022)

Distribution of residential properties

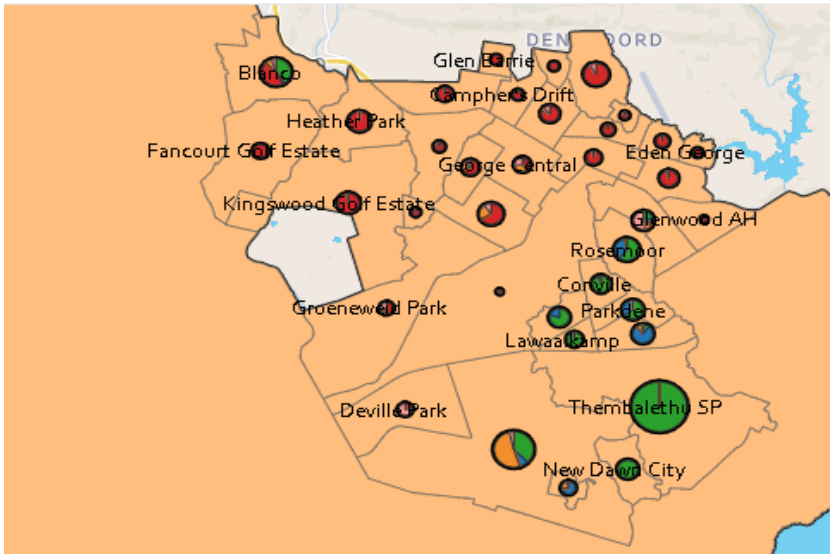


Figure 10: George City Area: Residential Market Segmentation

Number of properties by tenure type			Freehold		Freehold Estate		Sectional Title	
Market Segment	Number of residential properties	Percent share of total	Number of residential properties	Percent share of total	Number of residential properties	Percent share of total	Number of residential properties	Percent share of total
Under R300 000	13,877	40.73%	13,868	50%	2	0%	7	0%
R300 000 to R600 000	2,641	7.75%	2,555	9%	10	0%	76	5%
R600 000 to R900 000	3,223	9.46%	2,445	9%	51	1%	727	48%
R900 000 to R1.2m	1,826	5.36%	1,461	5%	79	2%	286	19%
Over R1.2m	12,504	36.70%	7,371	27%	4706	97%	427	28%
Grand Total	34,071	100.00%	27,700	100%	4848	100%	1,523	100%

About this dashboard:
This dashboard utilises 2022 title deeds data obtained from Lightstone Pty Ltd. as at 31 December 2022. Because of this, the dashboard only covers properties which appear on the deeds registry (the formal market) – it does not include properties that are not formally registered on the deeds registry, as might be found in backyards or in informal settlements. Valuations are provided by Lightstone and are not based on municipal valuation rolls.

Table 6: Residential Properties by Tenure Type

- The Market Study analysed Deeds Office data (Lightstone 2022), which show that 27% of freehold properties in George transacted at over R1.2 million (luxury market, of which 97% are in estates) and 50% below R300 000 (including GSP).
- The majority (48%) of sectional title units fall in the conventional market category, high end market (28%) and luxury market (27%). The proportion of formal, sectional title property valued below R600 000 is low (5%).
- The increase in the gap-middle income population segment and the resultant space demand (rental and ownership) must be addressed in relative proportion to the overall demand.
- The affordability analysis takes only current (and statistically projected) population into account. In-migration of the low-income population is evident in the significant increase of informal- and backyard-settlement since 2014. Settlement counts contributed to the data which informed spatial planning. The rate of increase in the uptake of medium- and higher income, bonded units is an indication of increased demand (investment from elsewhere). Future medium-higher income, and luxury, demand, based on the semi-gration trend is difficult to estimate.

- The exhilarated erf uptake (unit construction) is echoed in the building plan approval rate since 2016, (average 65 building plans approved per month in the past five years).
- A Fiscal Tool was developed to advise the MSDF approach in 2019, with respect to compact development growth absorption vs urban sprawl. Guided densification and use intensification are a more sustainable, integrated growth approach, from the perspective of the community life (work, live, play) of George and for service provision (services and facilities).
- The uptake of land, previously identified for low-income (fully/partially subsidized) housing units (ownership and rental) has been slow due to process-, budget and infrastructure constraints. The successful completion of projects such as Erf 325East points to the staged implementation of prioritized housing projects.

The growth absorption potential of George does, however, relate to more than just accommodating enough residential units to address backlog and future demand. It must reflect the ability of the spatial structure to absorb required facilities/areas to support the population. I.e., "is there allowance for enough space to accommodate all residential- and their socio-economic requirements, both in the urban and rural context?"

With respect to growth absorption, the MSDF needs to give clear direction – "is the priority to densify, restructure and renew areas within the George city area; or is it to yield to pressure for urban expansion, including substantial human settlement projects on the periphery of the built footprint of the George city area and speculative proposals for isolated, exclusive residential estates?"

The importance of spatially focussing public investment in such a way as to attract private and household investment that reinforces the priority public transport corridors and nodes along these corridors must be embedded in the growth strategy. Clear policies are needed to achieve the articulated densities that will assist the sustainability and consolidate the basis for growth in these corridors and nodes, off the back of the broader benefits of transit-oriented or transit-adjacent development. A high quality, affordable public transport system is key to overcoming spatial barriers through enhanced, inclusive accessibility, especially where it is an ongoing struggle to redirect private investment patterns towards disadvantaged areas – high quality public transport investment can be a catalyst for spatial transformation and urban regeneration.

The Draft George Sustainable Human Settlements Plan 2021 (GSHSP) notes Strategic shifts directed by government policy in response to human settlement pressure. Spatial targeting through the PHSHDA and the restructuring zones provides direction to placement of GSP. Note that only part of the George City area (various functional areas, see **Map 14)** is demarcated as PHSHDA. In addition to the noted spatial targeting, the draft GSHSP also notes the national priorities for human settlements, densification intent, shifts in grant funding (in-situ, site and service, prioritization of serviced sites), rapid land acquisition and government land release, comprehensive rental policy (various programs including backyard rental), inclusionary housing framework development, FLISP prioritization, creating a 'do-it-yourself' housing culture, recognizing innovative building technologies, the proposed establishment of a Human Settlements Land Bank, which will include access to rural housing funding, establishment of property transactional centres and the compilation of a project readiness matrix.

The shift towards incremental funding makes high density housing projects difficult. Investment in smaller serviced sites, rather than providing top structures as a 'start up intervention', and the provision of basic engineering services to blocks of informal settlements is part of the incremental approach. This limits the densification options available for tenure upgrading. Social housing and formalization of the backyard rental system addresses only rental housing at this stage.

The GSHSP lists nine current projects, providing 5 545 housing opportunities. The investigation to determine an implementable housing pipeline includes area to accommodate more than 20 279 units.

The housing waiting list shows the following:

	George City	Uniondale	Haarlem	Wilderness	Rural/other
Total	16 680	934	471	382	174
	89.5%	5%	2.5%	2%	1%

Table 7: Housing waiting list data

The backlog and the projected growth form the basis of the demand analysis. Based on available (DSD) statistics, the following conclusions can be drawn in the GSHSP:

- The number of households in the municipality is expected to increase by 12,814 from 2021/22 to 2031; 5,726 over the medium term from 2021/2022 to 2026, and by 7,088 over the long-term from 2026/2027 to 2031.
- Of the 12,814 households, an estimated 53.1%, or 6,804 households, will most likely fall in the low-income category.
- Another 39.2%, or 5,016 households, will fall in the middle-income category (earning between R3,201 to R25,000 monthly). A portion of these households could qualify for gap market instruments, as the gap market component includes households that have a monthly household income of R3,201 to R22,000.
- The remaining 7.7% will fall in the high-income category (991 households in total).

The WC DEA&DP also notes the significant demand in the Gap housing category.

The draft GSHSP estimates that a total of 233 hectares is required to accommodate the current housing backlog, based on density principles noted in the GHSP (excluding socio-economic facilities and parks and recreation).

- Over the medium term, the total average land required to accommodate various housing options due to the household growth is estimated at 112.9 hectares.
- Over the long term, the total average land required to accommodate various housing options due to the household growth is estimated at 148.3 hectares.

The GHSP shows area (ha) requirements per functional area, per income bracket. Such data to be read with the absorption capacity of these areas as shown in the Spatial Budget (Par.3.1.4)

Area	Total*	Housing backlog	Household increase: Medium term (2021/22 to 2026)				Household increase: Long term (2026/27 to 2031)			
			Low income	Middle income	High income	Total	Low income	Middle income	High income	Total
Blanco	19.5	4.2	1.6	3.7	1.5	7	2.0	4.6	1.8	8.5
Heatherlands	15.8	-	0.5	3.4	3.2	7	0.6	4.2	4.0	8.8
Bodorp	39.8	1.1	2.5	10.0	4.8	17	3.0	12.4	5.9	21.4
George CBD	21.6	-	1.2	6.4	2.0	10	1.5	7.9	2.5	11.9
George Industria	2.6	0.9	0.3	0.4	0.0	1	0.4	0.6	0.0	1.0
Ballotsview	68.0	37.1	5.6	7.9	0.4	14	6.9	9.8	0.4	17.1
Pacaltsdorp	60.6	30.6	3.7	8.4	1.2	13	4.6	10.5	1.6	16.6
Thembalethu	194.2	142.9	14.0	8.4	0.6	23	17.3	10.3	0.7	28.3
Kraaibosch	1.0	-	0.2	0.2	0.1	0	0.2	0.3	0.1	0.6
Rosemoor	25.1	11.8	1.9	3.8	0.2	6	2.3	4.7	0.3	7.3
Haarlem	3.7	0.4	0.3	0.8	0.3	1	0.4	1.0	0.4	1.8
Uniondale	5.1	0.3	1.0	1.1	0.1	2	1.2	1.3	0.1	2.6
Herold's Bay	1.1	-	0.2	0.3	0.0	1	0.2	0.3	0.0	0.6
Herold	2.5	-	0.2	0.6	0.3	1	0.3	0.7	0.4	1.4
Wilderness	16.9	5.4	1.3	2.6	1.2	5	1.7	3.2	1.5	6.4
George NU	27.7	2.5	3.5	6.0	1.8	11	4.3	7.4	2.2	13.9
Total	**494.2**	**233.0**	**36.4**	**60.3**	**16.2**	**112.9**	**47.0**	**79.3**	**22.0**	**148.3**

* **Housing backlog plus medium- and long-term household increase**

Table 8: Area Requirement per income bracket per functional area (GSHSP, Draft2021)

The above reflects the statistical housing demand, allocated spatially based on projected increase of existing settlement figures. The strategic growth and development vision encapsulated in the MSDF and the growth absorption (housing, economic and social) capacity of each functional area.

An area of approximately 1 023ha is available for development in George. Not all these properties can, however, be used only for residential settlement and not all land is available for immediate release.

3.2.3 Economic Growth and Performance

George is regarded as the largest economic contributor in the Garden Route District and is the main regional node insofar as services provision is concerned. During the 2015-2019 drought and load shedding period, the George economy still showed a growth rate of higher than the Western Cape average, which is indicative of a vibrant and resilient economy. 35,7% of opportunities in the district (2019) were recorded in George. The Covid 19 pandemic and the continued electricity crisis, culminating in the 2020's recession, have wreaked havoc on the economy and employment in South Africa. Re-building and growth of the economy is a priority. The George Integrated Economic Growth and Development Strategy is in process.

The facilitation of economic growth relates, in a spatial context, to provide considered space to enable economic development in all sectors of the economy to benefit all residents/users of George.

- Primary (agriculture, forestry, and fishing): A large percentage of the George municipal area relate to the primary sector of the economy. Climate change and associated increasing natural risk factors such as drought, fire and water security significantly affect this sector. The promotion of intensive agriculture practices, agri-processing and small farmer development must be accommodated in the spatial planning of George, in addition to land use management systems/legislation which protect agriculture/forestry land and fishing areas, based on its latent economic- and supply chain value.
- Secondary (manufacturing, electricity, gas &water, construction): George has a large (relative to the urban footprint) and vibrant industrial area. The uptake of industrial land has been significate in the past eight years. The provision (public/private) of small/ medium/large erven/ space for manufacturing/ industrial purposes is an urgent priority. The construction sector benefits from development growth, specifically in the higher value market.
- Tertiary (wholesale, retail, trade, catering accommodation, finance, real estate & business services, government, community-, social- and personal services): This is by far the largest sector of the George economy. The protection of areas to facilitate economic activities associated with the tertiary sector, within the urban fabric, at accessible locations is important. The agglomeration of tertiary uses in well-located positions not only facilitates economic sustainability and coordinated infrastructure planning, but also benefits the majority of the users.

A system of nodes, precincts, corridors, and specialized activity areas guide the coordinated allocation of area for economic activity. Par 4.3.2 has reference.

It is noteworthy that:

- A shift in the facilitation of economic activity is required to promote sustainable economic activity and not only job creation. Absorption, acknowledgement, and support of the informal economy (24% of employment in 2019) as a contributor to short-term economic relief and livelihoods, is essential. This approach is critical in the attempt to address the widening opportunity gap between skilled and unskilled labour. The retention of well-located land (preferably in positions where activity has been or can be sustained) must be urged through the MSDF structure and supported by service design and provision.
- The acknowledged semi-gration trend must be facilitated as it contributes to the economic base and economic activity.

- An active, sustainable, urban property market (residential- and other) require stock (rental and ownership), within the various affordability brackets, to function effectively and to ensure competitive pricing.
- The role of George as an administrative centre (government offices, regional business locality) must be supported in the MSDF, by ensuring the allocation of areas where such primary nodal activities can be accommodated.
- The tourism market was badly affected by Covid 19 pandemic. A strong recovery is expected, specifically supporting local tourism to George, being an entry and destination point in the Garden Route. Tourism provides not only jobs and business opportunities for a variety of skilled/unskilled and semi-skilled people, but also creates a mechanism through which the vast natural areas can be managed and maintained.
- The tourism related activities/environment (golfing, hiking, cycling, restaurants, other recreation, and sport), lifestyle, quality of life is part of the competitive advantage that draws private residential investment to George. Level of services, urban management and, importantly, ensure that future development does not undermine the garden route sense of place.
- Although the recovery rate of the economy is uncertain, land to facilitate economic development, specifically within urban nodes and designated zones, must be protected, allocated and used.
- George's position in the regional economy requires it to play a primary role in generating employment and enabling settlement and access to high quality social services. George's approach to creating settlement opportunities for poorer citizens is key in efforts to promote greater integration, inclusion, and economic opportunity for these citizens).
- Possible, alternative areas (public and private) have been identified to accommodate regional tourism- economic- and services projects specified by the GRDM, such as a regional abattoir, regional fresh produce market with cold storage capacity, Kleinkrantz resort, and tourism development, film studio and -training academy, regional convention centre and various economic support services/facilities and agri-processing facilities. The Regional Fire Station and Training facility has been accommodated in the George Industrial area, with close access to the N2. The SDF facilitates placement by providing options in suited localities, linked to road network (current and future), in close proximity to the receiving communities and within areas where infrastructure is available or planned.
- Only very limited space in the nodal areas allocated for economic activity in lower income areas has not been taken up/developed in the past. A different approach to the active utilization of these spaces must be developed. The areas must, however, still be retained to facilitate opportunity for private/public investment and use.
- The George Integrated Zoning Scheme Bylaw, 2017 makes significant allowances to facilitate appropriate business use as part of the existing zoning, with consent or via departure applications to enable individuals to earn their livelihood from home. For example, a portion of existing houses may be used for rental, co-living is allowed, second dwellings on all properties will be considered, defined office and childcare facilities can be operated from home, etc. without an amendment of rights. Agri processing, as defined in the zoning bylaw, is part of the primary agricultural right on land where farming is predominant.
- The planned freight and passenger upgrades of the facilities at the George Airport is done in accordance with the airport development framework, read with the recently approved airport support zone, which strengthens this economic node.

There is a need to kick-start the economy of George, in a transformative manner to enable participation and sustainable beneficiation of all residents.

Engineering service provision- and roads and transportation master planning have been aligned to acknowledge the nodes, corridors, integration, and densification zones as per the Spatial concept contained in this MSDF. The phasing of infrastructure implementation must be managed in a timeous manner to support economic development zones. Similarly, government investment and projects to support the space

economy and settlement structure as envisaged in the MSDF is required, specifically in areas of economic transformation where private sector investment has been slow. The Blanco-, Thembalethu (2)-, Pacaltsdorp- and George south-central- (Lawaaikamp/Ballotsview/Maraiskamp) nodes, as well as most rural nodes, require public sector intervention and private partnership to garner investment.

3.2.4 Transformation and Integration

The MSDF promotes an urban structure within which the vision and goals of the Integrated Development Plan can be implemented in a coordinated manner. Spatial structuring and targeting mechanisms, as were previously encapsulated in the MSDF through Residential Restructuring Zones, PHSHDA, priority nodal development areas, intensification zones, etc., must be brought to ground, either through public and/or private projects or managed allocation of use. In near all instance's funding/incentive is required to enable the affordable delivery of spatial structuring interventions.

Successful spatial transformation demands persistence, focussed intervention and targeted investment. To this end, strategic land portions should be protected for integration purposes, using the primary levers as defined in SPLUMA (See Par.4.1), and directing public spending. The following principles must be considered in creating a vibrant, sustainable, equitable living environment:

- All functional areas already include a mix of housing typologies and income levels. In the Pacaltsdorp area, residential units in the high-price bracket (above R1.2m) is found as well as subsidized units. Socio-economic integration across the municipal area is proven to be an attainable goal and enhances value, cultural diversity, and equitable access to tenure.
- Subsidized housing development in new residential development along the periphery, within the urban development boundary, should be avoided, unless it is a component of a mixed typology/mixed value, integrated development where access to employment and non-motorised transport is promoted and attainable.
- The areas identified for Human Settlement within the urban core areas (PHSHDA/Re-structuring Zone), must be planned to include mixed typologies and within a range of affordable alternatives. Full- and partially subsidized provincial housing projects should only be accommodated within this zone of opportunity/integration (PHSHDA and Restructuring Zones) and aligns with the priority areas identified in the CEF as access to transport, employment and socio-economic amenities is optimal in these designated areas.
- Implementation of human settlement projects to satisfy the need for tenure and rental markets, must be facilitated via housing funding mechanisms, in localities where integration and diversity should be improved. This may translate to more, but smaller projects, which will make assimilation of the beneficiary communities easier.
- The Human Settlements Planning to address the current backlog focusses on upgrading of informal settlements in existing localities, where possible (if suitable context: infill/outside risk areas) and to use projects already in process as per the Human Settlements pipeline.
- Given the limited available land for housing development in the central area, high density typologies must be investigated for funding and the take up of latent rights for affordable development by the private sector needs to be incentivised. The re-purposing of buildings in good locations should be factored into Human Settlement Planning. Again, smaller, well-located projects is favoured.
- The housing market study analysed data which showed that GSP (Government subsidized projects) creates, over time, a supply of properties to first time home buyers. A larger portion of residential erven created in George were created using state subsidy. GSP in good locations (integrated in the existing urban fabric) is encouraged. For long-term fiscal sustainability the ratio between GSP and marker related housing, including GAP housing, must be considered.

- Transformation also relates to access to affordable, dignified accommodation (rental and ownership). Various sections deal with the intended spatial accommodation of housing options.
- Short term transformation, in the city areas, is further fostered by linking poorer communities to opportunities offered in areas where there has been more social- and economic private and public investment in the past. The development concept of George is designed to facilitate such connectivity, with public transport planned along all main corridors connecting the residential neighbourhoods with the current areas of economic- and employment opportunity.
- Transformation must, moreover, be focused to bring non-residential development investment to areas where it benefits the largest number of residents, specifically in the low-income areas. Unfortunately, traditional private investment in economic opportunities in these areas has been limited due to the relatively low spending power of the resident communities. Transformation relates to finding more appropriate economic transformation mechanisms in these areas with regards to scale, type, configuration, land release and management. The spatial framework and targeting mechanisms must enable space for economic investment and development.
- As the main centre of the Municipality's population, services and employment, the George City Area needs to be re-imagined affording peripheral townships a franchise in the larger space economy of the city so that it functions more equitably and efficiently, with all of the opportunities that city living should bring. The placement of nodes and intensification corridors are such that integration of communities (shared use) with varying income levels is fostered.
- Investment in social facilities in deprived and highly populated areas has proven to be transformative. Prioritization of facility provision must address backlogs in specific localized areas.
- Road linkages and safe interface between motorised and non-motorised users should be programmed and implemented as per IDP and GIPTN planning. Implementation of Go-George services along all planned (network) routes is of immediate importance.

The approach to housing provision and economic enablement, insofar as spatial facilitation of various options is concerned, is also referred to in Par 3.2.3. Increasing linkages, guiding investment and facilitation of opportunities in all development sectors (including housing, socio-economic), via spatial planning and land use management intervention is the aim.

The MSDF needs to give direction to facilitating George's transformation from an agglomeration of separate urban areas, into an integrated city that is underpinned by a thriving service economy and offers all residents access to the benefits of city living. The public transport corridors and well located publicly owned vacant and underutilised land are the primary spatial levers for this.

While the municipal systems tend to be urban in their focus, George is made up of an extensive rural area. In the Greater George Area, the challenge is to be sensitive to the needs of rural settlers to settle in a manner that is dignified, secure and respectful of the culture and desire of households to remain living in a rural environment and in harmony with the rural and agricultural economy and landscape. While at the same time, the Municipality has to be pragmatic about the means and tools with which the municipality and other organs of state can assist these households.

The task remains to undo the spatial legacy of segregation and the inequitable allocation of resources left on the towns, villages and farms in the Greater George Area, and provide humane and enabling living environments for all. This is a catch-up process, while settlements continue to grow to varying extents, with the George city area experiencing most of the growth, as urbanisation continues and new needs must be met, in a manner that strengthens the economy rather than weighing it down.

The MSDF 2019 included a variety of spatial interventions, i.e., allowing space for transformation actions/development to take place. The focus should now be on the implementation of these actions and the extension of the transformation imperative to more interventions in the growing George.

3.2.5 Environmental Resilience

Also refer to Par. 3.1.1 and Par. 4.3.1.

The natural environment is an essential component of what makes the Garden Route and George such a unique, attractive, and indeed recognised word wide. The uniqueness of the Garden Route, as a national treasure, has been underscored in various provincial and national policies. The George municipal area is part of the Cape Floristic Biome and includes extensive proclaimed protection areas, including reserves, coastal protection zones and related buffers to protect the environmental integrity of these areas to ensure the value (heritage, economic, ecological). The natural environment underpins the distinctive garden route character, and hence underpins the tourism economy and creates the basis upon which the region offers its excellent quality of life. The natural-, scenic and heritage assets of George is thus a critical component of economic success of the region, and is an asset that must be protected, enhanced, and maintained for future inhabitants of the region. There is significant pressure on the natural areas arising from fragmentation, development and agriculture.

Key **natural environment, spatial planning informants** to the George MSDF amendment will remain relatively unchanged from those applied in the MSDF 2019, with updated data, coordinated via the Municipal GIS, making use of information in planning decisions easier. Par. 3.1.1 has reference. The relation of environmental data sets and guidelines (policies/concepts/intent) to application in spatial planning and ultimately, in land use management must be refined to avoid the current conundrum where small, incremental development is eroding the integrity of natural areas. Nonetheless, the data, guiding management lines (such as the CPZ, CML, buffers, CBA, ESA, etc). serves as a notification to landowners and -users that the environment will be prioritized as a continuous whole in identified areas. Sensitive natural environments must be protected from degradation caused by excessive development and larger than average development footprints.

The principals of **climate change adaptation** and associated risks, mitigation and vulnerabilities are already well articulated. Ecosystem-based Adaptation (EbA) or Nature-based Solution is essential to increase resilience in the natural environment. Increased consideration to be given to these aspects in the strengthening of natural systems. In addition to operational mitigation (public transport, alien vegetation clearing, protecting water sources and -quality, disaster risk interventions, implementation of ecological infrastructure investments, area rehabilitation, on-site fire- and flood prevention measures, etc) in the respective sectors, and sectoral adaptation projects, the spatial planning response, when realistically balanced with development growth absorption and management pressure, includes –

- Identification of **flood** risk areas and the spatial requirements of flood mitigation measures.
- Acknowledging the implications that **drought** may have on strategic spatial planning approach, such as worker migration, vulnerability of rural communities, changing agriculture practices.
- Supporting **fire risk** mitigation and adaptation interventions.

Par 4.3.1.4 has reference. In addition to risk categorization and delineation of risk areas, additional environmental information, are identified in the MSDF Review (2021). Efforts are underway to align the urban area for George as defined in terms of the National Environmental Management Act, 1998 (Act 107 of 1998), as amended, with the urban edge and growth direction of this George MSDF. It is essential that any authorities that approve property development/land use (such as environmental authorization, rural land division, etc) acknowledge the need for managed urban infill and growth, as well as the joint responsibility to protect the integrity of the ecological infrastructure and, by default, the spatial concept.

4 Spatial Development Framework

4.1 Spatial Vision Directives

The Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) SPLUMA states that all spatial development should conform to the following normative principles:

Spatial Justice
Past spatial and other development imbalances must be redressed through improved access to, and use of, land by disadvantaged communities and persons.
Spatial Sustainability
Spatial planning and land use management systems must promote the principles of socio-economic and environmental sustainability by: encouraging the protection of prime and unique natural areas; promoting land development in locations that are sustainable, and limit urban sprawl; consider all current and future costs to all parties involved in the provision of infrastructure and social services to ensure the creation of viable communities.
Efficiency
Land development must optimize the use of existing resources and the accompanying infrastructure, while development application procedures and timeframes must be efficient and streamlined in order to promote growth and employment.
Spatial Resilience
Ensure sustainable livelihoods in communities that are likely to suffer the impacts of economic- and environmental shocks.
Good Administration
All spheres of government must ensure an integrated approach to land development and all departments must provide their sector inputs and comply with prescribed requirements during the preparation or amendments of SDFs.

Municipalities have a strengthened mandate from SPLUMA to be bold and brave in facilitating and managing growth and have an obligation to heal the spatial apartheid legacy.

A review of the national, provincial and district policies clearly suggests that in an environment of increasing resource constraint, risk and resulting fiscal pressure:

- George must seek **sustainability and resilience**.
- Growth must be **smart**, productive – it must be focussed – building on its existing investments and growing in a sustainable manner.
- Plans must be evidence based, achievable and affordable – **make what we have, better**.
- Plans and their implementation must be **inclusive and transformative** – making lives better for all, including the poor.

The **primary levers** for achieving SPLUMA principles include:

- Growth management – compact urban form
- Settlement restructuring – integrated human settlements
- Public transport and supporting road infrastructure
- Adequate bulk services (water and sanitation)
- Understanding the space economy and supporting economic growth
- Sustainable public finances

4.2 Spatial Development Vision

In response to the trends, challenges and opportunities outlined above and building on the George Municipality's integrated development vision of '**A City for a sustainable future**" the supporting Spatial Planning Vision to guide the George MSDF remains to:

Develop George as a resilient regional development anchor of excellence for prosperity, inclusive- and smart growth.

4.3 Spatial Concept

There are **four spatial drivers** that give form to the George MSDF. These are applied both at the scale of the Greater George Area and the city of George.

The first is the **natural and rural environment** which must be protected and managed to ensure it is able to function optimally as a basis for supporting and nourishing prosperous and resilient settlement and economic activity in George. Heritage, as a spatial component, also plays a role.

The spatial concept provides a language for describing the arrangement of people, places and environments

The second is the **settlements** and, within the city of George, the system of **corridors and nodes/precincts** which must be reinforced and developed in a managed way to function as a productive and efficient system. The spatial structuring of George (the greater George and the city area) to support enabling and inclusive socio-economic growth, integrated human settlement and smart growth absorption is the aim of this theme/driver.

The third is the regional **accessibility network** that links the settlements to one another within the Greater George Area, as well as to opportunities further afield. This includes the local accessibility network (motorised and non-motorised) connecting people and activities along corridors to nodes within the city of George, enabling choice and participation in society and the economy within the urban areas. Within the George city area, four principal public transport corridors and a system of priority nodes are identified as strategically important in this MSDF. The prioritization of infrastructure (social and engineering) to support the spatial concept/framework is included in this theme.

These spatial drivers align with the Garden Route District SDF's Strategic Drivers of Change:

- The Economy is the Environment in *the Garden Route* – Recognising the unique attributes, resources and risks of the Klein Karoo and Garden Route, namely: Natural and agricultural resource base, economic role and potential; and celebrate the diverse landscape, lifestyle, and tourism offerings.
- Regional accessibility for inclusive and equitable growth - *In the Garden Route* improved regional and local accessibility is essential to achieving inclusive growth. Virtual and physical accessibility is important.
- Coordinated Growth Management for Financial and Social Sustainability – we have to manage growth and meet needs holistically, to do more with less. Aligning need with capacity, jobs, social services, and opportunity. Recognizing population dynamics in infrastructure investment (more diverse housing products and opportunities in the correct location). Optimizing the potential of a reconceptualised accessibility network to improve livelihoods and sustainable service delivery.

The performance of the spatial drivers - independently and together as an integrated system - is supported by **three spatial strategies** and accompanying policies for managing, guiding, and promoting development in George, elaborated upon in section 4.4.

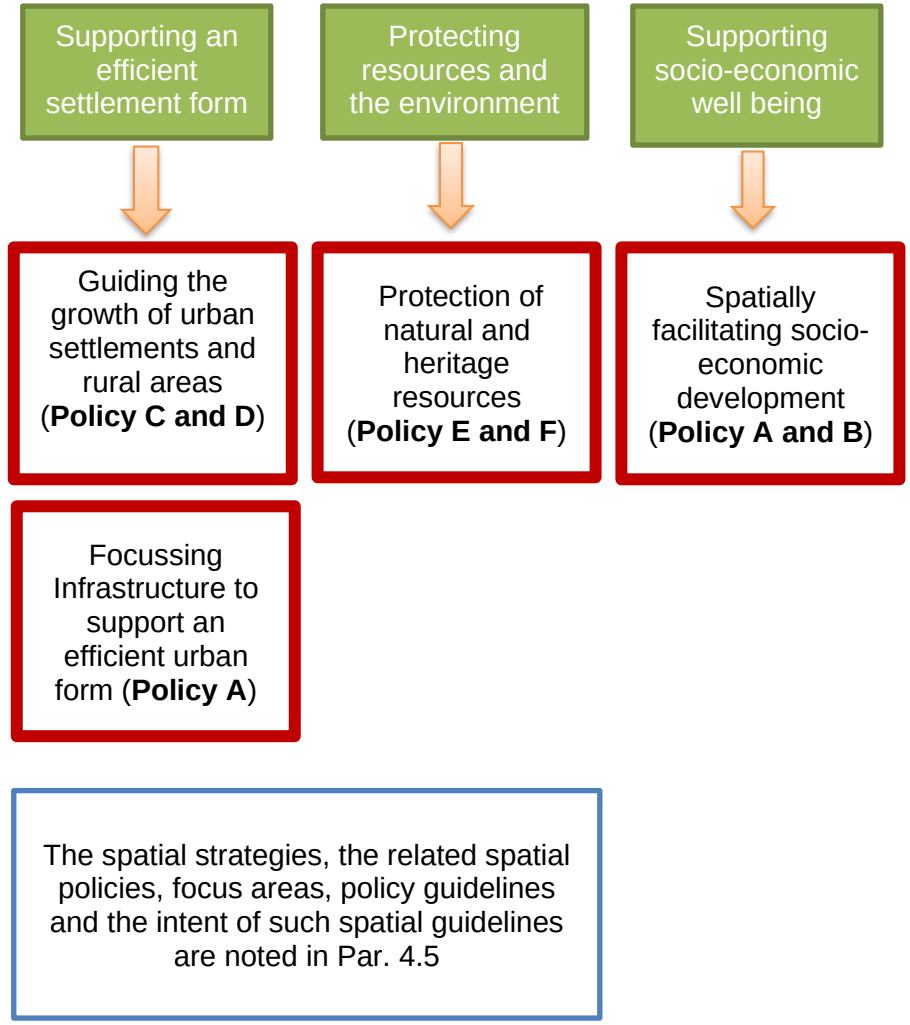
Spatial Planning Approach:

The spatial planning approach to directing and managing development in the Greater George Area and the George city area in the 2016-2022 period included:

I. Consolidate: Making what we have work better for our people
II. Strengthen: Build on George's foundations for growth and resilience
III. Smart Growth: Invest in catalysts for social and economic prosperity

The 2023-2027 George MSDF supports this spatial planning approach

The following spatial strategies, policies guiding principles and Implementation steps and actions (See *Table 14*) is built on this approach and aims to facilitate the Spatial Planning Vision.



4.3.1 The Natural and Rural Environment

4.3.1.1 Rural-Urban Gateways

At the scale of the George city area, its surrounding natural and rural environment provides a distinctive frame for the city which gives the city an identity by providing clear green edges and gateways supporting its attraction as a place to live and work. At the same time, there are "green fingers" or corridors linking the sea and the mountain, which pass through the urban area providing ecosystem services, amenity, and opportunities for positive connections between different communities of George. The MSDF seeks to balance urban growth needs with the importance of protecting and rehabilitating the integrity of natural and rural systems that are the basis for sustainable, resilient, and high-quality settlement and economy in George and the marketing of George as a "City of Opportunity".

The spatial and land use integration between the urban areas and the natural/rural/agricultural areas requires careful management to protect this **urban-rural interface**. Specific management of gateways to the George city area is therefore important to this MSDF. Landscapes speak to the **unique sense of place** experienced as one approaches George from the east, west and north.

The northern **gateway** to George City area, via the Outeniqua Pass (N12, referred to as the Treasure Route of South Africa) provides not only a functional, but also scenic- and tourist value. The approach through the mountains into George with the backdrop of the ocean further enhances this experience. George should be promoted as the destination/garden/jewel of the Treasure Route.

Likewise, passing George and heading east past Kraaibosch and moving on towards the Victoria Bay area gives one the feeling of leaving the built-up area as the vistas are generally of farm fields in the foreground with trees including pine plantations and rolling hills in the mid ground and then the Outeniqua Mountains in the background. This is the gateway to the Wilderness approach and in fact where the experience of the Garden Route starts. It is the area where the Kaaimans Corridor starts, which is unique not only for the spectacular Kaaimans Gorge, but also because it is where the distance between the ocean and mountain is the shortest in the Southern Cape. If travelling along the Garden Route from Cape Town this is the first encounter with the dense indigenous forest characteristic of the Garden Route and, along with the commercial forestry plantations, an important part of the cultural history of the area.

The eastern approach to the George City Area along the N2, the airport road (R102) and the R404 traverses a rural landscape with views of the mountain range. This landscape is a strong part of the identity of George and connects to a rural tourism sector that is central to George's identity and has much potential.

In addition to protecting the scenic value on a finer grain basis (site specific mitigation) specific scenic routes are identified for special consideration. Scenic routes provide public access to the enjoyment of these landscapes. The routes and the land use alongside these routes should be managed in such a way as to not compromise the views offered but to mark and celebrate the landscapes and the origins or nature of their significance. Significant scenic routes in the Greater George Area include:

▪ Gwaing River Pass	▪ Kaaimansriver Pass
▪ Maalgate River Pass	▪ Kaaimansgat (7 Passes Road)
▪ Hoogte Pass	▪ Voortrekker Pass
▪ Voetpadhoogte Pass P1599	▪ Touw River Pass
▪ Wolwedang Dam Road	▪ Hoekwil Pass
▪ Montagu Pass	▪ Heights Road Pass
▪ Outeniqua Pass	▪ Victoria Bay Pass
▪ Beveraas Kloof Pass	▪ Rondevlei Pass
▪ Paardepoort (P1646)	▪ Prince Albert Pass
▪ Eseljagpoort	▪ Potjieberg Pass
▪ Matjiesrivier Poort	▪ Uniondale Pass
▪ Kammanassie Pass	▪ Uniondale Heights Pass

Gateways are noted as a managed spatial investment element. See Par 4.4.

4.3.1.2 Ecological Infrastructure and Priority Natural areas

Ecological infrastructure refers to the areas/features/components that support naturally functioning ecosystems that deliver valuable services to people, such as water and disaster risk reduction.

- Mountain catchments, rivers, wetlands, and estuaries: Water security; absorption and dissipation of flood energy; water purification; recreational, spiritual and cultural value

  Priority Water Resource Units, excluding dams (Department of Water and Sanitation, 2018) include:

River	Estuary	Wetland	Dams
Kaaimans Diep	Maalgate Gwaing Kaaimans Wilderness	Wilderness Lakes	Garden Route Swart Rivier/George Eseljag Old George

- In addition to the abovementioned rivers, various other rivers, streams, and hydrological lines are present the George municipal area. These features are mapped on the Municipal GIS. **Map 5** has reference.
- Coastal environments: Absorption and dissipation of flood energy; underpins economic activities; purification of water by assimilation; supports food security recreational, spiritual and cultural value.
- Rangelands: Supporting local livelihoods; assists in flood attenuation; sequesters carbon; supports food security.

The protection of the ecological infrastructure relates to the protection of the natural and rural areas of George. Par. 3.1.1 and 3.2.5 have reference.

The natural vegetation associated with the areas hugging the city area, and present in a large part of the George area, is a mixture of fynbos and forest. Fynbos and forest communities contain a rich diversity of flora and associated fauna and have a relationship with the amenity and safety of the city area. Fynbos is well known to be a fire-driven ecosystem meaning that it needs fire to regenerate and function optimally. Forest conversely is not reliant on fire and as such offers a relatively stable habitat for species associated with the area. The fynbos and forest areas most closely associated with the George city area occur on the northern perimeter of the city and form an important buffer between the town and surrounding natural areas including the Outeniqua Nature Reserve which covers most of the mountain to the north of the city. These areas also contribute significantly towards the sense of place experienced by residents of the city with a view of such areas, and individuals and groups who make use of such areas for recreational and other purposes. On almost any given day, people can be found walking, cycling, running, dog-walking, bird watching etc. on the lower and upper contour paths above the city. This is unique to George and its value should not be underestimated. Any development to the north of the current urban edge will have a significant and long-lasting impact on the use and enjoyment of this area which should be conserved for generations to come.

While old and existing pine plantations to the north of the built area may be seen as suitable for intensive land uses to some, the opposite is in fact true. Not only do they play a vital role in supporting the above activities, precisely because the vegetation is not in pristine condition, they form an important buffer area to the town, both protecting the natural vegetation from unwelcome anthropogenic impacts but also serving as an area where fire breaks and defendable spaces can be developed. Vegetation plays a significant role in safeguarding of the quality of water in catchment areas.

Distinction, within the rural areas, between agriculture areas and areas to be conserved as part of the natural heritage is an important component of the spatial concept, which must be supported at land use management level. Par 3.1.1 summarizes the informants to the identification of a green network, within the rural environment.

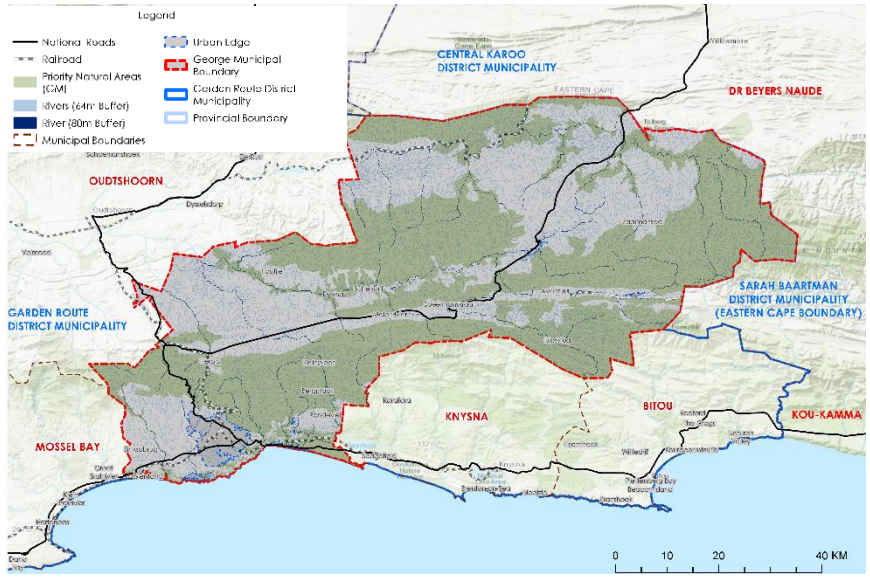
Components of the green network, within the greater George area are noted in Map 4.
The utilisation of land and resources in the rural area should be respectful of the value of the natural environment and rural resources to all citizens and ecosystems reliant on such resources. Preservation of areas of steep (greater than 1:4) slope, sensitive vegetation, Coastal Protection zones and associated risk and protection tools (CML, CPZ, DSL, 10m contour) must be considered.

The environmental infrastructure and functioning relate to four specific spatial structuring elements:

- Priority Natural area (see Par. 4.4 and **Map 16**)
- Green corridors
- Coastal corridors
- Hydrological features and buffers
- Mountains and Steep slopes

These elements relate to technical datasets which not only guide the spatial structure of George and its settlements, but also relate to guidelines used in the evaluation of land use applications.

Note that consideration of CBA and ESA apply to all areas within or outside the Priority Natural areas. The Environmental Area Classification and Land Use Sub-categories of the Western Cape Biodiversity Spatial Plan apply, see **Table 9.** Similarly, restrictions related to steep slope and restrictions in respect of development in hydrological lines/buffers/coastal zones apply to all areas of George.



Map 16: Priority Natural Areas

In addition to support of the ecological functioning of the natural systems, the visual impact of development on George's natural assets/heritage in both urban and rural areas, must be managed. The treatment of Gateways (Par. 4.3.1.1) to George, where transitioning from rural to urban areas occurs, imply a "green gateway" transition when moving from urban areas into the rural area. All rural development must be congruent to the rural (natural or agricultural) character of the surrounding area. I.e., the visual impact of development at gateways to be managed to show transition from urban to rural and to re-enforce the "Garden City" character of a marketable, 'liveable' George, situated at the heart of the Garden Route. Gateways to urban development nodes and tourism precincts must be managed at a street level, urban design level and via managing the graded intensity of use.

LAND USE CATEGORIES		Conservation		Agriculture		Tourism and Recreational Facilities		Rural Accomodation		Urban			Business & Industrial				Infrastructure Installations			
LAND USE SUB-CATEGORIES (Refer to table 4.7 for descriptions)		Proclaimed Protected Areas	Other Nature Areas	Intensive Agriculture	Extensive Agriculture	Low Impact Facilities	High Impact Facilities	Agri-worker Accommodation	Small holdings	Urban Development & Expansion	Community Facilities & Institutions	New Settlements	Rural Business	Non-place-bound Industry (low-moderate impact)	Non-place-bound Industry (high impact)	Extractive Industry (incl. Prospecting)	Linear – roads & rail	Linear – pipelines & canals	Linear – powerlines	Other Utilities
MAP CATEGORY	DESIRED MANAGEMENT OBJECTIVE	Y = Yes: Permissible land uses that are not likely to compromise the biodiversity objective						R = Restricted: Land uses that may compromise the biodiversity objective are only permissible under certain conditions (refer to Table 4.7 for conditions)							N = No: Land uses that will compromise the biodiversity objective and are not permissible						
Protected Area	Must be kept in a natural state, with a management plan focused on maintaining or improving the state of biodiversity.	Land use within proclaimed protected areas are subject to management plan drawn up for that specific protected area.																		
Critical Biodiversity Area 1	Keep natural, with no further loss of habitat. Degraded areas should be rehabilitated. Only low-impact, biodiversity-sensitive land uses are appropriate.	Y	Y	N	R	N	N	N	N	N	N	N	N	N	N	N	N	N	R	N
Critical Biodiversity Area 2	Keep natural, with no further loss of habitat. Degraded areas should be rehabilitated. Only low-impact, biodiversity-sensitive land uses are appropriate.	Y	Y	N	R	R	N	N	N	N	N	N	N	N	N	N	R	R	R	N
Ecological Support Area 1: Terrestrial	Maintain in a functional, near-natural state. Some habitat loss is acceptable, provided the underlying biodiversity objectives and ecological functioning are not compromised.	Y	Y	N	R	R	N	N	N	N	N	N	R	R	N	N	R	R	R	R
Ecological Support Area 1: Aquatic	Maintain in a functional, near-natural state. Some habitat loss is acceptable, provided the underlying biodiversity objectives and ecological functioning are not compromised.	Y	Y	N	R	R	N	N	N	N	N	N	N	N	N	N	R	R	R	N
Ecological Support Area 2	Restore and/or manage to minimise impact on ecological infrastructure functioning; especially soil and water-related services.	Y	Y	N	R	R	N	N	R	N	N	N	N	N	N	N	R	R	R	R
ONA: Natural to Near-Natural	Minimise habitat and species loss and ensure ecosystem functionality through strategic landscape planning. Offers flexibility in permissible land uses, but some authorisation may still be required for high impact land uses.	Y	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ONA: Degraded	Minimise habitat and species loss and ensure ecosystem functionality through strategic landscape planning. Offers flexibility in permissible land uses, but some authorisation may still be required for high impact land uses.	R	R	R	Y	Y	R	R	Y	R	R	R	R	R	R	R	Y	Y	Y	Y
No Natural Remaining	These areas are suitable for development but may still provide limited biodiversity and ecological infrastructure functions and should be managed in a way that minimises impacts on biodiversity and ecological infrastructure.	R	R	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Table 9: Environmental area classification and land use subcategories: WCBSP

Figure 11 shows that the majority of the George area has either high or medium visual exposure. Visual impact evaluation is applicable to all areas.

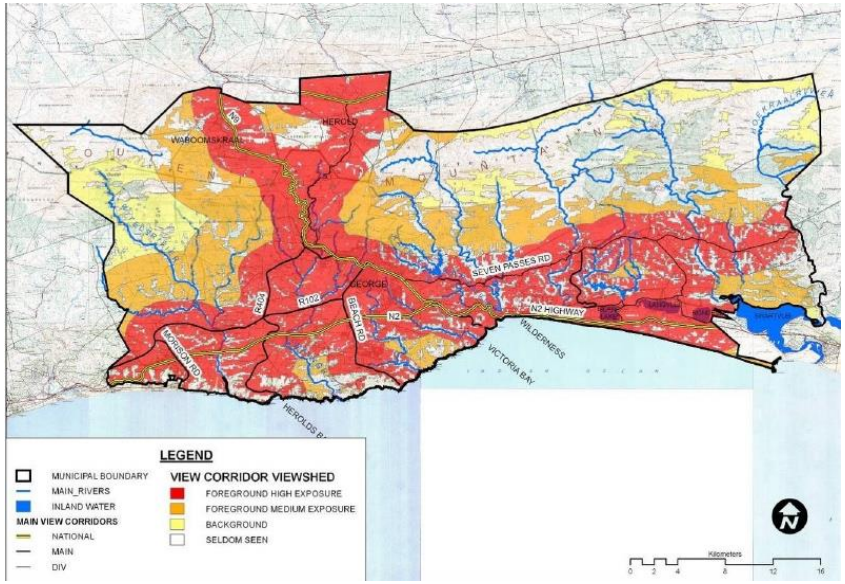


Figure 11: View Corridors Along the Garden Route Coastal Belt (George Municipality, 2009)

A useful dataset (GIS layer) in assessing visual impact is the mapped ridgelines (). The 280 AMSL height line and the coastal protection zone is also used as an indicator where consideration must be given to visual impact in the evaluation of development and land use.

Varied landscapes and topography are one of the greatest assets of George and it must be made attractive for residents, tourism, and development. Therefore, high lying areas, such as **plateau areas and ridges**, need to be retained as **visually attractive natural features** with limited opportunity for low visual impact types of development.

4.3.1.3 The Ocean and Coast

Although the spatial elements that make up the priority natural area relate to the protection of the ocean and coastline the following spatial planning (and land use management) aspects must be noted:

- The **beaches** along the George coastline are an essential part of the character of the area and is enjoyed by residents and visitors alike. The **tourism** (and local recreation) value lies in outdoor activities (paragliding, kiteboarding, surfing, sun-bating, swimming, fishing, etc) and the active (employment generating) functions that is linked to this use (tourist accommodation -facilities and -services). Possible integration of tourism into environmental areas, on sensitive scale and with the required mitigation and specified shared management responsibility, must be considered. Tourism precincts have been delineated to enhance the opportunity for the community of George and visitors to enjoy the natural resources of George in a managed manner. Par. 4.4 has reference.
- Various beaches have been awarded the prestigious "Blue Flag status", including Herolds Bay, Victoria Bay and Wilderness beach. This is testimony to the managing authority's ability to maintain these areas to the environmental standard required.
- The protection of **coastal access points** (See table below) is noted in the MSDF 2019 (**Table 10**) and remains a priority.

COASTAL ACCESS POINT	ACTION REQUIRED
Fisherman's Path, Wilderness East	Formalise with safe steps
Gwaing Mouth	Maintain and strengthen
Herolds Bay (Including Voëlklip & Monate)	Maintain
Victoria Bay	Maintain
Leentjies Klip	Maintain and strengthen
Kleinkrantz Beach	Maintain
Kaaimans River	Maintain (see Management Plan)
Wilderness NSRI	Maintain
The Waves of Wilderness	Maintain

Kleinkrantz Paragliding	Maintain and strengthen
Ebb and Flow	As per management plan
Buxton Close	Maintain
Ballots Bay	Secure public access
Sands Road parking 1	Maintain
Sands Road parking 2	Maintain
Wilderness Lagoon public access	Maintain
Wilderness Beach Hotel	Maintain
Kleinkrantz	Maintain
Gerickes Point	Enforce by-laws
Linkage to Map of Africa	Enforce by-laws (paragliding launch site)
Touws River Mouth (Wilderness town side)	Maintain and strengthen

Table 10: Coastal Access points

- The management of the access points and the associated uses, if any, to be evaluated, with due consideration to environmental impact and safety, but also with tourism/recreational/cultural opportunity in mind. The coastal access points have a variety of functions, and the spatial context should facilitate or deter clustering of uses (depending on the nature of the access). Classification of access points is required. Public road- and pathways to these access points (vehicles and pedestrian) should allow optimal access and freedom of movement.
- Access points are destinations and equitable access is essential, celebrating the natural, rural and heritage value of that particular location, and offering local economic development opportunities.
- Publicly owned coastal land and designated nature reserves must be protected where its value to facilitate public access to these destinations is confirmed. The development of the access points at the following destinations requires investigation and investment to the benefit of the users:
    - Gwaing River Mouth.
    - Hansmoeskraal area.
    - above Ballots Bay.
    - Garden Route Dam and the Kat River Nature Reserve.
    - George Botanical Gardens, linking to the Van Kervel Nature reserve and the Rietfontein reserve beyond, and to the Rooirivier river corridor.
    - The Fort Koppie Nature Reserve.
    - Wilderness Estuary and Beach.
    - Kleinkrantz Beach.
    - Tourism precincts (see Par.4.4).

- One of the mechanisms the ICM Act provides for is the establishment of coastal management lines (CMLs). The objectives for declaring the GRNP CML are to-
    a) minimise the human and environmental conflicts that occur in the coastal areas of the GRNP.
    b) provide measures to control and manage development to avoid coastal risks and vulnerability emanating from coastal processes that could impact on property, human life, social dynamics, and economic opportunities; and
    c) provide additional mechanisms for preserving coastal spaces that have social importance such as cultural and heritage sites as identified in the Garden Route National Park Management Plan.

  The CML, coastal risk lines and Coastal Protection zone, Par 3.1.1.1 constitute an important spatial structuring element of coastal towns of George. Related land use management guidelines and mechanisms must be enhanced through committed by-laws and overlay zones.

4.3.1.4 Climate Change Mitigation and Adaptation

Climate change has the potential to exacerbate current economic-, social- and environmental problems/risks.

Mainstreaming of climate change adaptation and mitigation implies that local government adopts, expands and enhances the climate risk

measures as part of their normal planning processes, and into their existing everyday activities and functions. Mitigation and adaptation to climate change will require both stand-alone policies and integration into development planning tools, such as IDPs and SDFs. The SDF proposals are framed to facilitate interim actions in the absence of a Climate Change Action Plan for George. Implementation steps and actions are proposed by the GRDM (Greenbook roll out input). These proposed climate change initiatives of the GRDM are noted in the Implementation Plan

The strategies that support the MSDF, specifically with regard to integrated public transport, efficient infrastructure, and compact development, protection of ecological infrastructure, socio-economic growth and smart, sustainable human settlements and disaster risk management (See Par.4.4) contributed towards climate change resilience. Strategic guidelines, land use management requirements and available risk indicators will aid awareness and require response to climate change issues, mitigation and adaptation considerations.

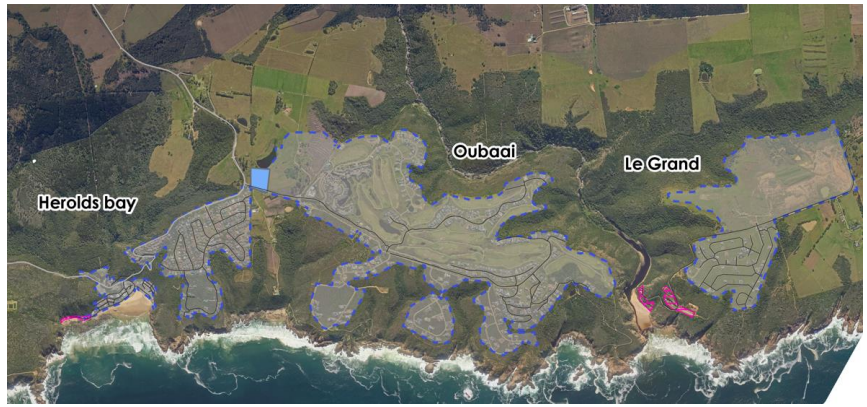
The full potential of George's assets has not been fully realised. George is framed by an extraordinary natural and rural landscape. This landscape is a significant contributor to its economy and in the sense that:

- The agricultural sector remains a significant contributor to the local economy and in turn feeds into its manufacturing sector. Beneficiation of agricultural products particularly in niche areas, many of which are already present in George, is identified in the Rural Development Plan for the Garden Route District and the Integrated Urban Development Framework as an important economic strategy.
- The predominant sector of the economy in George Municipality is the tertiary or services sector – tourism, feeding off the natural environment and cultural heritage is an important role player in this sector. The amenity that George offers as a place to live, and work is partly responsible for the growth of this sector.

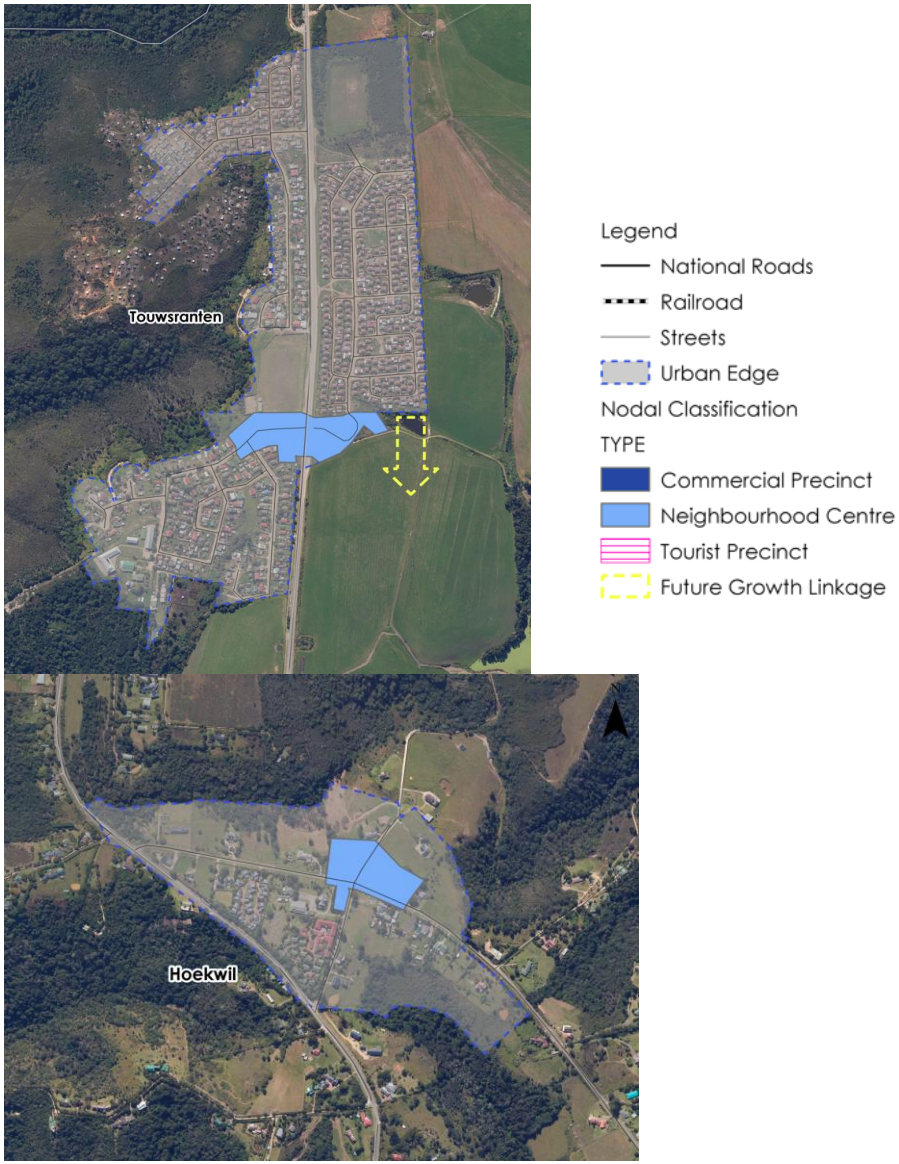
4.3.2 Settlement and Nodal Hierarchy

The municipal area of George hosts a number of settlements (defined to include a residential component), each of which play their own distinctive role in the regional economy, summarised in **Table 3** has reference. The City Area urban edge is shown on Map 37.

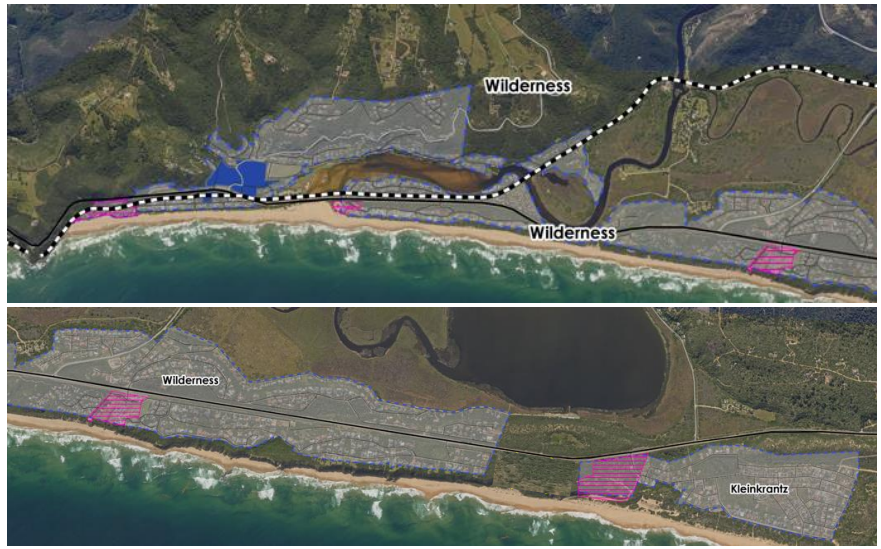
Map 17 the urban edge around the Herolds Bay area and surrounding settlements, the Touwsranten-, Victoria Bay-, Wilderness and Kleinkrantz-, Haarlem and Uniondale settlements.



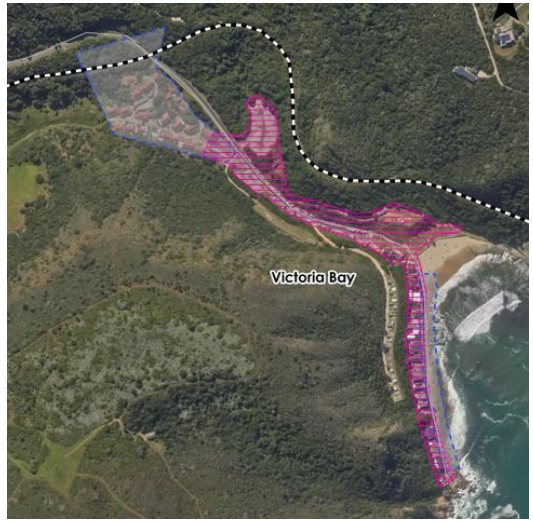
Map 17: Herolds Bay and surrounding settlements' Urban Edges



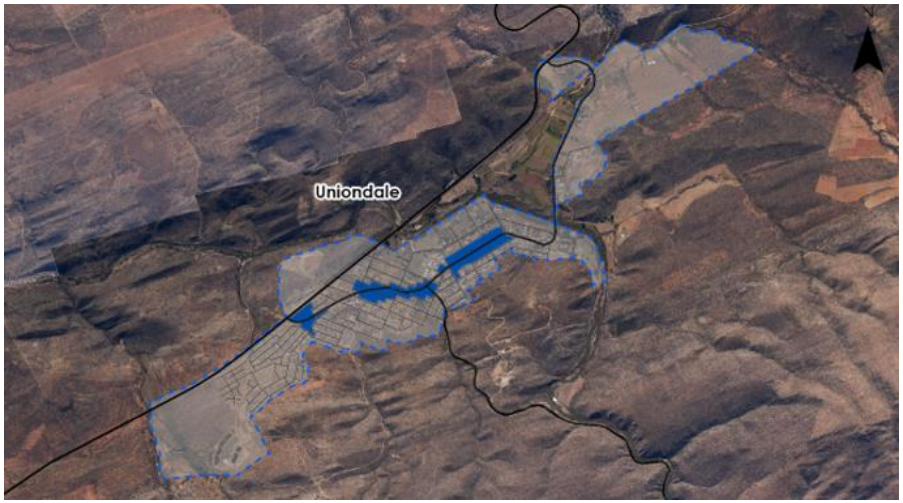
Map 18: Touwsranten and Hoekwil Urban Edges



Map 19: Wilderness and Kleinkrantz Urban Edges, Nodes and Precincts



Map 20: Victoria Bay Urban Edge



Map 21: Uniondale Urban Edge

Map 22: Haarlem Urban Edge

Outside the George urban edge, the business centres of towns and small rural settlements are being consolidated and reinforced, and the decentralisation of economic activity curtailed.

Map 17 to Map 22 show nodal areas within higher order settlements.

Within the George city area, a network of existing and proposed mixed use nodal centres, serving as points of high accessibility and opportunity for surrounding communities at strategic locations, is identified in this MSDF, summarised in **Table 11.** These are the points of investment priority, where higher order facilities and business activities are concentrated and supported by a high-quality public realm.

The primary economic centre remains George CBD. The strategy is to revitalise and redevelop it into a thriving city centre with a high-quality public realm that embraces the concept of smart growth, contains a variety of complementary activities, as well as a substantially larger residential component targeting a broader spectrum of incomes.
Secondary nodes (existing and proposed) should complement the George CBD as centres with particular niche functions relating to commercial, industrial or mixed-use local area services, inclusive of public services. The intensity/type of uses within the secondary nodes should not detract from the overall spatial concept of George, which is focussed on integration and focussed investment.

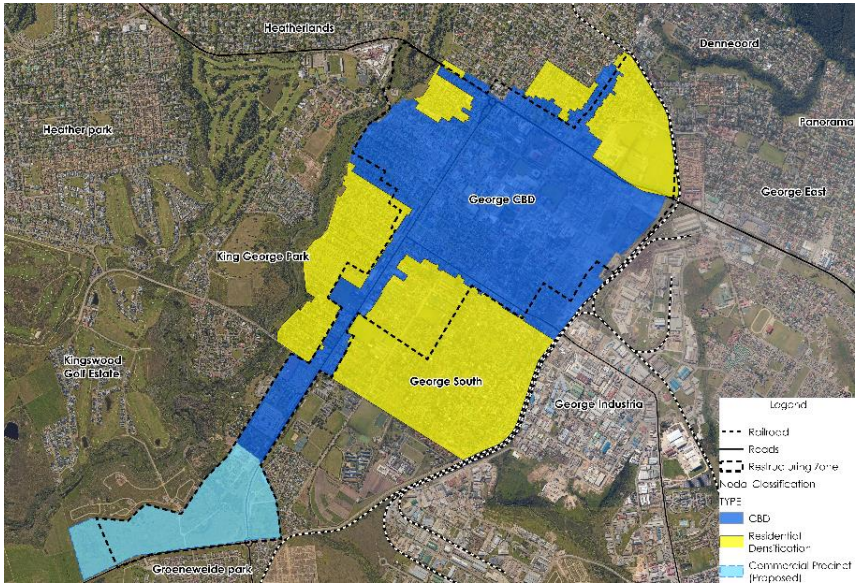
Four categories of nodes apply:

Category A: The *George CBD* is a high intensity mixed use area defined by a business edge applicable to the core area, including office use and high-density housing options. Revitalization and urban design focussed on the public realm, including pedestrian linkages, planning aimed at improving safety and shared management must be considered in all developments in the CBD. Two use categories are demarcated:

i. The core (business Edge) area includes mixed uses such as retail, commercial, offices, residential and other, but excludes industrial; and

ii. areas allocated to high density residential development **Map 23.**

and provision for public transport termini to serve the precincts must be planned in a coordinated manner. Category B nodes focusses public investment in the public realm and transportation planning as well. Office blocks are not supported in Category B precincts, but residential use above ground floor is encouraged.



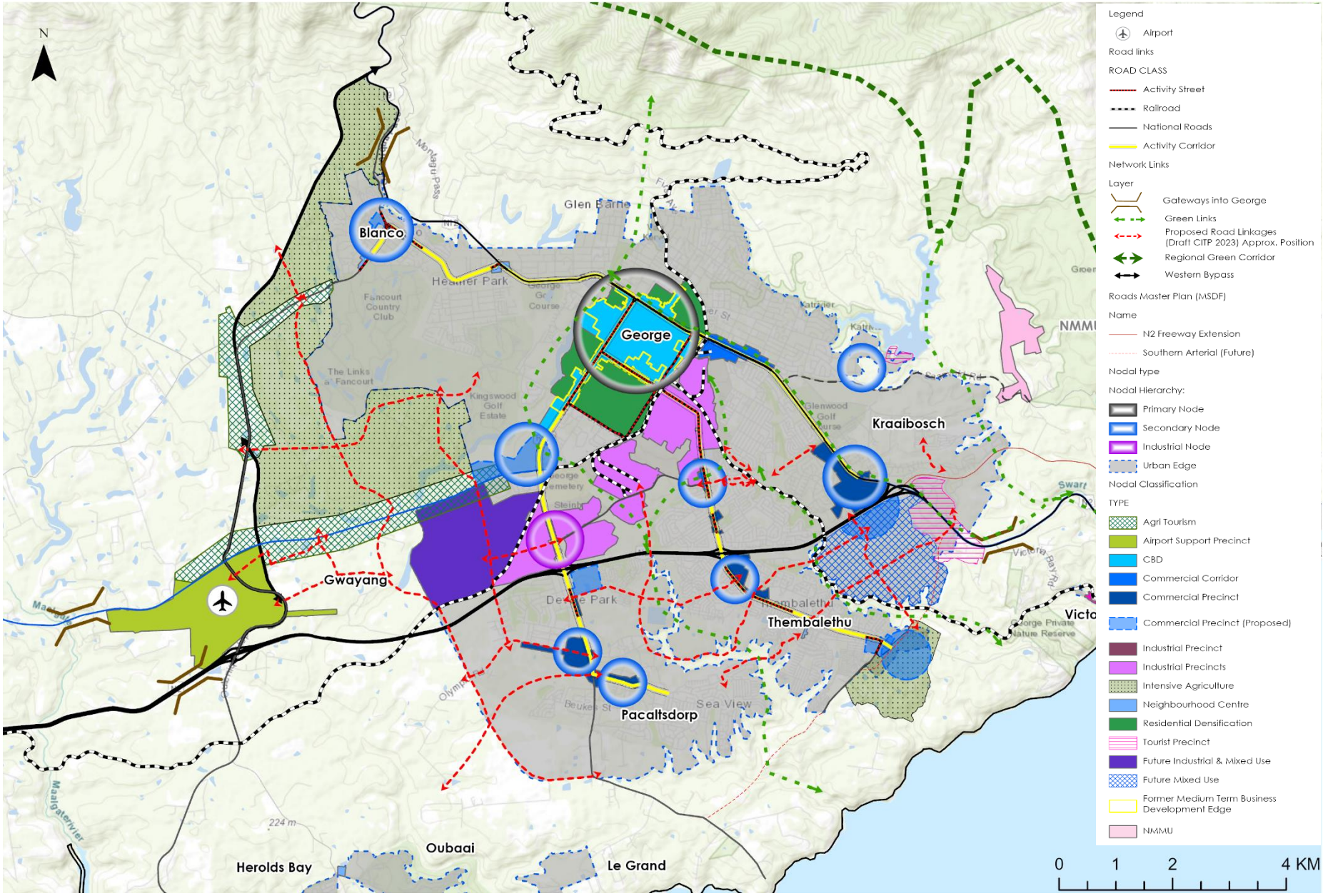
Map 23: George CBD area and York Street Southern Precinct

Category B: Commercial Precincts are destinations, within the space economy of George, serving more than one or two neighbourhoods, connected by public transport and including a group of properties which should be read as a whole from an urban design perspective, with combined secondary access systems. Category B Nodes include specific areas where regional uses are promoted. Intensification of use in these nodes are encouraged. "Big box" uses may be included in these areas

Category C: *Neighbourhood Centres* serve a local community consisting of one or two neighbourhoods. To distinguish between the scale of use between a mixed-use precinct and a convenience centre, the following guideline applies to the latter: Footprint (floor area) of no more than 12 000m² (on one or more properties that form the node). Residential use above ground floor is encouraged.

Category D: *Local convenience centres* are 'corner shops". Evaluation will be on merit, rather than position within the larger space economy of George. Guidelines include but are not limited to: A maximum of 250m² floor area per shop up to a combined total of 1 000m² floor area and walkability.

Allocation of mixed-use, nodal areas aids the legibility of the George areas, manages the impact of non-residential use agglomeration in a manner that the sense of place and quality of living environment of residential neighbourhoods is kept intact, services planning can be focussed, and clustering of use can benefit several economic participants.



Map 24: George City Area: Nodal Areas and Precincts

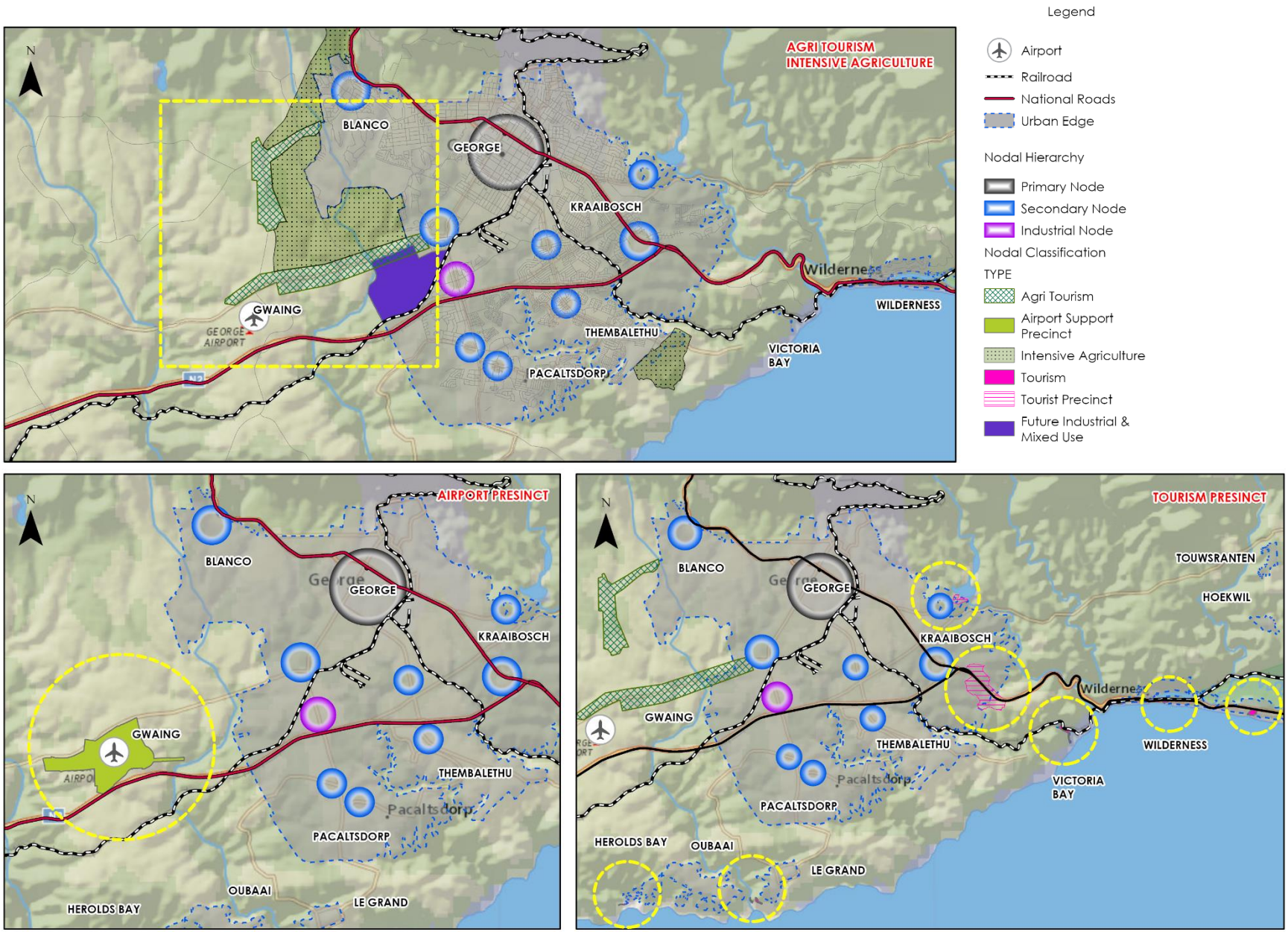
Additional points of high accessibility, specifically modal transfer location/ route intersections, have been identified where transit-oriented development should be prioritised to support value capture by harnessing the potential of their location, existing uses, and high connectivity in the public transport network. As far as possible these facilities have been included in Category A and B nodes.

Category A	George CBD	Primary activity centre of the city of George, to be developed to accommodate a vibrant mix of residential, commercial, office and public facilities.
Category B	Eastern Commercial Node	Sub-regional mixed-use node, focused presently on the commercial potential of the N2, but also containing a mix of residential and work opportunities, comprising the Garden Route Mall, the Eden Meander, surrounding zoned business and commercial zoned land adjacent to the N2. In time this node will include the future development of the 'Kraaibosch South Extension" site. (South and west of the N2)
	George Airport Precinct *(outside the George City urban edge)*	Sub-regional node in proximity to the N2 and airport, targeted at Southern Cape ari-processing/ related manufacturing, freight and logistics, and service industries.
	Blanco CBD	Blanco town centre to be promoted – containing a mix of residential, commercial, and public facilities.
	Thembalethu CBD and southern node	The northern Thembalethu business node to be promoted as primary commercial centre for Thembalethu, containing a mix of residential, commercial, and public facilities. The south-eastern node also to be diversified and extended to fulfil the role of an economic precinct.
	Pacaltsdorp CBD	Pacaltsdorp town centre, to be promoted as a civic and business node containing a mix of residential, commercial and public facilities.
	York Street-R102 Node	A mixed-use node is supported
	The N2/Beach Road Node	A mixed-use area, with specific focus on catalytic, regional function uses.
Category C	Conville / George Industrial Area intersection on Nelson Mandela Boulevard	Urban node on the principal formal public transport/ Go George Nelson Mandela Boulevard mixed use/ activity corridor containing a cluster of public facilities and high concentration of commercial and industrial uses in the George Industrial Area
	Heather / Witfontein Node	Local retail centre on the principal Blanco – CBD formal public transport/ Go George corridor with scope for residential intensification
	26th Avenue / Sandkraal/ Nelson Mandela Boulevard Road intersection, Thembalethu	Cluster of public facilities extending from the Thembalethu CBD on the principal formal public transport/ Go George Nelson Mandela Boulevard mixed use/ activity corridor
Category D	Located throughout urban area	Corner shops with a limited footprint.

Table 11: George City Area: Priority Nodes, Precincts and Centres

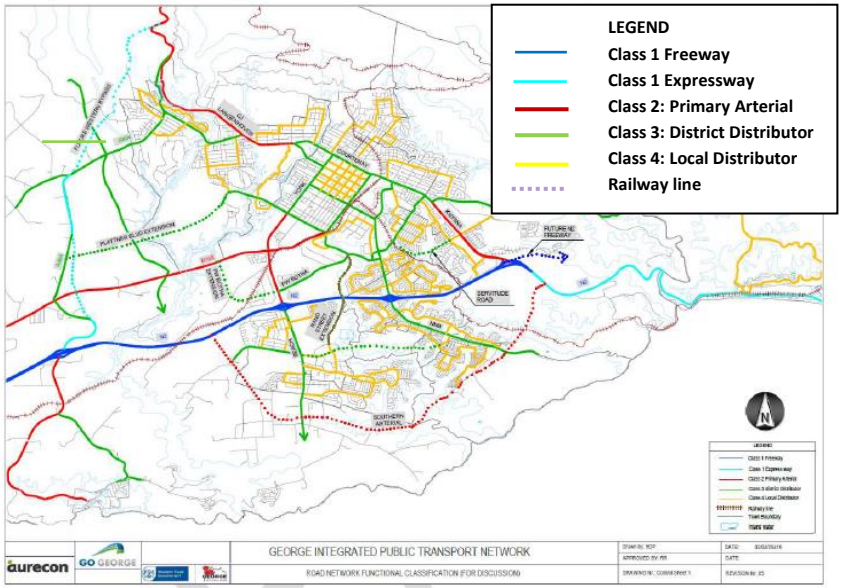
Nodal and precinct areas in Hoekwil, Touwsranten, Wilderness, Kleinkrantz, Victoria Bay, Herolds Bay and surrounding settlements are noted in Maps 17 to 22. The LSDF's within which these areas apply and if required, to be aligned with the MSDF. Special precincts to support economic development categories as per the draft George Integrated Economic Development Strategy are spatially located to enable services/infrastructure forward planning and to focus investment proposals.

Economic precincts do not necessarily constitute urban areas. Residential development and neighbourhood orientated land use are not supported in precincts and nodes situated in peripheral economic precincts. Precincts proposed are noted in **Map 24.** Economic enablement, to various degrees of intensity and diversity are permitted (See Policy B and the GIZSB) on near all properties, but the precincts offer agglomeration benefits to particular types of uses.



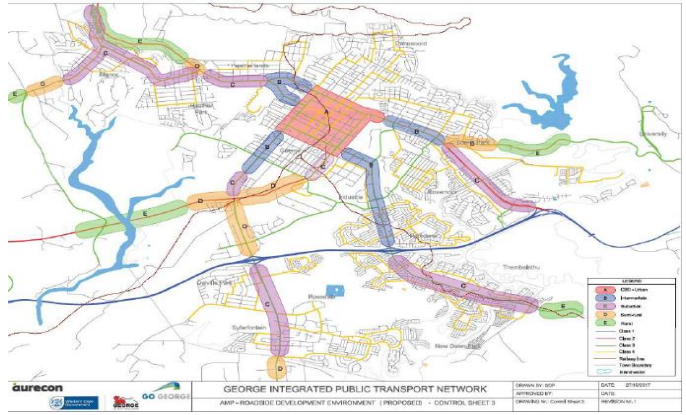
Map 25: Special Economic Precincts

4.3.3 Accessibility and Mobility Network



Map 26: George Integrated Public Transport Network (2016) (In process of update): Functionality Classification

Map 27: Public Transport Zones (to be updated via the CITP)

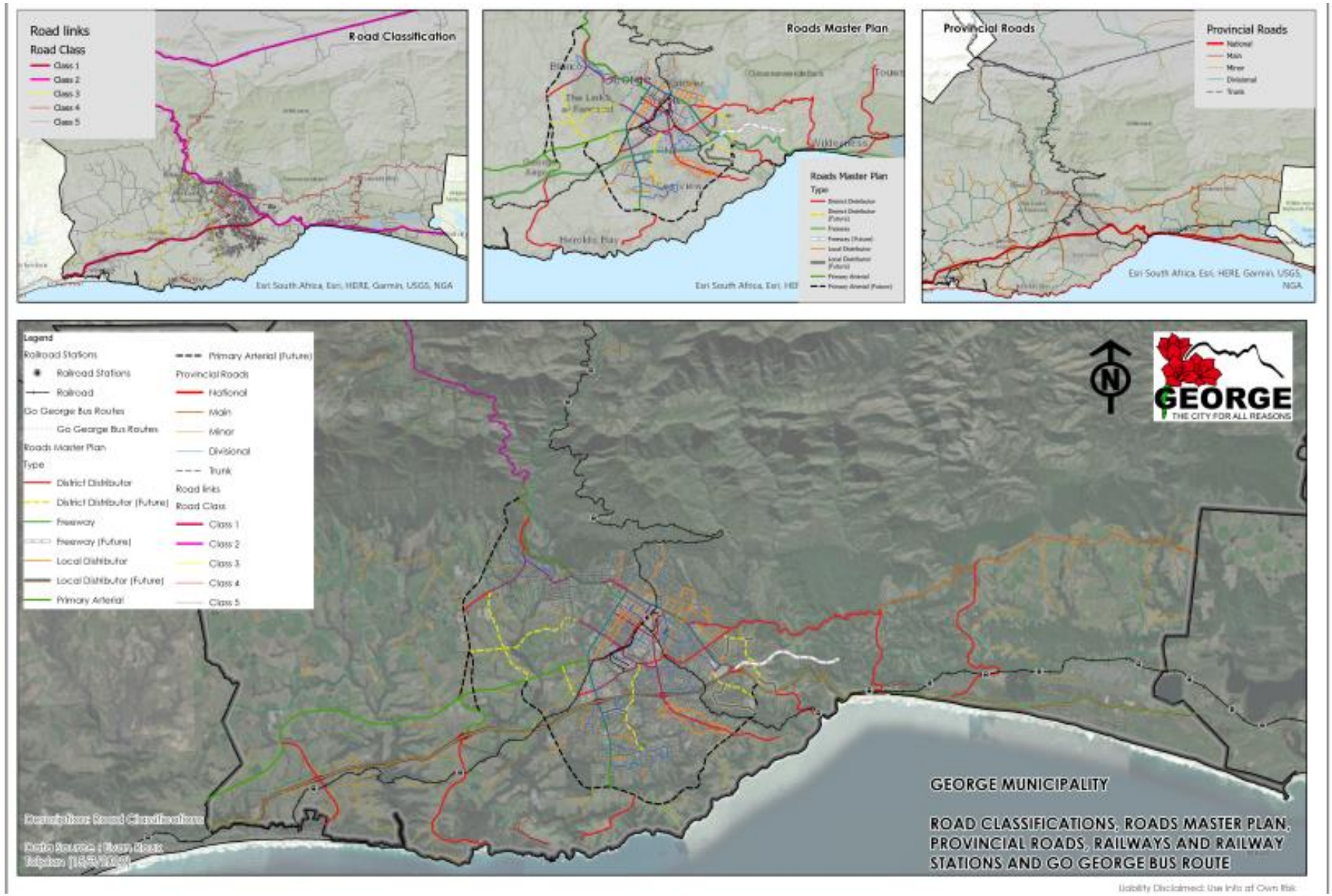


Map 28:George Integrated Public Transport Network (2016) (In process of update): Roadside Development Environment*

The George Integrated Public Transport Network (GIPTN), 2016/17, **Map 26** and **Map 28**, was a significant structuring element in the 2019MSDF. The George Roads Master Plan, as a component of the GIPTN, is in process of being finalized (See draft on **Map 29**) and alignment between the Spatial concepts and principles of the MSDF (specifically nodes/precincts, urban densification) and the Roads Master Plan (Classification, AMP, Roadside Management) must be aligned.

Input relating to the road network anticipated for the city area, based on the 2021-2022 growth modelling, was received from the draft 2023 CITP plans – see **Map 33** and incorporated as a structuring component of the MSDF2023.

Furthermore, the Public Transport (PT) 1 and 2 zones, needs to be delineated and adapted to suit the current urban fabric, and to relate to the availability and quality of public transport. PT 1 and 2 zones relate to aspects such as parking relaxation as defined in the Zoning Scheme By-Law. The delineation of PT areas will improve resilience in the land use management system as the ratios associated with the PT areas will be applied as standard parking guidelines in the GIZSB, to support intensification zones. See the Public Transport Corridor concept plan, **Map 27.**



Map 29: Roads Master Plan (In process of update as part of CITP)

How easily citizens of and visitors to George are able to access the opportunities, services and amenities it offers is a critical precondition for growth of the economy and development of its communities. The MSDF must promote an effective and efficient accessibility network that supports urban-rural linkages through a productive interaction between the urban and rural environments, and within the settlements.

Ease of access relates to the efficiency of the movement network and in particular the public transport services operating along them. This network follows development and in turn the network can unlock development opportunity. If well managed, this network will support a productive and growing economy, if not, it will be a drain on the economy. A well performing network with a high level of connectivity will allow for choice in destination through affordability, convenience and safety - no matter who you are in George or where you live. As such, it is a significant lever for spatial justice.

For the Greater George Area, the regional movement network must support the efficient movement of freight and people. This requires ensuring a clear primary and secondary regional route hierarchy that defines the role of the route and its investment priority and therefore guides how potentially conflicting uses of the route and the land use alongside it are managed to secure efficient mobility. A resilient system requires that there are clear alternative routes that can perform the same functions when another route is disrupted. This same network must support the ability of rural dwellers and workers, and those living in smaller rural settlements to be able to access services and amenities within a reasonable time and distance.

The implementation of the **Western Bypass** is an important improvement to this network and removing conflicts within the George city area in favour of protecting space for local accessibility. The proposed Western By-pass has been proclaimed and the final alignment is illustrated on Error! Reference source not found.**Map 36.**

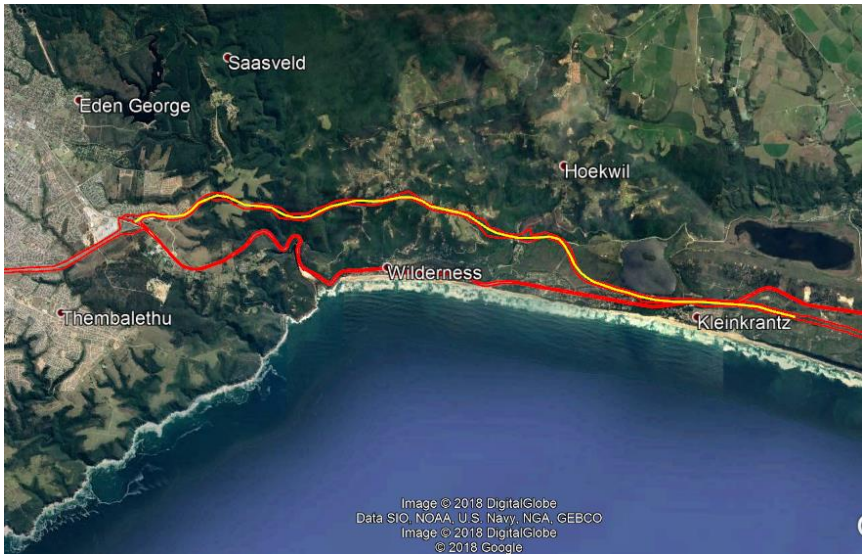
At a broader municipal scale, to relieve congestion along the N2 (particularly during peak season), it is proposed that the **R62** is upgraded to accommodate regional tour buses and freight traffic. This would enhance regional mobility and freight, aid disaster risk management (additional route in the event of the closure of the N2 in a disaster situation (i.e., natural fires)). Thirdly, it would provide an economic driver to the towns along the R62.

The R62 is a significant tourism route, the CNN has voted it as one of the top ten road trip destinations in the world (Bremmer & Shadbolt, 2017). It is proposed that in addition to upgrading the R62, land use and mobility tensions should be managed through street design and land use planning as opposed to the implementation of bypasses. This will ensure that the attractive quality of the route is maintained. An example of a tourism route in the Western Cape that accommodates both the scenic and tourism nature of a freight route is the section between Montagu and Barrydale as well as certain sections of the N2.

The **N12 'Treasure Route'** is also a nationally endorsed tourism route running through five provinces, offering tourism development potential.

Longstanding plans to re-align the **N2** still stand. The existing N2 is no longer fulfilling the function of providing mobility to the extent that it is expected of a national route. Planning to improve the N2 to provide improved mobility dates back almost five decades. Renewed attention is to be focused on this objective. The basic planning and route determination was completed in the 1970s culminating in the declaration of the road reserve in 1978. As such it provides the basic departure point for the future development. It is however not a foregone conclusion that the road will be developed in full within the 1978 declared road reserve. The required environmental authorisation process may impact the final design (alignment) and possibly affect the viability of the implementation of this road. In the meantime, an improvement to the existing N2 between George and Wilderness to be

implemented as an interim mitigation. The roll out is planned in 2-phases to occur continuous with an anticipated commencement date in 2023. This process will span beyond the timeframe of this MSDF, it is a project to be implemented in the next 15 – 20 years. However, the vulnerability of communities with only one entrance and exit on the current N2 presents risks as can be seen from the experience of some of the coastal towns in recent wildfires. From a risk management perspective, the opportunity for alternative evacuation routes and for redundancy in the mobility system given the N2's national role cannot be ignored.



Map 30: George to Kleinkrantz (red – declared road reserves existing and 1978; yellow – where the road is to be developed into the 1978 declared road reserve) (SANRAL, 2018)

With respect to the interim access solutions (SANRAL), the new, shared, secondary access positions will impact land use planning along the N2. Proposed positions of the intersections are indicated on road planning available from SANRAL. Intersection points may impact on existing access provision and to be confirmed in all land use development investigation sin the areas of the amended intersection positions (from the George N2/N9 intersection to Sedgefield). All accesses along the N2 to comply with new access designs and where secondary access systems must be incorporated such access systems/lanes/alternative roads to be indicated in the roads master plan or subsequent area/development roads plans, to tie into the main network (current and long term).

In the George city area, there has been a significant increase in traffic, related to formal and informal development in the past five years. There are missing linkages in the movement network that need to be introduced to enhance connectivity in the network and provide alternative routes in emergencies. The improved connectivity routes need to be addressed in the updated Roads Master Plan. The proposed roads will bridge missing links to create a legible hierarchy and a 'super-grid' for the urban area. This is identified conceptually in this MSDF and will need to be refined in the CITP and Road Network Plan.

These **linkages are** as follows (See **Map 33**):

- The Thembalethu LSDF proposes an extension of **Ntaka Street** (parallel to the N2) to tie in with a future road that would connect the Eastern Commercial Node to the land identified for long term urban growth to the south of this node and to the east of Thembalethu, as an alternative, direct access to employment in the Eastern Commercial Node and on the land to be developed in the long term. The draft CITP proposed three alternative linkage positions.
- The **Rand Street** extension from Pacaltsdorp/Rosedale across the N2 linking with the industrial areas to the west and the north will improve access to employment areas from the broader Pacaltsdorp area.
- The Thembalethu LSDF also proposes that a link road from Thembalethu along **Nqwenesha Street**, past the wastewater treatment works, be considered to tie in with the Rand Street extension to improve access to the industrial area from Thembalethu. The Draft CITP proposals note three alternative linkage options to be finalized during the CITP adoption process.

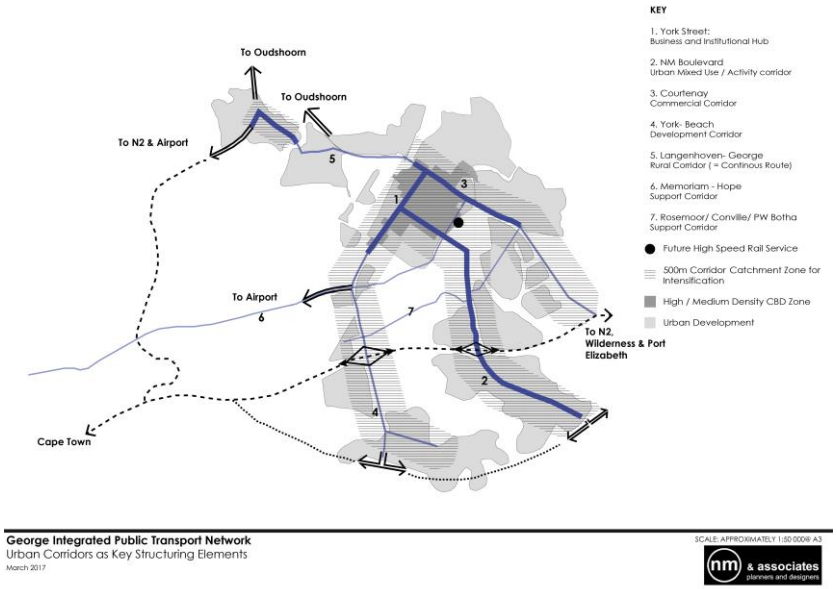
- A further link between new developments on the south-western edge of Thembalethu to Pacaltsdorp to be evaluated in terms of the CITP.
- A **link between Knysna Road and Nelson Mandela Boulevard**, being the link between Mount Vista Drive, Meander link Road, linking with Fiskaal Street.
- Additional road linkages to the proposed **Gwayang Industrial** and mixed-use area and the **airport precinct**.
- Additional **western road linkages** to the west and across the N2 to serve the densification of the Pacaltsdorp area and the larger City area.
- The Kaaimans Road extension to Glenwood Road and Glenwood Road re-instatement form part of the existing road network planning. The Draft CITP notes the importance of the link between Kraaibosch development area and the Kraaibosch south (Welgelegen) area, **Urbans Boulevard extension**.
- Various emergency services access lanes/alternatives to serve disaster risk management.
- Secondary road linkages, within economic precincts (specifically Thembalethu Node 1, the York/R102, Pacaltsdorp Node and Blanco node) to facilitate coordinated access to such nodes to enable uptake of rights and economic development.

The construction of these linkages will serve to formalise informal desire lines, enhance their convenience and safety, improve efficiency of public transport services, and create alternative entry and exit points for these communities, thereby improving the disaster risk response and resilience of these communities, currently served by a single entry and exit point. Although some of these connections are minor, their importance should not be underestimated and needs to be considered as priority and preferable to the proposed Southern Arterial as they are more feasible from a cost perspective and as a result could be implemented sooner with greater benefit to a large proportion of the George community that do not own cars.

The performance of the movement network and the viability of the public transport system (be it mini-bus taxis or the Go George bus system), in particular, is highly dependent on settlement form and the distribution, mix and density of land use in these settlements, and a clear road hierarchy with good connectivity.

The priority nodes identified in **Table 11** are located within a network of principal public transport corridors. Both should receive focussed attention in terms of investment priority and land use management to support the functionality and sustainability of the Integrated Public Transport Network. A 500m walkable residential densification zone has been identified along the principal public transport corridors, which is read with the system of land use intensification areas.

Importantly, international best practice, SPLUMA and the PSDF underscore that the movement network cannot only be a matter of mobility for cars and modes of public transport but the mobility network, must also facilitate walkability and the use of non-motorised transport (NMT). It is estimated that walking is the main mode of transport for 45% of the George city area's residents. The settlements in George and parts of George city currently have a high level of walkability. This MSDF seeks to encourage this further. Principal public transport routes, together with the city-wide open space system, should form the basis of the NMT network, to be detailed in the CITP.



Map 31: Principal Public Transport Corridors (2017 – to be updated GIPTN 2022)

Pedestrian and NMT linkages need to be safe to users and as such visibility and formal design is key. The design of the main transportation corridors and current and proposed linkages to focus on facilitating pedestrian movement and NMT. The prioritisation of public transport and walkability in this MSDF is an important contributor to economic development, increasing footfall to enhance the viability of street level commercial activity and reducing movement costs to increase disposable income. This also aids in reducing George's carbon footprint and the resulting contribution to climate change. The current movement of people, (public/private/cargo- vehicles, pedestrian), in the Greater George has been captured in the modelling of the GIPTN. The immediate priority for additional pedestrian linkages to be advised via the GIPTN (currently being finalized).

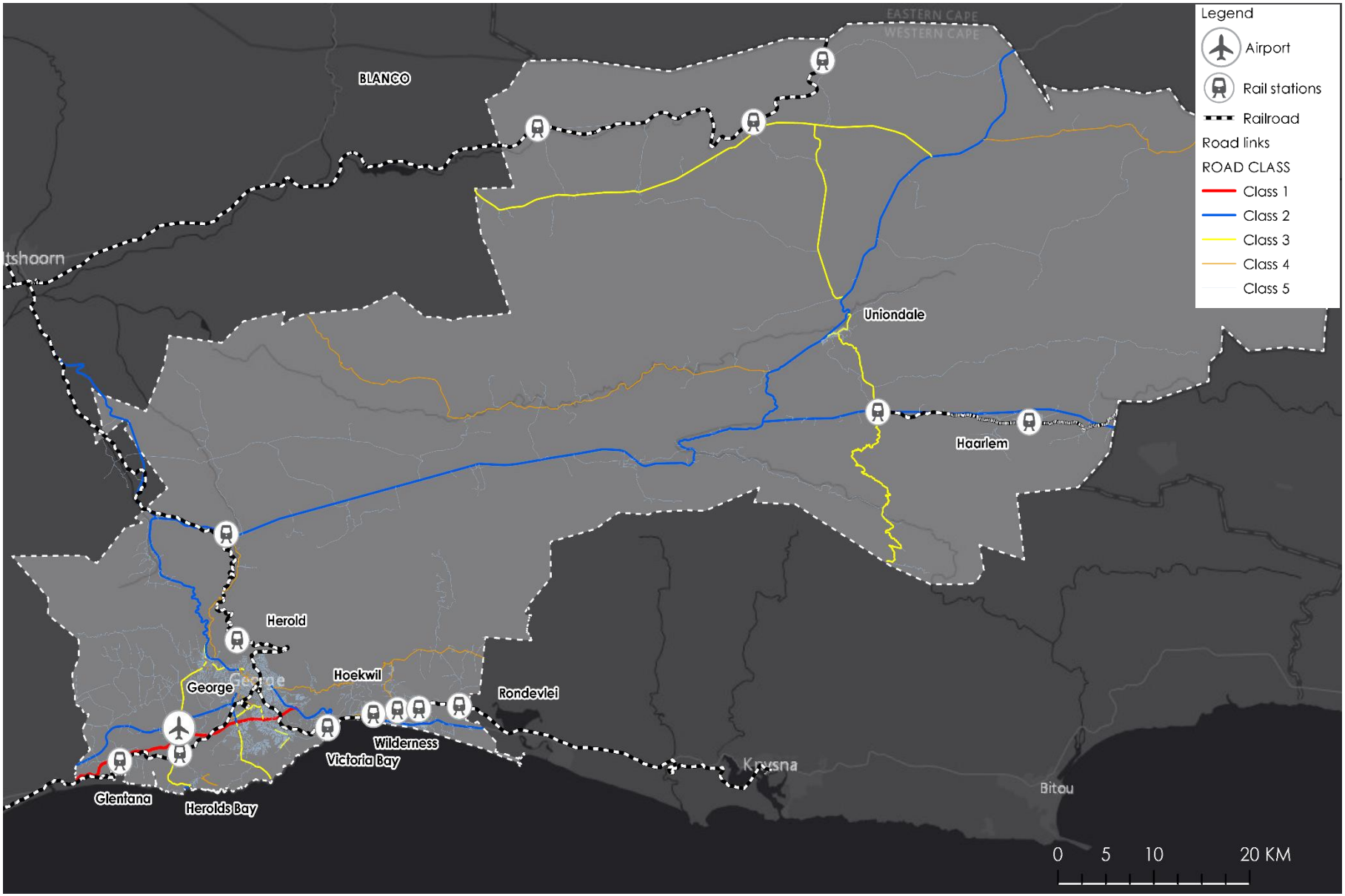
This modal hierarchy must define investment decisions. Infrastructure investment decisions must prioritise non-motorised transport, public transport, freight transport and then the private motor car – aligned to a route hierarchy. This is an equitable approach directly correlated with need in the George Municipal Area. Accessibility and mobility should enable movement 24 hours a day, seven days a week and should not be focussed on dealing with peak hour car-based traffic congestion.

Public Transport/ Activity Corridors	*Priority Nodes*
George CBD – Pacaltsdorp on York Road/ Beach Road, Rosedale Road, Mission Street, Olympic Road	George CBD
	Western/ Gwayang Industrial
	Pacaltsdorp Nodal Precinct
George CBD – Thembalethu on Nelson Mandela Boulevard / Sandkraal Road. Future Lateral links	Nelson Mandela Boulevard / Conville / George Industrial Area intersection
	Thembalethu CBD (Northern Nodal Precinct)
	Nelson Mandela Boulevard/ Thembalethu Southern Node
George CBD – Garden Route Mall on Courtenay Street / Knysna Road	Eastern Commercial Precinct
George CBD - Blanco CBD on George Road	Blanco Precinct
The Airport Precinct to York Street Node on R102	Airport Precinct Southern York node

Table 12: Principal Public Transport / Activity Corridors: City Area

The George Roads Master Plan (in Progress) will align with the spatial vision and concept of the MSDF, and will coordinate road classification, incorporating roads side development environment, public transport network and priorities and possible linkage to rail infrastructure. Current (2021) road classification and rail infrastructure is indicated on. The current (2021) Go George network is shown on **Figure 12**. Furthermore, the proposed road network linkages in the city area are indicated on **Map 36**.

The coordinated roads and public transport system is an important informant to the spatial concept and integration of the MSDF and the roads master plan must be finalised prior to the adoption of the final MSDF.



Map 32: Road classification and rail ways and stations in the Greater George Area

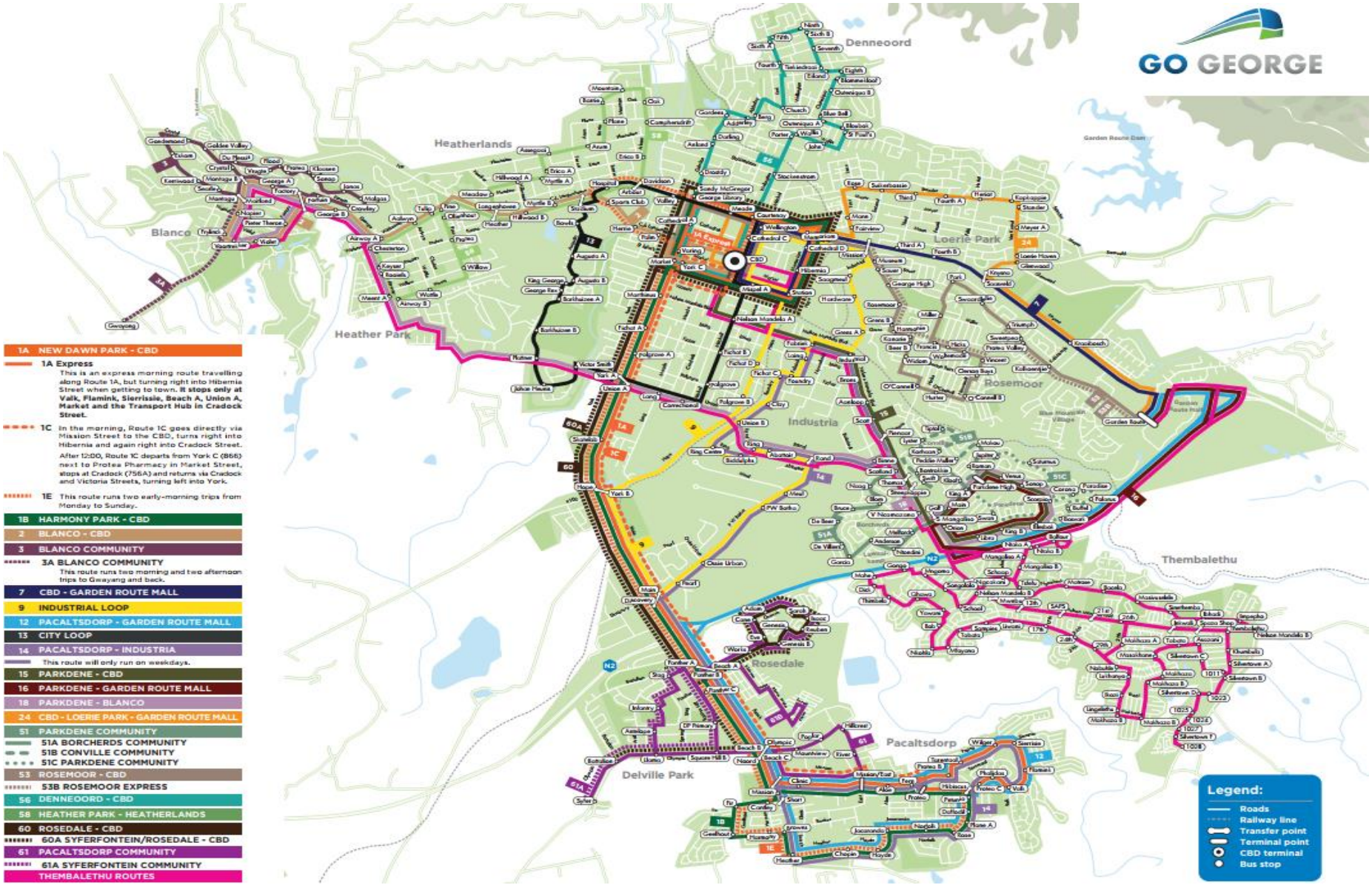
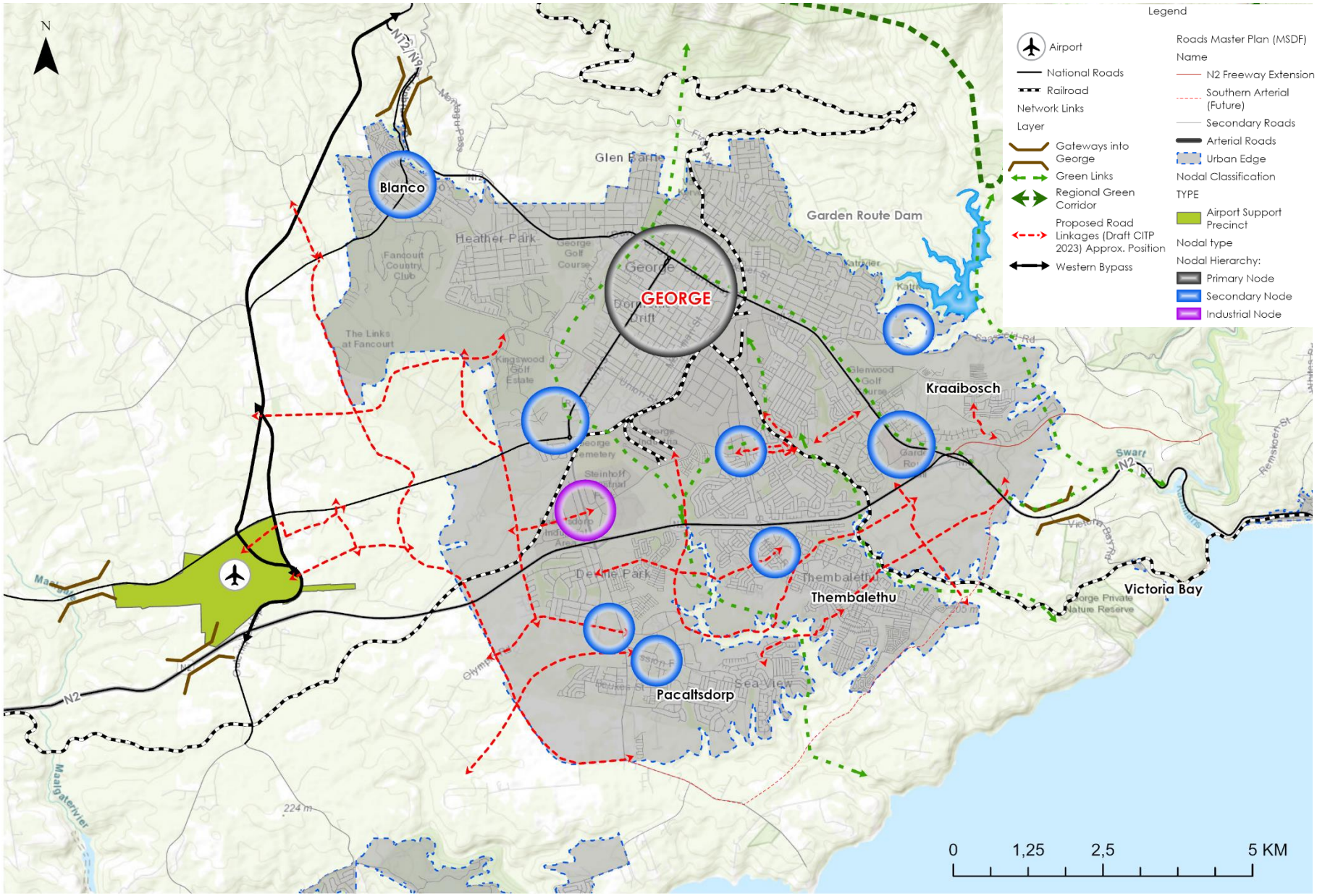
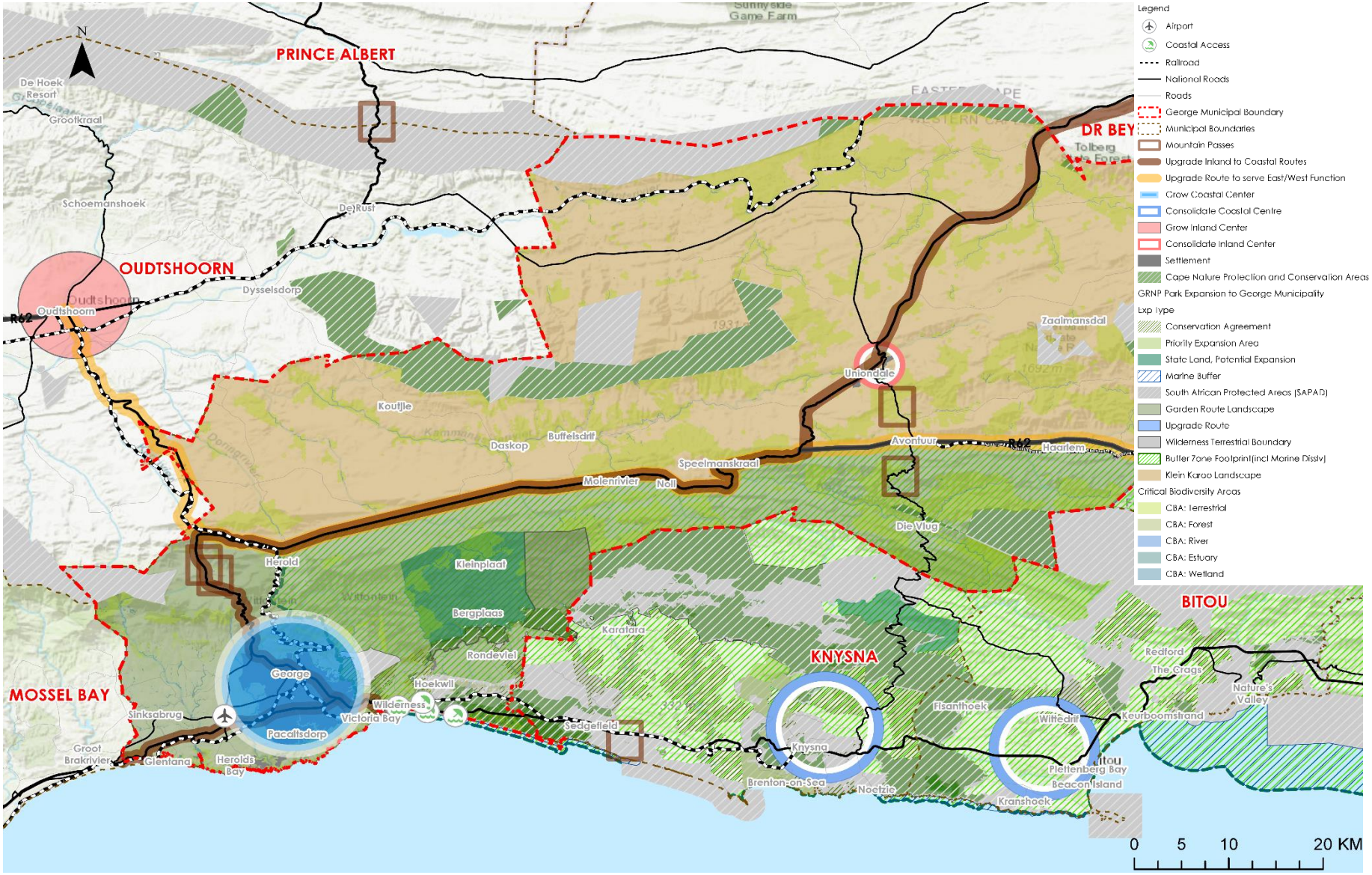


Figure 12: George Integrated Public Transport Network (Work in Progress)



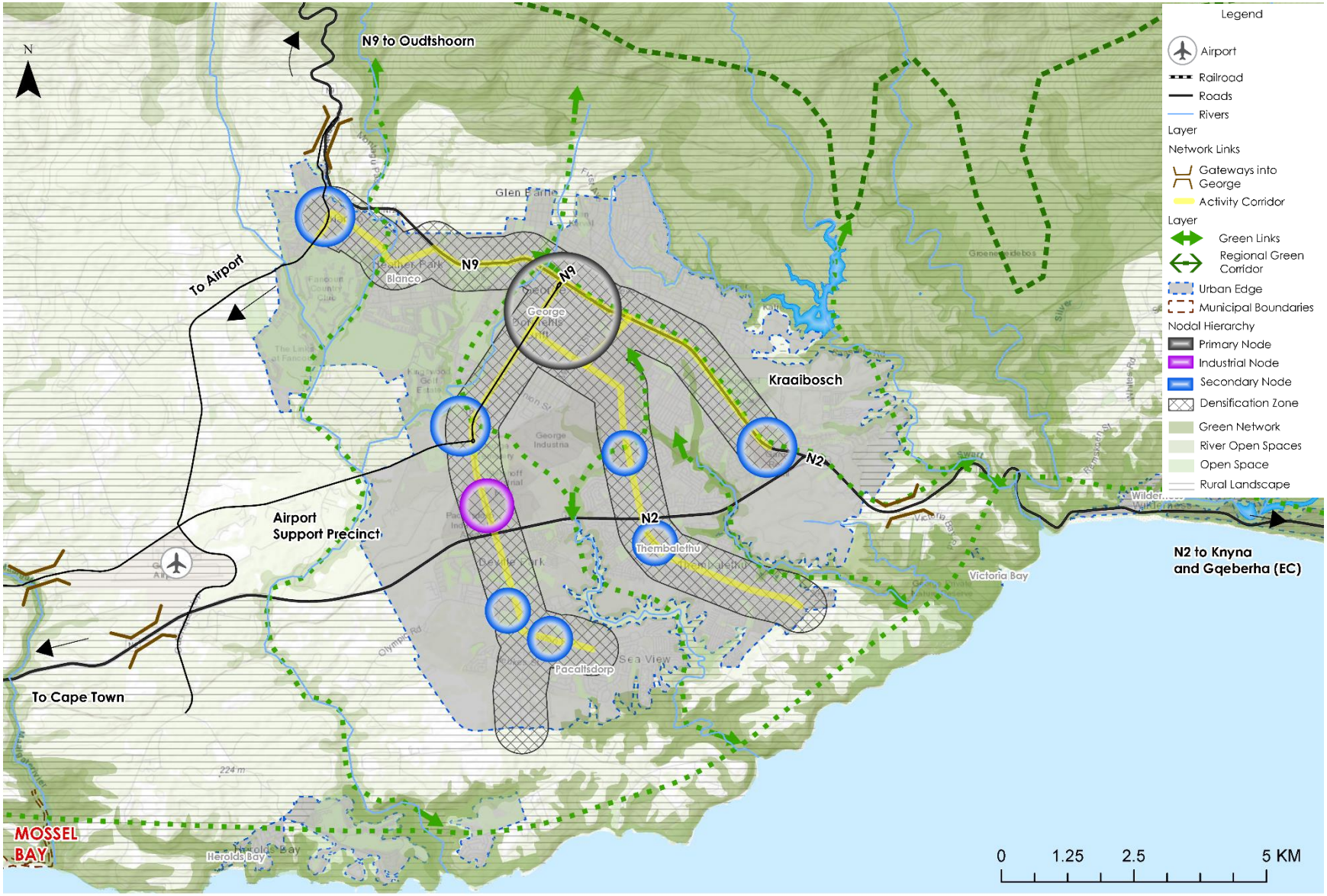
Map 33: Proposed Road Network Linkages in the George City Area (Draft CITP 2023)

4.3.4 Composite Spatial Concept: George Municipal Area



Map 34: The Greater George Area - Spatial Concept

4.3.5 Spatial Concept for the George City Area



Map 35: 2023 Spatial Concept for the George city area

4.4 Spatial Elements

The spatial concept (Par4.3) describes the arrangement of people, places, infrastructure, services and environments.

Various elements are depicted on Framework plans. The guiding descriptions below should be read with the strategies, policies and policy guidelines noted in Par.4.5 and aim to provide a general indication of land use structure and elements in George.

No	Name	Explanation
1	Node/ precinct	• Nodes are areas where a higher intensity of land uses, and activities are supported and promoted. Typically, any given municipal area would accommodate a hierarchy of nodes that indicate the relative intensity of development anticipated for the various nodes, their varying sizes and their dominant nature. • A hierarchy of nodes is proposed for the municipal area. Nodes are strategically located areas on high-usage routes where a high concentration of activities and mix of land uses (commercial and public/community facilities) should be encouraged, appropriate to the character of the area and its role in the spatial structure. In addition, private sector investment should be supported through interventions in the public realm, which would typically require an urban design plan that addresses hard and soft landscaping, street furniture, street cross sections, parking, and accommodation of public transport. A further critical component for the establishment of community nodes is the clustered provision of new public facilities such as schools, clinics, and community halls. In addition, private sector investment should include interventions in the public realm, which would typically require an urban design plan that addresses hard and soft landscaping, street furniture, street cross sections, parking and accommodation of public transport and shared community spaces. • Some small scale (micro/boutique) industries and limited impact manufacturing land (such as cottage industries/small bakeries) uses can be considered when it is linked with a Business/Commercial component. • However, the Business/Commercial component must still be the dominant land use for the development as a whole or individually for each Business/Commercial company
1a	Central Business District (CBD) Category A Node	• The Central Business district is the primary economic core of the city area, consisting of main businesses, commercial activities, corporate head offices, regional community services, transportation hubs and open spaces. • Focussing on mixed land uses including high density residential. • Development of flats advised to include retail component on ground floor. • The CBD is subject to the restructuring zone together with the residential densification fringe, this fringe relates density in accordance with distance form public transport routes. Measured as walking distance from public transport route (80u/ha (or more to be motivated) for 150m, 60u/ha in 151-350m and 45u/ha for 351-500m. • The CBD, as a whole is considered a residential densification area. Mixed use which included large office blocks and retail uses to be contained in the CBD core. (See Map 23). • The proclaimed Restructuring Zone is included in the CBD.

No	Name	Explanation
1b	Commercial Precinct (Category B Node)	• Commercial precincts act as areas of mixed use commercial and retail nodes. These sites include business opportunities, shopping centres and residential densification. • These zones are located along mobility routes with public transport transfer location to promote access to facilities and services. Transport Orientated Development (TOD) envisioned for commercial precincts. • Residential densification promoted in areas surrounding commercial precincts. • Offices not to be included in these areas, should only be located in the CBD. • Commercial precincts may include tourism related activities or facilities to increase viability. • Residential Densification– measured as walking distance from public transport route, directly adjacent to the node boundary (80u/ha (or more to be motivated) for 150m, 60u/ha in 151-350m and 45u/ha for 351-500m. Residential in node only above ground floor.
1c	Neighbourhood Centre Category C Node	• Neighbourhood centres are characterised by a cluster of shops including large and small retail facilities. The aim of these zones is to provide for surrounding neighbourhoods. • Excludes the development of offices. • These areas are limited to a maximum floor area of 12000m².
1d	Local Convenience Centre Category D	• Small shops (maximum 250m² leasable) to a maximum of (Building regulations) 1000m² leasable area in total per node. • Focus on providing day-to-day products for surrounding residents. • Can accommodate residential opportunities above ground, for example flats, limited to two stories. • This zone excludes offices.
1e	Tourism Precinct	• Areas identified to contain a combination of tourist related facilities and accommodation. • Not a retail node but may include tourism relates small shops (convenience), restaurants, sport-and recreation- and services-conditions to be included in land use application. • Mitigation of environmental issues and impacts of climate change to be addressed during development process. • Visual impact to be to be mitigated in areas of scenic value and along landscapes. • Public access to be protected in all instances. • Applicable heritage and cultural resources to be protected and incorporated.
1f	Agri-Tourism	• Areas located along the R102 and R404 have been identified as areas to promote agriculture activities in combination with recreational and tourist related facilities. • These zones seek to increase the viability of the airport support node. • Agricultural industry aimed at improving tourist related activities and facilities to be encouraged. Consent uses allowed on Agricultural Zone I properties to be used as guide for development. • The subdivision of agriculture land will not be supported in principle, unless in intensive agriculture area. • Urban residential land uses not supported; areas used for non-urban activities. • Visual Impact (scenic vista) and context character to be considered.

No	Name	Explanation
1g	Airport Precinct	• The airport precinct refers to the airport together with proposed land uses surrounding the area that will be ancillary to the airport. • Airport area includes airport infrastructure (including terminal building), tourism related uses and accommodation, renewable energy structures, warehousing/ light industrial (logistics, cargo, and cold storage bulk freight) to support a freight facility extension and aviation related use, transport orientated development and facilities. • Non-residential node – no residential density zone applicable • Industrial support area, link to agri-processing zone • Surrounding land uses to be restricted in order to protect the flight airspace.
1h	Mixed use investment sites	• Applicable to all relatively large-scale developments (more than 20 housing opportunities, with a mix of or either social-and economic uses) • The nature of proposed development on these sites varies based on the site context. • These project areas aim to provide a graded income- and density mix, combined with significant public realm interventions and transport-oriented infrastructure/facilities. • Integrated development to include appropriate socio-economic opportunities and fine grain integration of uses • Attention to be given to integration of theses uses with adjacent development (urban or rural) fabric and transportation/infrastructure/natural/ environmental/NMT networks.
1i	Public realm	• These areas are designated for investigation of upgrading of public realm to create community areas, markets, trading spaces etc.
1j	Utility precinct	• In addition to municipal infrastructure networks, various utility precincts are noted to accommodate combined utility infrastructure uses, including solar installations, water-sewer- and refuse infrastructure
2	Gateway	• Gateways indicate entrance points to urban settlements which require road design and land use management interventions (visual impact, signage, and landscaping) to enhance the sense of place. Interventions along access routes are focused on physical upgrades, roadside development management and land use management interventions. • Areas outside these gateways to be treated rural landscapes. (Additional gateways added to rural settlement areas, including Hoekwil, Uniondale, Herolds Bay; any area with an urban edge to indicate transition from rural to urban.)
3	Green Gateway	• Green gateways are strategic access points that must provide public access to the green system/network, including coastal access points, access to tourist precincts and protected areas.
4	Commercial Corridor/ Activity Spine/Street	• Commercial Corridors refer to routes that form activity spines along which a mix of high-density urban uses should be encouraged, and public transport should be promoted. • AMP to reflect roadside development environment. • Fine grain access supported, or secondary access system provided. • Activity (mixed use) corridor, along public transport route, with secondary access possibilities. Includes TOD opportunity, business/retail, industrial transition, tourism, higher density residential. • Only existing offices (not extension of office use).

No	Name	Explanation
		• Road design to support pedestrian orientated development and vehicle access should not be a priority for business use. Specifically aimed at supporting vibrant, existing street front activity. • Development of roads as "Complete Streets", inclusive of high-quality pedestrian, non-motorized transport, public transport, and private car travel, within a high-quality green landscape that celebrates the 'sense of place' of George. • Stormwater planning to show active use of the road verge for recreation purposes, as part of SUDS planning.
5	Mobility Route/ Principal Arterial Routes	• Mobility routes refer to roads that function as primary mobility routes linking settlements as well as neighbourhoods. • Access management plans (including access spacing) to reflect urban- and rural areas in order to support nodal precincts. All areas within the urban edge to be considered urban. Mobility specifications not to be applied in areas indicated as community spines. • The main public transport routes follow the main arterials and link the main nodes and precincts. • Zones of residential densification are encouraged along the main routes.
6	Scenic Route	• Scenic routes refer to routes that provide vistas over scenic landscapes and the experience of a sense of place. All main roads (highways and main arterials are considered scenic routes to a degree, but the main scenic routes are noted in Par 4.3.1.1). • Land use management for scenic routes should be aimed at retaining the sense of place and important vistas from these routes. The focus is thus largely on managing development adjacent to these routes.
7	Retained Rural Areas	• Retained rural areas include undeveloped (wilderness), rural and agricultural areas that must be retained, protected and/or improved (e.g., alien clearing). The protection of these areas is critical to ensure that the ecosystems which support life in the George area function optimally and that agriculture as a key driver of the local economy retains its viability. • Retained rural areas does not promote or encourage the land to be used for land uses normally associated with urban areas. Although, agri-processing initiatives and developments can be allowed. • Development guidelines should be agreed upon upfront for these areas of significant rural character and landscape value, particularly where these fall within areas of high botanical, heritage, cultural and scenic value within the urban edge. • General development guidelines include: a) Appropriate treatment of interfaces, heights, form of development and intensity - reinforce rural landscape and activity character and reflect compact unobtrusive nodes, conforming to local vernacular in terms of scale, form, and design. b) Development to comprise of natural/scenic/cultural compatible land uses informed by transformation thresholds, including: a. Resort and holiday accommodation. b. Recreation facilities; and c. Social and Community Facilities (e.g., ECDs). c) Limit development footprints of low-density housing and facilities: WC: Rural Development Guidelines. d) Maintaining the dominance of the natural and agricultural landscapes. e) Create a dominant ecological conservation and preservation area as a major component of undisturbed landscape to form part of the Critical Biodiversity Areas (CBAs). f) Create strategic ecological corridors through the site to strengthen the linkages between CBAs.

No	Name	Explanation
		g) Introduce a gradient of landscape uses that filter from conservation areas (biodiversity and/or heritage) through to the community gardens that act as a functional buffer between the conservation area and development, protecting conservation worthy places and heritage areas (e.g., farmsteads). h) The settings of special cultural features are to be protected by providing them with 'breathing space' and leaving public views uncluttered. i) Traditional patterns of plantings are to be protected by ensuring that existing tree alignments are not destroyed but are reinforced or replaced by enhancing traditional patterns with suitable species. j) Avoid infrastructure projects which create visual and physical barrier, and ensure sensitive siting of infrastructure, especially renewable energy installations (e.g., solar). k) Maintaining dominant landscape features and their continuity (e.g., ridges, valleys). l) Avoid wall and land-locked effect by maintaining visual permeability to surrounding rural landscapes. m) Provide view corridors and pedestrian/open space linkages. n) Low impact/green technologies implemented wherever possible; and o) Integrate settlement patterns with the existing water system through the use of green infrastructure and sustainable urban drainage systems. This may require Environmental Impact Assessment, Visual Impact Assessment and/or Heritage Impact Assessment.
8	Critical Biodiversity Area (CBA)	• Critical Biodiversity Areas are areas required to meet biodiversity targets for ecosystems, species, and ecological processes, as identified in a systematic biodiversity plan. • The primary purpose of including the CBA (and ESA) layer on the data layers (municipal GIS) is to guide decision-making about where best to locate development. It should inform land use planning, environmental assessments and authorisations, and natural resource management by a range of sectors whose policies and decisions impact on biodiversity. It is the biodiversity sector's input into multi-sectoral planning and decision-making processes. Note: An area being designated as a CBA is a scientific determination and not a zonation. Areas indicated as CBAs indicates sensitivity and not development rights. Sensitivity is determined by many factors in addition to the vegetation type and condition. Any dispute over whether a site qualifies as a CBA needs to be undertaken through a verification protocol. It is not up to the EAP/specialist/applicant to decide whether a site qualifies as a CBA or not. Note: Data presented on ESA and CBA may show fragmented areas but must be read with other environmental indicators such as Priority Natural areas, hydrological buffers, scenic routes, and related requirements.
9	Ecological Support Areas	• Ecological Support Areas (ESAs) are not essential for meeting biodiversity targets but play an important role in supporting the ecological functioning of CBAs and/or in delivering ecosystem services. • CBAs and ESAs may be terrestrial or aquatic. • The primary purpose of including the ESA layer on the Focus Area Framework Plans is to guide decision-making about where best to locate development. It should inform land-use planning, environmental assessments and authorisations, and natural resource management, by a range of sectors whose policies and decisions impact on biodiversity. It is the biodiversity sector's input into multi-sectoral planning and decision-making processes.

No	Name	Explanation
		• CBA and ESA must be applied as components of a continues whole in the evaluation of environmental impact.
10	Priority Natural Area Layer	• The layer refers to a combination of the proclaimed protected areas, Critical Biodiversity Area, Environmental Support Area, Coastal Management Line and Garden route national park buffer area (SANParks) to be read with the hydrological buffer area and slope analysis. • Area indicated as a continuous environmental area. • The layer includes the environmental conservation agreements, Marine buffer area along the coast as well as environmental stewardship areas. • The intent of this area is not to negate development but to seek to reduce the negative impact on areas that may influence the environmental integrity of the whole area. • The intent of this layer is to maintain high biodiversity areas and not just to mitigate negative impacts. • Mitigation to be considered on site specific circumstances. (Include conservation agreement areas and marine buffer areas and coastal protection zone on environmental layer). • Input from relevant environmental authorities required on proposed developments. • Climate change adaptation to be considered in all decision making regarding new development and/or development upgrades
11	Green Core	• The Green Core comprises of the following: green spaces including vacant plots, public and private open space (which include formal recreational facilities and ancillary uses), and green corridors in urban areas that connect retained rural areas. Green Cores are thus envisioned to form supporting ecological corridors (to CBAs and ESAs) and at the same time provide recreation areas and potential opportunities for urban agriculture. • These areas should be protected from inappropriate urban development. • Only low-key interventions aimed at providing appropriate public/community facilities (possibly through a long-term lease to private sector operators) and security measures should be allowed. • Planning for such interventions must include urban design and landscaping plans and in some instances the inputs of environmental specialists may be required to deal with issues such as floodplain management and impacts on heritage resources. In addition, the interface with surrounding private land holdings may need to be addressed as fencing and physical access may pose a challenge. • A purpose of the Green Core is to establish a functional open space system.
12	Intensive Agriculture. Peri-Urban Farming	• These are agricultural areas situated on the urban fringe, which could be suitable for intensive farming, and/or land reform projects depending on the specific circumstances. • Principle use remains agriculture (Agriculture Zone I) and division to a minimum area of 40ha is supported, subject to comment from the relevant authorities. Land use management issues that will have to be addressed include: plot sizes; the nature of agriculture practices including tunnel farming (i.e., visual impact) and livestock farming (it would for instance not be desirable to accommodate certain types of livestock farming adjacent to residential areas); the scale and placement of structures that may be allowed, managing the visual impact of smaller land parcels; and the potential for secondary uses such as, farmstalls.

No	Name	Explanation
13	Approved Housing Projects	• Approved housing projects indicates sites where public housing development projects are in the implementation phase.
14	Proposed Future Housing Projects	• Proposed future housing projects indicate sites that have been identified as potential sites for public housing development projects and where feasibilities have been completed to the satisfaction of WC:DoHS, which support development in principle, including identified priority social housing sites identified. • The Human Settlements Plan shows areas under investigation and should aligned to the principles of the MSDF.
15	Gap Housing possibilities	• Areas identified for investigation for gap housing (ownership).
16	Industrial	• Industrial refers to existing and proposed industrial areas. • Industrial development, and in particular, agri-processing is regarded as a key driver of the local economy. • It is thus suggested that the new trends in manufacturing can be accommodated in the land use management system, in particular the need for smaller premises. • Some overlap with Business/ Commercial land uses can be accommodated, should it be linked to industrial uses.
17	Residential Densification	• Densification zones are areas within existing settlements where residential densification should be accommodated and promoted through appropriate mechanisms such as redevelopment, infill, subdivision, second dwellings, sectional title, greenfield or brownfield development. • Densification is promoted in all urban areas with specific focus on areas surrounding primary transport corridors and identified nodes. Density – measured as walking distance from public transport route (80u/ha (or more to be motivated) for 150m, 60u/ha in 151-350m and 45u/ha for 351-500m.
18	Public/ Community Facility/School/ Education	• This designation includes a variety of public and community facilities, libraries and various educational facilities such as crèches, schools and tertiary educational facilities as well as, ancillary uses such as sports fields, boarding facilities and student accommodation.
19	Urban Infill	• A key strategy of this SDF is infill development of strategic sites in urban areas. Urban infill is largely focused on achieving higher densities in urban settlements and providing a greater variety of housing options to speed up the delivery process and create more sustainable settlements.
21	Urban Nodes	• Urban Nodes form the highest order in the hierarchy of settlements in the municipal area. These nodes represent the areas for high intensity urban development for integrated human settlements where the largest spectrum of specialised land uses should be accommodated in the municipal area. Urban Nodes can be divided into the Primary Regional Service Centre and the Secondary. Refer to **Table 11.**
22	Rural Nodes	• Rural Nodes or settlements are nodes in the rural hinterland within the Retained Rural areas, including the Agricultural Zone. • They are located along key movement routes and serve as service centres for the rural areas and agricultural areas.

No	Name	Explanation
		• They should provide services and goods to the immediate rural areas, but not on the same level as the Urban Nodes, which should serve as centres where specialised goods and services are provided. - The Hierarchy of settlement and nodes apply. Refer to **Table 11.**
24	Small Holding areas	• Areas recognized as small holding areas and land uses allowed as per the GIZSB and the Rural Development Guidelines. • Small holding areas are restricted as per the relevant LSDF. Refer to **Table 3.**
25	Heritage Sites older than 60 years	• These are sites that contain buildings/structures older than 60 years. • The Heritage Inventory 2016 identifies sites (GIS Layer). Heritage precincts to be delineated. The Heritage Strategy will aim to add substance to the heritage identification and protection intent.
26	Informal Settlements	• An unplanned settlement on land which has not been surveyed or proclaimed as a township, consisting mainly of informal dwellings (shacks).
27	Backyard formalization zones	• These are areas where significant back yarding occurs and where policy relating to formalization/upgrading of backyard dwelling, either through ownership options or other interventions may apply. • To be delineated with due process.
28	Biodiversity Stewardship Sites	• Biodiversity stewardship is an approach to entering into agreements with private and communal landowners to protect and manage land in biodiversity priority areas, led by conservation authorities in South Africa. • It recognises landowners as the custodians of biodiversity on their land. • Biodiversity stewardship is based on voluntary commitments from landowners, with a range of different types of Biodiversity Stewardship Agreements available to support conservation and sustainable resource use. • Some types of Biodiversity Stewardship Agreements are formally declared as Protected Areas in terms of the Protected Areas Act, providing long-term security for the sites involved. • Conditions regarding biodiversity stewardship agreements may be set in properties in the priority natural areas.
29	Urban Edge	• The Urban Edge is defined as a delineated line that serves to manage, direct and control the outer limits of urban development. • This urban edge should be implemented as a planning tool in order to promote the principles of densification, infill development, compact city, and to establish limits beyond which urban development should not be permitted. •
30	Cemetery	• An investigation to identify additional cemetery space is underway. The extension of existing cemetery facilities, where appropriate, is noted (to be confirmed)
Disclaimers: Spatial Elements		• Spatial Element Designations Disclaimer 1 - The designations of spatial elements, except for the Urban Edge, on the maps relate to described elements, which may be updated as information become available and do not have to strictly follow cadastral boundary lines. In the event of uncertainty in the application of the designated spatial element, the Municipality is the authority to confirm or make the determination if land is located within or outside the designated spatial element. The Municipality has the authority to

No	Name	Explanation
		correct minor amendments on an ad-hoc basis in the event of oversights or minor administrative errors, or where it is deemed necessary, without amending the actual physical text or maps of the SDF document itself. Designations Disclaimer 2 - Due to the scale of the designations on maps, these map elements can cover large tracts of land. Cadastral specific determinations if required in terms of more detailed design and planning of the actual area to be developed as part of the land survey and registration activities, architectural design, and any other legislated approval processes, would also be determined on an ad-hoc and need-to-know basis. This would also not require the actual physical amendment of the text or maps of the SDF within the actual document itself.

Table 13: Spatial Elements

4.5 Spatial Strategies and Supporting Policies

Three spatial development strategies support the spatial planning approach to directing and managing development and investment in the Greater George Area and the George city area:

Supporting an **efficient** settlement form	**Protecting** resources and the environment	Supporting socio-economic **well being**

These strategies are informed by **five high level contextual factors**:

- The population, and specifically the number of households, continues to grow, so **demand** for services (engineering, municipal-socio-economic- and housing) continues to increase.
- The urban form must benefit all the residents, visitors and users of George. Transformation of apartheid urban form has been slow and the imperative to change this has reached a crisis point. An **integrated and transformative** settlement form is needed.
- Protection of the **natural environment as an asset** and as an essential component of a resilient George cannot be negotiable. Extreme environmental events have been felt close to home and municipalities are at the coal face of driving resource management, disaster management and recovery processes.
- Various factors, including the Covid19 pandemic and energy crisis, has put a strain on the economy and the fall-out has left many unemployed and has exasperated poverty and increased inequality and vulnerability. **Rebuilding the economy**, in a broad-based, multi-facetted manner is key.
- This impacts on public revenues. Consolidating efficiencies and productive investments that build on what we have is going to be critical. **Fiscal sustainability** is key.

These strategies are based on the rationale that if the settlements and the systems that support these settlements within and beyond the Greater George Area perform for the people of George, they will work for anyone and will indeed attract others to live, work, play and invest in George. This is of course already happening. People across a spectrum of incomes migrate to George in search of the various amenities and opportunities that it offers. However, it should also be acknowledged that George does not work for all of its people equally well - should the settlements and systems work better for the poorer members of society this could play an important role in uplifting the quality of life and social and economic prospects for all. It would also improve George's attraction for job- creating investors.

Focussing on the basics and the quality of services, facilities and amenities provided to its citizen-customers in an equitable way is a precondition for real, inclusive growth that sets up a trajectory where everyone is positioned to progressively be active participants in the economy and less in need of state assistance. In turn, public finances can be released for more catalytic investments.

The less citizens are socially and economically marginalised the less vulnerable they are to extreme events, and again the need for state assistance. At the same time, the less George pushes itself to operate at the extreme of affordability the more able it is to cope with shocks and to support the recovery process, as well as to invest in economic development.

There are several ways in which George is a leading intermediate city in South Africa from a resilience perspective giving foundations to <u>build on</u>:

- George has managed to **contain its outward growth** therefore mitigating the costs of sprawl.
- **Innovative densification and use intensification** mechanisms are provided for in the Zoning Scheme Bylaw – in support of the spatial concept- to allow fine grain development and use opportunities.

Examples are inclusion of agri-processing in agriculture area as part of the primary right, allowing limited socio-economic activity on erven zoned for residential purposes, enabling the construction of rental units with consent (double dwelling, second dwelling, additional dwellings, as example).

- George and the Western Cape Government have, in partnership, designed and initiated the implementation of an innovative modern **public transport system**.
- **Infrastructure master planning** is advanced and engineering services- and transportation modelling processes enable strategic alignment with spatial planning and infrastructure programming.
- **Bulk infrastructure funding** (BFI) in 2021/2022 is applied to boost the availability of water and sewer bulk infrastructure.
- The manner in which municipal finance and expenditure is managed supports **fiscal sustainability**. The George Municipality has received clean audits for several years.

There are also a number of flags that suggest that, if not carefully managed, George will become more vulnerable, and its sustainability will be at risk:

- **Public finances** are not able to keep up with current infrastructure needs and operating costs are being managed but possibly at the expense of the optimum operation of infrastructure systems.
- An increasing number of households are defaulting on their rates and service charges, pointing to **affordability thresholds**. The increase in informal dwellings, which must be provided with basic services is placing a burden on municipal finances. Formalization of use and registration of indigents are required to ensure access to funding streams.
- George has a higher number of government-assisted housing units (historic) than other towns in the District. Although aiding upward mobility and providing an avenue for first time homeowners to access the market, this availability of 'gap housing' units is limited. There is a **shortage of 'gap housing' opportunities** (erven/houses/units).
- Take up of bonded housing units has been rapid in the past five years. The pipeline of market-ready bonded units may not cater for **semi-gration**. This means an uptake of gap-market opportunities by higher income earners, rather than catering for the middle-lower affordability market.
- Absorption/formalization of the **informal and backyard dwellings**, to provide a safe, equitable and decent living environment for residents, must be done with a new way of thinking, leaning towards densification, fine grain infill and ingenious tenure upgrading and formalization approaches/solutions,
- George needs to manage the absorption of the housing backlog and projected growth – and must endeavour to maintain a reasonable standard of **supportive facility provision** and recreation/open space opportunity.
- Economic opportunity must extend to an **enabling economy** and with a focus on supporting the livelihoods of people on a small grain basis.
- The **natural environment** is still being eroded in small increments, both by development and farming practices. The ecological functioning and heritage value must translate to protection of this important asset.
- Also refer to the key aspects noted under Par 3.2.5.

These are all directly impacted on by how the MSDF guides the future development of the Greater George Area. There is considerable opportunity for the MSDF to build on George's assets and to guide responsible, smart growth that does not increase but lessens George's vulnerability and viability and enhances its generative potential.

There is substantial **vacant and under-utilised land** within the urban edge of the George city area that can cater for urban growth – optimising the use of existing infrastructure and containing operational costs. The spatial budget considered land which is subject to investigation and

relate to the uptake of densification of use on a multitude of relatively small properties. These two categories of opportunity cannot be linked to a timeframe, which places pressure on the available erven, thereby increasing property prices significantly. In view of the requirement to provide gap-housing, both the GSP and market delivery of houses/units must be supported (in all typologies and segments). Various policies, (*Table 14*), relates to mechanisms to support **delivery of units** in these categories.

The current settlement pattern in the municipal area is dominated by the George city area as the primary regional service centre, and a number of much smaller towns, villages and hamlets which are based on agricultural and forestry activity, tourism and recreation, and the retirement market.

How the functionality of rural areas and accordingly, the wellbeing of the rural population, is supported will have a direct impact on the pressure felt by the urban areas to house people and to provide services. This MSDF aims to balance its attention between the urban and rural. At the same time, the clear concentration of most of the municipality's population in the George city area justifies a focus on this area, within the context of the municipal area as a whole.

The Spatial Development Vision for George Municipality is based on **six specific themes,** as noted in Table 15:

Theme A: Prioritize **infrastructure** which yields best cost-benefit ratio, from a social and economic perspective and facilitates the spatial concept (10year horizon).

Theme B: Facilitate enabling and inclusive **Economic Growth**.

Theme C: **Manage the Growth of Urban Settlements**, and accommodation of rural living, to ensure the optimum and efficient use of resources.

Theme D: Balanced, **integrated housing options** to be provided.

Theme E: Manage the use of land in the Municipal area in a manner which **protects natural resources**, ecological functioning and -services, as well as the rural character.

Theme F: **Celebrate Heritage** assets in a manner that contributes to renewal urban or rural quality and opportunity.

These themes contain aspects that support the Spatial Strategies and relate to specific policies and associated policy guidelines. These policies and policy guidelines apply to public and private development/role players and is aimed at bringing the vision and intent of the spatial development framework to ground. Table 15 lists and describes the Strategies(themes) and Policies and provides the strategic context for application of guiding principles. Note that said table also includes some Implementation steps and actions which relate to the Implementation Table contained in Chapter 5 and to guide planning and preparation to reach specific goals (authority level). The policy guidelines are to be applied in combination, applicable to all site/development components and must be read with other guiding policies such as environmental legislation and related management plans, Bylaws (including the zoning scheme-, building- and planning bylaws) and infrastructure related guidelines.

4.5.1 Theme A: Infrastructure

A. Prioritize infrastructure which yields best cost-benefit ratio, from a social and economic perspective and facilitates the spatial concept (10year horizon).
Resources are finite and must be allocated to areas where it will have the greatest positive impact of the greatest number of people. Future investment should be in areas with high growth potential and promote densification, infill, and brownfield development, with accessible basic services in rural nodes. Manage the growth of settlements in George to ensure the optimum and efficient use of existing infrastructure and resources and in turn secure the municipality's fiscal sustainability and resilience.

What? – principle	*What? - spatially*	*Why?*	
Policies;0	**SDF Proposals in achieving the Theme**	**Description**	**Implementation steps and actions related to Policy Guidelines**
4.5.1.1 A1: Maintain, improve, and expand basic engineering services (Water, Sewer, electricity, stormwater and refuse removal)	**A1: PG a:** Facilitate current and future (10year) growth absorption (residential and socio-economic) on local area level, with associated timeframes and services capacity- and availability enhancement, and bulk, link, and network implementation programs to be synchronized.	Implementation of the spatial concept (spatially targeted residential and socio-economic growth absorption proposals) requires not only project level infrastructure, but also programmed bulk- and link infrastructure, which requires long timeframes and significant funding. Proposals relating to targeted growth absorption projects are only implementable if bulk-and link infrastructure are available. *Spatial strategies and policies should be supported by non-spatial Implementation steps and actions to develop resource efficiency strategies for all municipal services (for example compulsory green energy installations, grey water reticulation) to enhance resource security. Constructing new greener infrastructure, retrofitting existing systems / newer technologies, extending capacity during maintenance will support infill and densification, will reduce environmental impacts, mitigate disaster risk, and provide resilience in using natural resources.*	
	A1: PG b: Promote service provision to **support densification and infill** (residential, social, and economic).	Engineering services planning to support urban form (enable investment in appropriate areas). Developing within the existing services footprint and existing urban fabric is the preferred strategy because of the many environmental, economic and benefits it provides. The value added (urban vibrancy, socio-economic, etc) through investment in infrastructure to support infill and brownfields development exceeds the short-term savings on expenditure associated with Greenfield's development with occurs on the edge of the development footprint.	

	A1: PG c: New Infrastructure and Infrastructure upgrading to consider environmental sensitivities and risks in positioning services and illustrate climate change adaptation- and mitigation measures	Resilient engineering services planning, including new infrastructure and upgrading of existing infrastructure to consider relocation of historic services to protect environmental integrity of areas and to reduce climate change risk, specifically in areas prone to flooding and close to rivers to prevent water pollution.
		Climate change adaptation considerations to be included in all infrastructure projects.
			A1: Implementation steps and actions:
			
			• *Alignment of Engineering and Waste Management Master Plans with the MSDF.*
			• *Prioritization of Implementation Projects to be assessed via the CEF.*
			• *Environmental Impact (sensitivity) rating to be included in prioritization of infrastructure projects (specifically sewer- and waste management projects)*
			• *Engineering service capacity creation to be planned to align with project programming of catalytic- and funded housing projects.*
			• *Specific Sectoral Actions Identified:*
			  ○ *Waste transfer station extension at Gwayang planned. To be facilitated in the Gwayang Mixed Use Project (Utility Precinct footprint).*
			  ○ *a site to be identified in Thembalethu South (2ha) - local area recycling to be encouraged.*
			  ○ *Waste drop-off site in Wilderness to be identified.*
			  ○ *Composting facility to relate to organic waste diversion and to be extended.*

	A1: PG a and b	**Specific Policy Guidelines and alignment principles:** *(How?)* i. Prioritize network upgrades that result in <u>infill/ densification</u> - specifically in the CBD, current and future growth absorption areas (Pacaltsdorp, Thembalethu and development focus areas ii. <u>Bulk/link planning to include identified catalytic projects areas and intensification areas</u> to be programmed for implementation. *(Note Spatial Elements (Table 13): Nodes and Precincts, Activity Corridors, Mixed Use Investment Sites, Housing Projects, Industrial, Densification Zones, Backyard Formalization Zones, Infill development)* iii. Focussed service provision within the **urban edges** whilst maintaining basic service levels in remainder of the municipal area. iv. Infrastructure to be resilient, both from a provisioning-, positioning and design perspective, to address environmental sensitivities and climate change adaptation/mitigation.	

4.5.1.2 **A2: Roads and Transportation (people and freight) and Non-Motorised Transport (NMT) to promote connectivity (socio-economic integration)**	**A2: PG a**: Promote **timeous implementation of roads infrastructure** to support future growth (Residential and socio-economic)	Future bulk and link road planning to address immediate and medium-long term growth requirements. Planning for link services (local area master planning) enables limited short-medium term implementation. Planning for networks for George as a whole must identify investment (funding and timeframes) to enable catalytic projects and absorb predicted growth absorption (spatially located). Insufficient roads capacity (implemented capacity, not network planning) in the short and medium term, restricts development implementation and growth absorption required in the next 10 years as land use applications will not be technically supported if the main network is not aligned with growth absorption tempo.	

		Specific Policy Guidelines and alignment principles: *(How?)*
		
		i. The CITP, including the Roads Master Plan and GIPTN forward planning to be aligned with growth absorption estimates and incremental precinct uptake. *(Note Spatial Elements (Table 13):* (Urban Edge, Densification zones, Nodes& Precincts, Focus areas, Urban Infill, catalytic projects).
		ii. Activity Streets are indicated on Map 37 and relate to road sections where the roadside environment and strategic intent is supported via road- and access planning.
		Sectoral Implementation Action: align provincial Arterial Management Plans with MSDF proposals (WC DTPW and GM Roads & Transportation
			A2: PG a to d: Implementation steps and actions:
			
			• *Alignment of Transport- and Roads Master Plans (GIPTN, CITP) with the MSDF Spatial Concept.*
			• *AMP's to be reviewed to acknowledge the urban form and MSDF intent, specifically urban areas within the urban edge, nodes and precincts, activity corridors/spines.*
			• *Prioritization of Implementation Projects to be assessed via the CEF.*
			• *Road network capacity creation to be planned to align with project programming of catalytic- and funded housing projects.*
			• *Specific Sectoral Actions Identified:*
			  ○ *Completion and integration (GIS) of Roads Master Plan, (road linkages, combined historic master plans and proclamations)*
			  ○ *Integration of disaster risk management in road identification and prioritization, specifically Thembalethu area: Identification of short – medium- and long-term options of alternative access*

	A2: PG b: Enhance **public transport and walkability (NMT)**	Public Transport is a method of extending access to services to the poorer communities where socio-economic infrastructure is often lacking. Linking poorer communities to areas of job-opportunities is a practical method of inducing transformation and social upliftment. Public transport also facilitates lower carbon emissions (climate change mitigation) by encouraging less frequent use of private vehicles. Facilitation of walkability requires that specific attention is provided in project planning to walkable connectivity (NMT) and the infrastructure requirements required to enable this	
		Specific Policy Guidelines and alignment principles: (How?) i. Retain a compact urban form (*Urban Edge*, nodes and precincts, densification zones, Commercial Corridor/Activity Spine, Mobility Route) to support public transport functionality and walkability. ii. Intensification to support public transport corridors.	

		ii. NMT/walkability/cycle ways to be illustrated in all developments. Access to socio-economic opportunities and public transport routes to be facilitated. v.	*Thembalethu area, Pacaltsdorp Functional area, Kraaibosch-north area and sections of Blanco to aid disaster risk management* ○ *NMT identified in the CITP to be spatially rendered to be included in the Municipal GIS and CEF process* ○ *Review of Category B, C and D Nodes areas/precincts to ensure local access network planning which will support the functioning and the intensified use of such nodes/precincts* ○ *Parking Study* ○ *PT1 and 2 as referred to in GIZSB to be confirmed and lower parking ratios to be applied without requirement for technical studies relating to the lowering of ratios.* ○ *Walkability and pedestrian routes, specifically in the city area, Wilderness and related to Coastal Access points to be evaluated in the CITP/Roads Master Planning. Priority projects to be identified. Integration and safety to be addressed.*
	A2: PG c: Access planning to be done to promote **social integration and aid disaster risk management.**	Road linkages not only support public transportation planning and development of economic precincts and nodes, but also enables socio-economic integration, and thus fosters transformation. Disaster risk must be mitigated - access planning forms an integral part of disaster risk management and future/ proposed roads do not contribute to addressing existing risks. Planned links in accordance with the Roads Master Planning, must be prioritised with due regard to the risk alleviation and socio-economic benefit associated with the construction of the service. **Specific Policy Guidelines and alignment principles:** i. All development proposals to be evaluated in terms of overall roads master planning and intended road linkages in order to facilitate spatial integration. ii. Additional access options that also address disaster risk management to be prioritized. Disaster risk management measures (such as access roads to be included in infrastructure requirements to be completed prior to project finalization and clearance to hand over erven for transfer, or as noted in Service Level Agreements. ii. Identification and Implementation of alternative access Thembalethu area, Pacaltsdorp Functional area, Kraaibosch-north area, and sections of Blanco. v. Prioritization of access for disaster risk management to be done. v. Linkages proposed (Access linkages*): a. Rand Road link to Rosedale Road b. Rosedale Road link to Nelson Mandela Boulevard c. Mission/North Street link to Nelson Mandela Boulevard d. Glenwood Road Extension and Kraaibosch Master Plan Link e. Fiskaal Street link to Blue Mountain Boulevard f. Ntaka Street link to park Road/N2Other priority linkages included in the updated CITP (2023) * Subject to additional linkages identified in the CITP	

	A2: PG d: Promote appropriate **classification of roads, access management and parking** requirements that relate to a roadside development environment that supports the urban concept	In some instances, the historically adopted road classification access requirements prohibit the implementation of spatial concepts aimed at promoting densification, nodal development, economic precincts, and informality. **Specific Policy Guidelines and alignment principles:** i. All access spacing (AMP) requirements within the urban edge to be regarded as urban areas, subject to due process. ii. Access design and spacing within precincts and nodes to be evaluated on merit (workability/activity support) at Site Development Plan stage. iii. Should properties within intensification zones (densification/ nodes and precincts) not be developable due to access requirements, alternative network planning must be investigated. I.e., access relating to applications within precincts and nodes to be evaluated in the context of the whole precinct/node. iv. Where available secondary access networks do not support nodes/precincts, conceptual linkages are proposed (to be refined), including: o Pacaltsdorp Precinct o York Street South Node o Thembalethu Northern Node (Road Links) v. Implementation of the PT1 and PT2 ratios, as standard to be modelled and aligned with the 2020 Access Management Guidelines. vi. Shared parking solutions (locality/ possibilities), as component to the public transport system to be investigated.	
	A2: PG e: **Public Transport Hubs** to be located, designed, and implemented.	The Go-George service is a network of routes, transfer locations and bus stops. The local transportation hub is in the CBD. Additional hubs, long distance, and specialized transport interchanges (road and potential rail) to be added to the network. **Specific Policy Guidelines and alignment principles: (How?)** i. Public Transport facilities, including transfer locations (with public amenities) to be included in, and to be done in line with, design of all economic (mixed use, category A&B) nodes and precincts. ii. Priority hubs and main transfer facilities (all stops with additional infrastructure such as ticketing offices, ablutions, hawker areas, etc.) to	*A2: PG e: Implementation steps and actions:* • *Alignment of Transport- and Roads Master Plans (GIPTN, CITP) with the MSDF Spatial Concept.* • *Prioritization of Implementation Projects to be assessed via the CEF.* • *Public Transport extension to be planned to align with project programming of catalytic- and funded housing projects.*

		be located in nodal areas or activity streets *(Note Spatial Elements (Table 13): Nodes and Precincts, Activity Corridors, Mixed Use Investment Sites).* iii. Rail network (existing lines and proposed station positions) to be considered as future opportunity elements in all development designs.	• *Specific Sectoral Actions Identified:* ○ *Tourism: rail connecting CBD and Wilderness and to Knysna investigated (Rail line & Stations).* ○ *Main termini (taxi, Go-George, long distance bus) in the CBD to be upgraded to facilitate accessibility and economic opportunities (Public Transport facilities) and to link to CBD Regeneration project.* ○ *Long distance bus facilities required in Wilderness, placed to be sensitive to the sense of place.* ○ *Regional functionality to be considered in placement of long-distance services. (Nodes)*
4.5.1.3 **A3: Support electricity area planning and energy solutions**	**A3: PG a**: Promote **alternative energy** generation.	Load shedding affects most households and affects economic activity and growth in the economic sector with devastating impacts on employment. Reduction in the use of conventional, coal-based energy is also imperative to climate change mitigation and -adaptation. Energy generation through photo voltaic technologies is currently the most advanced technology on local level and suitable to be applied on large scale. Solar plants were identified to be the most efficient and feasible for the George Municipal Area. Ideally renewable energy interventions must be connected to the Municipal Network. Energy interventions to reduce coal generated energy, apply to all sectors utilizing energy even domestic users. *Spatial strategies and policies should be supported by non-spatial Implementation steps and actions to facilitate energy solutions individual erf/development/use basis. Alternative energy generation to be encouraged, at SDP/Building plan stage, on all large footprint uses, including agri-processing, industrial, flats, airport, shopping centres, schools, etc.*	
		Specific Policy Guidelines and alignment principles: (How?) i. Maintain a compact urban form to support electricity network planning *(Note Spatial Elements (Table 13): Urban Edge, Nodes and Precincts, Activity Corridors, Mixed Use Investment Sites, Industrial areas, Densification).* ii. Sites for alternative energy provision should not impede urban growth direction or continuous urban systems (such as access linkage/natural/NMT).	*A3: PG a: Implementation steps and actions:* • *Provisional sites being investigated for solar farms, to be confirmed on finalization of technical studies and noted on the composite spatial plan.* • *Zoning Scheme Bylaw and/or Building Control Bylaw to be updated to facilitate alternative energy projects / generation*

4.5.1.4 **A4: Facilitate internet connectivity**	**A4: PG a**: Promote **internet connectivity**.	Interconnectivity to all areas should be viewed as a basic right given the socio-economic advantage that the 'connected' has over the 'non-connected'. Access to broadband equates directly to access to opportunity and holds cost saving benefits. Improving access to broadband should be prioritised for the most populous areas and socio-economic nodes. Improvement of rural connectivity is also important.	
		Specific Policy Guidelines and alignment principles: (How?) i. A compact urban form supports broadband network planning *(Note Spatial Elements (Table 13): Urban Edge, Nodes and Precincts, Activity Corridors, Mixed Use Investment Sites, Industrial areas, Densification).*	*A4: PG a: Implementation steps and actions:* *Areas not serviced to be identified, in the urban and rural area and linked to the GRDM initiative. Specific attention to areas with highest population density/ low-income areas. Including the Thembalethu-, Blanco-, Ballotsview- and Pacaltsdorp areas.*
4.5.1.5 **A5: Allocate suitable, clustered utility areas (Cemeteries, Refuse- and emergency services, energy generation)**	**A5: PG a**: **Locate utility precincts**/uses in areas where access is available, extension is possible and where urban growth and integration is not impeded.	The clustering of facilities enables joint management of elements such as security, offices, general site maintenance, etc. possible. Combined contribution to the circular economy is facilitated through proximity of utility facilities (for instance alternative energy close to waste recycling or pump stations). Clustering also reduces the cost of infrastructure, land, and operating expenses.	
		Specific Policy Guidelines and alignment principles: (How?) i. Utility areas, being support infrastructure to engineering functions, should not hinder future growth direction, nor obstruct integration of remote settlements to effect transformation. ii. Municipal wide, combined utility areas noted (Utility precincts) - effective, combined space management to be planned. Three main sites are noted: o Gwayang o Pacaltsdorp o Uniondale (utility precincts) iii. Areas for circular economy uses to be located near refuse areas. Satellite stations required in Thembalethu and Wilderness – to be located after technical investigation. iv. Re-purposing and/or relocation of large utility areas in the urban fabric (central areas) such as the Go-George Bus depot and Provincial "road camp" is supported.	*A5: Implementation steps and actions:* • *Sectoral Master Planning: Technical studies to confirm the location and extent of combined utility precincts (Engineering, Transport and Waste Management)* • *The Waste Master Plan to identify future circular economy projects in localities that are not environmentally sensitive and can be linked to the economic potential in nodes.* • *Relocation of bus depots to be investigated (study underway), with the potential of land parcels within the spatial context (such as the RZ) in mind.*

		v. Cemeteries to be located where access can be provided, off main roads, but not along highways/scenic routes, outside the urban development boundaries. boundaries and subject to other use specific guidelines and environmental considerations. A study is underway to locate additional cemetery areas, specifically for Uniondale, George City area and Touwsranten. Potential sites to be noted in the Sectoral studies and the principles of the MSDF to be applied to site identification and development principles)	• *Cemetery positions to be confirmed (study underway). See principles guiding placement.*
4.5.1.6 A6: Green Infrastructure and Stormwater Management		Green infrastructure refers to an integrated open space system (Green core*), including conventional parks, environmental protection areas, but also practices such as infiltration, evaporation. Green Infrastructure enhances liveability and prosperity of settlements by reducing adverse environmental impacts and increasing resilience. In doing so, it protects existing built infrastructure from impacts of climate change and advances human and environmental health. The functionality of the green core area of George is directly linked to the management of stormwater. *Spatial strategies and policies should be supported by non-spatial Implementation steps and actions to develop guidelines for the management of stormwater on site to be read within the Stormwater Master Plan. Rainwater/Stormwater harvesting, preserving, and restoring natural landscapes (forests, floodplains, rivers, wetlands, canals, including their banks), and site-specific interventions such as bioretention, trees, green roofs, road verges, permeable sidewalks and cisterns to be investigated.*	
	A6: PG a: On-site **stormwater management** for all development and open space (green core) allocation to support stormwater management.	**Specific Policy Guidelines and alignment principles: (How?)** i. SUDS principles to be applied, where economically and practically feasible. ii. Areas from active use and/or land release will be identified. iii. On site attenuation to be illustrated on all development plans, and/or calculated impact on available stormwater systems to be shown. iv. No stormwater to be discharged directly into open space systems or natural areas without mitigation to show protection of ecological infrastructure and adjacent land use.	*A6: Implementation steps and actions:* • *Storm Water Master Plans to be updated and extended (current project)* • *George City Area: Open Space Study: An inventory of all properties, within the urban areas, zoned for open space and undetermined purposes have been compiled. Simultaneously the update of storm-water master plans in urban areas are underway. The open space system will relate to the accommodation of the storm-water infrastructure within a sustainable drainage system which protects the ecological functioning of the green core, where economically and practically feasible.* • *Institutional capacity to be created to evaluate individual applications for land use in respect of on-site water attenuation and attention to environmental impact of*

			stormwater, on an overall storm-water network basis.
4.5.1.7 **A7: Social Infrastructure located to support the greater community and implementation of various social service functions**		Various social facilities have different spatial requirements. All higher order facilities must be accessible to multiple neighbourhoods, preferably within walking distance from public transport service (active) lines. Clustered public facilities and public spaces to be located with direct access to public transport. Social facilities are usually implemented after settlement takes place, but sufficient area in a centralised location for provision of future social facility must be ensured. Early Childhood Development Centres (larger to provide for combined neighbourhoods). Regional facilities should be on regional accessibility corridors (regional nodes and/or the CBD). Clustered facility areas to relate to, or include, areas/measures dedicated to safe public realm creation - safe places for community life where social and economic (formal and informal) activity is encouraged. This applies to all nodes and precincts.	
	A7: PG a: **Facilitate clustering of social** (also sport) **functions** - provision congruent with population density/numbers, as per facility requirements.	**Specific Policy Guidelines and alignment principles: (How?)** i. Spaces/precincts (precincts) to be protected/allocated and government investment guided to combined social precinct areas of higher order facilities enabling shared security and maintenance cost possibilities. ii. Joint use, public realm planning, and possible area based urban management as incentive to attract joint public and private investment to be investigated by implementing entities when social facilities are clustered. iii. Areas in new development to illustrate integrated area provision, well located and congruent to spatial context of the site. iv. Integrated design and -management of community support and -sport facilities to be promoted. v. Visually permeable fences and accommodation of pedestrian movement through precincts to be applied. Schools, soup kitchens, creches may be located in neighbourhood fabric (outside nodes) subject to individual evaluation (merit). vi. Walkability to be promoted.	*A7: PG a and b: Implementation steps and actions:* • *Prioritization (CEF) of populous areas where private investment is limited, required. The southern Thembalethu Node to be prioritized.* • *Library space at shared facilities to be investigated (re-purposing of buildings)- pressure for provision in Thembalethu south node.* • *Joint land use planning of regional and local sport activities Rooirivier Rif site required: Site Development Plan* • *NDPP Project: Clustering of facilities and public realm planning to be fostered in the Thembalethu Node* • *Under provision of school facilities to be investigated, specifically in Thembalethu.* • *CITP to align with the spatial concept of the MSDF to ensure location of transport facilities/stops in or near nodal positions.*
	A7: PG b: **Protection of areas** for provision of high order social functions, adjacent to public transport routes and/or regionally accessible nodes	Social facilities, especially high order facilities serve more than one neighbourhood or ward and therefore should be located on public transport routes to ensure adequate accessibility and to support viability of these uses. In turn these facilities along the main transport routes contributes to the viability of the public transport service. **Specific Policy Guidelines and alignment principles: (How?)**	

		i. Locality of transport hubs, -stations and routes to be coordinated with locations of high order social facility precincts to support regional accessibility (Nodes, Precincts, Transport Routes) ii. Reinforce this investment with a high standard of area based urban management as an incentive for private investment and positive social interaction and activity. iii. Fewer but better facilities are preferred if this enables the provision and maintenance of a high standard of social infrastructure and there is convenient and affordable access to these facilities.	
	A7: PG c: Lower order **community support functions** allowed at local level.	Lower order facilities usually serve one or just a few neighbourhoods, can be accommodated on a small property and have limited impact. Many of these services are run from homes and private/NGO undertakings. Municipal services include small creches, soup kitchens, limited frail care, etc.	
		Specific Policy Guidelines and alignment principles: (How?) i. Categorization of facilities in terms of land use- and zoning classification (Zoning Bylaw) and new applications evaluated based on merit. Lower order facilities (serving only a few) can be located anywhere within the George area, as per zoning scheme constricts, subject to impact evaluation and budget availability.	*A7: PG c: Implementation steps and actions* • *Zoning Scheme Review to enable lower order facilities (such as serving less than 12 children/persons) to be facilitated within the existing development fabric (Review underway)*
	A7: PG d: Better **utilization of school- and other social facility sites encouraged**, protection of allocated sites and prioritize implementation in areas where most populous (largest backlog)	Social Facility design should support the MSDF's intent to achieve the efficient use of land and support the performance of the facilities precincts itself as an urban precinct, minimizing collective- and individual security and maintenance costs. A high-quality public realm to be included in social precincts.	
		Specific Policy Guidelines and alignment principles: (How?) i. Social facility sites to be designed to be integrated, linked to NMT. ii. Shared facilities supported, including shared parking. iii. Public Realm and area (use precinct) considerations to be addressed at SDP stage. iv. Facilitation of NMT to be illustrated in development proposals. v. Social facilities in new developments to be clustered and placed using urban design principles	*A7: PG d: Implementation steps and actions:* • *Integration of Social Uses and Public realm elements to be addressed in the Thembalethu NDPP Node.* • *Requirements (IDP) per functional area to be combined and expressed in spatial terms. Areas to be identified where shortfalls are and spaces reserved, protected/sourced. Thusong, iHub,*

			other clustering and connected within the Thembalethu Node. Priorities identified in the IDP requirements to be included in a coordinated design and management/use project for the Thembalethu Nodes (North and South), Blanco strip and Pacaltsdorp Precinct. • *Social Facility Schedule to be updated regularly (with each MSDF review) and shortfall of facilities to be based on existing capacity and actual demand, rather than on number of facilities compared to formal demand by Implementing authorities.* • *School capacity data and school site audit required, based on existing density and growth absorption estimates.*

4.5.2 Theme B- Economic Growth

B. Facilitate enabling and inclusive Economic Growth.

The objective of this strategy is to spatially facilitate economic development that is inclusive and fosters economic growth. Direct public and private fixed investment to existing settlements reinforcing their economic 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.

What? – principle	*What? –*	*Why?*	
Policies	**SDF Proposals in achieving the Theme**	**Description**	
4.5.2.1 **B1: Reinforce the regional role of George**	**B1: PG a**: Regional functions/facilities on **available land** adjacent to the N9, N2 and R62	Functions to support integration of economic/facility provision to integrate peripheral neighbourhoods into the space economy to be supported, within urban areas/nodes	
		Specific Policy Guidelines and alignment principles: (How?) i. Directing investment which relate to regional functionality to available land and inter-alia supporting land use /project proposals which relate to regional functionality. ii. Office-use and predominant residential use on these sites are not promoted.	*B1: PG a: Implementation steps and actions:* • *Areas for a regional fresh produce market (GRDM) to be investigated and site identified along main access roads/ transportation corridors to support regional function and rural-urban integration.*

		iii. Economic development, based on regional accessibility, prioritized, with a view on job creation. iv. Regional public transport facilities should be included.	• *Nodal area created in Uniondale to be linked to overlay zone to promote economic development.*
	B1: PG b: **Airport Precinct** and support area to be strengthened	Plans for extension of the Airport facilities and the implementation of the airport support zone will strengthen this node and facilitate inclusion of regional economic development infrastructure/investment (orientated towards supporting the airport precinct)	
		Specific Policy Guidelines and alignment principles: (How?) i. The R102 as an appropriate agri-tourism corridor to be promoted (non-residential-, non-urban uses) outside the urban edge. ii. The area around the airport to include uses to extend and integrate the airport uses, but implemented within context (non-urban, rural area integration, related to agri-processing, logistics, freight, and airport support uses). iii. Only light industrial use and related support activities will be permitted and if such uses are linked to the ACSA plans to extend and support the airport and airport related activities. iv. All development to adhere to overall design guidelines and to form part of a property association to manage the nature, visual impact and coordinated use of the area. *(Note Spatial Elements (Table 13): Urban Edge, Nodes and Precincts, Agri-tourism, Airport Precinct, Gateway).*	*B1: PG b: Implementation steps and actions:* • *Public Transport routes to be extended to the airport.* • *Overall design guidelines for the Airport Precinct to be developed and extended to all development in the precinct.* • *ACSA plans to implement the extension of their current offering by implementing their airport precinct plan (hotel, extended passenger airport and related services, new freight terminal and services (cold storage and extended facilities): Details to be obtained for inclusion in updated LSDF.*
	B1: PG c: Head **offices**, government office uses and regional corporate offices to be promoted in the CBD	George city's role as regional service centre to be reinforced through attracting higher order, high quality education and health facilities, regional government administration and commercial headquarters	
		Specific Policy Guidelines and alignment principles: (How?) i. CBD business development area is indicated (Municipal GIS). ii. Redevelopment and regeneration are promoted. iii. Sites for large footprint office development to be located within the primary business precinct *(Note Spatial Elements (Table 13): Nodes and Precincts, Public Realm, Activity spine)* iv. Shared parking and precinct management to be facilitated. v. Site for establishment of a government precinct to be identified and reserved (DPW). vi. Expand footprint of municipal offices in the CBD as preferred location.	*B1: PG b: Implementation steps and actions:* • *Site for establishment of a government precinct to be identified and reserved (DTPW).* • *Municipal office footprint expansion acknowledged and planned.*

		vii. Parking reduction areas to be identified in terms of the Zoning Bylaw to be applied as standard with due regard for public transport availability, direct access to employment, affordability rating of the development and intensification intent. viii. Development charge reduction for incorporation of alternative energy interventions to be promoted. ix. Flats allowed above ground on all business sites, as per the provision of the GIZSB. x. Urban Greening measures to be included in all development proposals. xi. Site integration, specifically addressing NMT, public transport, area security enhancement and open spaces to be illustrated. xii. Areas related to the public realm and linking to public realm areas to be specifically addressed in design.	• *Parking Study to be done to support shared facilities for extension of office use in CBD.* • *PT1 and 2 designations adopted and implemented.*
	B1: PG d: **Regional** Social Uses and Socio-economic support functions promoted	George is identified within the PSDF as the regional node of the Garden Route. The GRDM One Plan identifies various support initiatives which will fulfil a regional function, which must be spatially facilitated. Regional wide social uses, identified in the social facility analysis, must be actioned	
		Specific Policy Guidelines and alignment principles: (How?) i. Existing high-order Social services Infrastructure, associated with the regional function of George, is noted in the social facility analysis and spatially located. Analysis identified the requirement for a regional sport- and recreation facility and for a regional state hospital. ii. Spatial location of high order facilities will be done in consultation with the implementing authority. iii. Small footprint, socio-economic support facilities, which serve larger areas, to be located along main transportation- and public transport routes, within nodal/precinct areas. *(Note Spatial Elements (Table 13): Urban Edge, Nodes and Precincts, Corridor).* iv. Community support and skills development centres to be centred in the main urban area to support urban-rural linkages. v. Technical processes for the industrial hub at Gwayang Regional Agri-processing and light industrial hub development) has been initiated - to relate to regional economic support facilities such as agri-processing and economic development zones.	*B1: PG d: Implementation steps and actions:* • *Coordination of Sport Use for Rooirivier Rif required (SDP)* • *Requirement for regional state hospital to be confirmed.* • *Sites to be identified for GRDM regional facilities (abattoir, film school and fresh produce market), to be evaluated and confirmed. Implementation to be programmed.* • *Haarlem Overlay zone to support economic (Agri Tourism) activities.* • *Thembalethu Southern, and Northern Node delineation to be done with relevant landowners/authorities to secure land for socio-economic nodes to enhance regional "hub and spoke"*

		vi. Thembalethu southern node to be extended to facilitate possible regional economic support uses/infrastructure (FSPU). vii. Higher order educational facilities (Colleges/training institutions) to be located along public transport corridors/routes or planned routes. viii. Haarlem as a secondary node in the DALRRD FPSU program supported as a regional investment program. ix. Uniondale to accommodate the higher order social support functions in the rural area north of the Outeniqua Mountains	*integration by strengthening urban-rural economic connectivity*
	B1: PG e: Regional **corporate office** establishment facilitated	The use of the core CBD area for the establishment of corporate offices is promoted. The regional function of George and the connectivity provided by the airport supports the establishment of satellite offices. The opportunity to construct large offices (CBD core), use shared offices or establish standalone corporate/ professional offices within the CBD area to be promoted.	
		Specific Policy Guidelines and alignment principles: (How?) i. Redevelopment of large footprint buildings within the CBD is supported. Allowance to be made for areas of small footprint office developments (individual or secured parks with shared management/parking/security: private offices) within existing city blocks in the core CBD area. ii. Office uses are supported in the CBD core area. Clustering of individual offices, with house-size footprints, preserving a degree of heritage quality, such as that which already exist along streets such as Victoria Street.	*B1: PG e: Implementation steps and actions:* • *Parking Study to be done to support shared parking and/or parking structures for extension of office use in CBD, either on a cumulative, area based or individual project basis* • *PT1 and 2 designations adopted and implemented.* • *Heritage Strategy and Precinct planning (CBD) to incorporate inclusion of guidelines for offices in designated precincts*
	B1: PG f: Regional **sport and recreation** encouraged	The regional function of George and the connectivity provided by the airport supports the accommodation of regional sport- and recreational facilities in George (in addition to the requirements set by facility calculators). Note to be taken that golf courses are deemed regional / national sport facilities, based on their value in terms of creating a discernible (acknowledged) attraction (tourism, lifestyle, investment, character).	
		Specific Policy Guidelines and alignment principles: (How?) i. Protection of natural and recreation areas in existing urban areas are important, specifically given the densification intent. *Note Spatial Elements (Table 13): Green Core)*	*B1: PG f: Implementation steps and actions:* • *Coordinated (joint precinct and management planning) part of the Rooi Rivier Rif Extended Recreation precinct and Garden Route dam precinct (or part*

		ii. Recreation facilities to be linked to identified precincts encouraged. iii. Natural sensitive areas to be protected in sport and recreational uses *(Note Spatial Elements (Table 13): Urban Edge, Nodes and Precincts, CBA ESA, Priority Natural area layer).* iv. Shared sports grounds/facilities encouraged.	*thereof) - specifically to house district sporting functionalities in a coordinated manner to attract large events/support sporting codes. Conville Swimming Pool extension area to be advised.* • *Alignment with the updated Sport and Recreation Plan (in process) required.* • *Requirement for sites to be identified for additional regional sport facility to be confirmed in the S&RMP* • *Possible tourism-recreation hub to be investigated)* • *NDPP node to be investigated for sporting facilities (fine grain)* • *Open Space Study: Open space, in combination with NMT routes to be investigated for sport and recreation purposes*
4.5.2.2 **B2: Primary Sector (Agriculture, Forestry, Fisheries, Mining, Quarrying supported**	**B2: PG a**: **Forestry** areas maintained as an economic sector, but also a part of the green heritage.	Forests are part of the Heritage of George and adds to the "Garden Route" identity of the area, whilst also providing tourism and recreation opportunities. *Spatial strategies and policies should be supported by non-spatial Implementation steps and actions. Fire risk management measures to be contained within the forestry areas, albeit not directly adjacent to the urban fringe.* *Shared disaster risk (district wide) mitigation planning - in conjunction with the GRNP and other green authorities to be addressed.*	
		Specific Policy Guidelines and alignment principles: (How?) i. Forestry areas viewed as part of the green zones (natural areas) and to be managed as such - not to encroach on environmentally sensitive areas. ii. Forestry areas for an integral part of tourism, sport and recreation. iii. Fire risk mitigation and adaptation to be addressed forestry environmental management plans. iv. Stewardship agreements to be considered. v. Commercial plantations to be protected from an economic- and heritage/tourism perspective.	*B2: PG a: Implementation steps and actions:* • *Forestry delineation to be confirmed by DFFE and aspects to be included in the Heritage Strategy, if required*

	B2: PG b: **Agriculture** areas to be protected	The WC: DoA and DALRRD have classified much of the George rural area as usable agriculture land, with some areas indicated as high potential areas. Food production and food security is a national prerogative and agriculture plays a part in the economic development cycle (land value, agri-processing, agri-tourism, supportive functions such as finance/agri-retail etc.).	
		Specific Policy Guidelines and alignment principles: (How?) i. Non-urban areas and areas not identified for environmental protection and functioning, nor for economic facilitation precincts, is defined as agriculture areas. *(Note Spatial Elements (Table 13): Retained Rural Area, ESA, CBA, Priority Natural layer) Green Gateway, Gateway).* ii. The WC Rural Development guidelines apply. iii. Subdivision of farmland into non-viable agricultural units is not supported. iv. Subdivision of areas to create small holdings outside designated areas in the LSDF's/MSF) is not supported. v. Agri-processing and suitable supplementary economic uses are noted in the Zoning Bylaw and select (consent/departure) additional used evaluated on merit. vi. Management of ecological infrastructure/ functioning and water security important in agriculture areas. vii. Alternative (green/intensive) farming to be promoted. viii. Permanent accommodation for farm workers must preferably be provided in existing urban areas (consolidation) supported by transportation subsidised by the employers to lessen vulnerability of farmworker families. ix. Temporary farmworker accommodation may be supplied for convenience, as per the WC Rural Guidelines. Rural access planning is a provincial function. x. The visual impact of farming activity on the rural/natural landscape to be determined and evaluated in the evaluation of building-/rights applications. xi. The visual/use impact of Agri processing on the general rural environment to be evaluated on a case for case basis, according to site development plans *(Note Spatial Elements (Table 13): Retained Rural Area).* xii. Biodiversity Stewardship agreements encouraged in appropriate areas (GRNP priority natural areas)	*B2: PG b: Implementation steps and actions* • *Areas of Agricultural potential to be included as a dataset in the Municipal GIS once confirmed.*

	B2: PG c: **Intensive** (alternative) farming and cooperative- and urban farming to be spatially facilitated	Agriculture to include more participants than only extensive farmers. Agriculture support areas will provide assistance (advice/management/joint marketing, etc) to small communal farmers, will allow more intensive-, multiple users, (more than one user)	
		Specific Policy Guidelines and alignment principles: (How?) i. Areas where intensive agriculture (hothouses and other small footprint-high yield farming) is delineated to facilitate agri-tourism, agri-processing, access to markets by many participants and joint support interventions. These areas do not include urban functions (retail/individual erven) but are close to urban residential areas. ii. Agriculture Intensification and support areas are proposed between the airport support node and the Gwaiing River and in the Sandkraal strip. iii. Subdivision of farmland is, in principle, not supported and alternative ownership/use models to be investigated. iv. Design- and management guidelines to be established to mitigate impact on rural ambiance and/or adjacent urban use and on natural systems. In the case of Haarlem, the whole urban area is considered an Agriculture Intensification and support focus area due to the DALRRD FSU program initiatives and the land configuration. (Agriculture zoned land in an urban boundary).	*B2: PG c: Implementation steps and actions:* • DALRRD to facilitate a farming Cooperative south of Thembalethu (See notes on DHS coordination -Policy C2.2) – Environmental Assessment and Management Plan to be submitted to DEA&DP: EIM • Haarlem Overlay zone to be done to facilitate tenure upgrading and intensive agriculture within the urban edge and to encourage mixed use and supportive services and economic activity. • Possible areas for urban farming to be identified in the Open Space Study
4.5.2.3 **B3: Secondary Sector (Manufacturing, Electricity, gas & water, Construction)**	**B3: PG a: Industrial area** extension to be prioritized	The industrial areas within George are centrally located and provide accessible employment areas. The take-up of industrial area has been significant and the availability of new areas to be facilitated	
		Specific Policy Guidelines and alignment principles: (How?) i. Localized light industrial use to be facilitated, such as small butcheries, bakeries, low impact recycling etc. These uses to be facilitated in urban areas/nodes/ precincts via the zoning scheme (consent applications in business zonings) - on merit. ii. Inclusion of hive industries in Category A and B business precincts to be allowed on merit. iii. The possibility to include appropriate industries in category A and B nodes and economic precincts to be investigated to support economic enablement. In Uniondale, additional use areas to be evaluated on merit.	*B3: PG a: Implementation steps and actions:* • *GIZSB Review to make allowance to allow 'cottage' industries and circular economy activities.* • New industrial (range of erf sizes and industry types) areas are identified for implementation. The Metro Grounds Industrial area and Gwayang Industrial areas is being packaged for release. • Uniondale and Haarlem Overlay zones to facilitate economic development

		iv. The construction industry as a sub-sector is supported by providing continual development opportunity. Supporting local contractors contributes to economic enablement, growth of local enterprises and sustainable employment for local residents.	
	B3: PG b: **Electricity generation** as an economic activity	Sustainable energy supply relates to sustainable, cost-effective economic development (all businesses), and provides economic opportunity in itself	
		Specific Policy Guidelines and alignment principles: (How?) i. Incorporate energy solutions into utility precincts and facilitate on individual erf/development/use basis. ii. Alternative energy technology should be encouraged on all commercial and industrial properties to enable business continuity and prevent undue losses incurred by interruptions in supply. iii. The possibilities of power augmentation demand further investigation and enablement Energy generation for revenue can be implemented, with consent, on Agriculture I, and other zonings. iv. The Municipality cannot procure energy from an IPP without a procurement process. The energy can therefore be sold to the Municipality after following an IPP process or the energy can be sold to another consumer via the Municipal grid with a "wheeling" agreement. v. Given the urgency of power generation, areas within the municipal grid area may be used, but preferably areas with alternative use, within the urban fabric, to be used for solar and other uses, i.e., solar on roof structures, rather than on ground level.	*B3: PG b: Implementation steps and actions:* • *Alternative energy and/or energy saving measures to be advised on all application comments.* • *Energy Master Plan to be aligned with MSDF –* • *Areas for Solar Energy generation spatially accommodated in Gwayang area (2) and Ossie Urban Street.*
4.5.2.4 **B4: Tertiary Sector to be promoted as an employment sector and enabling economic participation by all**	**B4: PG a**: Protection of shared areas of **economic activity and opportunity**	Having economic opportunity (tertiary) precincts promotes legibility of urban form, agglomeration benefit and facilitates services- and transportation planning. Densification and infill residential development places more emphasis on retention of areas for urban supportive uses and economic development.	
		Specific Policy Guidelines and alignment principles: (How?) i. Precinct areas and various category nodes are identified. The position of the precincts and nodes facilitate socio-economic integration and transformation of disparate areas. ii. Each category node relates to a defined function (See **Table 11**.) to avoid disruption to urban fabric and services networks and to	*B4: PG a: Implementation steps and actions:* • *Adequate access provision (main-public transport- and secondary (site access) to all category nodes to be facilitated in the Roads Master Plan to contribute to the viability of the nodes and to ensure*

		support an overall spatial concept (space economy) and the integration and transformation opportunities presented by mixed-use areas *(See Spatial Elements: Nodes, Activity Streets and economic precincts*).	*network protection of service roads and local access roads.* • *Parking Study and PT1 and 2 adoptions to support tertiary and wholesale & retail trade (nodal and precinct areas.*
B4.1: Wholesale and retail trade	**B4: PG b**: Protection of shared areas of **economic activity and opportunity** (2)	Retail trade provides an economic opportunity for many small and large participants. Facilitating participation by many, not only aids economic resilience but also creates a vibrant urban environment	
		Specific Policy Guidelines and alignment principles: (How?) i. Wholesale services are supported in the industrial areas. If the wholesaler also sells to the public, locating the use in Category A and B nodes and economic precincts are supported. ii. Retail is supported, at varying levels (size/area and configuration) in all Category retail nodes. iii. Note that Category D retail is supported outside delineated nodal areas and evaluated on merit. iv. Residential use on ground floor is not supported in the central area (old business development edge or evaluated on merit) of the CBD nor in any of the delineated category B and C areas. v. Small and large areas are included based on the Spatial Budget analysis - extension areas provided where uptake of retail areas shown. vi. Areas delineated based on relevant approved land use change and the intent of the LSDF's, where still practical/applicable.	*See Implementation steps and actions B4 PG a* • *Erven for potential wholesale trade to be included in the Gwayang Mixed Use Development project.*
B4.2: Catering, accommodation ar tourism	**B4: PG c**: Promotion of **tourism- and recreation** related uses	George is viewed as the gateway to the garden route due to its locality and the airport. Tourism (local and international) provides the potential for job creation, allow skilled workers and for economic enablement. Tourism-related offerings (walking, coast and beaches, restaurant, tourist villages, heritage, skydiving, golf, fishing, sailing, markets, festivals, sport tours and other) adds to the unique 'sense of place' of George	
		Specific Policy Guidelines and alignment principles: (How?) i. Catering, tourism accommodation and tourism uses are supported, as a general principle in varying formats in both the urban and rural area. Applications are evaluated on merit.	*B4: PG a: Implementation steps and actions:* • *Open Space Study to link to Tourism Sector Plans, such as the GRNP Zones* • *GIZSB Review to facilitate tourism and Recreation uses.*

		Accommodation of use is facilitated through allowances in the updated Zoning Scheme. ii. Specific tourism precincts are delineated to facilitate public access to areas of natural beauty, whilst enabling managed, tourism-related economic activity (application on merit) *(See Spatial Elements: Tourism Precincts Nodes and Precincts Scenic Routes Retained Rural area Heritage sites, Coastal access points).* iii. Zoning Scheme departures/consents allow tourism related uses (See updated GIZSB). The GRNP use areas are acknowledged. iv. The municipal nature reserves, including the botanical gardens (Van Kervel) and Fort Koppie to be actively managed. v. Tourism activities and accommodation included as consents in specific zoning categories - allowed in urban and rural areas. vi. Public use of coastal access points to be protected and promoted	• *An updated Coastal Access Audit to ensure that coastal access points remain open to the public and are not blocked off by development and/or tourism/recreation uses.* • *Municipal Nature Reserve Management Plans to be completed and implemented (in process)*
B4.3: Finance, insurance, real estate & Business services		Uncontrolled office use and services (including banks, business services) erodes residential ambiance. Revitalization, sustainability, and use of the CBD is connected to sustained office use. Remote working trend must, however, be acknowledged.	
	B4: PG d: **Office use** areas delineated	**Specific Policy Guidelines and alignment principles: (How?)** i. Limited area office use (home occupation) is allowed on residential properties as defined in the zoning scheme to support economic enablement on small scale and to facilitate the work-from-home trend in a managed manner. ii. Shared office facilities, corporate- and government offices must be located in the CBD, from where the public transport system links to most areas of the George City area. iii. Shared parking provision (residential and offices) and/or parking structures (underground and/or multi-level) to be encouraged. iv. In Uniondale office use may be located in the CBD node. v. Medical precinct areas to be investigated	*B4: PG d: Implementation steps and actions:* • *Requirement for a medical precinct (overlay) to be investigated.* • *Parking Study to be done to advise on demand for office parking and possible accommodation of shared facilities – also to establish PT1 and 2 applicability with respect to offices.*
	B4: PG e: **Real Estate and Construction** Industries supported	Migration is acknowledged as an economic driver - significant construction took place in the past five years and can be attributed to influx of new investors. Gap housing has been identified as a priority, and release of land for development of affordable housing will further support the construction (large and small enterprises) industry as well as the real estate rental and sales market.	

		Specific Policy Guidelines and alignment principles: (How?) i. Uptake of latent rights and utilization of underdeveloped and vacant land supported. ii. Identification and release of land for public and private development and enablement of residential development for all market segments to create a robust property market supported, within fiscal- and infrastructure capacity framework. (GSP, Infill areas, Densification Urban Edge, Future Growth directions, Catalytic Projects)	*B4: PG e: Implementation steps and actions:* • *Additional areas have been included in the urban edge (Kraaibosch, Thembalethu, Pacaltsdorp) and phased implementation to be aligned with Infrastructure Planning* • *Catalytic Projects identified to be packaged for implementation and possible land release.* • *Land Leasing Model to be investigated*
B4.4: General Government	**B4: PG f**: **Government office upgrading**, and extension supported	Government (various spheres) is one of the largest employers in George. As the population figures rise and service delivery needs increases, government needs to ensure adequate capacity is created to render service at the level suited to the quality fitting to the excellence the region demands. Public investment supports small, medium, and large enterprises and serves as a catalyst for further investment by the private sector.	
		Specific Policy Guidelines and alignment principles: (How?) i. Government office building to be located in the CBD area, with possible satellite functions in Category B nodes. ii. Clustering of government offices is encouraged to support legibility and accessibility network. iii. Renewal of areas via public investment is encouraged. iv. See notes on Policy B1 v. Shared parking provision (residential and offices) and/or parking structures (underground and/or multi-level) to be encouraged	*B4: PG f: Implementation steps and actions:* • *Status, extent, and program of Government Office Precinct to be established (Cognisance to be taken of Pedestrian walkway (LSDF))* • *Heritage Strategy and Pilot Precinct to be completed to establish impact, if any, on planning for the precinct* • *See notes on Policy B1*
B4.5: Community, Social and Personal Services	**B4: PG g: Community social and personal services** to be accommodated in the urban fabric	Community, social and personal services not only relate to provision of the service but also to job creation and renewal of areas via public and private investment.	
		Specific Policy Guidelines and alignment principles: (How?) i. Refer to Policy B1 above	

4.5.2.5 **B5: Urban - Rural Connectivity**	**B5: PG a**: **Urban-rural connectivity** to be improved	The rural economy is reliant on the population (market) and infrastructure (processing/transportation/offices /services) offered in urban nodes. Accommodation of workers in urban centra reduces the vulnerability of farmworkers and their families.	
		Specific Policy Guidelines and alignment principles: (How?) i. Hubs with spokes development support structures supported (such as Dlabs, DALRRD FSPU Initiatives). ii. Inclusion of initiatives by support organization initiatives in urban nodes (Thembalethu) being investigated and should be promoted the spearhead the desired outcomes. iii. Regional Market (GRDM) and smaller neighbourhood markets to be identified. iv. Extension of Go-George services planned (transportation links), internet connectivity, Agri-processing facilities, Freight routes and freight services extension at the airport supported. v. Public transport (partnerships) between urban- and rural areas. vi. Rail links to be investigated. vii. Locality, extent, and program of GRDM initiatives, DALRRD investment and interventions to be confirmed.	*B5: PG a: Implementation steps and actions:* • *Market requirement confirmation from implementing authorities/agents.* • *PRASA/Transnet to confirm plans for rail infrastructure upgrading.* • *DTPW rural road upgrades.* • *Go-George roll-out to outer areas to be confirmed.*
4.5.2.6 **B6: Economic Enablement**	**B6: PG a**: Economic enablement must be supported	Economic enablement is a cross-cutting policy applicable to all economic sectors and relate to the fact that not only must jobs be created but communities and families must be afforded the opportunity to generate their own income.	
		Specific Policy Guidelines and alignment principles: (How?) i. Support catalytic projects, space for traders, markets, hives, small industrial erven, more effective use of areas previously allocated for social and economic use which has not been taken up. ii. Areas of managed informality to be identified and guidelines for use to be drawn up. iii. Existing facilities and transport termini/transfer location to be prioritized as areas for upgrade /development. iv. All new shopping centres to incorporate an area for informal use in the design and management. v. Establish economic zones where traders operate.	*B6 & B7: PG a: Implementation steps and actions:* • *Market areas and trader areas/zones to be identified and adopted (LED)* • *The Thembalethu Node 1 and Nelson Mandela Boulevard traders' zone and transportation hubs/stations to be investigated as part of the NDP Project*

4.5.2.7 **B7: Embracing informality in the urban system**	**B7: PG a**: Support methods of managed **accommodation of informality**.	Areas of managed informality to be identified and guidelines for use to be drawn up. Existing facilities and transport termini to be prioritized as areas for upgrade/development. All new shopping centres to incorporate an area for informal use in the design and management. (Nodes and Precincts, Transportation hub)	
		Specific Policy Guidelines and alignment principles: (How?) i. Retail developments to address accommodation of informality. ii. The provision of facilities for informal traders to be addressed. Informal trading zones to be finalised. iii. All mixed-use development to illustrate accommodation of informality where applicable.	*B7: PG a: Implementation steps and actions: See B6*
4.5.2.8 **B8: Mixed Use Development to be promoted on large infill development land within the urban edge (policy application on residential, non-residential- and mixed-use developments at various scales)**	**B8: PG a**: Encouraging **integrated development** (spatial integration - shared uses/access) with mixed typologies and densities in private/public development	The **objective** of this policy is to guide generative and inclusive renewal and growth at the street scale. The focus is on identifying priority investment locations and clarifying how public and private investment should be directed so that settlements offer inclusive, accessible opportunities that support growth in human capital. Transforming public spaces into safe, lively places of community and business life that contributes to revitalization and improves attractiveness of George for investors and the whole community is at the heart of this policy.	
		Specific Policy Guidelines and alignment principles: (How?) i. Mixed residential typologies (density, unit types and -sizes, rental/ownership) and land uses, congruent to the spatial elements applicable to the property to be applied. ii. Development must be designed and implemented in a manner that promotes integration and inclusivity and provision for a managed public realm. iii. Graded density, social gradient principles will apply. Zoning (GIZSB) to make provision for mixed use on catalytic project sites. *(See Spatial Elements: Precincts, Densification areas, Nodes and Catalytic Projects (Implementation)* iv. Identified mixed use sites include Garden Route Dam mixed use area, Kraaibosch South extension area (nodal portion), Riding club area, Thembalethu Nodes, Pacaltsdorp Node, Blanco strip, Gwayang Mixed use development, York-R102 precinct, and other catalytic project areas and all large (more than 1ha (or part of 1ha opportunity)) new development areas, provided the areas support the spatial concept of George. v. Multi-level, mixed use development within nodes, and specifically within shopping centres encouraged	*B8: PG a: Implementation steps and actions:* • *Planning and Packaging of Catalytic Projects*

	B8: PG b: Support **place-making interventions** through building economic infrastructure and upgrading the public environment in priority investment locations to promote inclusivity and invite private sector response	The "Lean Urbanism" approach is a global movement that "seeks to bring common sense back into the planning and development process—because great neighbourhoods are built with many hands, often in small increments". Lean Urbanism is "about incremental development [and] identifying projects in an infill context and short-term opportunism" (Robert Steuteville, 2017). Such an approach makes sense in the economic and fiscal context of George, and it also happens to allow for more inclusive development. In George informal employment is growing. In the next 15 years, the bulk of economic growth will come from emerging economies (not the A grade economy), this economic energy should be given space in the structure of all towns and cities. For example, Proctor and Gamble's largest customer base is "high frequency" stores (i.e., small shops and street traders).	
		Specific Policy Guidelines and alignment principles: (How?) While Lean Urbanism is about process, the output of smart growth embraces the 10 Principles of Smart Growth. i. In the assessment of land use and building applications and public sector developments, pursue compact and diverse neighbourhoods, offering places to live, work, recreate all within close proximity, served by streets scaled to people so that they are comfortable to walk. ii. The scale and format of development can also determine whether this development is inclusive and resilient or exclusive and vulnerable. Many small developments/ projects rather than dependence on one or two large scale, big bang developments offer opportunities for more inclusive development, empowering emerging contractors, developers, and investors. iii. Focus interventions on the George CBD, CBD Southern node, Blanco Node, Thembalethu- and Pacaltsdorp Nodal areas CBD's, the riding club site, Gwayang mixed use area and the high streets of Uniondale and Haarlem as inclusive, mixed use growth zones. As these promises, under most circumstances, the best prospect for generating a private sector response at a scale commensurate to the public sector intervention. iv. Upgrade public spaces and streets as public spaces, and establish partnerships to maintain these spaces, to give dignity and priority to the pedestrian and public transport, to promote impromptu gathering and stimulate footfall in support of small businesses at the street scale. v. Optimise existing infrastructure in well located nodes through incentives, partnership projects and land use controls that enable viable investment in new residential and commercial development. These instruments should ensure that these	*B8 PG b: Implementation steps and actions:* • CBD Regeneration Project • Haarlem and Uniondale Overlay Zones • Catalytic Project Planning and packaging • Open Space Study

		investments prioritise inclusive housing and commercial opportunities at the street level in well located areas. vi. The identification of problem areas and urban management solutions should be done in close consultation with the local formal and informal business community. vii. Go beyond incentives to lure big investments and give special attention to attracting many small-scale investments and Small, Medium, and Micro-sized Enterprises (SMMEs). viii. Economic inclusivity should be as much of a concern in planning and design as inclusionary housing; for example, interventions should seek to generate structured small sidewalk spaces (formal and informal) that allow the local service economy to thrive. ix. Reduce the regulatory burden to unleash the capacity of many small investors and developers to contribute to the transformation of George in targeted restructuring zones. Enabling the concentration of "resources on the task of enabling small-scale, community-centred development and revitalization" (Steuteville, 2017).	

4.5.3 Theme C: Growth Management

C: Manage the Growth of Urban Settlements, and accommodation of rural living, to ensure the optimum and efficient use of resources.

Human Settlement refers to all activities related to the transformation of the environment to accommodate socio-economic- and housing development. This policy aims to coordinate and guide development planning to create a compact, efficient urban form, whilst allowing opportunity for all (economic, housing, social) and protecting the rural area (natural, tourism, agriculture, rural economy). The spatial proposals contained in Policy C relates to categories of land use to be acknowledged and managed within the "human settlement" ambit and should be read within the context created by other policies/themes. Smart Growth Principles to apply. Controlled development patterns facilitate better resource use, protection of sensitive environments, integration, opportunity for all (including transformation), fiscal sustainability and resilience, economic potential, and legibility (use and investment). It guides the implementation of IDP priorities, by using measures to advance SLUMA principles. Managed growth also prevents further loss of natural- and agricultural assets.

What? – principle	*What?*	*Why?*	
Policies	**SDF Proposals in achieving the Theme**	**Description**	

4.5.3.1 **C1: Hierarchy of Settlements maintained**	Table 3 has reference.	The classification of settlements not only directs specific types of development and associated investment, but also allows for the preservation of settlement areas with unique character, assets, and heritage.	
		Specific Policy Guidelines and alignment principles: (How?) i. A small-town revitalization strategy to be implemented in respect of Uniondale. ii. Haarlem supported as a focus/hub for small farming/agriculture initiatives, to be linked to markets in larger centra.	*C1: Implementation steps and actions:* • *Uniondale and Haarlem Overlay Zones and Strategies*
4.5.3.2 **C2: Compact Growth absorption**		Compact growth absorption is a spatial imperative which supports fiscal sustainability, effective infrastructure- and efficient service provision, consolidation of resources and opportunity, legibility, equal access, inclusivity, walkability and other.	
C2.1: Contain urban sprawl: Maintain Outer limit of Urban Development boundary (urban edge)	**C2.1: PG a**: Urban sprawl relates mostly to residential - and associated urban (socio-economic) uses and the management of **urban sprawl** must firstly aim to prevent development beyond the outer limits of urban expansion through giving strategic direction.	Compact urban growth absorption to be encouraged. As it relates to long-term fiscal sustainability of municipal service provision. A compact urban footprint encourages the use of a public transport system and the provision of alternative residential typologies. The rural and natural environment is protected by defining the urban edge. The provision socio-economic facilities and services is generally more viable in a denser and more compact urban footprint. Compact cities further offer a richer street life and vitality compared to those of sprawl and segregation. Integration of communities is more easily accomplished in a compact urban form than cities characterised by urban sprawl.	
		Specific Policy Guidelines and alignment principles: (How?) i. The urban edge as the development boundary will be maintained, where identified for settlements in the Greater George Area and the George city area. Infill and densification are supported. ii. In principle, no extension of the urban edge of lower order settlements will be supported. Site specific circumstances may be motivated. Nonetheless, the principles contained in respect of the spatial concept and structuring elements will apply. iii. The urban edge will not be extended where confirmed natural areas are eroded. iv. To avoid land speculation, development proposals in the long term- growth direction will be considered on application, based on demonstration of low impact of municipal fiscal sustainability, accommodation of mixed typologies, integration with adjacent areas, continuous urban fabric and technical evaluation.	*C2 PG a: Implementation steps and actions:* • *Five-year review of the urban edge.* • *Record of deviations to be kept.* • *Review of historical Council decisions on subdivision sizes of erven within established neighbourhoods (Part of LSDF Reviews)*

		v. No residential and other estates which interfere with future urban growth and integration with the adjacent (current and future) urban fabric will be supported. vi. Gated complexes within estate precincts and/or single gated complexes/estates should not exceed 5ha of developable area, motivation required for deviation in terms of the GIZS By-law scheme. vii. No GSP will be considered outside the urban development boundary. viii. The urban edge should only be adjusted, if required, by the George Municipality in the next 5-year review of the MSDF based on: i. The George Municipality's urban growth management strategies ii. The Municipality's fiscal sustainability and Long-Term Financial Plan iii. The Municipality's capital infrastructure programme iv. Development trends and the associated rate of consumption of vacant and under-utilised land within the urban edge v. The performance and forecasted performance of the national and regional economy and its impact on the local economy. ix. Growth (beyond the existing urban edges) of Hoekwil-Touwsranten and Kleinkrantz-Wilderness is not supported at this stage and future (long term) growth will only be considered if growth direction and design fosters integration of communities and based on due technical process. x. Given the lead time required to implement development and the intention to retain the urban edge, applications for development in the future growth direction must be motivated in terms of the George Urban Growth Proposal Assessment Framework (See Annexure 2) xi. A study to be conducted relating to historic council resolutions on minimum subdivision sizes in existing residential neighbourhoods to be undertaken (implementation action). Resolutions will remain enforced until repealed by Council.	

C2.2: Direct the long-term growth of the George city area, contiguous to the existing urban footprint in a manner that reinforces existing accessibility and infrastructure networks and minimises impact on natural landscapes and agricultural resources.	**C2.2: PG a**: Guided **long term growth direction**. Proposals for lateral urban growth of the George city area or new remote / isolated settlements of an urban or suburban nature must be reviewed in terms of a framework that minimises capital and operating risks associated with unsustainable development	The long-term growth direction must be facilitated by ensuring that long term connectivity and infrastructure extension is possible. Uses which will obstruct urban growth and fine grain integration of use (street scale continuity, also see policy B8), should not be permitted in the growth path.	
		Specific Policy Guidelines and alignment principles: (How?) i. When available land(and infill opportunities) inside the urban edge has been developed, the George area's medium - long term spatial growth direction, beyond the current urban edge is in two categories: a) The MSDF earmarks the Gwayang area (between the airport precinct and the Pacaltsdorp Industrial area), the Pacaltsdorp infill area (between Beach Road and the future southern bypass link) and the Sandkraal (south Thembalethu/Pacaltsdorp) area as a future long term special economic development opportunity zones (non-residential/urban) albeit outside the urban edge. Areas have been identified as presenting an opportunity to create economic enablement and may include limited social (education/training) opportunities, in close proximity and/or accessible to the current urban fabric. The intention of this long-term investment area is not to redirect any potential investment away from the existing urban areas in George. Rather, to attract developments that, due to scale and uniqueness will not "fit" into any other area of George. Such development must positively impact on the space economy of George and must illustrate a positive effect on the poorest areas of George (linkage/types of activity to show integrated enablement) – bringing improved infrastructure and employment to the area. It is important that the area is developed in an integrated and coherent manner if the full potential of the envisaged opportunity is to be realised. (Also refer to other sections on facilitation of economic growth). The economic enablement areas outside the urban edge are not intended for residential/retail development. Ad hoc proposals for these areas should be resisted and context integration must be illustrated. ii. Future growth direction to the west of the city area to be investigated with due consideration of urban growth pressures and relative agriculture potential (implementation action). iii. Any development that proposes to extend the urban footprint of the George city or create a new urban or suburban footprint in the	*C2.2: PG a: Implementation steps and actions:* • *An area (approximately 34ha-gross) near the Nelson Mandela Boulevard circle (eastern end of Jonga Street) to be investigated for HS (de-canting of structures to allow upgrades within the formal urban areas) and Nodal development (at least 4ha). The urban edge has been adjusted to accommodate such possible area, as a medium-term intervention, but slight changes to the alignment, based on technical feasibility investigations by both the WC: DHS and DALRRD, to be supported.* • *Priority agricultural area delineation to allow for continuous long term growth areas to the west of the George City area, in a phased manner.*

		municipal area must be assessed in terms of the Urban Growth Proposals Assessment Framework presented in Annexure 2. This Framework seeks to ensure that such an assessment process adequately engages with the viability, performance, and sustainability concerns from the perspective of the overall public good. iv. Infrastructure modelling (Water, Sanitation, Stormwater and Roads (CITP) master plans) to be used in the assessment - assessment should not be done on a site-specific level only. v. Where economic activity is within a reasonable commuting distance from the urban centres of George and within the means of the public transport system to service, it is preferred that settlement takes place within the urban centres to achieve economies of scale and efficiencies. This is also important to ensure that workers have choice of work opportunities based on where they reside and they are not trapped by virtue of where they reside and the transport options available as to what work opportunities are available, given that sources of employment can change. vi. Proposals for lateral urban growth of the George city area or new development of an urban or suburban nature must be reviewed in terms of a framework (Annexures 1& 2) that assures the Municipality of no short- or long-term impact on its sustainability, from a capital and operating perspective.	
C2.3: Further the restructuring of the settlement pattern through densification in the urban areas of the George city area	**C2.3: PG a**: Development and Re-development of land / buildings within the urban edge, in context appropriate localities, to **accommodate higher density residential use** is supported - graded development densities will apply	Densification reduces land consumption, facilitates delivery of services (engineering and socio-economic) to households in a more cost-effective manner and supports affordability and tenure. It establishes the thresholds for viable public transport systems and business.	
		Specific Policy Guidelines and alignment principles: (How?) i. Densification is supported in all nodal precincts and in density zones along main transportation corridors. The position, nature, composition, scale, design of higher density residential development will relate to the context of the development site. A graded density approach will be followed in residential areas. Higher density to be considered in all areas of the CBD and nodes and precincts. Densification facilitated in the mixed-use infill sites and catalytic project sites by requiring a density mix to be illustrated in development proposals/applications.	*C2.3 PG a: Implementation steps and actions:* • *Alignment of Engineering and Transport Master Planning with anticipated densities in city area* • *Parking Study (Individual site/ areas)* • *PT1 and 2 as referred to in GIZSB to be confirmed and lower parking ratios to be applied without requirement for*

		ii. iii. iv. v. vi. vii. viii. ix. x.	The repair and renewal of existing infrastructure in well located areas to support the enhanced capacity to accommodate densification. Backyard dwellings provide accommodation in areas within the urban fabric. Although back yarding is a form of rental accommodation, the use should be formalized/regulated to create safe, liveable neighbourhoods, and provided for the possibility of assisted upgrading of tenure should be investigated. Second dwellings should be planned for in the layouts and infrastructure specifications for all new housing developments, where possible and context appropriate. By-laws and any other regulatory constraints should be reviewed to reduce the barriers and costs to developing suitable second dwellings. Units supported above ground floor on all business sites/precincts. Second dwelling- and additional dwelling allowance in the Zoning Scheme Bylaw (read with the WC Rural Development Guidelines) aids densification that supports the provision of rental accommodation. All properties within the restructuring zone falls within the densification area. Graded densification supported in all A, B and C nodes/precincts and densification corridors (General Principle 0-150m at 80u/ha (or motivated higher), 150-400m = 60 u/ha, 400-500m = 45u/ha). National and provincial government have set municipalities the target of increasing the density of urban areas to an average gross based density of 25 dwelling units / hectare. Densification (existing and proposed) should consider the availability of urban supportive uses and the provision of active open spaces. National and provincial government have set municipalities the target of increasing the density of urban areas to an average gross based density of 25 dwelling units / hectare. Densification should consider the availability of urban supportive uses and the provision of active open spaces. Available data suggests that the number of households residing in informal backyard shelters is almost equal to the number of those living in informal settlements. Informal densification is acknowledged and should be considered in the provision of urban supportive facilities. *(See Spatial Elements: Nodes and Precincts Densification areas,*	*technical studies relating to the lowering of ratios, in densification zones and nodes.* • *Walkability, pedestrian route and NMT, and Green Infrastructure, specifically in the CBD, to be addressed in the CIPTN, Open Space Study and Review of the LSDF's* • *GIZSB Review to facilitate structured densification.*

		CBD, Restructuring Zone and Catalytic project sites (Implementation Table). xi. Apply George Zoning Scheme By-Law so that the intensification / restructuring zone has a lower parking requirement. This is an essential ingredient in improving affordability and inclusivity of both residential and commercial development. It is also consistent and supportive of the significant investments in Go George and its long-term viability. (Implementation Action: HSP&D): Integrated Zoning Scheme Bylaw to be aligned with MSDF to allow targeted densification and/or through an overlay process).	
C2.4: Restructure settlement patterns through infill development of vacant and underutilised land in the settlements (urban areas) in the George Municipal Area	**C2.4: PG a**: Uptake of **latent rights** to be encouraged	Land use potential within the urban areas of George has not been fully exploited. The re-development and expansion of private properties in the CBD to be encouraged as it should aid urban upgrading and can be a catalyst for alternative housing/use typologies, energy solutions and ingenious services upgrading interventions.	
		Specific Policy Guidelines and alignment principles: (How?) Development of residential units above ground floor in the CBD and nodal precincts to be supported (interventions to be investigated include shared parking arrangements, reduced parking allowance (Access Management Guidelines to be considered), inclusion in joint management (area maintenance and security) arrangements.	
	C2.4: PG b: Strategic (relatively large; public/private) **vacant or under-utilised land parcels** suitable for development in the short to medium term are identified in this MSDF.	Infill development relates to more effective use of land and infrastructure and a more vibrant urban fabric. Growth absorption (social-economic and housing) prioritises the use of vacant and underutilised land parcels and as such a more coordinated and intensive land use should be facilitated by planning for these areas. Principles such as mixed- typologies, use and income should be applied. Land use intensification should be supported in terms of land use management tools such as parking reduction, access planning etc. *Spatial strategies and policies should be supported by non-spatial Implementation steps and actions. Anti-invasion unit should be capacitated to enable efficient action with regards to illegal occupation of land. Simplified and swift environmental authorization processes is needed for in-situ informal settlement upgrades*.	
		Specific Policy Guidelines and alignment principles: (How?) i. Given the densification intent and ongoing implementation thereof (restructuring projects, erf-based densification, second dwellings, backyard dwellings, etc) care must be taken that sufficient areas are retained for urban supportive uses (economic and social services, open space, transportation, NMT, pedestrian	*C2.4: PG b: Implementation steps and actions:* • *Review of supportive facility sites, demand for facilities and management of provision required.* • *Land Leasing model to be investigated.*

		routes, storm-water management- and other infrastructure, public realm) over the long term, rather than allocating all vacant land for housing purposes) ii. Residential use above ground in nodal areas, with socio-economic uses on ground floor, to be applied. iii. Areas to accommodate residential growth - relating to various typologies and densities) has been identified and include infill development. iv. The vacant land parcels within the PHSHDA (including the Restructuring Zone) to be prioritized for gap/GSP housing or should include mixed income typologies and possibly inclusionary housing units. v. The upgrading of informal settlements within the footprint of the current settlement is required in order to retain the social use pattern of the communities and to avoid re-location to more remote areas and issues relating to influx of unknown persons to vacated urban areas. vi. Alternative housing typologies to support densification in appropriate infill sites (GSP) vii. The spatial land budget presented in Annexure 3 demonstrates that there are numerous public and privately owned medium sized (1ha and larger -or identifies in land use applications and proposals) large land parcels suitable for "greenfield" urban development within the urban edge of the George City area, over and above "brownfields" land for redevelopment and/or intensification of use. The best use on the identified infill land to be facilitated, to include consideration of socio-economic and recreational needs of the resident community – specifically in dense urban fabric such as the Thembalethu and Borcherds functional areas. With the aforesaid consideration in mind, these infill development opportunities may be prioritised for release and development within the human settlement development and private sector pipelines. viii. Strategic land parcels should be prioritised for release for mixed use development that is inclusive of high density social or affordable rental housing and catalytic in nature from the perspective of regenerating the CBD for example.	• *Review of use-allocation of government land by relevant Departments*

		ix. Promote and direct new affordable residential development to well-located infill and/or vacant or under-utilised land in the PHSHDA area. x. Actively support the reservation and protection of municipal owned land as an asset to assist in achieving social integration and living opportunities closer to existing facilities, employment opportunities, services and / or amenity sites. xi. Apply a good urban design guideline to ensure that the impact of infill developments on receiving neighbourhoods is positive. xii. Support the use of underutilised land in proximity to the intersections off the N2 and along the routes linking Pacaltsdorp and Thembalethu to the existing CBD for more intensive mixed-use development. xiii. Promote social housing in the Restructuring Zone and sites identified for such purposes and gap housing within the PHSHDA, within a suitable mix of uses that also harnesses economic development opportunities that will generate employment and with the provision of urban supportive services and facilities to standard. xiv. Beyond the WCG's existing human settlement development pipeline, no new housing projects should be located on the periphery of the George city area. The proposed and existing pipeline to be reviewed in terms of this guideline. xv. Notwithstanding, an area (approximately 34ha-gross, Sandkraal area) near the Nelson Mandela Boulevard circle (eastern end of Jonga Street) to be investigated for HS (de-canting of structures to allow upgrades within the formal urban areas) and Nodal development (at least 4ha). The urban edge has been adjusted to accommodate such possible area, as a medium-term intervention, but slight changes to the alignment, based on technical feasibility investigations by both the WC: DHS and DALRRD, to be supported. xvi. Inclusion of Erven 25537 and 25538 George is supported based on the following principles: • The principles contained in the MSDF to be adhered to in respect of integration and permeability. • The project implementation should contribute to complete network elements of infrastructure master plan (such as road network linkages),	

		• Creation of continuous urban fabric and linkage to precincts enabled. • The area is considered a neighbourhood and not a nodal- or precinct (mixed use/commercial/ institutional) area. • Welgelegen Road/ Urbans Boulevard is not considered an activity corridor. • Nature of development subject to policy guidelines (See Par. 3.2.4 and Policies B8 PGa, C2. PGa, D1, D2 and other). xvii. Put in place an inter-governmental portfolio of land, a preparation programme and a land release strategy and contract this inter-governmentally, starting with land identified in the George Restructuring Strategy,–congruent with a considered Human Settlements Plan.	
C2.5: Continuity of Urban Fabric, integration, and walkability to be included in development design and Implementation steps and actions	**C2.5: PG a**: **Permeability** of all urban areas to ensure integration, connectivity to socio-economic infrastructure (current and future) and to public transport must be an informant to all development design in the city area	The need to provide security in residential areas should not obstruct the permeability of urban fabric. Fine grain (building/street scape level) security planning must incorporate design of safe pedestrian (and NMT) and vehicular movement. Security planning for gated estates sometimes render the areas around such estates unsafe for the community at large.	
		Specific Policy Guidelines and alignment principles: (How?) i. Resist gated developments / estates in locations and at a scale that will compromise the walkability of the area and specifically safe, comfortable pedestrian and non-motorised transport access to public transport routes and the non-motorised transport network. Linkages that provide integration must be prioritized. ii. Gated development to be sensitive to public road frontage and adjacent public places, including public open spaces, enabling access to open space networks. iii. Promote alternative forms of enhanced safety that provide broader public benefit (e.g., security patrols and CCTV cameras).	*C2.5: PGa: Implementation steps and actions:* • *Open Space Study* • *NMT and Pedestrian movement planned (CITP)*

	C2.5: PG b. **Promote walkability** within the intensification zone (densification area and priority nodes)	Walkable places are inherently more inclusive if the scale and format of development is carefully managed. A large percentage of the population in the George city area does not have a car (GIPTN). Walkable cities are those where the car is an optional instrument of freedom rather than an essential (Speck, 2013). Walkable places need to start with the bones of an urban (rather than suburban) structure or retrofit existing places to accommodate more walkable street systems, land use mixes and transport services. Walkable places are inherently more inclusive if the scale and format of development is carefully managed.	
		Specific Policy Guidelines and alignment principles: (How?) i. Get the land use and density right – create a reason to walk and enable walks to be reasonably short and achieve a range of needs. ii. Make walking safe and comfortable. This is influenced by block size, sidewalk quality, a connected street network and visual interest. iii. Ensure good edges to streets. Everyone seeks "prospect" and "refuge" – visually attractive and safe – people are "drawn to spaces that have good edges" (Speck, 2013). iv. Make sure that streets include signs of humanity (active ground floors, cluster social facilities, activity streets). v. Develop an integrated and connected street network, improving pedestrian connections allowing direct connections between places wherever possible. vi. Promote walkable block sizes of no more than 80-100m. vii. Incentivise and encourage active ground floor use within mixed use zones. viii. Promote fine grained development, enabling and incentivising many small developers over large scale, single use developments. ix. Rationalise streets over time to promote "skinny streets", narrow streets through infill, wider sidewalks and landscaping or increase height of buildings so that streets have a width to height ratio of less than 6:1. A 2 lane street can take 10 000 cars/day. x. Apply George Zoning Scheme By-Law so that the intensification / restructuring zone has a lower parking requirement. This is an essential ingredient in improving affordability and inclusivity of both residential and commercial development. It is also consistent and supportive of the significant investments in Go George and its long-term viability.	*C2.5: PG b: Implementation steps and actions:* • *Open Space Study* • *NMT and Pedestrian movement planned (CITP) and alignment with Pavement upgrade planning (past and future projects)* • *Parking Study*

		xi. Landscape priority corridors with wide road reserves where infill is not proposed to enhance these spaces as public spaces, NMT corridors and green lungs that absorb air pollution from traffic and mitigate the heat island effect.	
C2.6: Focussed Space Economy and Support Services Network	**C2.6: PG a**: Support Hierarchy of Nodes/Precincts and activity streets	The clustering of non-residential uses contributes to a legible urban form, protects the ambiance of neighbourhoods and the rural area, aids engineering services and transport planning and supports economic agglomerations.	
		Specific Policy Guidelines and alignment principles: (How?) i. The space economy to be directed to not only main nodes and precincts and industrial areas, but also to defined linear activity streets (See Par 4.3.2) ii. Economic and higher social order facilities to be accommodated in the hierarchy of Nodes, Precincts, and Mixed-Use investment properties. Clustering of Urban functions encouraged.	*C2.6: PG a: Implementation steps and actions:* • *Infrastructure and Transportation (Road Network) Integration* • *Parking Study*
	C2.6: PG b: Clustering of Urban functions (Social)	The clustering of urban functions facilities shared services and management. It reduces the traveling costs for social services users. The clustering social services creates community focal points and focuses public realm development. Accessibility to social support services is important and clustering of services contributes the efficiency of the public transport system.	
		Specific Policy Guidelines and alignment principles: (How?) i. Refer to C2.6: PG a above for policy guidelines. ii. Defined social support services (frail care, special needs education, creches, soup kitchens, children's homes, etc, as defined in the GIZSB) may be accommodated in the residential urban fabric, subject to due process.	*C2.6: PG b: Implementation steps and actions:* • *See Implementation steps and actions C2.6 PGa.* • *Social Facility Schedule to be updated regularly (with each MSDF review) and shortfall of facilities to be based on existing capacity and actual demand, rather than on number of facilities compared to formal demand by Implementing authorities.*
4.5.3.3 C3: Protected Public Realm	**C3: PG a**: Ensure protection of a **functional public realm**	Creating quality, functional and active (used) public spaces foster social integration and contributes to the 'sense of place" of certain areas. Public squares, markets, activity streets, active sidewalks and mixed used nodes must be designed to build a good quality public realm. Spaces should not be undefined open spaces but linked to investment, active use, and management structures.	
		Specific Policy Guidelines and alignment principles: (How?) i. Creating quality, functional and active (used) public spaces foster social integration and contributes to the 'sense of place" of certain areas. Public squares, markets, activity streets, active sidewalks	*C3: PG A: Implementation steps and actions:* • *Open Space Study* • *Roads Master Plan: NMT & Pedestrian route integration with public areas*

		and mixed used nodes must be designed to build a good quality public realm. Spaces should not be undefined open spaces but linked to investment, active use, and management structures.	• *Informal Trade Zone identification (including markets)*
C3.1: Areas of integration and social cohesion (Catalytic areas)		Active planning of areas of economic integration and to foster social cohesion is necessary to avoid the perpetuation of apartheid style development and the exclusion of poorer communities from the benefits of investment. Private development must be guided to assist government efforts in transformation and integration.	
	C3.1: PG a: Development to foster integration of communities and social cohesion.	**Specific Policy Guidelines and alignment principles: (How?)** i. Areas considered "public realm focus areas" (markets/plazas) to be identified as part of the CBD Regeneration drive and the Thembalethu Node design, in the Pacaltsdorp Revitalization Plan, in all nodes, where possible, to showcases areas of integrated public use. Aspects to consider include provision of public furniture, trees, landscaped areas. The Heritage Strategy to contribute to the identification of "public places". The implementation of the CBD pedestrian framework to be tracked and reviewed based on changing circumstances and new development in the CBD. *ii.* In addition to the Integrated Human Settlement approach, the active planning to enhance the shared public realm is required. The following principles apply: Main nodes (A and B) and activity zones should be positioned (proximity) to benefit more than one segment (race, income) of the community. The space economy (higher order facilities) of George creates a framework to guide investment to provide impetus for re-development and upgrading in poorer areas. The position of existing regional sport facilities relates to historic use and contractual arrangements. These facilities must be open to general public use and not (as a whole) be made exclusive. *(See Spatial Elements: Activity Streets Nodes, Precincts Economic Zones and Catalytic Projects)* *iii. The CBD Pedestrian Framework (Pedestrian) Upgrades (York Street) Doneraile Square (Iakupa 2013) apply.* *iv. The pedestrian design/planning to be planned to facilitate economic opportunity (of adjacent sites as well), specifically in Nelson Mandela Boulevard, Thembalethu.*	*C3.1: PG a: Implementation steps and actions:* • *Planning and packaging of catalytic projects* • *Road linkages and Roads Master Planning (including NMT, Public Transport and Pedestrian movement planning)* • *Alignment of Human Settlements Plan with MSDF principles and policies* • *See C3: PG A: Implementation steps and actions.* • *Integration of Sports Master Plan proposals* • *Coastal Access Review* • *The Train station to York Street pedestrian link to be re-visited to confirm implementation probability and/or redesign to utilize pedestrian links along roads (pavement plan), as part of the government precinct investigations*

C3.2: Open Space and Recreation protection	**C3.2: PG a**: Protecting open spaces and recreation areas and facilitating integration	Also see notes on Green Infrastructure and Sport and Recreation. The active planning of open spaces (active and passive) as a managed system is crucial for human- and environmental wellbeing, creating a sense of place and to function in conjunction with services infrastructure. Access to open spaces and recreation areas must be maintained	
		Specific Policy Guidelines and alignment principles: (How?) i. Parks and recreation areas have been identified. ii. Development of active playparks to be prioritized in relation to population within walking distance. iii. All areas affected by hydrological lines and associated buffers are delineated, properties zoned for open space and undetermined use (use not allocated) have been registered. Conservation (See below) and Protected areas are mapped. iv. A storm-water master plan, which incorporates SUDS principles to protect the natural areas should be concluded to advise the categorization of open space - for protection, active use, possible release and for the allocation of maintenance responsibility. v. Given the densification imperative, park areas (zoned park) should not be allocated for permanent exclusive use (open space or otherwise) in densely populated areas (current and future)	*C3.2: PG a: Implementation steps and actions:* • *Open Space Study* • *Storm Water Master Plan*
4.5.3.4 **C4: Focused Revitalization**	**C4: PG a**: Identification of, and intervention to facilitate redevelopment of areas in decline	Interventions must be planned for areas where urban decline is evident, specifically related to the public realm. Redevelopment will encourage further economic investment and support intensification strategies in nodal areas.	
		Specific Policy Guidelines and alignment principles: (How?) i. The CBD Regeneration Project to identify initiatives relating to the upgrading of areas. Joint management areas to be identified	*C4: PG a: Implementation steps and actions:* • *CBD Regeneration Plan* • *Policy on management of derelict buildings*
4.5.3.5 **C5: Managed Urban Open Space System**	**C5.1: PG a**: Provide and maintain a **high quality, functional and safe open space system** through maintaining the integrity of existing spaces and actively seek to link viable open spaces into a continuous green web that functions in tandem with the rural open space system.	Natural features and open space land within (and outside) urban areas perform an important ecological function and contributes to the sense of place of George and to public health and wellbeing. The open space protection ethic is a collective necessity that benefits everyone, especially in a dense urban environment.	
		Specific Policy Guidelines and alignment principles: (How?) i. Stormwater Master Plan to be extended in phases and a related Open Space Network Plan (GOSP) is in process of development (Implementation action). ii. Active utilization of open space within the City Area, where possible, shared management responsibility model to be included	*C5.1: PG a: Implementation steps and actions:* • *Stormwater Master Plan* • *Open Space Plan*

			in the GOSS, Safety of open spaces to be designed, including principles such as "eyes on site" and other security measures to be incorporated. Public Realm integration of open space encouraged- i.e., active open space within mixed use precincts. iii. An integrated and functional open space system to be developed, including attention to sustainable urban drainage systems and active use area (adopt a spot): iv. Build and create an interactive open space system on an equitable basis prioritising implementation in a manner that focuses on the poor and denser neighbourhoods of the George city area. v. Use the natural assets; namely, the river corridors running through the George city area to “anchor” and structure the open space system. vi. Seek opportunities to consolidate this system - linking the existing and proposed formal open spaces to it so as to expand the ecological functionality and recreational opportunities presented by a network of formal, informal and natural open spaces. vii. Areas for active and passive recreational facilities (e.g., sports fields, jogging and cycling trails, etc.), should be integrated into the open space system and designed to be appealing to all, legible and safe. viii. Seek solutions to create a safe open space system to encourage active use, such as secure walkways between recreation and sport facilities/areas. ix. Open Spaces in the George City Area should be protected, maintained, and sensitively developed to facilitate an effective storm water management regime, based on SUDS principles. x. Seek opportunities to integrate the conservation of critical biodiversity areas into the open space system that allows public interaction in terms of land uses supported by the spatial planning categories. xi. Define the edges between settlement and open spaces (open space-, some undetermined zoned properties and vacant areas within otherwise zoned public and private properties) to contain urban (building and use) expansion and mitigate the effects of storm water run-off by implementing and maintaining recreational tracks and sustainable urban drainage systems. Built edges should define and overlook the open space network to promote activity	

		and passive surveillance by: Establishing positive edges e.g., stoeps, raised terraces and landscaping. xii. Buildings must face onto, and not away from, rivers, watercourses and public open space corridors and parks. xiii. For new urban development, the layout must allow for roads (or at least public walkway or cycle tracks) between the buildings and the watercourse (including the buffer zone) to allow surveillance and disaster risk management.	
	C5.2: PG a: Protect active open spaces and particularly local play parks	The provision of areas where the community, and specifically children, can meet and play is listed as an important need in the majority of wards. Retention of safe, maintained areas is important. Considering the urban densification intent emphasis should be placed on the retention and more effective use of functional open spaces.	
		Specific Policy Guidelines and alignment principles: (How?) i. Parks, at various scales (local, community, regional) to be provided as per standard. ii. Areas to be identified in existing urban fabric, as part of the GMOSS, and new, well-placed parks (various scales, with related management and maintenance proposals) to be provided in all new developments. iii. As far as possible, associate municipal parks with community facilities and schools to secure the safety and maintenance benefits of clustering iv. Urban Greening initiatives to be included in all development v. Rooftop gardens in the CBD core to be encouraged vi. In private developments urban greening including parks and open spaces may be set as a development condition, in accordance with the GIZS By-law, as read with proposed offset policy - with clearance for occupancy only given on confirmation of implementation. vii. Park identification and classification to form the basis of funding applications to aid implementation of urban greening- most densely populated areas to be prioritized	*C5.2: PG a: Implementation steps and actions:* • *Open Space Study (GMOSS)* • *Storm Water Master Plan* • *Alignment between the Parks and Recreation Plan and the Open Space Study*

4.5.4 Theme D: Integrated Housing

D: Balanced, integrated housing options to be provided.
Maintain a compact urban form to achieve better efficiency in service delivery and resource use and to facilitate inclusion and integration. Housing solutions to form part of integrated human settlement developments and to include options relating to provision of gap housing.

4.5.4.1 D1: PG a: All Market Segments to be catered for.

Housing opportunity (public and private) in George should cater for various affordability levels (rental and ownership). Private developments cater mostly for the high end and luxury market segments. The GSP addresses the entry level market (new and re-sale). There is very few affordable (R300k-R600k) and Conventional (R600k-R900k) housing units available.

Rental housing options are provided by private rental (flats, second dwellings, rural farmworker units, backyard dwellings) and government (planned social housing sites, old age units, apartments)

Specific Policy Guidelines and alignment principles: (How?)	*D1: PG a: Implementation steps and actions:*
All Market Segments to be catered for. i. Areas for the various housing segment options to be provided. GSP, affordable and conventional housing to be accommodated within the PHSHDA. ii. Blanco area to be included in the PHSHDA. iii. High end and luxury market accommodated in infill sites in mixed typology developments (to include more market segments and typology ranges) and to be motivated in future development areas (as per the George Urban Growth Proposals Assessment Framework). iv. Areas for release of gap housing erven (public and private) include Pacaltsdorp private infill, Delville Park, Sweetpea development, Gwayang proposed housing, and other. v. Private initiative delivers rental accommodation at various affordability levels. Social housing provision, within the restructuring zone, targets priority sites (Crocodile farm, Road Camp) and the GRDM Omega Street development, as a first delivery phase, to yield an approximate 1000 social housing rental units (qualifying income in the upper and lower bands vary from R 1850 to R22 000). vi. Alternative sites for Social Housing within the Restructuring Zone to be considered. vii. Social Housing Design Guidelines to apply to social housing and high-density affordable housing sites viii. Incremental housing approach to be supported.	• *Alignment of the HSP with the MSDF* • *Motivation for inclusion of Blanco into the PHSHDA (HS)* • *Gap Housing projects to be planned and packaged.* • *Development of Social Housing Design Guidelines*

4.5.4.2 D2: PG a: A Variety of housing typologies to be facilitated

Specific Policy Guidelines and alignment principles: (How?)	*D2: PG a: Implementation steps and actions:*
i. A Variety of housing typologies to be facilitated. ii. GSP title security to enable increase of available, affordable housing stock (FLISP) to be facilitated. iii. Incentives to promote voluntary Inclusionary Housing to be investigated. iv. Affordable housing projects to be reserved for gap housing provision.	• *Alignment of the HSP with the MSDF* • *Gap Housing projects to be planned and packaged.*

	• *Transformative HS planning to be linked to existing and proposed incentives and measures to support the Policies of the MSDF* • *Continuation of the Title Upgrading Initiative*
4.5.4.3 D3: PG a: Human Settlement Integration: Implement a more articulated approach to the development of human settlement opportunities that supports the spatial development vision of the MSDF and stimulates economic development. Also refer to Policy D6.	
Specific Policy Guidelines and alignment principles: (How?) i. Human Settlement Integration: Implement a more articulated approach to the development of human settlement opportunities that supports the spatial development vision of the MSDF and stimulates economic development. ii. Quality living environments must be created to promote resilience. iii. General development planning principles reflected in all policies contained in the MSDF to be applied to Human Settlement projects, including (but not limited to), providing a variety of typologies for varying market segments, planning for integration, planning for safety and incorporation of green spaces in design and management arrangements, urban design to favour the public realm, inclusion of socio-economic land uses in all development, etc.	*D3: PG a: Implementation steps and actions:* • *Alignment of the HSP with the MSDF*
4.5.4.4 D4: PG a: Ownership and Accommodation options to be facilitated	
Specific Policy Guidelines and alignment principles: (How?) i. Ownership and Accommodation options to be facilitated - *See Typologies (Policy D2)* ii. High density options, specifically rental, to align with densification areas and nodal areas. Rental options within mixed use/mixed typology developments to be motivated and to adhere to grading and integration principles set in the MSDF.	*D4: PG a: Implementation steps and actions:* • *HS implementations focus to include rental and ownership projects (See GM: HSP)*
4.5.4.5 D5: PG a: Functional Property Markets and development lead time acknowledged. The 2016 (and previous) land availability analysis indicated various land parcels for development, public and private. Services availability slowed the rate of implementation, but development rights have been secured to enable land release on the majority of privately owned land parcels. The private property market not only creates jobs during implementation, but availability of accommodation is a pre-requisite for relocating businesses/offices to George. Competitive land markets require that more options for development be allowed, in a structured manner. The housing market study reflect the preference towards estate living, within the luxury market, which include the retirement units.	
Specific Policy Guidelines and alignment principles: (How?) i. Functional Property Markets to be promoted, guided spatially by the elements and principles (Strategies, Policies and Policy guidelines) of the MSDF.	*D5: PG a: Implementation steps and actions:*

ii. Developments in the future development direction to be considered based on the George Urban Growth Proposals Assessment Framework. iii. Fiscal viability and fine grain integration to be specifically illustrated.	• *Simultaneous land development application processes to be investigated*
4.5.4.6 D6: PG a: Integrated Human Settlement Projects – Development within Human Settlement projects to be spatially (and functionally) planned to ensure integrated communities. (Also See Policy D3)	
Specific Policy Guidelines and alignment principles: (How?) Integrated Human Settlement – development within Human Settlement projects and private development, to be spatially (and functionally) planned to ensure integrated communities. i. Provision for all facilities/services in an acceptable ratio in appropriate places, integrated with the adjacent area planning and congruent with the overall development context of George is not negotiable. The emphasis should be on creating human settlements and not just on continuing the number of residential units/erven. In view of the densification (second dwellings, higher densities, subdivision, backyard rentals, informal/formalized settlements) care must be taken to support integrated human settlement (i.e., provision of all facilities/services) to established communities and not to use all infill/vacant land for housing. Densification must be balanced with protection of areas for socio-economic opportunity to ensure liveability and sustainability. Uptake of latent rights on developed properties to be investigated by all investors. ii. Integration also supports in situ upgrading, and principles such as: the accommodation of the poor within the urban fabric and rather the more affluent on the periphery (rather than the other way around), bringing higher value options to lower value areas, no separate facilities for communities based on income-separation, mixed typologies, mixed income on functional level, graded income mix in infill. Actions include: a. Verify housing demand and segment this into affordability bands so that appropriate strategies for housing supply across a spectrum of tenure options can be developed to respond to real need, including, for the GAP market and non-qualifiers. (See the draft GSHSP) b. Prioritise housing delivery in locations with good accessibility to formalised public transport / Go George networks. (*See Priority Zones and Spatial Elements: Nodes Densification, PHSHDA, Restructuring Zones)* or extend the public transport system. c. Promote affordable / inclusionary housing in well located and well-served areas where opportunities for sustainable livelihoods and jobs are highest and where access to social facilities is affordable. (*See Spatial Elements, including Densification, Restructuring Zones, Nodes and Economic Precincts)* d. Initiate social rental housing projects, inclusive of mixed use at the street scale, on public land in the George CBD identified in the George Restructuring Strategy. The Croc Farm site, the Road Camp site and the Omega Street projects are identified as priority for implementation. e. Support the consolidation of backyard housing / second dwellings as a legitimate form of housing supply and household income and address infrastructure capacity and tenure issues associated with this process	*D6: PG a: Implementation steps and actions:* • *Social Facility Schedule, per functional area, to be updated regularly (with each MSDF review) and shortfall of facilities to be based on existing capacity and actual demand, rather than on number of facilities compared to formal demand by Implementing authorities.* • *GSHSP alignment with MSDF* • *See Implementation elements included in various policies and the Implementation Table included in Chapter 5.*

iii. Revise parking ratios, congruent with evaluation of PT 1 & 2 zones in the intensification zone to improve affordability in housing development and the quality of the streetscape. iv. Consider Inclusionary Housing as a method of integrated housing development.			

4.5.5 Theme E: Wealth of Natural Assets and Resilience

E. Manage the use of land in the Municipal area in a manner which protects natural resources, ecological functioning and -services, as well as the rural character.
The rural environment (outside the urban edge) includes the majority of the natural and agricultural (farming and forestry) areas of George. The protection of the natural environment is important from an ecological functioning- and heritage perspective and also insofar it contributes to the economy and the sense of place of George (intrinsic - and instrumental value). The natural environment is being systematically eroded and this asset must be actively protected and re-instated. The natural environment is also protected in urban areas.

What? – principle	*What? - spatially*	*Why?*	
Policies	**SDF Proposals in achieving the Theme**	**Description**	

4.5.5.1 E1: Protect Natural Resources and Systems (Ecological Infrastructure)	**E1: PG a**. Actively support the **consolidation**, extension, linkage, and protection of the Garden Route's network of formally protected and critical biodiversity areas, with associated ecological support areas.	The **Priority Natural area** includes many public and private land portions. Subdivision, roads, farming, clearing, unconsidered activity and incremental development footprint is eroding the integrity of the ecological infrastructure and system protection. Active management will mitigate the cumulative (and individual) impact of the parts on the whole. *Spatial strategies and policies should be supported by non-spatial Implementation steps and actions. Index of importance (rating and plotting of species) to be reviewed based on ground truthing and add to base information to make system integrity argument stronger. Garden Route Granite Fynbos and Garden Route Shale Fynbos and the implications for protection of the Fynbos Eco-Region (Biome) to be established (spatial delineation and conditions). The Wilderness Lakes RAMSAR (wetland and waterbody conservation) site delineation to be confirmed and area to be included in the priority natural areas, if not already included. SANBI and Cape Nature's stewardship program (Contracted Nature reserves, protected environments, conservation areas) to be extended to all properties in the priority Environmental Area (Biodiversity Agreements) - to be a condition to all land use management and building plan approvals. Degraded areas to be rehabilitated. The Open Space III Zoning is encouraged in areas with predominant CBA/ESA and steep slope is prevalent. Manage land uses within sensitive ecological areas (priority area and other) in terms of the WCBSP Handbook Categorization and related Spatial Planning Categories (updated table linked to all properties via GIS) and the WCG's Rural Land Use Development Guidelines. OSCA process applies, and unconsidered clearing not supported. Additional clearing (from 2022 aerial photos) for agriculture to be carefully considered and discouraged. Shortened mechanism to enable conversion from an Agriculture Zoning to Conservation (Open Space Zone III-) in the Zoning Scheme Bylaw, within the Priority Natural area to be investigated. Critical vegetation types to be investigated (Garden Route Granite- and Shale Fynbos) - to investigate for inclusion in CBA Stewardship* *As a principle, high biodiversity areas where rehabilitation is progressing well, should not be referred to as previously transformed (to justify development) in areas where ecological connectivity of functionality is promoted.*	
		Specific Policy Guidelines and alignment principles: (How?) i. Consolidate as far as possible areas of conservation worth (i.e., critical terrestrial and aquatic biodiversity areas, ecological support areas and protected areas). Development within the Priority Natural areas must be managed to have minimum impact (individual and collected). ii. Fragmentation of natural areas is not supported. SANParks, SANBI, DEA&DP and Cape Nature to comment on all applications for land use change. iii. Clearing of invasive species to allow reinstatement of natural vegetation to be promoted. iv. Landowners encouraged to enter into biodiversity management agreements (stewardship) and to adopt a conservation related zoning, with development footprints shown on SDP level. Conversion from "Agriculture I or II" in the priority area, to "Open	*E1: PG a: Implementation steps and actions:* • *Spatial data to advise application evaluation and circulation.* • *Biodiversity Stewardship Agreements*

		Space Zone III" to be implemented as a rectification (Zoning Bylaw), with consents to be applied for. v. Conditions relating to fencing may apply in Biodiversity Agreements to ensure continuation of the ecological system. Ensure that areas linking, or with the potential to link, critical biodiversity areas can function as continuous ecological infrastructure. vi. Specific condition: No urban development should be allowed to the north, east or west of the Garden Route dam (i.e., beyond the urban edge). *(See Spatial Elements: Proclaimed Natural Areas and buffers, CBA and ESA, Priority Natural Area, Hydrological lines and buffers, water catchments and steep slope)* *vii. Areas previously denoted as protected areas are considered, for evaluation purposes, to be sensitive (CBA, ESA not indicated on GIS). Total properties to be subject to environmental assessment and processes related to de-proclamation of protection status (such as private nature reserves), prior to allocation of other rights, if any.*	
	E1: PG b: Keep intact natural landscape corridors and continuous natural areas, to **function as ecological process areas in the rural and urban context**. Examples of corridors are river valleys extending from inland mountains to the sea, along parts of the escarpment (i.e., the step where the inland plateau drops to the coastal plain) and the coastal protection zone in **areas outside the priority environmental zone**.	Natural Landscape corridors generally form part of the Priority Natural Areas but are specifically noted as areas of intrinsic value to be protected (i.e., enable the migration of plants, animals and birds notwithstanding changing climatic conditions). Natural landscape corridors also extend to Open Space Networks in urban areas. Buffers around estuaries, rivers, wetlands and sensitive features and landscape connectivity for wildlife movement and pollination to be protected. *Spatial strategies and policies should be supported by non-spatial Implementation steps and actions. Stormwater management planning on a catchment wide scale to support the protection of river systems and corridors. Support cross-boundary land use, management, and conservation initiatives. Protected area buffer, CBA and ESA categories and associated land use management objectives to be used to guide land use decisions (private and public). "Ground truthing" on individual site scale should not undermine the intent to protect and extend the protection of the priority natural areas. Climate smart development should be encouraged.*	
		Specific Policy Guidelines and alignment principles: (How?) i. Development along these corridors, specifically outside the urban edge) must be sensitive and seek to have minimum impact. ii. Specific attention to stormwater attenuation adjacent to green corridors to be illustrated. Concentrated, stormwater outlets, without mitigation against erosion in green 'lung areas', and	*E1: PG a: Implementation steps and actions:* • *Spatial data to advise application evaluation and circulation.* • *Open Space System and related.*

		measures to prevent pollution of environmental /green corridors or areas to be illustrated. iii. Ensure that landscapes linking, or with the potential to link, critical biodiversity areas can function as ecological corridors (i.e., along the coast and along the rivers that link the coast to the mountains). Specific Condition: Further extension of the urban Edge along the Kaaimans River is not supported. *(See Spatial Elements: Priority Natural areas, Environmental Corridors (Green Links) and Hydrological features and buffers, Open Space System, Steep slope, Coastal Protection zone, CBA, ESA).* iv. Main environmental corridors: Kaaimans/Silver River-, Touw River-, Duiwe-Klein Keurbooms River-, Diep River-, Coastal Protection Zone, upper Keurbooms, Wilderness Lakes areas. All valleys/low lying areas and hydrological features for part of catchments and part of ecological network. v. Corridors extending from urban to natural areas also to be kept intact, including Gwaiing, Meul (Molen), Kat, Schaapkop, Swart and other tributaries. vi. Applications (land use management and building control) evaluated to ensure context suitability and impact (footprint, use, access, other consideration). vii. Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered	*Environmental Management Plans for open space, riparian areas and biodiversity areas.* • *Biodiversity Stewardship Agreements* • *Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered* • *Climate Change Action Plan (GRDM/DEA&DP) and schedule of interventions (GM)*
	E1: PG c: Urban growth/development and agriculture proposals/use to avoid critically endangered and endangered CBA and ESA (See all E1 proposals); however, where this is not possible, a requirement for a **biodiversity offset** will be triggered.	This proposal will only be applied in extreme cases and will not apply in the priority natural area unless the development/use is already in the urban edge. *Spatial strategies and policies should be supported by non-spatial Implementation steps and actions. Offset Guidelines to be developed.*	
		Specific Policy Guidelines and alignment principles: (How?) i. The off set of areas, which forms part of environmental corridors or main natural systems (hydrology). will not be supported. ii. Off-sets to be determined in consultation with relevant authorities. Off-sets to apply mostly in urban areas, but integrity and ecological functioning of green corridors to be retained. (*Spatial Elements: Priority Natural areas, Environmental Corridors*	*E1: PG c: Implementation steps and actions:* • *Strategy for Biodiversity and Tree offsets* • *Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered*

		(Green Links) and Hydrological features and buffers, Open Space System, Steep slope, Coastal Protection zone, CBA, ESA)	
	E1: PG d: Protection of the natural environment in **farming and forestry areas**	The biodiversity loss in agriculture and forestry areas is significant. The intent is to identify continuous (and specific) areas, in the rural environment, mostly affects by agricultural and forestry use, to be delineated and protected as part of the natural/biodiversity ecological infrastructure. Biodiversity, Heritage, and Scenic elements form part of the rural conservation agenda, both at landscape and farm level, as per the WC Rural Development Guidelines, 2017. Ecological linkages and functioning through the rural landscape are set as a spatial priority. Delineation (mapping) should inform land use (roads/structures/use). *Spatial strategies and policies should be supported by non-spatial Implementation steps and actions. Development along the coast and wetlands must be managed in terms of a set of development guidelines applicable to each risk line/delineation (See spatial elements). Relevant commenting authorities in the CLM and coastal protection zone to be identified.*	
		Specific Policy Guidelines and alignment principles: (How?) i. Spatial elements related to environmental protections and ecological network connectivity to be considered, including the CML, priority natural areas, coastal protection zone, continuous CBA and ESA (*See Spatial Elements: Priority Natural areas, Environmental Corridors (Green Links) and Hydrological features and buffers, Open Space System, Steep slope, Coastal Protection zone, CBA, ESA)* ii. Setbacks to protect the ecological value of included or adjacent ecological/environmental areas or systems to be illustrated. iii. Hydrological systems and related buffers to be identified and confirmed with environmental authorities. Estuaries, Wetlands, drainage networks and peatlands, amongst other environmental features and their ecological function to be considered. iv. Fire- and other disaster risk management) to be managed on site, with due consideration to the built environment v. Environmental management plans and/or Biodiversity Stewardship agreements to be concluded, if required by environmental authorities, on properties affected by any CBD/ESA vi. Proclaimed natural areas only to be used for forestry/agriculture if required permissions from relevant environmental authorities. SANParks supports the 40m buffer to all primary rivers in George Municipality and a 32m buffer to all other rivers/streams/hydrological features. New agriculture activity should not be supported in river banks and historic transgressions should be rectified	*E1: PG d: Implementation steps and actions:* • *Ecological and hydrological networks to be identified in consultation with environmental authorities and areas of ecological/environmental importance to be excluded from agriculture use. (DALRRD; DEA&DP)* • *Peatland areas to be identified.* • *Open Space System* • *Biodiversity Stewardship Agreements* • *Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered* • *Climate Change Action Plan (GRDM/DEA&DP) and schedule of interventions (GM)* • *Linked disaster risk management plans.*

		vii. Clearing of indigenous vegetation and clearing of alien vegetation will be subject to due process (permitting) viii. OSCAE processes apply in the proclaimed OSCAE area ix. Should Act 70 of 70 permissions be sought for farm division, in areas affected by CBA/ESA or in the priority environmental areas, the comment of environmental authorities must accompany such application. x. Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered	
4.5.5.2 **E2: Manage development along the coastline and wetlands in a sustainable and precautionary manner.**	**E2: PG a**: Coastal sensitivities must be integrated into all applicable planning decisions within the **coastal region** and primary wetland areas.	Decisions and mitigation conditions to be imposed to protect existing property, infrastructure and ecology and ensure that only responsible and sustainable development takes place in areas with a high risk of inundation, coastal erosion, and destructive storm surges.	
		Specific Policy Guidelines and alignment principles: (How?) i. No further development should take place seaward / towards estuaries of the Coastal Management Line and upgrading and/or amendment of existing use will be subject to mitigation actions. A CML is a mechanism to temper development rights based on the risks identified and propose suitable development controls. (DEA&DP: CML Guidelines) ii. New land use developments will be subject to ecological setbacks along the coast and around freshwater systems to maintain the economic and ecological functioning of marine and other aquatic ecosystems, as determined on site and in line with guidelines in the Coastal protection zone. Estuary Management Plans (draft) to be considered. iii. A Coastal Management Line (a development limit) as well as a Coastal Protection Zone (a planning and management zone) is delineated for the Greater George Area in this MSDF, based on a coastal risk assessment for 20 (high risk), 50 (medium risk) and 100 (low risk) year horizons. There should be no development of new hard protective structures along the coastline and freshwater systems, adaptation is preferred. Further coastal, estuarine residential development which is not integrated within existing settlements is not supported.	*E2: PG a: Implementation steps and actions:* • *Primary dune area to be confirmed.* • *Estuary Management Plans to be mainstreamed (included in conditions of approval of affected/adjacent properties)* • *Coastal Protection zone land use parameters to be drafted for consideration in land use planning applications.*

		iv. Infill development of coastal settlements should be carefully managed to ensure that roads and utility infrastructure is able to adequately meet the demand and performance standards in order not to compromise the host environment. Overlay zones and/or development conditions should be considered to set additional parameters for development and land use in particularly sensitive and unique environments. *(Spatial Elements: CML (including the flood risk zones, 10m height), Coastal Protection Zone, Primary dune system, estuarine buffers (mudflats))* v. Development within the CML and Coastal Protection zone to be subject to special conditions. The Coastal protection zone is declared in terms of the Environmental Conservation Act 1989 (Act 73 of 1989) as a sensitive coastal area within which activities identified in terms of Section 21(1) of that Act may not be undertaken without authorization). Land Use Management and Building Control applications to be sent to the relevant authorities for comment. No development is permitted (structures/use/access) in the primary dune system.	
	E2: PG b: Natural systems, including defences in the form of **primary dune systems, estuarine areas and sand dunes** will be safeguarded from further conversion through urban development or agricultural practices.	Natural systems provide protection from sea level rise and natural disasters. To prevent flooding (storms and sea-level rise) of vulnerable coastal properties and infrastructure and to mitigate the impacts of sea level rise and the increased frequency and intensity of storms areas of functional natural systems (dunes and estuarine areas) to be protected.	
		Specific Policy Guidelines and alignment principles: (How?) i. The Primary dune system, sand dunes and estuarine mud flats are to be indicated (spatially) and no development is allowed within this area. Development on adjacent areas/properties to include mitigation (stormwater management, erosion precaution, etc) to protect the functioning of these natural elements. *(Spatial elements: Primary dune systems and dunes estuarine mudflats CML)*	*E2: PG b: Implementation steps and actions:* • *The Primary dune system, sand dunes and estuarine mud flats are to be indicated (*spatially) (No specific delineation currently, but forms part of the CML protected area, to be confirmed)
	E2: PG c: Where feasible the **retreat of at-risk infrastructure** should be considered in high hazard zones or mitigation to be implemented.	Infrastructure is at risk in areas affected by expected sea level rise and high flood disaster risk and infrastructure in these areas should be re-located or mitigation incorporated. Also, the resilience of settlements in the instance of extreme events is compromised where critical infrastructure serving the settlements is located within flood risk areas and areas at risk of storm surges associated with extreme events and/or gradual erosion.	

		Specific Policy Guidelines and alignment principles: (How?) i. An evaluation to be done and appropriate mitigation to be implemented in risk areas. The planning and design of new infrastructure, in particular storm water systems, should consider the higher frequency of flooding associated with extreme weather conditions and erosion and mitigate to avoid possible damage.	*E2: PG c: Implementation steps and actions:* • *Consideration of environmental risk lines in prioritizing of infrastructure upgrading: Engineering Sector Plan* • *Stormwater Master Plan*
	E2: PG d: Development below the **10m (amsl) contour line (risk zones) around estuaries** subject to risk- and climate change mitigation and adaptation measures.	This contour encapsulates the most dynamic areas influenced by long term estuarine sedimentary processes. It should provide a buffer zone that can allow the estuary to retreat in the event of sea level rise due to climate change. It also allows for the inclusion of some terrestrial fringe vegetation that contributes to the system and refuge areas for many animal species during floods. The contour is aligned with Risk Management areas and the delineated CML. New development and any alterations to land use should be subject to adaptation and mitigation measures to protect invest and the environment.	
		Specific Policy Guidelines and alignment principles: (How?) i. No development /land use that disturbed the natural state of the land should be allowed below the 5m contour line. Development below the 10m line: Development guidelines related to the coastal protection zone also to be considered- mitigation to be illustrated ii. 10m contour line considered in Land Use Management- SDP- and building plan applications. The CML incorporates risk related categories, such as the wave run up, storm surge, dune mitigation, erosion, slope stability, flooding, sea level rise. iii. Mitigation to be shown and adequacy of mitigation to be proven as part of land use applications.	*E2: PG d: Implementation steps and actions:* • *Development guidelines and mitigation measures to be adopted for areas below 10m (amsl)* • *Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered.*

4.5.5.3 **E3: Protect and celebrate natural features and collective spaces**		Managed access and sustainable use of natural areas and collective spaces (See public realm) ensures that the benefits afforded by these spaces extends to all residents of, and visitors to, George. The coastline is, specifically, seen as a public amenity and public access should be secured and managed at ecological appropriate points, minimizing adverse impacts on the environment, public safety and resolving incompatible uses.	
	E3: PG a: Encourage and support reasonable, manageable public **access to nature areas** for all citizens and visitors.	**Specific Policy Guidelines and alignment principles: (How?)** i. The Garden Route National Parks Management Plan applies to the GRNP area. Access- and use management in and around Municipal Reserves to facilitate inclusive use, considering the protection of the heritage-and environmental importance of the sites. Any development along nature areas to show consideration to allow managed public access. *(Spatial Elements: Priority Natural Areas, Green Core, Coastal Protection areas)* ii. GRNP Management Plan and other protected areas management plans apply. Management plans relating to municipal nature reserves apply (in draft).	*E3: PG a: Implementation steps and actions:* • *Requirement for access and related management measures to be confirmed in line with Heritage Study and Municipal- and National nature reserves.* • *Access points to be spatially captured – to provide input to land use applications*
		The coastline, estuaries and identified natural areas is deemed as part of the natural heritage of the area and should be publicly accessible. These access points must be protected but also managed to conserve the natural and ecological functioning of the specific environment.	
	E3: PG b: Facilitate inclusive and equitable, **managed public access** to coastline and estuaries at defined points	**Specific Policy Guidelines and alignment principles: (How?)** i. The Coastal Management Act and WC Coastal Access Strategy and draft WC Estuary Management plans (use zones) apply. ii. Coastal access points are mapped. Areas to extend combined tourism and/or public access and related uses are mapped (See Par 4.3.1.3). iii. Access to the coastline presents opportunities for recreational activity, local economic development, and local tourism which should be sensitively planned and managed in terms of a considered evaluation at land use management application stage: i.e., preference given in tourism zones or at coastal access points to facilitate public use and encourage active design of the public realm. The Municipality will work with private landowners and the Ballots Bay Homeowners Association to provide for safe and	*E3: PG b: Implementation steps and actions:* • *Coastal access audit to be reviewed and extended to detailed routes to be captured on GIS to inform land development applications.* • *Public launch sites to be identified by relevant authorities and captured on the GIS system- related facilities (ablutions/parking/security/etc.) to be detailed in plans.*

		environmentally responsible public access. Joint ownership entities should protect public access rights/ servitudes in their constitutions. Approved private development on public and private land should not remove historical public access to the coast. Publicly owned property on the coastal edge, outside of the GRNP, should be used to secure and protect public access to the coastline in perpetuity. Public coastal access points that should be reinforced, planned, and managed in such a way as to provide facilities and unlock sustainable and ecologically sensitive local economic opportunities. The draft Western Cape Coastal Access Strategy sets out minimum requirements for designated coastal access sites/ routes. Formalise unsafe public access, such as the Fisherman's Path in Wilderness East. The District Municipality and WC Province (See WC: DEA&DP Coastal Access Audit 2018) should maintain a coastal access audit. *(See Spatial Elements: Coastal access points Tourism Precincts Coastal Protection Zone), which also reflects public launch sites)* iv. Coastal access points are mapped but to be applied to all possible (existing) access points/paths along coastal strips. Coastal access lanes serving individual properties is not supported. v. Attention to be afforded to pedestrian access, as a separate design focus, in addition to vehicle access.	
	E3: PG c: Manage the **visual impact** of land use to protect the scenic value of areas	The 'sense of place' of the rural (and specifically the natural) area of George is a communal asset. Although all land use has a visual impact, the evaluation of visual impact, specifically along scenic routes (See Par 4.3.1.1) and main roads (such as the N9, N2, R404, R62, R102) at gateways, must take the greater vista into account and mitigation to be applied.	
		Specific Policy Guidelines and alignment principles: (How?) i. Natural screening along all main roads (Policy Guideline: Ridgelines are the lines along the crest formed by the highest points, with the terrain dropping down on either side. These lines should be used to evaluate visual impact in scenic areas when planning applications are reviewed). ii. Prevent development higher than the 280m contour line or on slopes steeper than 1:4. iii. The developable area of any site should be of sufficient size to contain any use areas, including access/manoeuvring/outbuildings	*E3: PG c: Implementation steps and actions:* • *Ridgeline map to be updated (GIS based)*

		without requiring works that could harm the visual impact from lower lying areas.	
4.5.5.4 E4: Climate Change Impact Mitigation and Natural Disaster Risk Management		The impact of climate change translates to added risks to the natural environment. Floods and fire have been identified as two, current, major risks (natural) in the George Area. The responsibility for mitigation to protect the environment and the infrastructure and inhabitants of George vests with all citizens and spheres of government. (Also see water security and drought risks)	
	E4.1: PG a: Mitigation of fire risk (spatial)	**Specific Policy Guidelines and alignment principles: (How?)** i. Fire risk zones have been identified. Mitigation to stop the spread of veldfire is included in management plans of forestry and nature reserve/protection areas and must be implemented. The responsibility of maintaining fire lanes and/or other appropriate mitigation measures falls on each property owner. ii. The municipal planning and building control systems (Land Use conditions, development plan- and building plan approval) applicable specifically to all fringe areas (all rural development and development on the edges of urban areas) must contain fire risk mitigation (See Guidelines issued by the GRDM (Disaster Risk Management) and notification of fire risk. Estates to contain fire mitigation regimes (areas and process, such as ecological fire regimes) within the estate boundaries. iii. Programs of controlled burns in natural areas (including all vacant properties) to be implemented by landowners/authorized entities as per their management plans. iv. All rural property owners to form part of fire protection plans/forums (Southern Cape Fire Protection Association) and to implement recommendations. In natural areas cutting (removing indigenous vegetation) is not a substitute for burning- ecological fire regimes to be maintained by the landowners/management authorities. v. Alien vegetation eradication programs to be promoted (incentivised/enforced). Fire Fringe mitigation applied to all properties (Land use management conditions, building control)-	*E4.1: PG a: Implementation steps and actions:* • *Alignment of GN: Invasive Alien Plant Monitoring, Control and Eradication Plan (2021) with the Open Space System planning and Disaster Risk Management Plan.* • *Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered.*

		GRDM DRM awareness pamphlets with building plan approval in rural areas and along fringe. vi. Fire Fringe mitigation applied to all properties (Land use management conditions, building control)- GRDM DRM awareness pamphlets with building plan approval in rural areas and along the fringe. vii. Road access required for emergency vehicles and for evacuation of densely populated areas to be prioritized	
	E4.2: PG a: Mitigation of **flood risk** (spatial) and sea level rise	The impact of climate change translates to added risks to the natural environment. Floods and fire have been identified as two, current, major risks (natural) in the George Area. The responsibility for mitigation to protect the environment and the infrastructure and inhabitants of George vests with all citizens and spheres of government. (Also see water security and drought risks)	
		Specific Policy Guidelines and alignment principles: (How?) i. 10m risk line and flood risk zones/sea level rise risk zones applied - development proposals to illustrate adequate mitigation. Storm water master plan to be done. ii. Hydrological buffers to be retained to aid off-line stormwater management in all areas. iii. Stormwater management on sites to consider stormwater management on larger scale. Areas of incidents of flooding to be mapped.	*E4: PG a: Implementation steps and actions:* • *Mapping of flood incidents to advise Storm-water Master Plans* • *Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered* • *Institutional capacity to be created to monitor implementation of SUDS and applicable storm water management during pre-application and application stages.*
	E4.3: PG a: Mitigation of other **natural disaster impact**s related to climate change (spatial)	Climate change adaptation means altering our behaviour, systems and, in some cases, ways of life to protect the community, our economy and the environment in which we live from the impacts of climate change. Climate change adaptation and mitigation aim to proactively protect investment and the environment.	
		Specific Policy Guidelines and alignment principles: (How?) i. Possible influx of population from outside areas and rural areas due to climate change effect on farming to be considered. ii. Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered	*E4.3: PG a: Implementation steps and actions:* • *Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered* • *Climate Risk adaptation and mitigation strategies of provincial government to be correlated with schedule of interventions*

			at GM level – all sectors and linked to aspects identified in the GRDM: Green Book Roll-out evaluation.
4.5.5.5 E5: Climate Change Adaptation		The irreplaceable value and benefit of natural systems in George is recognized. New development and expansion threaten the quality of the natural system and gradually changes the pristine quality of the very element from which the identity of the garden route has arisen. The hydrological system is the veins of this system and protection is indisputable. Protecting rivers, estuaries, wetlands, and their catchments (George's hydrological system and water resources) - from pollution, increased surface run-off and siltation, unmanaged extraction, and the impact of reduced run-off and/or clogging because of alien vegetation infestation must be actively pursued. Given the topography of the George area, the protection of the synergy between the biodiversity and hydrological systems is essential to protect citizens and assets from stormwater and flood damage.	
	E5.1: PG a: **Adaptation** to the effects of climate change must be identified and entrenched in processes and conditions	**Specific Policy Guidelines and alignment principles: (How?)** i. Require a Climate Change Adaptation Strategy on a District level and applied to George, specific to the local context and related to actionable processes and projects to be developed (related to the preventing disasters (natural and human-induced) and to affect a "greener" more sustainable future. Focus areas already included: Protecting natural environment and systems, alternative energy generation, protection of strategic water sources, improve public transport, city greening initiatives. *(Priority Environmental area, Energy project sites, public transport routes, Hydrological features, and buffers)* ii. Many initiatives address adaptation insofar as the urban and rural environment, and how it is to be used, are concerned. A Strategy should be derived to consolidate initiatives, identify gaps and opportunities to further implement practical climate change adaptation measures. The GRDM Climate Change Adaptation Plan 2014 (and 2018 summary report) to be considered. iii. Urban Greening and other adaptation to be enforced via land use management conditions. iv. Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered	*E5.1: PG a: Implementation steps and actions:* • *Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered* • *Climate Risk adaptation and mitigation strategies of provincial government to be correlated with schedule of interventions at GM level – all sectors and linked to aspects identified in the GRDM: Green Book Roll-out evaluation.*

4.5.5.6 **E6: Hydrological System protection (Hydrological system, Rivers, and Estuaries)**		The irreplaceable value and benefit of natural systems in George is recognized. New development and expansion threaten the quality of the natural system and gradually changes the pristine quality of the very element from which the identity of the garden route has arisen. The hydrological system is the veins of this system and protection is indisputable. Protecting rivers, estuaries, wetlands, and their catchments (George's hydrological system and water resources) - from pollution, increased surface run-off and siltation, unmanaged extraction, and the impact of reduced run-off and/or clogging because of alien vegetation infestation must be actively pursued. Given the topography of the George area, the protection of the synergy between the biodiversity and hydrological systems is essential to protect citizens and assets from stormwater and flood damage.	
	E6.1: PG a: Protect hydrological system (including rivers, wetlands, and estuaries) from pollution from neighbouring settlements and land uses (urban and rural).	**Specific Policy Guidelines and alignment principles: (How?)** i. Watercourses must be correctly classified and delineated with the assistance of specialist expertise based on ground-truthing and not only geo-spatial databases. Notwithstanding date specific ground truthing, the hydrological system (area drainage based on low point water movement) must be considered. ii. Watercourses may not be straightened or canalised. iii. Development in river corridors must be avoided, but where required for municipal infrastructure/tourism, incorporate a site specific, proactive approach to storm water management, erosion prevention and alien invasive vegetation eradication. iv. A precautionary approach supported by strong land use management and enforcement should be applied to activity and development within the catchments of priority and endangered water resource units v. Water, sanitation and storm water infrastructure master planning and budgeting must ensure timeous maintenance and upgrading to secure the integrity of the hydrological systems / eco-services and mitigate risk to public health. Poor maintenance or where facilities operate at over capacity can result in the pollution of rivers, which has an adverse impact on human health and the environment and presents a considerable social and economic cost. This can be exacerbated by both drought and high rainfall periods. vi. Natural riparian zones (riverbanks) must be retained and protected or restored if degraded or absent. vii. Buildings and structures (other than linear infrastructure that must cross a watercourse) must be set back at least 32m from a	*E6.1: PG a: Implementation steps and actions:* • *Open Space Study* • *Stormwater Management Plans* • *Municipal Nature Reserves: Management Plans* • *See reference to protection of hydrological features in various Policies/Policy guidelines and Implementation steps and actions.*

			watercourse and 40m form higher order rivers, or outside of the 1 in 100-year flood line, whichever is the greatest. viii. Sewer lines and pump stations (except where it needs to cross a watercourse) must be set back at least 32m from a watercourse (river or wetland) and 40m form higher order rivers. This reduces the chance of sewage entering a watercourse and increases the likelihood of a sewage spill being reported. Phased upgrading to address relocation, where required. ix. Where there are existing rights to build within 32m/40m of the edge of a watercourse and it cannot be altogether avoided, development must be minimised and set back as far as possible and SUDS management measures must be shown (collective drainage, not on a site only basis). x. Storm water must be managed in accordance with Sustainable Drainage Systems (SUDS) principles as far as possible. SUDS optimise storm water detention and infiltration and avoid concentration of storm water runoff. The hardening of surfaces within catchments should be minimised xi. Legislation governing the control of invasive species on land must be enforced as this contributes to reduced run off into the rivers, clogging the rivers and /or siltation of rivers and wetlands downstream. Alien vegetation infestations should be removed in accordance with best practice. xii. Where Estuary Management Plans are in place, these plans are a reference when making decisions within the catchments of these estuaries. xiii. A plan for the improved management and rehabilitation of priority river corridors in the George city area should be put in place to restore ecosystem function and the value of this natural asset to society. xiv. A Storm Water Master Masterplan and Open Space System Plan is being developed for the George City area and to be considered in the evaluation of all applications. xv. A set of development permission conditions to improve the sustainability of urban drainage systems and their impact on watercourses should be considered. xvi. Invasive Clearing Plan and Program applies. Programming of clearing relates to risk classification.	

		xvii.	Alien clearing and restoration of natural areas on rural and urban private land to be addressed (Environmental Management Plans and Stewardship Agreements). Public landowners must allocate sufficient resources to ensure the management of their land to remove and prevent alien vegetation infestation.	
		xviii.	Draft Environmental Management Plans for the Gwaiing River, Kaaimans- and Maalgate Estuaries (WCG: DEA&DP: Biodiversity and Coastal Management) and for the Municipal Nature Reserves available for consideration - use categories to be noted.	

4.5.5.7 E7: Water Security highlighted	**E7.1: PG a: Protect hydrological system** (including rivers, wetlands, and estuaries) from pollution from neighbouring settlements and land uses (urban and rural).	**Specific Policy Guidelines and alignment principles: (How?)** i. Guidelines to ensure water security, specifically in farming areas and in the protection of water sources to be confirmed and translated to land use management mechanisms. ii. Water extraction or impacting on watercourses to be managed via existing functions in BGCMA and the NEMA/WULA processes.	*E7.1: PG a: Implementation steps and actions:* • *Engineering Master Plans* • *Stormwater Master Plans*
4.5.5.8 E8: Urban areas as integral part of the Garden Route Natural system	**E8: PG a: Continuity of green core areas and integration of active open areas and natural areas to be planned and treating all the urban areas as part of the integrated 'green' George.**	**Specific Policy Guidelines and alignment principles: (How?)** i. Mandate in terms of land use amendment approval (to show urban greening on SDP as a condition of occupation clearance). ii. Measures to counteract the urban heatwave effect, and other measures, such as urban greening /vertical gardens, etc. to be illustrated in all applications (landscaping/permeable surfaces, etc. iii. Visual impact to illustrate development consistent with the George urban sense of place, where required iv. Integration with Open Space system, where applicable to be shown, including landscaped SUDS/" eyes" on the open spaces, a reasonable and practical length of road frontage unto open space (specifically natural areas, disaster risk management planning incorporated in design, sufficient stormwater management (SUDS) areas adjacent to steep areas to counteract erosion and other possible risks to the open space system/area.	*E8: PG a: Implementation steps and actions:* • *Open Space Study* • *Climate Change Action Plan (GRDM/ DEA&DP) and schedule of interventions (GM)* • *Stormwater Master Plan and other Engineering Master Plans*

4.5.6 Theme F: Heritage

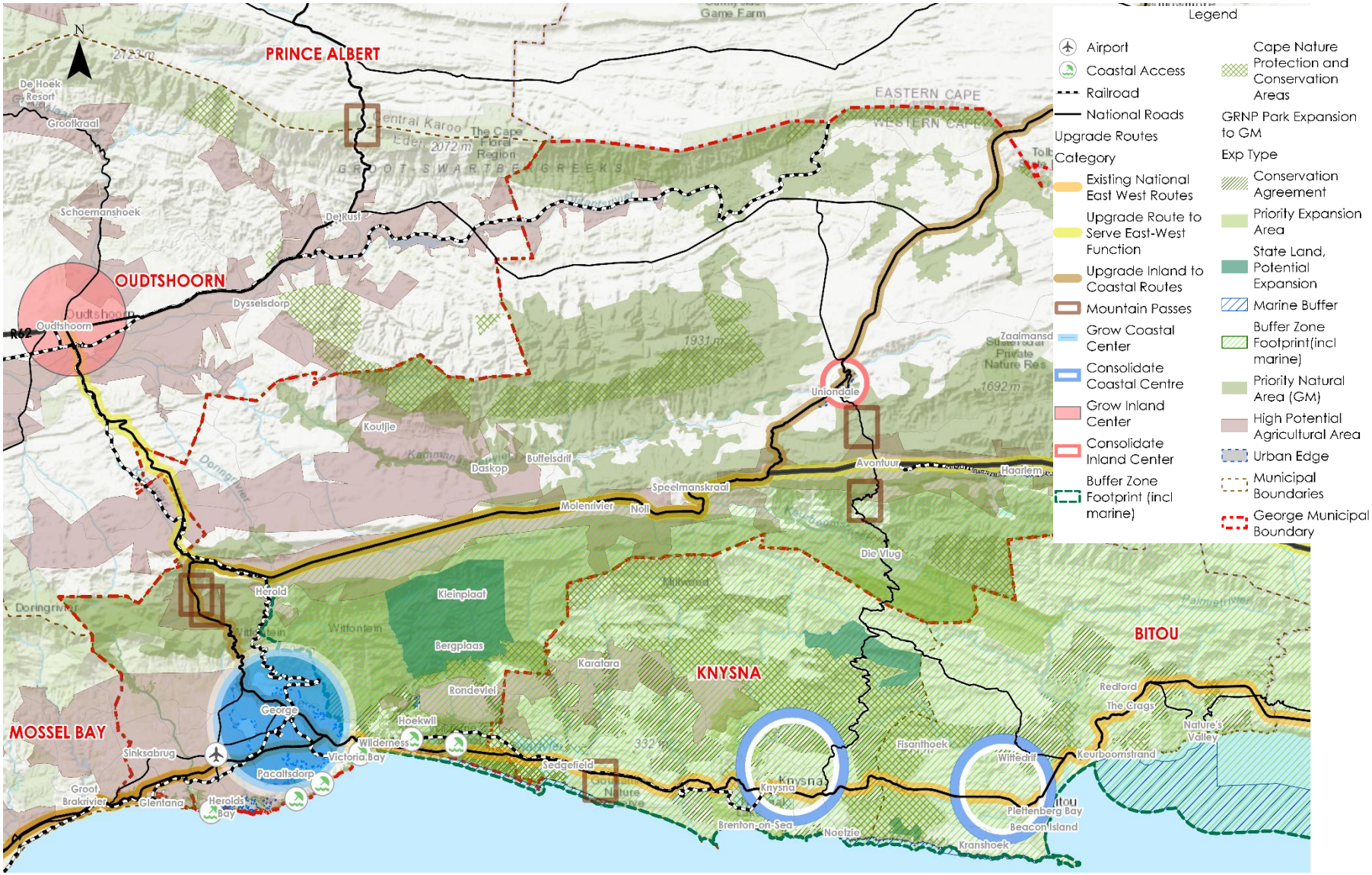
F: Celebrate Heritage assets in a manner that contributes to renewal urban or rural quality and opportunity.

What? – principle	*What? - spatially*	*Why?*	
Policies	**SDF Proposals in achieving the Theme**	**Description**	

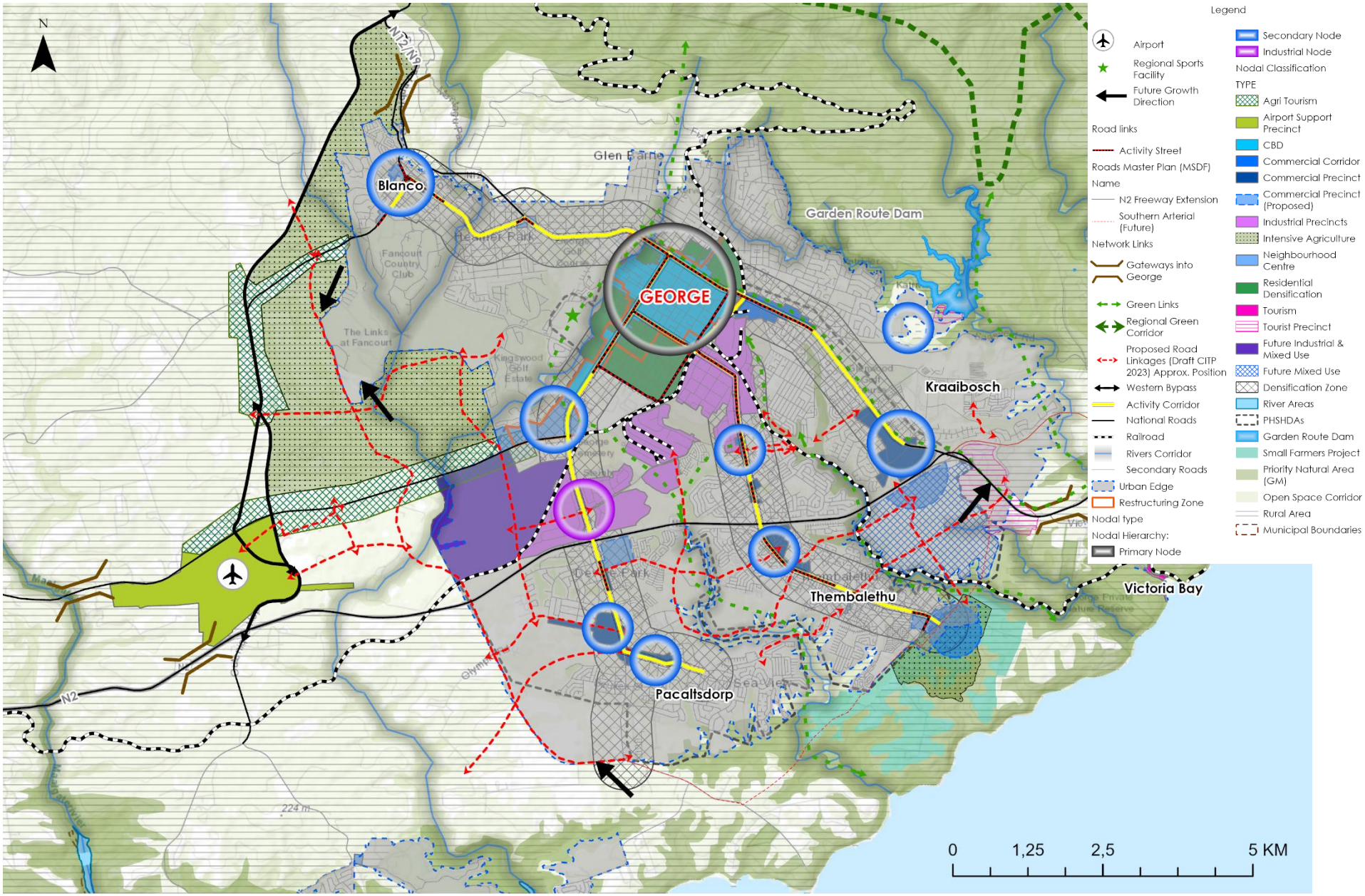
4.5.6.1 **F1: Protection of Built Heritage**	**F1: PG a**: To celebrate **built heritage** assets in a manner that contributes to renewal, urban quality, and opportunity.	The George Municipal Area is host to extensive built heritage assets and cultural landscapes that must be respected and celebrated as part of the identity of the region and its people. Identification of elements is only one component of protecting built heritage but should be assimilated to enhance the quality of the environment.	
4.5.6.2 **F2: Protection of Cultural Heritage**	**F2: PG a**: To acknowledge and celebrate **cultural heritage**	Cultural heritage is more complex to protect from a spatial perspective and guidance must be obtained on how to translate and protect this heritage category within the MSDF. Cultural heritage must also be an influencing factor in the evaluation of new development proposals to establish whether spatial mitigation or land use conditions are applicable. Moreover, it must be established whether cultural heritage will impact the spatial form.	
4.5.6.3 **F3: Protection of Natural Heritage**	**F3: PG a**: To acknowledge and celebrate **natural heritage**	Various elements form part of the natural heritage of George. These elements must be identified in addition to the environmental significance of natural areas to establish whether spatial mitigation or land use conditions are applicable and whether natural heritage could impact the spatial form.	
F1,2 and 3		**Specific Policy Guidelines and alignment principles: (How?)** **Heritage Strategy** to be completed to address the identification, protection, management, and communication of George's rich cultural milieu. Phased Heritage precincts to be identified, including (possibly): i. Actively promote the use of the George Architectural and Urban Design Guidelines to ensure development which is appropriate to a "green theme", "garden city" and the public and natural context, of appropriate architectural form and proportion, and is sensitive to heritage. ii. Manage heritage places and landscapes in accordance with the findings and recommendations of the Municipality's Heritage Studies. Complete the municipal Heritage Inventory as the basis for a comprehensive understanding of the heritage assets including cultural landscapes in the municipal area and to inform how these resources can be protected and inform contextually relevant development proposals that interpret and celebrate this heritage. A mapped and graded inventory of built environment heritage sites was completed in 2017. The data is incomplete and must be systematically updated iii. Where heritage protection areas are identified by the competent authority, the municipality should consider overlay zones for these areas to align land use management to the objective of identifying these areas for protection.	*F1, F2 and F3: Implementation steps and actions:* • *George Heritage Strategy* • *Heritage Overlay Zones*

Table 14: Spatial Strategies, Policies and Guiding Principles

4.6 Composite Spatial Development Framework



Map 36: Composite Spatial Development Framework for the Greater George Area



Map 37: Composite Spatial Development Framework for the George City Area

5 Implementation Framework

5.1 Implementation Requirements

SPLUMA requires that MSDF's include an Implementation Framework that contains the following, specifically as it relates to spatial planning, and linking to the IDP (Sector requirements and priorities):

i. Sector requirements, including budgets and resources for implementation.
ii. Necessary amendments to the Municipal Zoning Scheme By-Law
iii. Specification of institutional arrangements necessary for implementation.
iv. Specification of implementation targets, including dates and monitoring indicators; and
v. Specification where necessary, of any arrangements for partnerships in the implementation process.

DRD&LR's SDF Guidelines also identify the need for MSDF's to identify further policies and guidelines needed to implement the MSDF.

Implementation steps and actions associated with each of this MSDF's strategies and Policies have been identified, in Par. 4.5, with a focus on municipal-wide or George city-wide priority actions related to various municipal Departments and Sectors.

Notwithstanding all the Implementation steps and actions noted in the Status Quo Synthesis (Par. 3) and the SDF description (Par. 4), aimed at supporting the spatial concept, structure and principles of George, the following specific actions have been identified to guide implementation action by various sectors:

George Municipal Spatial Development Framework 2023: Implementation Actions

TASK	PRIORITY			BUDGET REQUIRED (Y/N)	NOTES	RESPONSIBLE MUNICIPAL DEPARTMENT	Task Action included
	0-3 YEARS	0-5 YEARS	>5 YEARS				
Review of existing LSDFs to align with reviewed MSDF				Y		Planning and Development	Review of LSDF's Review of historical Council decisions on subdivision sizes of erven within established neighbourhoods
Open Space Classification and Development Strategy, including assessment of the role of and impact on the open space system in storm water management practices.				Y	Services provider to be appointed to conduct required studies	Planning and Development, Civil Engineering. Parks and Recreation	Open Space Study to link to Tourism Sector Plans, such as the GRNP Zones
							The open space system will relate to the accommodation of the storm-water infrastructure within a sustainable drainage system which protects the ecological functioning of the green core, where economically and practically feasible
							Open space, in combination with NMT routes to be investigated for sport and recreation purposes
							Possible areas for urban farming to be identified in the Open Space Study
							Open Space System and related Environmental Management Plans for open space, riparian areas and biodiversity areas.
							Mapping of flood incidents to advise Storm-water Master Plans

Heritage Strategy and Precinct Planning (Pacaltsdorp and George CBD)				Y	Service provider has been appointed and study is being undertaken.	Planning and Development	Identification of two Heritage precinct together with strategies to ensure preservation and enhancement of these areas.
							Heritage Strategy and Precinct planning (CBD) to incorporate inclusion of guidelines for offices in designated precincts
							Establish impact, if any, on planning for the precinct
							Requirement for access and related management measures to be confirmed in line with Heritage Study and Municipal- and National nature reserves.
							Forestry delineation to be confirmed by DFFE and aspects to be included in the Heritage Strategy, if required
Cemetery Master Plan				Y	Services provider to be appointed to conduct required studies	Community Services	Spatial Requirements to be confirmed and positions selected in consultation with Spatial Planning
Comprehensive Integrated Transport Plan				Y	Finalisation of Master Plan	Civil Engineering Services/ GIPTN	Finalisation of the CITP including the Roads Master Plan
							Parking study to be conducted
							Investigation of the utilisation of the Railroad on District Level PRASA/Transnet to confirm plans for rail infrastructure upgrading
							Long distance bus stop facility in Wilderness
							Identification of additional accesses for the purpose of disaster risk management
							PT1 and 2 as referred to in GIZSB to be confirmed and lower parking ratios to be applied without requirement for technical studies relating to the lowering of ratios.

							NMT identified in the CITP to be spatially rendered to be included in the Municipal GIS and CEF process
							CITP to align with the spatial concept of the MSDF to ensure location of transport facilities/stops in or near nodal positions
							Adequate access provision (main-public transport- and secondary (site access) to all category nodes to be facilitated in the Roads Master Plan to contribute to the viability of the nodes and to ensure network protection of service roads and local access roads.
							DTPW rural road upgrades
							Go-George roll-out to outer areas to be confirmed
							Alignment of Engineering and Transport Master Planning with anticipated densities in city area
							Extension of Public transport routes to the airport
Prioritization of implementation projects via the CEF						IDP/All	Review prioritization of implementation projects under the criteria of the Capital Expenditure Framework
Sport Facility Master Plan				Y	Increased integration of sport facilities with surrounding areas and provision of additional sport facilities.	Community Services	Joint land use planning of regional and local sport activities Rooirivier Rif site required: Site Development Plan
							Requirement for sites to be identified for additional regional sport facility to be confirmed in the S&RMP
							Review of supportive facility sites, demand for facilities and management of provision required
							Conville Swimming Pool extension area to be advised.

Waste Management Master Plan				Y	Finalisation of Master Plan	Community Services	Waste transfer station at Gwayang
							Identification of Recycling site in Thembalethu
							Waste drop-off site in Wilderness
							The Waste Master Plan to identify future circular economy projects in localities that are not environmentally sensitive and can be linked to the economic potential in nodes
							Establishment of a composting facility
Environmental Management Plans for Municipal Nature Reserves				Y		Environmental (HS,P&D)	In Process
Haarlem and Uniondale Overlay Zones to enabler division and land release and economic development respectively				Y	In process	Planning and Development	Nodal area created in Uniondale to be linked to overlay zone to promote economic development.
							Haarlem Overlay zone to support economic (Agri Tourism) activities.
							Haarlem Overlay zone to be done to facilitate tenure upgrading and intensive agriculture within the urban edge and to encourage mixed use and supportive services and economic activity
							Uniondale and Haarlem Overlay zones to facilitate economic development
Overlay zone for Thembalethu to enable economic opportunity and appropriate informality				Y	Relevant to the Thembalethu NDP Project	Planning and Development	To give effect to the restructuring objectives envisaged in the Neighbourhood Development Partnership Programme and enable ease of doing business through creating an enabling environment and leverage optimal benefit from the intervention offered through the programme
Technical studies to facilitate the release of serviced residential land for affordable housing						Human Settlements, Planning and Development	Ongoing – as per the GSHSP

Design Guidelines for Social Housing				Y	In process of finalisation. Service provider appointed and required studies being conducted.	Human Settlements, Planning and Development	Guidelines will provide input to all social housing developments in the George Municipality
The CBD regeneration initiative				Y	CBD Regeneration Task Team established, and regular walkabouts have been conducted. Several municipal departments responsible individual projects, tasks and maintenance	Several Departments	Walkability, pedestrian route and NMT, and Green Infrastructure, specifically in the CBD, to be addressed in the CIPTN, Open Space Study and Review of the LSDF's
Catalytic Initiatives							
The Gwayang Mixed Use Development				Y	Technical Feasibility studies in progress. Layout proposal in process. Required EIA will impact timeframes.	Planning and Development	New industrial (range of erf sizes and industry types) areas are identified for implementation. Erven for potential wholesale trade to be included in the Gwayang Mixed Use Development project. Utility area include. Mixed Use Precincts, Residential component with various typologies being investigated.

Metro Industrial and Mixed-Use Development				Y	Technical Feasibility underway. Rand Road alignment investigation currently in process resulting in pending timeframes	Planning and Development	New industrial (range of erf sizes and industry types) and possible tertiary educational areas are planned. Bus Depot also in development precinct
The Thembalethu Nodal Development				Y	NT:NDPP project currently in design phase. Completion of studies and design guidelines in July 2023 Overlay zones to follow	Planning and Development	Clustering of facilities and public realm planning to be fostered Integration of Social Uses and Public realm elements to be addressed in the Thembalethu NDPP Node. NDPP node to be investigated for sporting facilities (fine grain) The Thembalethu Node 1 and Nelson Mandela Boulevard traders' zone and transportation hubs/stations to be investigated as part of the NDP Project
The George Dam Educational precinct				Y	Required Environmental Authorisation obtained. Land Use application being finalised for Tribunal assessment.	Planning and Development	
Affordable Housing and Social Housing implementation priorities						Human Settlements	Various as per the HSP, including Delville re-layout, Sweetpea Project.
The York Street South Precinct				Y		Planning and Development	Technical Studies and Precinct Planning

Infrastructure (various implementation actions/steps noted specifically)
Upgrading of the Transport Hub in the CBD of George: GIPTN
Consideration of environmental risk lines in prioritizing of infrastructure upgrading: Engineering Sector Plan
Investigation of sites for the development of Solar Farms: Sites previously identified being investigated for environmental constraints and required Environmental Authorisations in process- Electro-technical Services Areas for Solar Energy generation spatially accommodated in Gwayang area (2) and Ossie Urban Street.
Socio- Economic Growth (various implementation actions/steps noted specifically)
Overall design guidelines for the Airport Precinct to be developed and extended to all development in the precinct
Confirmation of a site for the development of a Government Precinct: National Department confirmed the intent to develop a Government Precinct. Sites have been identified and visited. Feasibility and planning for implementation underway. Timeframe to be advised
Confirmation of requirement for the development of a Regional state hospital.
Land leasing model to be investigated for application in catalytic project roll-out and release of land for socio-economic or housing purposes
Sites to be identified for GRDM regional facilities (abattoir, film school and fresh produce market), to be evaluated and confirmed. Implementation to be programmed. District Municipality expressed requirements for sites to develop regional facilities in the George Municipal area. Various sites to be investigated by GRDM- Process to include technical studies, feasibilities, land allocation, land acquisition, land use rights and other permissions, implementation.
DRDLR to facilitate a farming Cooperative south of Thembalethu (See notes on DHS coordination -Policy C2.2) – Environmental Assessment and Management Plan to be submitted to DEA&DP: EIM
Market areas and trader areas/zones to be identified and adopted (LED)
Growth Management (various implementation actions/steps noted specifically)
Priority agricultural area delineation to allow for continuous long term growth areas to the west of the George City area, in a phased manner. Discussions with DALRRD to facilitate long term growth.
Social Facility Schedule to be updated regularly (with each MSDF review) and shortfall of facilities to be based on existing capacity and actual demand, rather than on number of facilities compared to formal demand by Implementing authorities.
Integrated Housing (various implementation actions/steps noted specifically)
Motivation for inclusion of Blanco into the PHSHDA
Gap Housing projects to be planned and packaged
Transformative HS planning to be linked to existing and proposed incentives and measures to support the Policies of the MSDF
HS implementations focus to include rental and ownership projects
Wealth of Natural Assets and Resilience (various implementation actions/steps noted specifically)
Encourage Biodiversity Stewardship Agreements – SANParks/ Cape Nature
Climate Change Action Plan- GRDM
Ecological and hydrological networks to be identified in consultation with environmental authorities and areas of ecological/environmental importance to be excluded from agriculture use.
Primary dune area to be confirmed

Development guidelines and mitigation measures to be adopted for areas below 10m related to climate risk
Ecosystem-based Adaptation (EbA) or Nature-based Solution to be considered during land use application processes.
Coastal access audit to be reviewed and extended to detailed routes to be captured on GIS to inform land development applications.
Public launch sites to be identified by relevant authorities and captured on the GIS system- related facilities
Invasive Alien Plant Monitoring, Control and Eradication Plan (2021) with the Open Space System planning and Disaster Risk Management Plan.
Institutional capacity to be created to monitor implementation of SUDS and applicable storm water management during pre-application and application stages.
Climate Risk adaptation and mitigation strategies of provincial government to be correlated with schedule of interventions at GM level – all sectors and linked to aspects identified in the GRDM: Green Book Roll-out evaluation.
Strategy for Biodiversity and Tree offsets

Table 15 : Implementation Table: Planning and Development

The MSDF's implementation must be supported by a series of Local Spatial Development Frameworks, including:

- George CBD LSDF, 2016
- George Southeast LSDF, 2015
- Blanco LSDF, 2015
- Pacaltsdorp / Hansmoeskraal LSDF, 2015
- Thembalethu LSDF, 2015
- Wilderness, Lakes and Hoekwil LSDF, 2015 (Adopted 2016)
- Wards 24 and 25 including Uniondale and Haarlem LSDF, 2015
- Draft Victoria Bay / Kraaibosch South LSDF 2016
- Herolds Bay LSDF, 2015
- Gwayang LSDF, 2015

These LSDF's must take their direction from the MSDF. As all have been developed prior to the preparation of this reviewed MSDF, some may require review and alignment. Review of the LSDF's based on the area delineation and alignment with the MSDF is noted as an Implementation Action. (See Par 5).

Generally, there is a wealth of spatial planning undertaken for the Greater George Area. The focus should shift away from strategy and policy towards actions required to implement these plans.

5.1.1 Institutional Requirements

The George Municipality's Planning Department will facilitate implementation of the MSDF in terms of institutional alignment; namely:

- The extent to which the main argument and strategies of the MSDF are incorporated into Annual Reports, annual IDP Reviews, future municipal IDPs.
- The annual review of the MSDF as part of the IDP review process
- The extent to which the main argument and strategies of the MSDF inform sector planning and resource allocation.
- The extent to which the main argument and strategies of the MSDF inform land use management decision-making.
- Alignment with and progress in implementing the Municipality's Human Settlement Plan and Comprehensive Integrated Transport Plan, and other Master Plans/Strategic Plans.
- The responsiveness of national and provincial plans, programmes, and actions, such as through User Asset Management Plans and Comprehensive Asset Management Plans related to national and provincial assets and facilities.

5.1.2 Sector Plan Alignment

The MSDF is a long term, transversal planning and coordination tool and a spatial expression of the George Municipality's IDP. While the MSDF is informed by the Sector Plans, strategically and spatially, the Sector Plans should be led by the MSDF. To this end, with the adoption of this revised MSDF for the George Municipality, when the Municipality's Sector Plans are reviewed, the MSDF must be a key consideration or framework for such a review to ensure alignment and for the sector plans to realise their full potential as implementation tools of the MSDF. summarises the George Municipality's sector plans, their status and implications of the MSDF for these plans.

5.1.2.1 Comprehensive Integrated Transport Plan

The integration of spatial, land use and transport planning are a key lever identified in the IUDF to achieve spatial transformation.

George Municipality is reviewing its Comprehensive Integrated Transport Plan (CITP), in terms of the principles and objectives of the Provincial Land Transport Framework, to support the spatial priorities adopted in this MSDF. The CITP must prioritise the infrastructure and operational requirements for public transport, non-motorised transport, freight and private cars, to achieve the objectives of the MSDF. In addition to the minimum requirements for the preparation of a CITP, the elements below should receive special attention.

a) Prioritisation of the missing links identified and review of implementation prioritization.
b) Integration between road and rail networks.
c) Road classification and Roadside Management plans to support fine grain economic development in precincts, nodes, and activity streets.
d) Linkage between nodes to support economic activity and secondary systems in precincts where lacking.
e) A high-level strategy for rural transport, based on the provisions, and experiences to date, of the rollout of the PPTIF and international innovations in rural public transport associated with on demand services and technology.
f) Review road classification to promote land use integration and alignment with the policies and policy guidelines set out in this MSDF.
g) A travel demand management (TDM) strategy for the George CBD that has the objective of promoting greater intensity and mix of land uses, which is accessible by a greater mix of modes. The proportional allocation of space within the areas dedicated to movement should be reflective of the actual modal share in George. Specific attention should be given to the infrastructure

and operational requirements to promote walking and cycling within the greater CBD.

h) A Non-Motorised Transport Master Plan, integrating the NMT network with the open space system, where functional, and GIPTN as proposed in this MSDF - to facilitate affordable, convenient mobility for utility / commuting purposes recreational NMT.

i) In line with the above, but in support of the CITP inclusive of the Roads Master Plan and GIPTN in general, a parking audit should be done, and a parking strategy and plan developed for the town centre and other key nodes. This plan should address the needs of commuters, business visitors and tourists, and deal specifically with peak holiday season demand. It should propose a strategy for rationalisation of parking to promote:
    i. the use of public transport,
    ii. walking, which in turn creates footfall which stimulates pavement businesses and enhances the safety of streets and public spaces,
    iii. the efficient use of land,
    iv. a better-quality urban form,
    v. Support investment in nodes and precincts,
    vi. Improve functionality/movability of the road,
    vii. Take the road side development environment into consideration.

j) Reviewed parking ratios for public transport zones in terms of the Integrated Zoning Scheme By-Law which will promote densification and inclusive development of affordable housing and economic opportunities. In doing so, the relative benefits of minimum or maximum parking requirements, as well as lower parking requirements in appropriate locations should be investigated and a template for accompanying parking management plan(s) should be developed.

k) The regulation and enablement of technology-driven changes in the transport environment. These include on-demand services like Uber, electric vehicles, self-drive cars, etc.

l) Establish the drivers of current travel behaviour, and perceptions about and proposed changes through a user travel survey.

m) Prioritize access which contribute to disaster risk management.

Preliminary input from the draft CITP has been considered insofar as principal network and linkage is concerned. See Map 33.

5.1.2.2 Human Settlements Plan

Delivery of public sector housing opportunities in George forms a significant proportion of the development taking in place in George and therefore also presents strategic potential to lead the implementation of the MSDF. Human settlement programmes will make or break the credibility and meaningful implementation of this MSDF and the sustainable future of the George Municipality.

The Municipality and Western Cape Government's Human Settlement plans and project pipelines for George must be reviewed to align with the spatial strategies and policies contained in this MSDF – all of which complement the draft *Living Cape: Human Settlements Framework* (2017) for the Western Cape, and with the IUDG principles.

The Human Settlements Plan for George has been finalized (2022) and implementation will be guided by the principles conveyed in the MSDF, specifically:

a) Be informed by an accurate profile of households on the waiting lists matched with an appropriate product based on the rigorous verification of the waiting lists/ backlogs and the profile of

households on the waiting list (i.e., accurately match demand and supply).

b) Include housing at density in appropriate positions.
c) Human settlement projects only within the PHSHDA area. Social Housing within the Restructuring zone.
   Investigate the extension of the PHSHDA areas to include part of Sandkraal area (section/strip south of existing settlement, above a proposed small farm (communal ownership) area) and Blanco strip and Blanco node area. Note in respect of the Sandkraal area: An area (approximately 34ha-gross) near the Nelson Mandela Boulevard circle (eastern end of Jonga Street) to be investigated for HS (de-canting of structures to allow upgrades within the formal urban areas) and Nodal development (at least 4ha). The urban edge has been adjusted to accommodate such possible area, but slight changes to the alignment, based on technical feasibility investigations by both the WC: DHS and DALRRD, to be supported.
d) Prioritise well located public land within a model of mixed income and mixed-use land development.
e) Assess projects for their long-term fiscal impact on households and the municipality.
f) Confirm the availability of external and municipal funds required to service the housing units developed, to access funding for additional land purchase (to be confirmed) and to access funding for social facility provision, such as open space development, ECD. etc.
g) Identify and match human settlement needs of rural settlers with programmes and tools available from the government role-players in the rural sector (i.e., Department of Rural Development and Land Reform, National and Provincial Departments of Agriculture, Department of Energy). Alternative shared ownership options to be investigated.
h) Be supported by a public land asset management strategy and land release programme. Land for release for social housing (including the road camp site) to be prioritized.
i) Present a clear implementation programme that enables proper planning for municipal services and municipal land release where relevant.

All other Sector Plan to be done (completed/updated/reviewed) within the spatial prescripts of the MSDF.

5.2 The Capital Expenditure Framework

Section 21(n) of SPLUMA requires that municipal spatial development frameworks "determine a capital expenditure framework for the municipality's development programmes, depicted spatially". The intention is to more effectively link the municipality's spatial development strategies to one of the primary means with which to implement these strategies, namely the municipality's budget. By providing more specific guidance on what investments should be made where, in what order of priority, alignment between the Municipality's strategies, plans and policies and development on the ground is better maintained and the risk that budget allocations undermine or contradict the MSDF are mitigated.

5.2.1 What is a Capital Expenditure Framework?

Ideally, the infrastructure and built environment programmes articulated in the 5-year Integrated Development Plan should find their origins in the MSDF (Municipal Spatial Development Frameworks), which is a 20-year plan for the management of the physical growth and development of the municipality. Annual assessments of all municipal IDP's undertaken by Province have shown a poor linkage, in some instances, between the spatial strategies and proposals articulated in MSDF's, and the location of budgeted infrastructure and built environment programmes within some municipalities. Possible misalignment between budget allocation and strategic municipal plans must be tracked and addressed.

The Capital Expenditure (CEF) offers a mechanism through which the municipality's long-term strategic development vision truly directs infrastructure implementation whilst remaining conscious of the municipality's financial position and infrastructure planning needs. In creating the link between finance, spatial planning, and the infrastructure/technical department of a municipality, the CEF creates a golden thread, which runs from the municipality's long-term strategic development vision, sector planning, through the budget allocation process to implementation. In this way infrastructure spending should progressively realise the strategic vision of the municipality.

This CEF therefore provides an integrated, strategy-aligned, plan-aligned, prioritized and financially affordable portfolio of capital investments for the municipality, over a 10-year period, that must be used as a key informant to the annual budgeting process of the municipality. Figure 13 has reference. Regular reviews are done to monitor progress and absorb project changes, if any. Alignment of municipal capital budgets to the CEF will demonstrate, therefore, alignment of the budget to the municipality's plans and strategies.

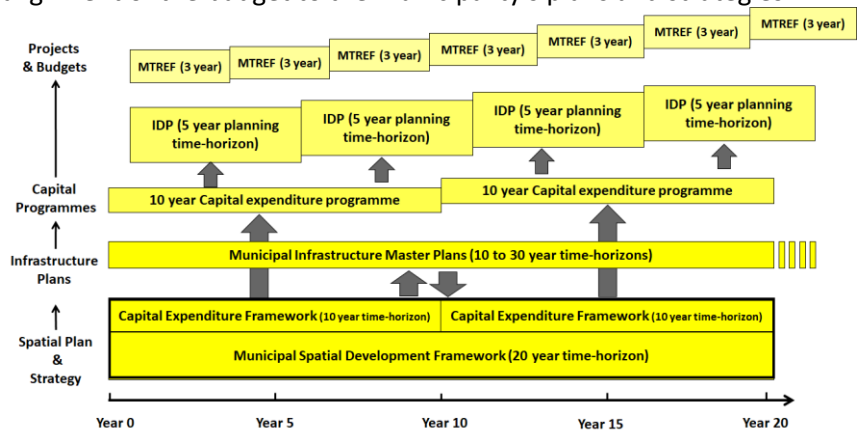


Figure 13: The Link between Municipal Strategy, the MSDF, IDP & budget

5.2.2 The Process and Method to develop the CEF

The CEF Technical Report, provides the data and calculations of the George CEF, including the process details (separate document and related database). The development of a CEF is an inherently inter-disciplinary process that requires the participation and input of all municipal departments. The development of a CEF followed five distinct phases, as set out in Figure 14 below. These phases are:

- Phase 1: Information Gathering and consolidating of capital investments into a consolidated database.
- Phase 2a: Profiling the functional areas and determining the land demand forecasts based on new growth and backlog.
- Phase 2b: Translating growth into capital investment needs.
- Phase 3: Defining the affordability envelop as per the LTFP.
- Phase 4: Developing prioritisation criteria that articulate municipal strategy.
- Phase 5: Prioritization of capital investments needed, sequence and fit within affordability envelop.

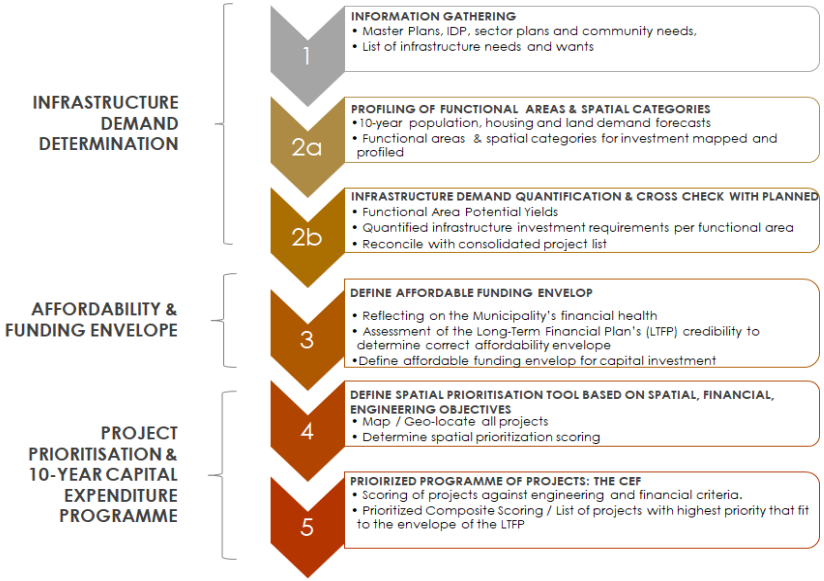


Figure 14: The process to develop the CEF

5.2.3 Phase 1: The Consolidated Portfolio of Capital Investment Needs

As part of the IUDG Business Plan that was undertaken for George Municipality in 2020, a consolidated database of capital investment needs was developed, and updated in 2022. These capital projects have been captured for Sanitation / Wastewater, Roads, Streets and Stormwater, Water, Energy / Electricity, Solid Waste, Public Transport, Social and Economic Infrastructure, Basic Services for Human Settlements, and other, such as furniture, equipment, IT & machinery.

This consolidated database of capital investment needs is the basis upon which the prioritised portfolio of capital investments will be developed. The output of Phase 1 is a consolidated table of infrastructure investments (new, upgrade or maintenance) per infrastructure type, per functional area, for the entire municipality, which is shown in the technical report and associated databases, a screen shot of which is shown in Figure 15: Extract of a Consolidated Database of Capital Investment Needs for George MunicipalityFigure 15

Unique ID	Project Name	Municipal Functional Area (2020 CEF)	Functional Area (2023 CEF)	Project Description	Sector	Basic Service (Yes/No)	Is this project linked to informal settlement upgrading	Priority Investment Area?	Total Cost	New, Upgrade, Rehabilitate, Maintenance, Equipment or Plan?
1	Gwaing - Extend Capacity 10,0 ml	FA 1: George City Area	FA 1.12: Gwaing	Gwaing - Extend Capacity 10,0 ml	Sanitation/Waste Water	Yes	No	Yes	R 211,500,000.00	upgrade, refurbishment, replacement
2	GIPTN Roads Rehabilitation	FA 1: George City Area	FA 1: George City Area	GIPTN Roads Rehabilitation - Grants	Transport	No	No	Yes	R 104,538,910.00	upgrade, refurbishment, replacement
3	Transport Assets	FA 1: George City Area	FA 1: George City Area	Transport Assets for Public Transport Network - EFF	Other	No	No	No	R 70,140,704.00	Other
4	Hansmoekraal 66/11KV Substation	FA 1: George City Area	FA 1.7: Pacaltsdorp	Hansmoekraal 66/11KV Substation	Energy/Electricity	Yes	No	Yes	R 70,000,000.00	upgrade, refurbishment, replacement
5	Outeniqua WWTW	FA 1: George City Area	FA 1.7: Pacaltsdorp	New 10000 kl/d Outeniqua WWTW (Phase 1 of 3)	Sanitation/Waste Water	Yes	No	Yes	R 49,975,105.73	new
6	GIPTN Roads Rehabilitation	FA 1: George City Area	FA 1: George City Area	GIPTN Roads Rehabilitation - EFF	Transport	No	No	Yes	R 44,625,564.00	upgrade, refurbishment, replacement
7	Thembalethu, Ballots Bay 66/11KV Substation - INEP	FA 1: George City Area	FA 1.8: Thembalethu	Thembalethu, Ballots Bay 66/11KV Substation - INEP	Energy/Electricity	Yes	No	Yes	R 38,180,014.00	new
8	George-Pacaltsdorp Main-Pacaltsdorp (West) Res	FA 1: George City Area	FA 1.7: Pacaltsdorp	Construct additional Pacaltsdorp (West) tower (2	Water	Yes	No	Yes	R 35,177,520.00	new
9	Balancing Dam	FA 1: George City Area	FA 1: George City Area	Balancing Dam	Water	Yes	No	Yes	R 31,500,000.00	upgrade, refurbishment, replacement
10	George-George Main-George Sub	FA 1: George City Area	FA 1: George City Area	Distribution mains reinforcement to Herold's	Water	Yes	No	Yes	R 27,972,700.00	upgrade, refurbishment, replacement
11	Pacaltsdorp Link (Erf 325 West)	FA 1: George City Area	FA 1.7: Pacaltsdorp	Pacaltsdorp Link (Erf 325 West)	Water	Yes	No	Yes	R 27,500,000.00	new
12	Schaapkop 2nd 132/66KV Transformer	FA 1: George City Area	FA 1.7: Pacaltsdorp	Schaapkop 2nd 132/66KV Transformer	Energy/Electricity	Yes	No	Yes	R 25,000,000.00	new
13	Upgrade Access Road to Wilderness Heights	FA 3: Wilderness & Surrounds	FA 3.1: Wilderness /	Upgrade Access Road to Wilderness Heights	Roads/Streets and Stormwater	No	No	No	R 23,708,875.00	upgrade, refurbishment, replacement
14	Kraaibosch Reservoir 6Ml	FA 1: George City Area	FA 1.10: Kraaibosch	Kraaibosch Reservoir 6Ml	Water	Yes	No	Yes	R 21,235,000.00	new
15	Pacaltsdorp - Erf 325 West	FA 1: George City Area	FA 1.7: Pacaltsdorp	Upgrading and Extention of 11KV Network: Pacaltsdorp - Wilderness Heights	Energy/Electricity	Yes	No	Yes	R 20,368,042.00	upgrade, refurbishment, replacement
16	Wilderness Heights Reservoir 6Ml	FA 3: Wilderness & Surrounds	FA 3.1: Wilderness /	Reservoir 6Ml	Water	Yes	No	No	R 20,300,000.00	new
17	Protea 66/11KV Transformer	FA 1: George City Area	FA 1.6: Ballotsview	Increase Protea 66/11KV Transformer capacity (Erf 325	Energy/Electricity	Yes	No	No	R 20,250,000.00	upgrade, refurbishment, replacement
18	George-Kraaibosch Main-Kraaibosch Res-Kraaibosch	FA 1: George City Area	FA 1.9: Kraaibosch	Reticulation mains in Destiny Africa developmen	Water	Yes	No	Yes	R 19,043,220.00	new
19	Erf 325 West Internal Sewer Pumpstation & Rising Main	FA 1: George City Area	FA 1.7: Pacaltsdorp	Erf 325 West Internal Sewer Pumpstation & Rising Main	Sanitation/Waste Water	Yes	No	Yes	R 18,000,000.00	new
20	Uniondale-UniondaleWTP	FA 2: Uniondale & Surrounds	FA 2.1: Uniondale Urban	Upgrade Uniondale WTP (1 200 kL/d additional capacity)	Water	Yes	No	No	R 17,563,000.00	upgrade, refurbishment, replacement

Figure 15: Extract of a Consolidated Database of Capital Investment Needs for George Municipality

5.2.4 Phase 2a Outputs: Functional Area and Spatial Category for Investment Planning Profiling

5.2.4.1 Spatial Categories for Investment Planning and Prioritisation

There are four spatial categories identified for guiding investment planning:

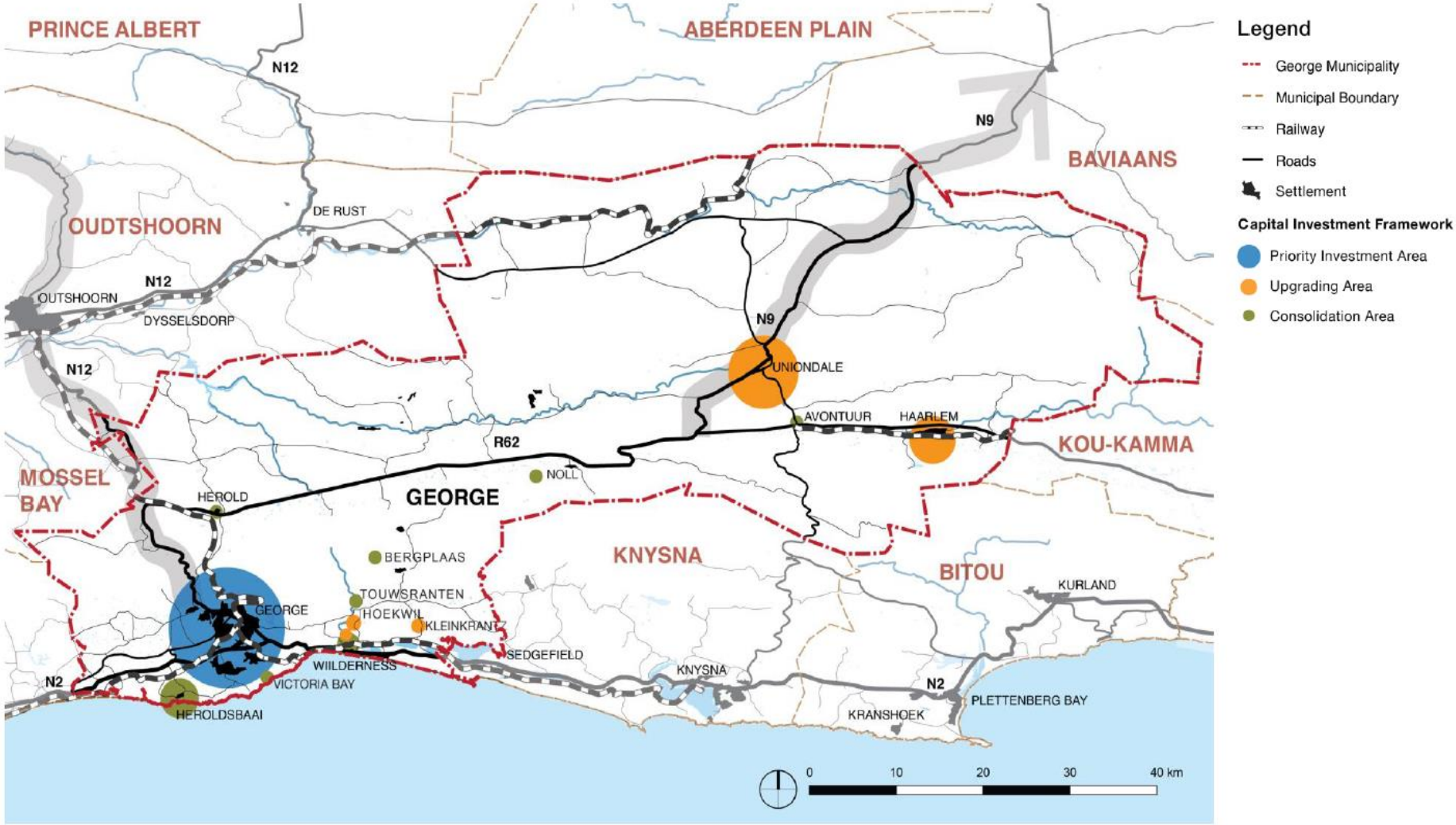
- **Priority Investment Areas (Intensification areas: Nodes/Precincts and densification areas)**: These are the principal mixed-use nodes and precincts, including the George CBD and secondary nodes, economic zones, specific overlay zones, activity streets, connected by main movement corridors (major public transport routes). These areas must be the focus for getting the basics right as well as adding value through new investment to facilitate social inclusion, attract economic activity and private sector and household investment. The priority nodes/precincts should be the focus of any municipal investment incentives including expedited land use development procedures and/or relaxation of development controls, e.g., parking requirements. The main corridors include an approximate 500m graded densification zone on either side of the corridors There is considerable scope for the absorption of residential growth within the densification zones and the main precincts/nodes, specifically the CBD. Social Housing projects in the restructuring zone are included in the priority investment area, as is properties identified for release of gap housing opportunities.

  Anticipated rapid densification through infill in the Thembalethu and Pacaltsdorp areas, and via use intensification through private/public investment, escalate the total areas of these two functional areas to Priority Investment areas. The anticipated growth absorption in the CBD (public and private) and the implementation of mixed-use development in the Gwayang area (inside the urban edge) and the York Street-south node necessitates investment support in these areas.

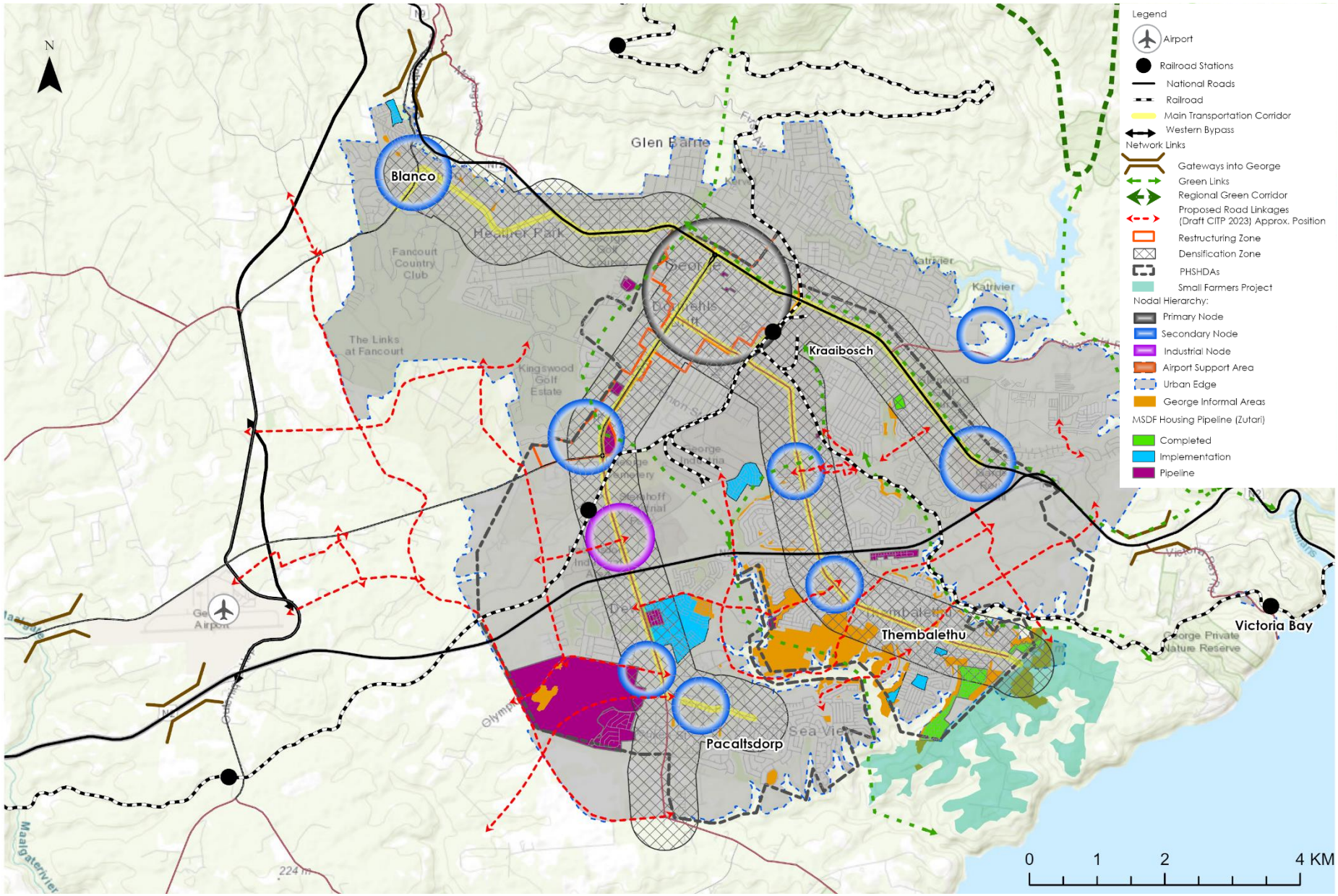
- **Upgrading Areas:** These are areas primarily focussed on providing support to informal settlements, backyard accommodation and marginalised rural settlements that require upgrading and improvement to bring them to an acceptable standard of performance as residential settlements.

- **Consolidation Areas:** This area forms the balance of the municipal footprint. In these areas the focus is to ensure the provision and maintenance of services so that the area may perform well within their current functions.

- **Medium – Long Term Urban Growth Area (5 – 20 years):** Note the qualification that subsidized projects and gap-housing must enjoy spatial preference insofar as distance from existing urban fabric/supportive facilities and public transport is concerned. Densification and absorption within the PHSHDA, and within the urban edge (for secondary towns) is non-negotiable. Given the rapid uptake of bonded housing opportunities (private development) and the support of healthy property markets (supporting upward mobility opportunities) continuous urban growth is anticipated (based on motivation as per the George Urban Growth Proposal Framework and due process), in the longer term, in the following directions:
  - Linking Pacaltsdorp and Le-Grant and integrated planning of the area to the east of the possible (to be confirmed) additional road link (Beach Road south to the N2).
  - East of the upgraded Gwayang Road.
  - Growth area between the Kraaibosch Node-south area and Welgelegen.
  - The inclusion of an area south-east of Thembalethu to facilitate human settlement upgrading phasing(decanting), with an associated nodal area (extension of Thembalethu South Node), if not concluded within the 2023/27 MSDF



Map 38:The Capital Expenditure Framework for the Greater George Area



Map 39: The Capital Expenditure Framework for the George City Area

5.2.4.2 Priority Investment Areas

In addition to the abovementioned spatial categories, which advise investment planning and prioritization, the following Priority investment areas are noted:

5.2.4.2.1 Priority Investment Area: George CBD

The George Municipality is dedicated to maintaining and strengthening the CBD as George's primary economic activity centre. Key spatial actions related to the CBD are:

- To continue to resist the trend of "dispersed" business development in the City area, specifically the spread of business development into residential areas surrounding the CBD.
- Retain office activities in the CBD.
- Capitalize on the work begun in the development of a new central bus terminus as an urban regeneration project to renew the corridor, and public realm upgrading, from York Street to the station and between Cathedral and Market Streets and/or alternative facilitation of pedestrian movement within the CBD, along all roads within the CBD core.
- Support residential densification within the CBD and densification zone.
- Support social housing on three priority sites identified, with roll-out to additional identified sites (GSHSP).
- Implement public space upgrades related to the GIPTN and the identified public realm intervention areas, to ensure a vibrant, integrated, and safe pedestrian environment
- Support and better marketing and take up of incentives for private investment in the upgrading and redevelopment of the CBD's buildings.
- Support the inclusion of a government office precinct.
- Investigate establishing a special purpose agency to assist with the management of the CBD.
- Establish a partnership forum with the private sector to promote development in the CBD.
- Promote high quality urban design with the aim of reducing crime and improve the overall appeal of the CBD and confidence for private sector investment.
- Support fine grain economic enabling initiatives (markets, traders etc) and an extended public realm, linked to NMT.

5.2.4.2.2 Priority Investment Area: York - Beach Road Corridor, Pacaltsdorp and the Pacaltsdorp Precinct and densification area.

Historically Pacaltsdorp developed as an independent settlement distinct from George. Albeit part of the greater George urban area today, the area remains predominantly residential in nature. There are heritage assets and cultural landscapes in the Pacaltsdorp area that should be carefully understood. The Pacaltsdorp Functional area is one of the priority residential infill and densification zone within the short-medium term.

The restructuring agenda for Pacaltsdorp is similar to that pursued for Thembalethu. Specifically:

- Active support for the development of the extended Pacaltsdorp commercial centre (precinct) as an activity centre and node. Significant opportunity exists for infill development and graded higher density development (approximately 70 ha of land is available and densities as high as 80 units/ha are envisaged).
- Sufficient provision of public- and social infrastructure to accommodate the future growth and development of Pacaltsdorp should receive priority. Significant new housing opportunities are being developed for a range of income groups on the strategically located Erf 325, Syferfontein site.

- Public infrastructure should support the development of the Pacaltsdorp Precinct - Beach Road, with lateral links along Mission Street and Olympic Street, as a principal activity corridor, supported by public transport routes and facilities.
- The area at the south-eastern intersection of the reserved for a regional node
- Access integration to be prioritized (subject to verification in the GIPTN and Roads Master Plan):
  - Rand Street Extension
  - Rosedale (Moriah) Road Extension
  - Olympic Street linkage (or other east-west linkages)
- Integration of the development edge of Pacaltsdorp and Le Grant proposed, in future.
- Subsidized housing to be supported within the PHSHDA area, on an integrated human settlements basis (Erf 325 west) – creating a designed integrated human settlement, with funding to implement supportive urban functions, linked to the housing implementation program, and enabling initiatives to link to a shared economic node.
- Release of gap-housing opportunities in Delville Park, Europa supported.
- Access augmentation to the Pacaltsdorp Functional area is a priority from a functionality and from a disaster risk management perspective.

5.2.4.2.3 Priority Investment Area: Nelson Mandela Boulevard / Sandkraal Road Corridor, Thembalethu

Thembalethu was originally developed in the apartheid era as a dormitory residential area. The Integration of Thembalethu with the City of George and investment to bring opportunity to Thembalethu, are vital steps in addressing the apartheid spatial character of George and providing an inclusive City.

An Urban Upgrade Precinct Plan for Thembalethu was approved in 2016. This LSDF not only addresses the insufficient level of service but also highlights the following objectives in Thembalethu:

- Housing
- Business and industry
- Leisure and tourism
- Agriculture (intensive/urban).

The key spatial actions related to Thembalethu are:

i. Introduction of a transport spine system comprising Nelson Mandela Boulevard, Tabata, and Ngcakani roads as the public transport and non-motorized transport spines respectively. These spines are seams of activity, within a pedestrianized, high density urban fabric. Road design and scheduling of public transport to adapt to suit the intended dense/integrated urban fabric.
ii. Additional road linkage to Thembalethu.
iii. Care must be taken to support economic initiative, specifically community initiatives, in a considered manner, taking into consideration that private economic enablement must be facilitated – economic activity spines along Nelson Mandela Boulevard to be considered as a logical response in facilitating private initiative.
iv. Promotion of a mixed-use intensification area (specifically integrated recreation-, social- and economic enabling uses, bound together by a strong, managed public realm) between Tabata and Ngcakani streets making use of all surplus and underdeveloped land. The investment plan coordinated urban design and management framework of the Neighborhood Development Participation Project (Thembalethu Node 1) to structure and program intervention projects and identify and engage participation and unlock funding from both public and private sources.

v. Facilitating the development of other identified nodes in Thembalethu and extending the available nodal area at the eastern end of Nelson Mandela Boulevard.
vi. Creation of a public open space network comprising the river valleys – linked to a management plan, that will help to manage urban encroachment into the river valleys and regulate storm water management.
vii. Identifying interventions/mitigation relating to disaster risk management, specifically additional access is priority.
viii. The roll-out of the public transport system to Thembalethu is key integrating the community,
ix. Densification models relating to upgrading of informal settlements – linked to funding for top-structures to facilitate a higher density, in suitable localities is required.
x. "Block densification" approaches to facilitate unit relocation to upgrade services for qualifying beneficiaries and enable phased tenure transfer. The long-term upgrading/formal absorption of the families/persons moving to settlement blocks to be planned and sanctioned.
xi. Upgrade informal settlements under the UISP which should see redeveloped towards high urban densities and walkable environments.
xii. Support urban agriculture, small farming, and commercial farming activities, in designated areas. The Sandkraal communal farming initiative to be supported by continual, functional administrative/implementation support (DARRD) to enable active, sustainable farming use of the land, manage the sensitive nature of the area (environmental management plan to be done, polluted water is a threat to farming), to regulate issues such as protection of the farmers from illegal land invasion, illegal residential settlement by users, refuse control (illegal dumping).

5.2.4.2.4 Priority Investment Area: Blanco Node

Originally Blanco developed as a distinct settlement from George, but now it is an integral part of the George urban area. Despite significant "estate" type development in the area, it has managed to retain many historic buildings and its unique pastoral village character and ways of life.

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

- Maintain 'tight' urban edges to protect the rural character of the area.
- Apply land use management guidelines to protect the human scale and pastoral character of the village (including the placement of buildings close to street boundaries).
- Permit sensitive mixed-use development and densification along major routes (George Street and Montagu Street), including tourism-related facilities.
- Support the main nodal area, and the related transport interchange and the Blanco Strip as areas of investment (note Blanco does not form part of the PHSHDA – extension to include Blanco to be initiated).
- Review densities allowed for infill residential development on identified vacant land parcels to support formal public transport and to promote inclusionary housing development.

5.2.4.2.5 Priority Investment Area: George South East and the Nelson Mandela Boulevard / Rosemoor / Conville Corridor

George Southeast comprises older and newer residential areas, predominantly planned in the apartheid era for the "Coloured" community south and west of the industrial area and north of the N2. This area has seen the upgrade of the Nelson Mandela boulevard

corridor (road and pedestrian infrastructure) and the roll-out of the Go-George service to the community.

Back yarding has doubled the population of this area and the provision of supportive social facilities must be gauged to establish whether the capacity of the existing facilities can deal with the additional demand.

The Fiskaal Street link (east west to the N2), planned according to the Roads Master Plan (previous) must be implemented – prioritized in accordance with the updated Roads Master Plan (IPTN, in process). Implementation to factor in the in-situ urban fabric, along short sections of the proposed link.

Upgrade and extension of economic use areas to be supported.

5.2.4.2.6 Priority Investment Area: Knysna Road Densification and Mixed-Use Interface

Investment into this corridor should be focussed on promoting the development of the road as a complete street inclusive of high-quality pedestrian, non-motorised transport, public transport and private car travel, within a high-quality green landscape that celebrates entry into George and the extraordinary mountain views. The Storm-Water Master Plan (In process) to investigate active use of the road verge for recreation purposes, as part of the SUDS planning and integrated open space planning.

Appropriate, graded mixed use (infill, densified residential development) on municipal investment properties supported, adjacent to this corridor, to show a mix of housing typologies, at graded affordability levels, with an activity interface along Courtenay Street/Knysna Road. A strong secondary road system to support the activity precinct required. Motor showrooms, and activities that don't relate to vibrant, street level and community-oriented development should not be considered.

Gap housing opportunity, such as the Sweetpea development, along this corridor, supported.

The spatial concept (nodes and precincts) to be applied and to support the mobility function of Knysna /Courtenay Road, the secondary road system must be strengthened, to allow for structured intensification.

5.2.4.2.7 Priority Investment Area: Priority Investment Area: Gwayang – Groeneweide Mixed Use Precincts/Nodes and development area

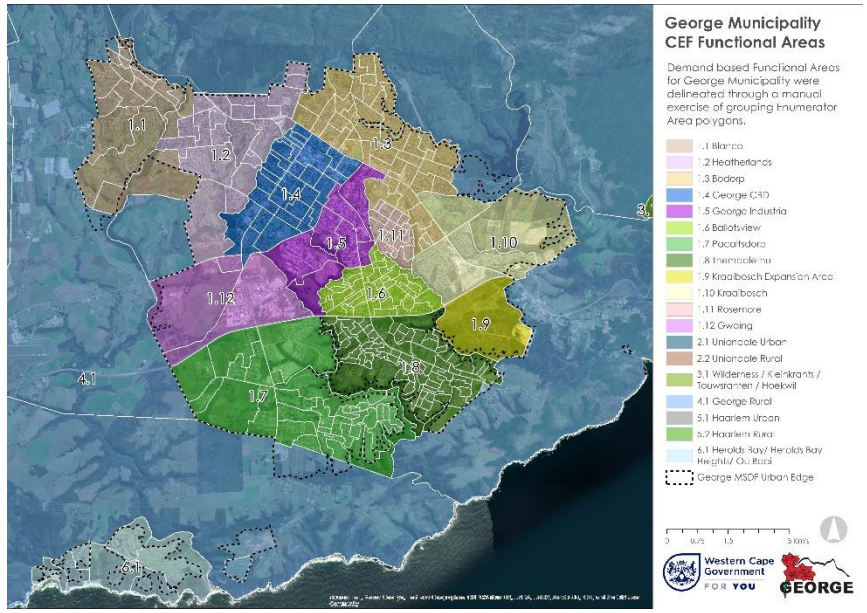
The southern York Node and Gwayang precinct area (within the urban edge) present various development opportunities, including:

- Private initiative such as the Medi-clinic development and related private residential development (various typologies).
- Two of the prioritized social housing project sites fall within this nodal vicinity.
- Opportunity exists for energy intervention projects on municipal land.
- The clustering of municipal utility uses (wastewater works upgrading, various waste management initiatives, solar projects) can be coordinated within the proposed utility zone.
- The R102 corridor provides linkage to the airport precinct and the airport support zone and offer opportunities for agri-processing and tourism, and related training facilities.
- Intensive agriculture uses may be investigated.
- The Groeneweide north area provides opportunity for a mixed use, high intensity development, to be a suitable interface between proposed and existing uses.
- The extension of the light and heavy industrial area speaks to a need identified in the draft economic strategy, as does the facilitation of agri-processing precincts.
- Opportunity for provision of Gap-housing and mixed-income accommodation to be facilitated.

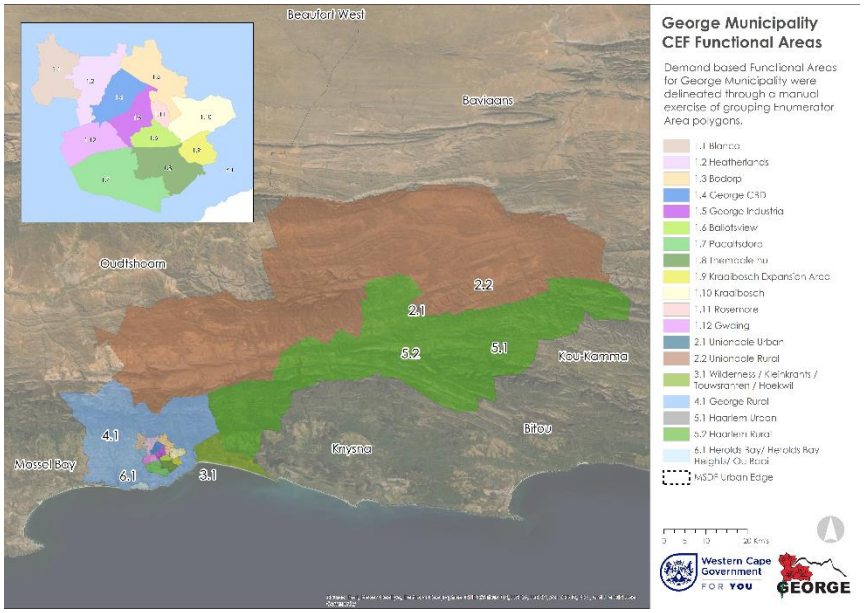
5.2.4.3 Functional Areas

Functional Areas are used in spatial analysis and are areas of similar characteristics, service levels and have similar service requirements, such as low density established suburbs, industrial areas, high density informal areas or central business districts. These areas usually correspond to an area sharing the same engineering and utility service requirements and levels of service (or have similar upgrading needs). (also refer to Map 14)

George municipality has been divided into 19 functional areas, an increased number done in the 2019 MSDF (11 functional areas) and the 2020 IUDG Business Plan (14 functional areas). This was done to increase the granularity of the analysis, and to include some settlements that were previously included within the "rural" functional area, as well as to disaggregate the rural areas into three separate functional areas (George rural, Uniondale Rural and Haarlem Rural). These functional areas are shown below. Importantly, it should be noted that functional areas correspond to Enumerator Areas, making it possible to determine current and future population and household projections.



Map 40: Functional Areas for the George City Area (CEF)



Map 41: Functional Areas for the Greater George Area

The following table (Table 16) sets out, per functional area, the total housing demand projected per functional area for the municipality, considering the housing backlog per functional area, up until 2031.

FUNCTIONAL AREA NAME	Housing Backlog (2022)	New Households (2021 - 2031)	TOTAL HOUSING DEMAND
1) George City Area	**18288**	**13565**	**31853**
1.1) Blanco	332	725	**1057**
1.2) Heatherlands	0	709	**709**
1.3) Bodorp	88	1696	**1784**
1.4) George CBD	0	1197	**1197**
1.5) George Industria	71	23	**94**
1.6) Ballotsview	2971	1584	**4555**
1.7) Pacaltsdorp	2450	1699	**4149**
1.8) Thembalethu	11431	4764	**16195**
1.9) Kraaibosch Expansion Area	0	0	**0**
1.10) Kraaibosch	0	599	**599**
1.11) Rosemore	945	509	**1454**
1.12) Gwaing	0	59	**59**
2) Uniondale & Surrounds	**24**	**686**	**710**
2.1) Uniondale Urban	24	364	**388**
2.2) Uniondale Rural	0	322	**322**
3) Wilderness & Surrounds	**428**	**568**	**996**
3.1) Wilderness / Kleinkrantz / Touwsranten / Hoekwil	428	568	**996**
4) George Rural	**200**	**479**	**679**
4.1) George Rural	200	479	**679**
5) Haarlem & Surrounds	**32**	**558**	**590**
5.1) Haarlem Urban	32	124	**156**
5.2) Haarlem Rural	0	434	**434**
6) Herolds Bay & Surrounds	**0**	**138**	**138**
6.1) Herolds Bay / Herolds Bay Heights / Ou Baai	0	138	**138**
GRAND TOTAL	**18972**	**15994**	**34966**

Table 16: Projected Household Growth per Functional Area

As can be seen from the above table:

- Thembalethu alone accounts for close to 46% (16 195 households) of the total housing demand between 2021 and 2031, primarily because of its significant housing backlog.
- Ballotsview accounts for 13% (4555 households) of the total housing demand during the 2021 - 2031 period.
- Pacaltsdorp accounts for 11% (4149 households) of the total housing demand during the 2021 - 2031 period.
- Rosemore (4%, 1454 households), Bo Dorp (5%, 1784 households) and Blanco (3%, 1057 households) are also expected to experience notable housing demand during the period, based on backlog and statistical projections of existing population.

5.2.4.4 The Spatial Budget

The Spatial Budget for George Municipality identifies sites that can accommodate future growth, future urban development, infill, and densification. Figure 16 shows a screenshot of the much larger table (in the technical CEF Report) for each of these sites, which functional area each site falls in, the total area, proposed use, density, and the number of residential units and/or GLA that the site can accommodate.

Functional Area Name	New Dev Site ID on SDF Map	Main Place Name	Sub Place Name	In a SDF Node, Densification corridor or Priority Investment Area?	Area (Ha)	Proposed Use	Proposed Density	Developable Area (m2)	Built Footprint 70% coverage (m2)	Storeys	GLA in m2 (=built foot x storeys)	Retail / commercial (m2)	Industrial (m2)	Residential (m2)	Residential units yielded	Development Priority	Comments
FA 6.1: Herolds Bay / Herolds Bay Heights / Ou Baai	1	Herolds Bay	Duttons Cove	No	0.0	Residential	109	367	257	2	514	0	0	514	4	Low	Flats
FA 1.1: Blanco	3	George	Blanco	Yes	0.1	Residential	29	1366	956	1	956	0	0	956	4	High	Group Housing
FA 1.7: Pacaltsdorp	4	George	Oudorp	Yes	0.4	Residential	99	4224	2957	2	5914	0	0	5914	42	High	Town Houses, 611 properties developed
FA 1.7: Pacaltsdorp	5	George	Oudorp	Yes	0.0	Residential	104	385	270	1	270	0	0	270	4	High	Residential
FA 1.7: Pacaltsdorp	6	George	Oudorp	Yes	0.4	Residential	25	4047	2833	1	2833	0	0	2833	10	High	Residential
FA 1.7: Pacaltsdorp	7	George	Pacaltsdorp	Yes	0.7	Residential	8	6509	4556	1	4556	0	0	4556	5	High	Residential
FA 1.7: Pacaltsdorp	8	George	Oudorp	Yes	0.5	Residential	17	4796	3357	1	3357	0	0	3357	8	High	Residential
FA 1.7: Pacaltsdorp	9	George	Oudorp	Yes	3.1	Business	0	30905	21633	1	21633	21633	0	0	0	High	Pacaltsdorp Meander
FA 1.10: Kraaibosch	11	George	Kraaibosch	Yes	4.9	Residential	36	49259	34481	1	34481	0	0	34481	177	Medium	Eden Park
FA 1.9: Kraaibosch Expansion Area	12	George	Destiny Africa	Yes	491.0	Mixed Use	25	4910000	3437000	2	6874000	1374800	0	5499200	12275	High	Destiny Africa, A total area of 419.71ha that will comprise of several land uses and zoning. Extention period to lapse on
FA 1.10: Kraaibosch	13	George	Kraaibosch	Yes	0.3	Business	0	3498	2449	1	2449	2449	0	0	0	Medium	Eden Park, Total developable area: ±8600m²
FA 1.10: Kraaibosch	14	George	Kraaibosch	Yes	0.3	Business	0	3182	2227	1	2227	2227	0	0	0	Medium	Eden Park
FA 1.10: Kraaibosch	15	George	Kraaibosch	Yes	0.2	Business	0	2040	1428	1	1428	1428	0	0	0	Medium	Eden Park
FA 1.10: Kraaibosch	16	George	Kraaibosch	Yes	0.7	Residential	250	6811	4768	1	4768	0	0	4768	170	Medium	Sawmill Village, Approval periord extened till 15 Sep
FA 1.4: George CBD	17	George	1 On York	Yes	5.6	Residential	27	55947	39163	1	39163	0	0	39163	151	High	1 On York
FA 1.10: Kraaibosch	19	George	Kraaibosch	No	21.7	Residential	14	216732	151713	1	151713	0	0	151713	308	Medium	Kraaibosch 88/ 195, SR - 253 GH - 163
FA 1.10: Kraaibosch	21	George	Kraaibosch	No	32.8	Residential	25	328313	229819	1	229819	0	0	8207835	821	Medium	Kraaibosch 3, PS 328 313m² at 25u/ha= 820 Units
FA 1.4: George CBD	22	George	Dormehls Drift	Yes	0.4	Mixed Use	140	4406	3084	1	3084	617	0	3525	49	High	27 On Your, Several building to be constructed for offices
FA 1.3: Bodorp	25	George	George East	Yes	0.1	Residential	52	1347	943	1	943	0	0	1347	7	High	Town Houses

Figure 16: Extract: The Projected Yield per site per functional area as per the Spatial Budget (Indicative Table)

Table 17 sets out, per functional area, whether there is a surplus (the MSDF can yield more residential units than what the total demand is over the 2021 to 2031 period) or under supply (where the demand for housing is greater than what can be accommodated within the functional area).

Overall, it can be observed that:

- The MSDF can yield approximately 57 403 residential units for the George City Area, whilst the total demand for housing in the city area is predicted to be 31 853 between 2021 and 2031.
- Uniondale, Haarlem and Herolds Bay have sufficient land identified to accommodate future growth.
- Wilderness & surrounds appears to have greater projected household growth than what can be accommodated by the land available that has been identified in the MSDF.

Functional Areas	2020 to 2031 additional HH	April 2022 Housing Waiting List	Total Housing Demand 2021 to 2031 + Waiting List	Units Potentially Yielded in 2023 George MSDF	Surplus or Under Supply (SDF Yield minus 2031 total housing demand)
FA 1: George City Area	**13565**	**18288**	**31853**	**57403**	**25550**
FA 1.1: Blanco	725	332	1057	1244	187
FA 1.2: Heatherlands	709	0	709	813	104
FA 1.3: Bodorp	1696	88	1784	1220	-564
FA 1.4: George CBD	1197	0	1197	4378	3181
FA 1.5: George Industria	23	71	94	348	254
FA 1.6: Ballotsview	1584	2971	4555	295	-4260
FA 1.7: Pacaltsdorp	1699	2450	4149	18903	14754
FA 1.8: Thembalethu	4764	11431	16195	11586	-4609
FA 1.9: Kraaibosch Expansion Area	0	0	0	12275	12275
FA 1.10: Kraaibosch	599	0	599	5844	5245
FA 1.11: Rosemoor	509	945	1454	230	-1224
FA 1.12: Gwaing	59	0	59	267	208
FA 2: Uniondale & Surrounds	**686**	**934**	**1620**	**2525**	**905**
FA 2.1: Uniondale Urban	364	934	1298	2525	1227
FA 2.2: Uniondale Rural	322	0	322	0	-322
FA 3: Wilderness & Surrounds	**568**	**382**	**950**	**500**	**-450**
FA 3.1: Wilderness / Kleinkrantz / Touwsranten / Hoekwil	568	382	950	500	-450
FA 4: George Rural	**479**	**174**	**653**	**2630**	**1977**
FA 4.1: George Rural	479	174	653	2630	1977
FA 5: Haarlem & Surrounds	**558**	**471**	**1029**	**1250**	**221**
FA 5.1: Haarlem Urban	124	471	595	**1250**	655
FA 5.2: Haarlem Rural	434	0	434	**0**	-434
FA 6: Herolds Bay & Surrounds	**138**	**0**	**138**	**186**	**48**
FA 6.1: Herolds Bay / Herolds Bay Heights / Ou Baai	138	0	138	186	48
GRAND TOTAL	**15994**	**18972**	**34966**	**64494**	**29528**

Table 17: Reconciling total household demand with the number of units potentially yielded from the MSDF proposals

5.2.5 Phase2b: Infrastructure Demand Quantification and Identify Infrastructure Investment Requirements

Based on the residential yields and/or GLA determined from the previous phase for each site, this phase translates the GLA into infrastructure demand and infrastructure service implications, as shown in the data extract (Figure 17) below. Data can also be extracted for engineering service demand, based on the anticipated yields per site. (See Figure 18) The complete dataset is in the draft CEF Technical Report, which will be used in the application of the CEF.

Functional Area Name	New Dev Site ID on SDF Map	Area (Ha)	Proposed Use	Retail / commercial (m2)	Industrial (m2)	Residential (m2)	Residential units yielded	Water Infrastructure Installation Costs (excl VAT)	Sanitation Infrastructure Installation Costs (excl VAT)	Roads Infrastructure Installation Costs (excl VAT)	Stormwater Infrastructure Installation Costs (excl VAT)	Solid Waste Infrastructure Installation Costs (excl VAT)	Electricity Infrastructure Installation Costs (excl VAT)	Total Infrastructure Installation Cost (exclu VAT)
FA 6.1: Herolds Bay /	1	0.04	Residential	0	0	514	4	R 46,551	R 38,682	R 2,287	R 3,116	R 4,277	R 176	R 95,089
FA 1.1: Blanco	3	0.14	Residential	0	0	956	4	R 59,852	R 49,734	R 6,861	R 1,833	R 4,277	R 261	R 122,818
FA 1.7: Pacaltsdorp	4	0.42	Residential	0	0	5914	42	R 488,789	R 406,163	R 24,015	R 32,713	R 44,906	R 1,852	R 998,438
FA 1.7: Pacaltsdorp	5	0.04	Residential	0	0	270	4	R 46,551	R 38,682	R 2,287	R 3,116	R 4,277	R 176	R 95,089
FA 1.7: Pacaltsdorp	6	0.40	Residential	0	0	2833	10	R 149,629	R 124,336	R 17,154	R 4,582	R 10,692	R 653	R 307,045
FA 1.7: Pacaltsdorp	7	0.65	Residential	0	0	4556	5	R 83,127	R 69,075	R 8,577	R 1,203	R 9,720	R 433	R 172,135
FA 1.7: Pacaltsdorp	8	0.48	Residential	0	0	3387	8	R 112,626	R 93,588	R 11,620	R 1,629	R 13,169	R 586	R 233,219
FA 1.7: Pacaltsdorp	9	3.09	Business	21633	0	0	0	R 2,877,272	R 2,390,891	R 1,454,339	R 446,019	R 127,437	R 30,025	R 7,355,983
FA 1.10: Kraaibosch	11	4.93	Residential	0	0	34481	177	R 2,543,699	R 2,113,705	R 291,612	R 77,888	R 181,743	R 11,104	R 5,219,770
FA 1.9: Kraaibosch Ex	12	491.00	Mixed Use	1374800	0	5499200	12275	R 183,670,000	R 152,621,940	R 21,056,096	R 5,624,003	R 13,124,323	R 801,742	R 376,898,105
FA 1.10: Kraaibosch	13	0.35	Business	2449	0	0	0	R 351,463	R 292,050	R 181,314	R 54,482	R 15,567	R 3,668	R 898,543
FA 1.10: Kraaibosch	14	0.32	Business	2227	0	0	0	R 351,463	R 292,050	R 181,314	R 54,482	R 15,567	R 3,668	R 898,543
FA 1.10: Kraaibosch	15	0.20	Business	1428	0	0	0	R 199,506	R 165,781	R 102,922	R 30,926	R 8,836	R 2,082	R 510,053
FA 1.10: Kraaibosch	16	0.68	Residential	0	0	4768	170	R 1,978,432	R 1,643,993	R 97,204	R 132,410	R 181,763	R 7,495	R 4,041,297
FA 1.4: George CBD	17	5.59	Residential	0	0	39163	181	R 2,244,440	R 1,865,034	R 257,305	R 68,725	R 160,379	R 9,797	R 4,605,679
FA 1.10: Kraaibosch	19	21.67	Residential	0	0	151713	308	R 4,758,213	R 3,953,872	R 545,486	R 145,697	R 340,003	R 20,770	R 9,764,041
FA 1.10: Kraaibosch	21	32.83	Residential	0	0	8207835	821	R 12,284,568	R 10,207,952	R 1,408,314	R 376,155	R 877,806	R 53,624	R 25,208,419
FA 1.4: George CBD	22	0.44	Mixed Use	617	0	3525	49	R 652,317	R 542,048	R 70,353	R 50,886	R 56,025	R 3,017	R 1,374,646
FA 1.3: Bodorp	25	0.13	Residential	0	0	1347	7	R 119,703	R 99,468	R 13,723	R 3,665	R 8,554	R 523	R 245,636
FA 1.4: George CBD	27	0.12	Residential	0	0	1205	43	R 512,065	R 425,504	R 25,159	R 34,271	R 47,044	R 1,940	R 1,045,983
FA 1.3: Bodorp	28	0.14	Residential	0	0	1419	6	R 89,778	R 74,601	R 10,292	R 2,749	R 6,415	R 392	R 184,227
FA 1.1: Blanco	31	0.51	POS	0	0	0	0	R -	R -	R -	R -	R -	R -	R -
FA 1.7: Pacaltsdorp	32	0.34	Business	2354	0	0	0	R 351,463	R 292,050	R 181,314	R 54,482	R 15,567	R 3,668	R 898,543
FA 1.4: George CBD	34	0.10	Residential	0	0	1007	6	R 89,778	R 74,601	R 10,292	R 2,749	R 6,415	R 392	R 184,227
FA 1.1: Blanco	40	0.24	Residential	0	0	2376	5	R 83,127	R 69,075	R 8,577	R 1,203	R 9,720	R 433	R 172,135
FA 1.2: Heatherlands	42	0.21	Residential	0	0	2071	44	R 512,065	R 425,504	R 25,159	R 34,271	R 47,044	R 1,940	R 1,045,983
FA 1.2: Heatherlands	43	0.21	Business	1457	0	0	0	R 199,506	R 165,781	R 102,922	R 30,926	R 8,836	R 2,082	R 510,053
FA 1.2: Heatherlands	44	11.69	Residential			116943	94	R 1,562,795	R 1,298,616	R 161,244	R 22,611	R 182,735	R 8,135	R 3,236,136
FA 1.8: Thembalethu	45	0.08	Business	533	0	0	0	R 66,502	R 55,260	R 34,307	R 10,309	R 2,945	R 694	R 170,018
FA 1.1: Blanco	47	0.32	Residential	0	0	3200	7	R 119,703	R 99,468	R 13,723	R 3,665	R 8,554	R 523	R 245,636
FA 3.1: Wilderness / K	56	0.04	Residential	0	0	400	8	R 119,703	R 99,468	R 13,723	R 3,665	R 8,554	R 523	R 245,636
FA 3.1: Wilderness / K	61	0.42	Residential	0	0	4164	15	R 239,407	R 198,937	R 27,446	R 7,331	R 17,107	R 1,045	R 491,272
FA 1.10: Kraaibosch	63	15.65	Residential	800	0	156479	268	R 3,965,177	R 3,294,893	R 454,572	R 121,414	R 283,336	R 17,308	R 8,136,700
FA 1.3: Bodorp	64	0.07	Residential	0	0	695	3	R 34,914	R 29,012	R 1,715	R 2,337	R 3,208	R 132	R 71,317
FA 1.3: Bodorp	65	80.54	Mixed Use	112754	0	644307	1123	R 18,729,602	R 15,563,501	R 1,956,888	R 279,299	R 2,185,716	R 97,805	R 38,812,809
FA 1.10: Kraaibosch	66	5.70	Business	39892	0	0	0	R 5,320,154	R 4,420,821	R 2,744,583	R 824,701	R 235,634	R 55,518	R 13,601,411
FA 1.10: Kraaibosch	67	46.83	Residential	0	0	327817	820	R 12,284,568	R 10,207,952	R 1,408,314	R 376,155	R 877,806	R 53,624	R 25,208,419
FA 1.10: Kraaibosch	68	0.87	Residential	0	0	8652	122	R 1,419,816	R 1,179,807	R 69,758	R 95,024	R 130,441	R 5,379	R 2,900,225
FA 1.10: Kraaibosch	69	6.83	Residential	0	0	68345	119	R 1,795,552	R 1,492,027	R 205,844	R 54,980	R 128,303	R 7,838	R 3,684,544
FA 1.10: Kraaibosch	70	27.66	Residential	0	0	193586	484	R 7,242,059	R 6,017,843	R 830,236	R 221,753	R 517,489	R 31,612	R 14,860,992
FA 1.4: George CBD	71	0.18	Residential	0	0	1813	27	R 374,073	R 310,839	R 42,884	R 11,454	R 26,730	R 1,633	R 767,613
FA 1.10: Kraaibosch	72	12.22	Mixed Use	17113	0	97788	76	R 1,296,788	R 1,077,575	R 133,798	R 18,742	R 151,631	R 6,750	R 2,685,304
FA 1.1: Blanco	73	0.38	Residential	0	0	3835	10	R 149,629	R 124,336	R 17,154	R 4,582	R 10,692	R 653	R 307,045
FA 1.4: George CBD	74	5.35	Residential	0	0	53532	660	R 10,972,817	R 9,117,943	R 1,132,140	R 158,755	R 1,283,030	R 57,118	R 22,721,804

Figure 17: Extract: The engineering infrastructure and capital investment implications of the yields derived per site (Indicative extract)

Functional Area Name	New Dev Site ID on SDF M	Area (Ha)	Water Service Demand (kl/day	Sanitation Service Demand (kl/day	Roads Demand (trips / peak hour)	Storwater Demand (c)	Solid Waste Demand (kg/da	Electricty Demand (kVA/day)
FA 6.1: Herolds Bay / Herolds Bay Heights / Ou Baai	1	0.04	1	1	2	3	15	11
FA 1.1: Blanco	3	0.14	2	1	6	3	15	16
FA 1.7: Pacaltsdorp	4	0.42	15	10	21	36	152	113
FA 1.7: Pacaltsdorp	5	0.04	1	1	2	3	15	11
FA 1.7: Pacaltsdorp	6	0.40	5	3	15	8	36	40
FA 1.7: Pacaltsdorp	7	0.65	3	2	8	4	33	27
FA 1.7: Pacaltsdorp	8	0.48	4	3	12	6	53	42
FA 1.7: Pacaltsdorp	9	3.09	87	61	1298	19470	433	1839
FA 1.10: Kraaibosch	11	4.93	77	54	255	136	617	680
FA 1.9: Kraaibosch Expansion Area	12	491.00	5524	3867	18413	9520	44558	49100
FA 1.10: Kraaibosch	13	0.35	10	7	150	2250	50	213
FA 1.10: Kraaibosch	14	0.32	10	7	150	2250	50	213
FA 1.10: Kraaibosch	15	0.20	6	4	90	1350	30	128
FA 1.10: Kraaibosch	16	0.68	60	42	55	145	617	459
FA 1.4: George CBD	17	5.59	68	47	225	120	545	600
FA 1.10: Kraaibosch	19	21.67	143	100	477	254	1154	1272
FA 1.10: Kraaibosch	21	32.83	369	259	1232	657	2980	3284
FA 1.4: George CBD	22	0.44	20	14	62	597	190	185
FA 1.3: Bodorp	25	0.13	4	3	12	6	29	32
FA 1.4: George CBD	27	0.12	15	11	22	37	160	119
FA 1.3: Bodorp	28	0.14	3	2	9	5	22	24
FA 1.1: Blanco	31	0.51						
FA 1.7: Pacaltsdorp	32	0.34	10	7	150	2250	50	213
FA 1.4: George CBD	34	0.10	3	2	9	5	22	24
FA 1.1: Blanco	40	0.24	3	2	8	4	33	27
FA 1.2: Heatherlands	42	0.21	15	11	22	37	160	119
FA 1.2: Heatherlands	43	0.21	6	4	90	1350	30	128
FA 1.2: Heatherlands	44	11.69	47	33	141	66	620	498
FA 1.8: Thembalethu	45	0.08	2	1	30	450	10	43
FA 1.1: Blanco	47	0.32	4	3	12	6	29	32
FA 3.1: Wilderness / Kleinkrantz / Touwsranten / Hoekwil	56	0.04	4	3	12	6	29	32
FA 3.1: Wilderness / Kleinkrantz / Touwsranten / Hoekwil	61	0.42	7	5	24	13	58	64
FA 1.10: Kraaibosch	63	15.65	119	83	398	212	962	1060
FA 1.3: Bodorp	64	0.07	1	1	2	3	11	8
FA 1.3: Bodorp	65	80.54	505	354	1655	895	4076	4492
FA 1.10: Kraaibosch	66	5.70	160	112	2400	36000	800	3400
FA 1.10: Kraaibosch	67	46.83	369	259	1232	657	2980	3284
FA 1.10: Kraaibosch	68	0.87	43	30	61	104	443	329
FA 1.10: Kraaibosch	69	6.83	54	38	180	96	436	480
FA 1.10: Kraaibosch	70	27.66	218	152	726	387	1757	1936
FA 1.4: George CBD	71	0.18	11	8	38	20	91	100
FA 1.10: Kraaibosch	72	12.22	39	27	117	55	515	413
FA 1.1: Blanco	73	0.38	5	3	15	8	36	40
FA 1.4: George CBD	74	5.35	330	231	990	462	4356	3498
FA 1.11: Rosemoor	75	4.23	47	33	141	66	620	498
FA 1.5: George Industria	76	27.61	773	271	1160	183629	5799	11898
FA 1.7: Pacaltsdorp	77	67.40	955	668	3299	39932	7669	8609
FA 6.1: Herolds Bay / Herolds Bay Heights / Ou Baai	78	2.29	7	5	24	13	58	64
FA 1.10: Kraaibosch	79	5.40	119	83	398	212	962	1060

Figure 18: Extract: The engineering service demand implications of the yields derived per site (Indicative Table).

5.2.6 Phase 3: Defining the 10-year Affordability Envelop

The capital expenditure affordability envelops for George municipality, shown over the 10-year period between 2020 and 2029, has been significantly affected by the negative economic consequences of the COVID-19 pandemic and associated lockdowns. This highlights the extremely stringent economic context and the importance of needing a prioritized, sequenced, and affordable portfolio of capital expenditure investments for the municipality over the 10-year period that will fit within the affordability envelop.

The total 10-year CAPEX demand for George municipality is projected to be R4.626billion, whilst the total 10-year CAPEX affordability is projected to be R2.229billion (George LTFP, 2021). This means that George municipality is expected to only be able to afford 48% of its total Capital

expenditure needs over the next 10 years. The graph below illustrates the "optimal scenario" from the George LTFP (2021) which shows the projected capital available to finance capital investments over the 10-year period, for each year.

Figure 19: The Affordability Envelop setting out Capital Affordability per annum over a 10-year period.

The above 10-year CAPEX affordability envelop for George municipality provides the "ceiling" within which capital investments must be planned and budgeted for and will assist in prioritizing and sequencing capital expenditure for George municipality over the 10-year period.

It is worth noting that the LTFP states that the funding mix indicates an increase in borrowings as the main funding source (45%) compared to the historical funding mix (past 8 years) where cash reserves and capital grant funds where extensively utilized to fund CAPEX. The over-utilization of cash resources is not sustainable over the longer term as it results in the depletion of cash resources and declining liquidity levels. As a result, there may be a need for the municipality to revise its CAPEX funding mix by taking up borrowings to create an optimal funding mix. It is important to note that due to the prevailing national fiscus constraints (exacerbated by the impact of COVID-19), grant funding in future will decline in real terms. It is therefore imperative that the municipality improve its profitability by managing its expenditure and consider increases in future tariffs that result in higher surplus margins, whilst maintaining a collection rate above 95%.

5.2.7 Phase 4: Prioritisation Tool to assist in Project Prioritization

Now that it has been established in phase 1 and phase 2 of the CEF process what the total infrastructure demand is within George municipality, and phase 3 has assisted in determining the capital affordability envelop, it is necessary to develop a tool that will assist the municipality in prioritizing its capital investments, as it has been shown that there is insufficient budget to implement all capital investments needed. This prioritization tool will help develop the prioritized portfolio of capital investments for George municipality.

The purpose of this phase is to define and agree on an infrastructure projects prioritization tool and criteria, based on spatial, financial, and engineering prioritization criteria. The purpose of this prioritization tool will be to, through a multi-criteria analysis, score each project against the prescribed set of municipal priorities. The end objective will be to ensure that projects that most align with MSDF proposals, spatial transformation objectives, engineering, and financial priorities, are given the highest scores. This will help to identify and prioritize projects that are strategy-aligned.

Alignment with identified IDP priorities must also be facilitated. To ensure that projects with high cost-benefit value, albeit small budgets and localized interventions (ward committee priorities), are not 'swallowed- up' by the requirements expressed by large infrastructure interventions, a category for identified, ward-based projects has been created. The prioritization method related to these projects to be finalized.

PRIORITISATION TOOL FOR INFRASTRUCTURE INVESTMENT	
IDP Priority	Is the project listed as an IDP ward priority? (Specific prioritized funding category)
SPATIAL STRATEGY PRIORITISATION CRITERIA	Criteria 1: Project Falls within a **Municipal Scale: Priority Investment Area** as per the MSDF?
	Criteria 2: Project Falls within a **Settlement Scale Priority Investment Area** as per the MSDF?
	Criteria 3: Project Falls within a **settlement scale Priority Investment Area, Upgrade Area, Densification Encouragement Area, or Informal Settlement Upgrading Area** as per the MSDF?
	Criteria 4: Project directly related to **enabling the implementation of a MSDF Spatial Policy or Strategy**, such as Spatial Transformation?
	Criteria 5: Will the capital investment **benefit the well-being and socio-economic status** of poor or low-income areas?
ENGINEERING PRIORITISATION CRITERIA	Criteria 6: Is this project **addressing a backlog**?
	Criteria 7: Is this project **giving effect to services required in terms of a statutory or legal requirement**?
	Criteria 8: Will this project **unlock new investments, attract new economic activities, or generate new rates income** for the municipality?
	Criteria 9: Is the project **implementation ready**?
	Criteria 10: Is this infrastructure a **net Asset (YES) or net Liability (NO)** for the municipality?
FINANCIAL PRIORITISATION CRITERIA	Criteria 11: Will this infrastructure be **revenue generating**?
	Criteria 12: Will this infrastructure be **affordable to the municipality from a capital investment perspectiv**e?
	Criteria 13: – Is the project an **asset maintenance / renewal / replacement project**?
	Criteria 14: Will this infrastructure be **affordable to the municipality from an operational / maintenance perspective**?

Figure 20: Prioritisation tool for prioritizing capital investments

5.2.8 Phasea 5a: Prioritised Portfolio of Investments

In this phase, the following is done:

- Set out the 10-year capital project portfolio (the list of required capital infrastructure expenditure projects), per functional area, as derived **from phase 1 and phase 2b**.
- Using the prioritisation tool, and in collaboration with the engineering, finance, and town planning municipal officials, score all infrastructure projects against the agreed prioritisation criteria that was developed in **phase 4** to arrive at a prioritised list of infrastructure projects.
- Using the prioritised list of infrastructure projects, together with the defined funding envelop from **phase 3**, fit the prioritised infrastructure projects within the 10-year funding envelop. Identify which projects fall within and which do not fall within the affordability envelop, considering interdependencies between infrastructure investments needed. Tailor or phase the proposed programme within the defined expenditure envelope defined by the LTFP (from phase 3).
- Compile a spatially referenced capital project portfolio which is prioritised and fits within the defined affordability envelop.
- Identify the funding strategies and supporting policies to implement the prioritised, affordable portfolio of projects.

The full details of the prioritised capital portfolio can be found in the CEF technical Report (a screenshot of which is shown below). **This prioritised portfolio must be used as a key informant to the annual budgeting process.**

The following Table scores all of the Capital Projects according to the 13 prioritisation criteria, through Phase 4. It provides a composite score for each project. The composite score will range between 0% (for projects that dont meet any criteria) to 100% (for projects that meet all criteria).					FINAL SCORE	
Unique ID	Project Name	Municipal Functional Area (2020 CEF)	Functional Area (2023 CEF)	Total Cost	COMPOSITE SCORE	COMPOSITE PERCENTAGE
9	Balancing Dam	FA 1: George City Area	FA 1: George City Area	R 31,500,000.00	14	100%
28	George-Pacaltsdorp Main-Pacaltsdorp (West) Res	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 14,106,400.00	14	100%
29	Pacalts Rising Main	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 14,031,600.00	14	100%
30	Sandkraal Outfall	FA 1: George City Area	FA 1.8: Thembalethu	R 14,021,100.00	14	100%
45	George-Pacaltsdorp Main-Pacaltsdorp (West) Res	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 8,742,720.00	14	100%
66	Thembalethu (R/O)	FA 1: George City Area	FA 1.8: Thembalethu	R 6,400,000.00	14	100%
67	Network Rehabilitation/ Upgrade Thembalethu	FA 1: George City Area	FA 1.8: Thembalethu	R 6,250,000.00	14	100%
78	George Inner City	FA 1: George City Area	FA 1.4: George CBD	R 5,400,000.00	14	100%
81	Hansmoeskraal	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 5,250,000.00	14	100%
90	George-Pacaltsdorp Main-Pacaltsdorp (West) Res	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 4,796,680.00	14	100%
95	Meul Pumpstation rising main	FA 1: George City Area	FA 1.5: George Industria	R 4,500,000.00	14	100%
107	Upgrade Gwaing/ Proefplaas Pump Station	FA 1: George City Area	FA 1.1: Blanco	R 4,000,000.00	14	100%
111	George-Blanco Main-Blanco/Heatherlands	FA 1: George City Area	FA 1.1: Blanco	R 3,841,880.00	14	100%
123	George-Blanco Main-Saasveld Res	FA 1: George City Area	FA 1.1: Blanco	R 3,098,900.00	14	100%
130	George-Pacaltsdorp Main-Pacaltsdorp (West) Res-Pacaltsdorp (West) Tower	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 2,883,720.00	14	100%
131	Schaapkop Rising main rehab bridge crossing river	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 2,850,000.00	14	100%
138	George-Pacaltsdorp Main-Pacaltsdorp (West) Res-Pacaltsdorp (West) Tower	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 2,701,020.00	14	100%
149	George-Blanco Main-Saasveld Res	FA 1: George City Area	FA 1.1: Blanco	R 2,526,720.00	14	100%
155	Pacaltsdorp - Erf 325 East	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 2,416,312.00	14	100%
181	L/T Lines-Pacalsdorp	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 2,000,000.00	14	100%
196	George-George Main-George Sub	FA 1: George City Area	FA 1.4: George CBD	R 1,840,300.00	14	100%
199	Schaapkop Rising main to Tamsui Upgrade	FA 1: George City Area	FA 1.5: George Industria	R 1,825,000.00	14	100%
201	Lawaaikamp	FA 1: George City Area	FA 1.6: Ballotsview	R 1,800,000.00	14	100%
210	Thembalethu UISP - Sewerage	FA 1: George City Area	FA 1.8: Thembalethu	R 1,696,034.00	14	100%
227	George-Pacaltsdorp Main-Pacaltsdorp (West) Res-Pacaltsdorp (West) Tower	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 1,547,000.00	14	100%
228	George-Pacaltsdorp Main-Pacaltsdorp (East) Res-Pacaltsdorp (East) Tower	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 1,515,640.00	14	100%
275	Thembalethu Outfall	FA 1: George City Area	FA 1.8: Thembalethu	R 990,100.00	14	100%
276	George-George Main-George Sub	FA 1: George City Area	FA 1.4: George CBD	R 971,180.00	14	100%
309	George-George Main-George Sub	FA 1: George City Area	FA 1.4: George CBD	R 762,496.00	14	100%
316	George-Wilderness Main	FA 1: George City Area	FA 1.1: Blanco	R 731,322.64	14	100%
328	George-Pacaltsdorp Main-Pacaltsdorp (East) Res-Pacaltsdorp (East) Tower	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 682,780.00	14	100%
334	George-Blanco Main-Blanco/Heatherlands	FA 1: George City Area	FA 1.1: Blanco	R 664,300.00	14	100%
341	George-Pacaltsdorp Main-Pacaltsdorp (East) Res-Pacaltsdorp (East) Tower	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 604,800.00	14	100%
350	Ossie Urban Street Industrial Erven Project - Sewer	FA 1: George City Area	FA 1.5: George Industria	R 600,000.00	14	100%
367	George-Blanco Main-Blanco/Heatherlands-	FA 1: George City Area	FA 1.1: Blanco	R 526,540.00	14	100%
373	Pacalts outfall	FA 1: George City Area	FA 1.7: Pacaltsdorp	R 508,365.00	14	100%

Figure 21: Screenshot of the provisional prioritised portfolio of Capital Investments

The CEF Technical Report (Draft March2022) is included in a separate report.

5.2.9 Phase 5b: Scoring of Projects and Arriving at a Prioritised Capital Expenditure Programme

The final phase will recommend a 10-year capital projects portfolio per functional area for prioritisation based on the criteria applied to reach an integrated approach to budgeting and project implementation within the affordability envelop. The capital project portfolio will be spatially referenced and a range of funding strategies and supporting policies. (*Implementation Action).*

5.3 Provincial- and National Infrastructure Expenditure

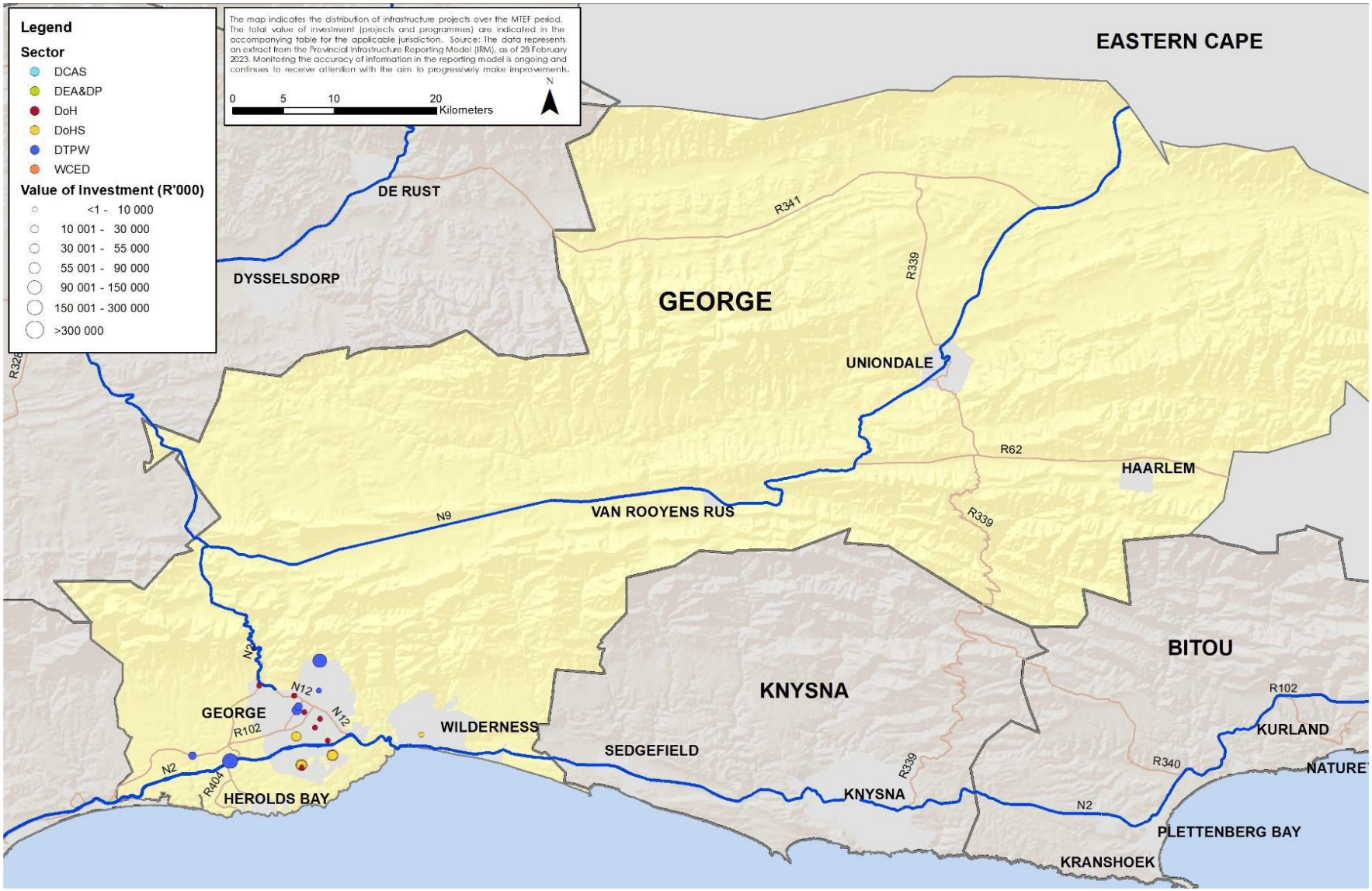
The Department of Environmental Affairs and Development: Development Planning Intelligence Management and Research presented the following planned and estimated Provincial Infrastructure Expenditure and National and Provincial Budget allocations for the MTREF Period 2023/24 – 2025/26 to be used for integrated development planning consideration during the budgetary and integrated development planning cycle 2023/24.
(Source: The data in the report represents an extract from the National Infrastructure Reporting Model (IRM), as of 28 February 2023. Improving the accuracy of information in the reporting model is ongoing and continues to receive attention.). Table 18 and **Map 42** have reference.

		Value of Infrastructure Project & Programmes (R'000)					Total (R' 000)
Sector	**No of Projects**	**Infrastructure Transfers - Capital**	**New and Replaced Infrastructure**	**Non-Infrastructure**	**Rehabilitation, Renovations & Refurbishment**	**Upgrading and Additions**	
Health	10	0	270	9 686	219	49	10 224
DHS	7	295 130	0	0	0	0	295 130
DTPW	7	0	207 000	0	140 975	122 100	470 075
Grand Total	**24**	**295 130**	**207 270**	**9 686**	**141 194**	**122 149**	**775 429**

Table 18: Summary of Planned and Funded Provincial Infrastructure Projects for George (MTREF 2022/23-2025/26)

It is concerning that, given the population growth in George (Backlog and future growth), no budgetary allocation towards social facilities, specifically schools (primary and secondary) and ECD Centres, has been made.

Project lists and details on projects are noted in the George IDP. From a spatial perspective, all infrastructure projects are located in priority areas, linking to- or inside the urban fabric of George, except for the Wilderness Heights Human Settlement Project.



Map 42: Planned and Estimated Provincial and National Expenditure: Infrastructure 2023/24-2025/2026

Spatial distribution of allocations to municipalities over MTEF period 2023/24 - 2025/26

George: Budgeted National and Provincial Allocations (R'000)

Source	Department	Municipality	Transfer description	2023/24	2024/25	2025/26
National	Water and Sanitation	George	Regional Bulk Infrastructure Grant	375138	274626	0
WCG	Department of Mobility	George	George Integrated Public Transport Network - Operations	228868	211822	219072
National	National Treasury	George	Equitable Share	214691	235747	260334
National	Transport	George	Public Transport Network Grant	144823	148446	145807
National	Cooperative Governance	George	Integrated Urban Development Grant	67450	49500	51645
WCG	Department of Infrastructure	George	Title-Deeds Restoration	12000	39000	10000
WCG	Cultural Affairs and Sport	George	Community library services grant	11288	11728	12255
National	National Treasury	George	Infrastructure Skills Development Grant	6500	6000	6500
National	Mineral Resources and Energy	George	Integrated National Electrification Programme (Municipal) Grant	6346	5000	5000
National	National Treasury	George	Neighbourhood Development Partnership Grant (Capital)	5000	5000	5000
National	Public works and Infrastructure	George	Expanded Public Works Programme Integrated Grant for Municipalities	4420	0	0
National	Water and Sanitation	George	Water Services Infrastructure Grant	3820	0	0
National	National Treasury	George	Local Government Financial Management Grant	1771	1771	1909
WCG	Department of Infrastructure	George	Provincial Contributions towards to Acceleration of Housing Delivery	1708	0	0
National	National Treasury	George	Neighbourhood Development Partnership Grant (Technical Assistance)	1300	500	500
WCG	Department of Infrastructure	George	Financial assistance to Municipalities for maintenance and construction of transport infrastructure	1245	450	500
WCG	Provincial Treasury	George	Western Cape Financial Management Capability Grant	1000	0	0
WCG	Cultural Affairs and Sport	George	Development of Sport and Recreation Facilities	750	0	0
WCG	Department of Infrastructure	George	Municipal accreditation and capacity building grant	491	497	497
WCG	Local Government	George	Thusong Service Centres Grant (Sustainability: Operational Support Grant)	150	150	104
WCG	Local Government	George	Community Development Worker Operational Support Grant	94	94	94
National	Mineral Resources and Energy	George	Integrated National Electrification Programme (Eskom) Grant	0	0	1546
WCG	Department of Infrastructure	George	Informal Settlements Upgrading Partnership Grant	0	46100	15800
WCG	Department of Mobility	George	Integrated Transport Planning	0	628	656
Total				**1088853**	**1037059**	**737219**

Table 19: National and Provincial Budget Allocations to George Municipality (MTREF 2023/24-2056/26)

Annexure A: List of Funded Provincial Infrastructure Investment Projects and Programmes in the Municipality for the MTEF period 2023/24 – 2025/26

Sector	Nature of Investment	Funding Source	Project Name	Project ID	IDMS Gate	Delivery mechanism	MTEF 2023/24 (Rand)	MTEF 2024/25 (Rand)	MTEF 2025/26 (Rand)	MTEF TOTAL (Rand)
Health	New or Replaced Infrastructure	Health Facility Revitalisation Grant	George - WCCN Southern Cape Karoo - Residential accommodation - New	196105	Not Applicable	Individual Project	0	0	270 000	270 000
Health	Rehabilitation, Renovations & Refurbishment	Health Facility Revitalisation Grant	George - George Hospital - Wards R, R and R (Alpha)	184454	Stage 2: Concept/ Feasibility	Individual Project	218 000	1 000	0	219 000
Health	Upgrading and Additions	Health Facility Revitalisation Grant	George - Harry Comay Hospital - Kitchen upgrade and additions	196044	Not Applicable	Individual Project	0	0	49 000	49 000
Health	Non-Infrastructure	Equitable Share	George - George HT Maintenance Hub - Infrastructure Support	192040	Not Applicable	Individual Project	415 000	415 000	415 000	1 245 000
Health	Non-Infrastructure	Equitable Share	George - Garden Route & Central Karoo Maintenance Hub - Infrastructure Support	192041	Not Applicable	Individual Project	1 421 000	1 421 000	1 421 000	4 263 000
Health	Non-Infrastructure	Equitable Share	George - Rural DHS Head Office HT Hub - Infrastructure Support	192042	Not Applicable	Individual Project	389 000	389 000	389 000	1 167 000
Health	Non-Infrastructure	Health Facility Revitalisation Grant	George - Parkdene Clinic - HT - Upgrade and Additions (Alpha)	206044	Not Applicable	Individual Project	0	568 000	0	568 000
Health	Non-Infrastructure	Health Facility Revitalisation Grant	George - Rosemoor Clinic - HT - Upgrade and Additions (Alpha)	206045	Not Applicable	Individual Project	0	500 000	0	500 000
Health	Non-Infrastructure	Health Facility Revitalisation Grant	George - Blanco Clinic - HT - Upgrade and Additions (Alpha)	206503	Not Applicable	Individual Project	475 000	316 000	0	791 000
Health	Non-Infrastructure	Health Facility Revitalisation Grant	George - Pacaltsdorp Clinic - HT - Upgrade and Additions (Alpha)	215161	Not Applicable	Individual Project	475 000	677 000	0	1 152 000
Transport & Public Works	New or Replaced Infrastructure	Equitable Share	C377.1 George West bypass	194664	Stage 3: Design Development	Individual Project	0	47 000 000	160 000 000	207 000 000
Transport & Public Works	Rehabilitation, Renovations & Refurbishment	Provincial Roads Maintenance Grant	C1101 Reconstruct Walboomskraal	194695	Stage 3: Design Development	Individual Project	35 000 000	75 000 000	5 000 000	115 000 000
Transport & Public Works	Upgrading and Additions	Equitable Share	C1047.01 Fancourt DM	187348	Stage 3: Design Development	Individual Project	39 000 000	10 000 000	0	49 000 000
Transport & Public Works	Upgrading and Additions	Equitable Share	C851 Rondevlei	3862	Stage 5: Works	Individual Project	47 000 000	1 000 000	0	48 000 000
Transport & Public Works	Upgrading and Additions	Provincial Roads Maintenance Grant	C1047.4 Completion contract Maalgaten Bridge	215118	Stage 5: Works	Individual Project	25 100 000	0	0	25 100 000

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Sector	Nature of Investment	Funding Source	Project Name	Project ID	IDMS Gate	Delivery mechanism	MTEF 2023/24 (Rand)	MTEF 2024/25 (Rand)	MTEF 2025/26 (Rand)	MTEF TOTAL (Rand)
Human Settlements	Infrastructure Transfers - Capital	Other	George: Metro Grounds: Erf 464 - 1200 Services IRDP (Ph 1: 1200 Sites)	55908	Packaged Programme	Packaged with Sub-Contracts	40 000 000	0	0	40 000 000
Human Settlements	Infrastructure Transfers - Capital	Human Settlements Development Grant	Garden Route: George: Metro Grounds 436 Mix Housing units out of 631 - IRDP - ph 1: 236 BGN	200400	Stage 5: Works	Individual Project	50 000 000	5 000 000	0	55 000 000
Human Settlements	Infrastructure Transfers - Capital	Human Settlements Development Grant	DHS: George: Europe Erf 3121: 507 Services - Irdp - Phase 1	200402	Stage 3: Design Development	Individual Project	0	30 300 000	0	30 300 000
Human Settlements	Infrastructure Transfers - Capital	Human Settlements Development Grant	George Syferfontein East Erf 325 (1684 red 1678 units) IRDP	200403	Stage 5: Works	Individual Project	50 230 000	12 500 000	12 500 000	75 230 000
Human Settlements	Infrastructure Transfers - Capital	Human Settlements Development Grant	Garden Route: George: Thembalethu: Tyolora Bungalow Houses: Planning 200 Sites & T/S - DDISP - Ph 2: 200 T/S	200408	Stage 5: Works	Individual Project	0	15 800 000	15 800 000	31 600 000
Human Settlements	Infrastructure Transfers - Capital	Informal Settlements Upgrading Partnership Grant	3420 - Wilderness Heights Erf 329 (120 sites) UISP	200534	Stage 3: Design Development	Individual Project	1 000 000	1 000 000	0	2 000 000
Human Settlements	Infrastructure Transfers - Capital	Informal Settlements Upgrading Partnership Grant	Garden Route: George: Thembalethu Basic Services	200537	Stage 3: Design Development	Individual Project	12 000 000	39 000 000	10 000 000	61 000 000
Transport & Public Works	Rehabilitation, Renovations & Refurbishment	Equitable Share	CYCC-George Outeniqua	180625	Stage 5: Works	Individual Project	1 095 000	0	0	1 095 000
Transport & Public Works	Rehabilitation, Renovations & Refurbishment	Equitable Share	York Park 1st Floor (DHS) & 2nd Floor (DSD)	217951	Stage 1: Initiation/ Pre-feasibility	Individual Project	0	3 500 000	21 380 000	24 880 000
GRAND TOTAL							**303 818 000**	**244 387 000**	**227 224 000**	**775 429 000**

** Excluding Across District Projects & Programmes. See the Excel database for more detail.*

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Annexure 1: Guidelines for the Management of Growth of the Settlements Surrounding the George City Area

The Strategies, Policies and Policy Guidelines as stated in the MSDF apply. In addition, the following guidelines for the management of growth of the settlements surrounding the George city area are as follows:

i. 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. Six 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 Herold'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 that address the need for:
  - a neighbourhood commercial and services centre.
  - a parking study, plan and contribution to adequate provision for the whole Herolds Bay settlement.
  - alleviation of traffic pressure on the settlement.
  - improvement of public transport and non-motorised transport access to and facilities in the area
  - facilitate tourism development in Herolds Bay
- Resist any form of expansion, densification or development of the buffer zones of residential, eco and golf estates.
- Limit higher density developments as defined in the LSDF.

Detailed directives for the development and management of Herold's Bay are contained in the Herold's Bay Local Spatial Development Framework, 2016.

ii. Victoria Bay / Kraaibosch South

Victoria Bay is a small seaside resort and well-visited recreational area. Kraaibosch South is predominantly a rural residential area. The area's topography, the Kaaimans River and built character is unique, and has contributed to its increased popularity as a place of recreation, vacation and permanent living. There are approximately 50 dwellings in the Victoria Bay rural area, 12 dwellings in the seaside settlement and fourteen dwellings/ erven along the Kaaimans River.

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

- Restrict development in Victoria Bay to existing building footprints and height.
- Facilitate tourism development and maintain public access to the beach and fishing areas.
- Manage applications for subdivision and land use in the surrounding area in a manner that maintains the rural and scenic character of the area and do not place an additional burden on service infrastructure.
- Encourage landowners to adopt environmental management plans and/or stewardship agreements and convert land use rights to Open Space Zone III (See GIZSB) to facilitate the protection of the priority environmental zones and coastal protection zones.

Detailed directives for the development and management of Victoria Bay / Kraaibosch South are contained in the Draft Victoria Bay / Kraaibosch South Local Structure Plan (Spatial Development Plan), May 2009. However, this must be reviewed the updated MSDF (2023)

iii. Wilderness, Kleinkrantz, Touwsranten and Hoekwil

Wilderness is one of the most popular tourism and residential destinations along the Garden Route, based on its unique terrestrial, aquatic and marine assets, outstanding rural and townscape qualities, and recreational amenity value. Threats to the area include the subdivision of smallholdings, expansion of poorly located and serviced informal areas, and insensitive building development.

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

- Not permit expansion of residential areas beyond the urban edge.
- Prohibit significant densification of existing residential areas (except through group/ town housing and resort development on land available within the urban edge).
- Upgrade the informal settlement in Kleinkrantz in an integrated manner. Extension of urban edge to incorporate the densification will only be supported if provision (and implementation funding) of supportive socio-economic infrastructure can be demonstrated.
- The extension of the Kleinkrantz resort is supported, within the urban edge, on the proviso that due environmental process is followed, the benefit of the resort is not provided on an exclusive manner.
- Public access to the beach must be protected and upgraded.
- Incremental/new development/division in the priority environmental area, or any environmental zone listed as a risk/sensitivity index (CML, 10m amsl, ridgeline, steep gradient, coastal protection zone, etc) is discouraged and fast tracking of zoning change of Open Space III zoning to be facilitated in the GIZSB. The adoption of environmental management plans/stewardship agreements to be encouraged.
- Discourage further growth of the Kleinkrantz and Wilderness Heights settlements. Wilderness Heights to explore alternative upgrading and communal ownership options, given the prohibitive costs, and disadvantageous location factors of individual tenure options using government subsidy. Look at relocation of those based at Wilderness heights to a better suited areas with existing services. Current site has no services and huge financial implication to make provision for services.
- Alternative ownership/formalization approaches to be investigated – if feasible.
- Support further tourism development in the Village to enhance its role as the primary business node in Wilderness.
- Retain and extend (formalize/use/manage) all possible public access allowance to the natura areas and beach (not individual owners, but public collective)
- Support fine grain economic opportunity in tourism precincts.
- Support nodal/economic precinct/tourism development at Hoekwil, Touwsranten, Wilderness and Kleinkrantz.
- Support initiatives to practically integrate the segregated settlements.
- No development should impact negatively on the lakes area, crest skyline, coastal protection zone and green boundaries.
- A parking study, plan and contribution to adequate provision for the entire Wilderness settlement must be undertaken.

Detailed directives for the development and management of Wilderness and related settlements are contained in the Wilderness-Lakes-Hoekwil Local Spatial Development Framework, 2016.

v. Uniondale

Uniondale is the largest service centre in the Greater George Area outside of the city of George. The Municipality will:

- Maintain the agricultural and natural surround of the town.
- Improve road infrastructure servicing the town.
- Improve basic services delivered to residents.
- Improve the provision of public facilities.

- Improve tourism opportunities.
- Capitalize on the potential (economic/tourism) of the municipal property along the highway.
- Extend the existing cemetery areas.
- No residential development outside the urban edge should be supported. Land exchange and/or other mechanism to be employed to create a more equitable/integrated/enabling environment for specifically subsidized housing.

v. Haarlem

Haarlem is the focus of the Municipality-, DALRRD initiatives to support rural town regeneration and small farmer development / agriculture development programs in the rural hinterland. General guidelines include:

- Maintain the agricultural and natural surround of the town.
- Retain the village ambiance.
- Focus non-urban uses along the main road, within the nodal area.
- Support agri-processing and intensive agriculture uses on all properties in the urban edge.
- No residential development outside the urban edge should be supported. Land exchange and/or other mechanism to be employed to create a more equitable/integrated environment for specifically subsidized housing.
- Improve road infrastructure servicing the town.
- Improve basic services delivered to residents.
- Improve the provision of public facilities.
- Improve tourism opportunities – public realm (town centre/market opportunities to be explored
- "Hub and spoke" approach to integrate economy of Haarlem with economic opportunities in the George City area.
- Capitalize on the potential (economic/tourism) of the municipal property along the highway.

Detailed directives for the development and management of Uniondale (and Haarlem) are included in the Wards 24 & 25 Local Spatial Development Framework, 2015. (To be reviewed)

Annexure 2: George Urban Growth Proposals Assessment Framework

In the context of the priorities identified in the George 2017 – 2022 IDP and the Municipality's Long-Term Financial Plan, any new private land development proposals would have to demonstrate that they not only pay for themselves from a long-term operational perspective but also enhance George's efficiency, make a net contribution to the economy and ensure that land is used productively from a revenue generation perspective. Any development that proposes to extend the urban footprint of George city or create a new urban or suburban footprint in the municipal area should be deemed satisfactory in terms of these key sustainability concerns before an assessment of desirability can proceed.

It would not be responsible for the MSDF to speculate on opportunities for new settlement outside of a comprehensive assessment of what such settlement would bring to the table from a development perspective versus what the impacts and costs would be and who would meet these short and long term (capital and operating) obligations and/or mitigate or manage impacts. It is not within the means of the process to prepare an MSDF that considers the full lifecycle implications of such development proposals to inform its recommendations and to subsequently apportion responsibility for the costs for such development in its Capital Expenditure Framework, that would then need to be reflected in the George Municipality's Integrated Development Plan and in turn its budget, given that the MSDF is the spatial expression of the IDP. The normal land development and impact assessment procedures must deal with such proposals. Given that the MSDF should, with the IDP, drive the municipality's budget, and spatial form has a direct bearing on the municipality's financial sustainability, an in-principal decision on development in an MSDF cannot be separated from its financial implications.

At the same time, recognising that unforeseen economic prospects or opportunities and/ or new information may arise and a compelling case might be made for economic investment that is able to realise a net return on investment for George as a whole, the MSDF does however provide the following framework for decision-makers who may wish to consider proposals for lateral urban growth of the George city area or new remote/isolated settlement of an urban or suburban nature. The burden being on the proponent to provide sufficient evidence in respect of the conditions set out below and, on the Municipality, to ensure the objectivity of this evidence.

A. GENERAL CONSIDERATIONS

a) Planning and development regulation in the rural areas of the George Municipality will be governed by The Western Cape's Rural Development Guidelines, as well as the Local Area Spatial Development Framework for Wards 24 & 25 of the George Municipality which covers most of the rural area under the jurisdiction of the George Municipality. This framework as far as it pertains to the rural areas, will be an additional regulating tool.
b) The Provincial PSDF principles and policies as they relate to improving the position of municipal financial sustainability through infill and appropriate densification and the need to prevent commercial decentralisation and the associated decline of central business areas are key policies to inform both municipal spatial frameworks and growth management.
c) Where the urban edge has been delineated to protect natural resources (e.g., critical biodiversity / the coastlines) it should not be amended.

d) Arguments regarding poor agricultural conditions will not be accepted as the basis for a review of the urban edge. Arguments regarding the availability of infrastructure will not be accepted as the basis for a review of the urban edge. An agri-village is a privately established and managed settlement situated on private land within a farming area and exclusively accommodates the local agri- worker community. The only circumstances under which an agri-village should be considered include the following:
   - in a farming area where there is a concentration of agri workers due to the type of agricultural activities and that has a substantial demand for "off-the-farm" settlement.
   - areas where there are no established settlements within practical commuting distance (approximately 30km) and a municipality that has no feasible means of establishing and managing a new town.
   - Considering the substantial managerial and financial resources required to establish and maintain small settlements, and their potential negative impact on the environment and due to the relatively short distance between settlements in the Western Cape, the establishment of agri-villages or new settlements as "off-the-farm" options both have limited applicability in the Western Cape.

B. PERFORMANCE CONSIDERATIONS

Assessing the performance of proposed extensions to the urban footprint of George City, Uniondale, Haarlem and Herold or new remote, isolated settlements of an essentially urban or suburban nature such as agri-villages; eco-estates and other forms of lifestyle residential estates is important to adequately inform decision-makers in order that their decisions:

a) Do not reinforce / exacerbate or continue segregated settlement patterns.
b) Do not reinforce / exacerbate or continue inefficient settlement patterns through non-contiguous or leapfrog development.
c) Do not trigger costly commuting distances (to work, education and health facilities, amenities and services) for people living or working in these settlements that would rely heavily on private motor vehicle use that would increase carbon emissions and incur prohibitively expensive costs for particularly the poor – effectively leading to economic exclusion or spatial poverty entrapment.
d) Do not trigger unaffordable capital and/or operating cost burdens on the public sector to provide requisite public facilities and/or services in these settlements or to provide the transport for scholars and patients to access facilities elsewhere.
e) Do not exacerbate the Municipality's risk and the associated disaster management costs associated with such risk in respect of securing life and property in the case of extreme events associated with *inter alia* fire, inundation / flooding, coastal erosion by virtue of their location and/or distance from emergency services.
f) Do not compromise the unique character of an area.
g) Do not compromise the rural economy and/or existing value adding land uses.
h) Do bring opportunity for the whole existing settlement to improve and prosper.
i) Are not based on providing in a housing need alone (only) but comply with all the guidelines in this framework.
j) Protect valuable view corridors, undeveloped ridge lines, heritage assets and existing vistas should not be compromised by any development proposal or cumulative impact of development proposals. The proportion of urban development up the slope of a prominent hill or mountain should not degrade its aesthetic/ visual value.
k) Do realise tangible economic benefits for the municipality.

C. VIABILITY CONSIDERATIONS.

Assessing the viability of proposed extensions to the urban footprint of George City, Uniondale and Haarlem and remote settlements of an essentially urban or suburban nature such as agri-villages; eco-estates and other forms of lifestyle residential estates is important to adequately inform decision-makers in order that their decisions:

a) Safeguard the fiscal sustainability of the municipality – in the short term in terms of capital costs and in the long term in terms of operating costs – by ensuring that the development is self-funded in terms of bulk and link servicing requirements.
b) Ensure that there is no undue subsidisation of services to and in these areas on the part of the existing ratepayers of the Municipality and or the state where this is not of equitable benefit to those most in need of public resources.
c) Safeguard the long-term sustainability of servicing these settlements to the extent that the public sector is responsible or might reasonably be found to be the default responsible party.
d) Demonstrate tangible social and economic benefits for the municipality and existing settlement residents, balancing the provision of live – work - play opportunities, and securing the financial sustainability of the existing settlement being extended.

D. EVIDENCE REQUIRED

Such development proposals must provide the George Municipality with the following:

a) Evidence as to why the proposed target market of the proposed development cannot be accommodated within the existing urban edge on existing vacant and under-utilised land.
b) Evidence that the development fulfils the needs and priorities identified in the IDP and does not draw attention and resources away from other priorities.
c) A clear assessment of the impact on bulk services, what bulk services would be required and when these would practically come into operation.
d) Evidence that there is no impact on existing capacity and future capacity being brought on stream by existing infrastructure investment programmes, given service delivery backlogs in the existing built footprint of the city and the need to maintain and upgrade existing infrastructure.
e) Evidence that landowners and developers within the urban edge, who have acted in alignment with Council policy, with legitimate expectations of obtaining services from the Municipality will not be negatively affected.
f) Assurance that the development funds the Public Transport Network infrastructure requirements to ensure that access to public transport modes is integrated with the planning and implementation of the development and offered from the outset of occupation of the development
g) Adequate provision to ensure permanent employment generating activities are part of the development to minimise commuting costs, and that this is not limited to retail which has little local generative impact.
h) Assurance that such economic land uses are operational from the outset of residential occupation of the development.
i) A signed written agreement committing the applicant (and its successors in title) to the planning, design, construction and full upfront financing of the following all bulk utility and public transport infrastructure external to the site, in addition to development contribution requirements.
j) Any changes to the terms and conditions of this agreement (including the
    a. signatories) would need Council approval given the possibility that this would impact financially on the George Municipality and as a result impact on its IDP.
k) An assessment of the operational costs and any other 'hidden costs' of the proposed development to the Municipality and

whether these will be retrieved in full by rates and tariff charges based on an understanding of the proportion of landowners within the development that will be liable for such charges and the proportion that will require subsidisation.

l) Developer commitment to the construction and operation of the full extent of social facilities required by the development, including confirmation on the timing of construction and the period that the social facilities will be operated at the expense of the developer.

m) Should the development be residential in nature, an inclusive approach must be followed that enables well planned on-site integration. Where state funding is required for housing, an agreement must be in place that specifies:

   i. subsidies obtained for the development of housing will not be used to fund link infrastructure to market housing.

   ii. the number of houses that will qualify for the housing subsidy, and the number of houses to be built for the GAP market, the provisions made for the proposed subsidised units on the Municipality's Housing Plan, pipeline and three-year capital budget, and the requisite infrastructure. The GAP market is defined as households earning more than R3,500 and less than R22,000.

   iii. assumptions on subsidies (infrastructure, land, and top structure) to be received from the Municipality and discounted development contributions should also be documented.

   iv. the agreed standard of services to be installed.

   v. the maintenance agreement with respect to state-subsidised housing units which guarantees the infrastructure and associated services for a minimum of five years at the cost of the developer with performance indicators to ensure prompt service delivery.

n) Should any green or 'off the grid' infrastructure be proposed – evidence that there is no risk of negative impact on environmental systems and services should there be a break in the functioning of these services.

o) Legal provision that the Municipality will not become obliged by default to service the development in the future should such off the grid systems fail to perform without due provision being made by the landowners to pay the full capital and operating costs of such services

p) An assessment of fire risk along the wild land – urban interface must be done, and satisfactory mitigation actions identified. Provisions for ongoing maintenance of such actions must be documented and it must be clear how these will be complied with in perpetuity.

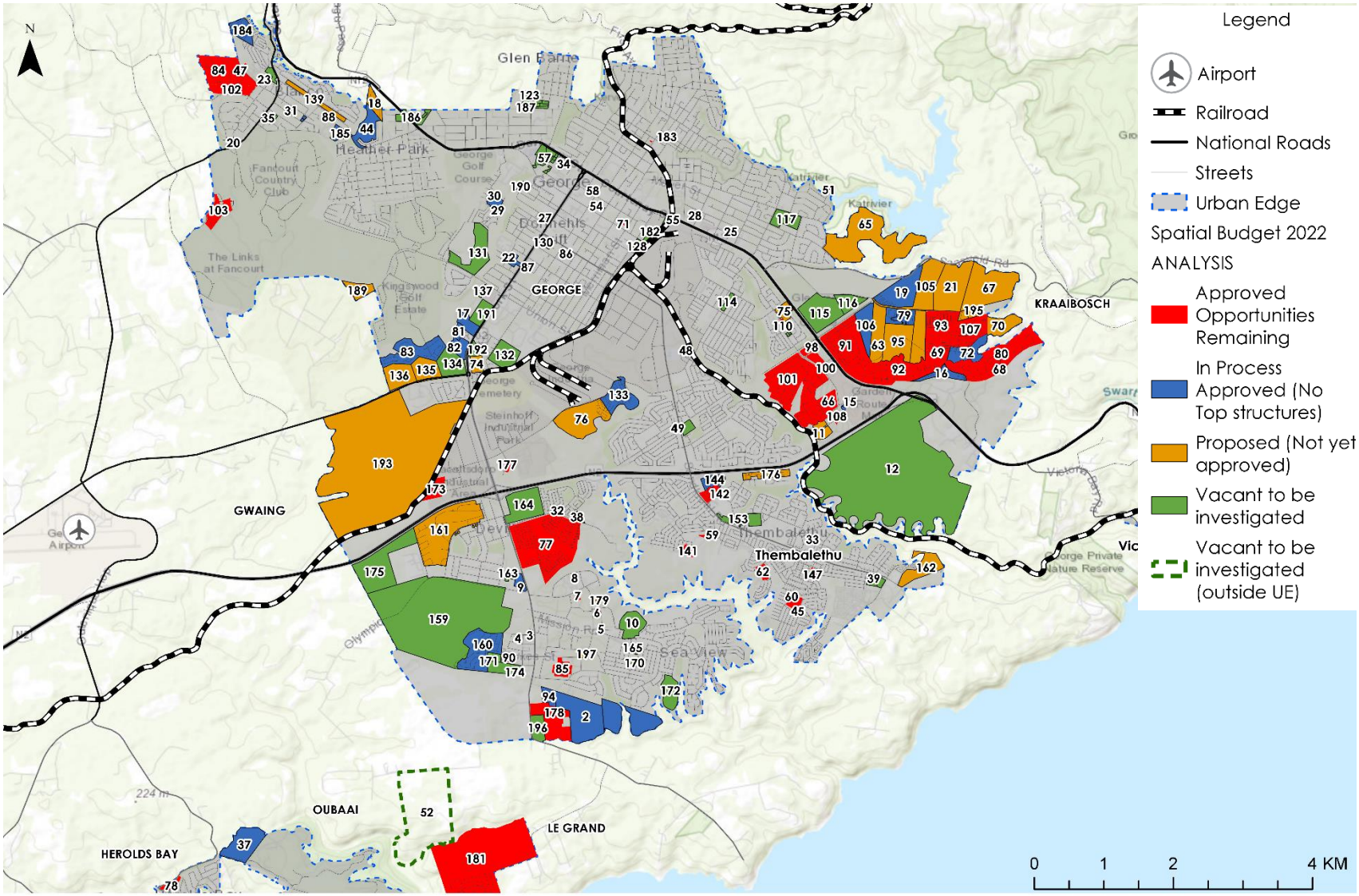
E. TOOLS TO ASSIST WITH THE ASSESSMENT

Tools are available to assist the Municipality in these decision-making processes:

a) The Cities Support Programme's Fiscal Impacts Tool:
   This tool aims to assess the long-term operating and capital costs of development to multiple actors. The tool provides a template that can be adapted to cost parameters specific to the Municipality. Importantly, it not only assesses the fiscal impact – the total life-cycle cost incurred by government – but also the financial impact on household budgets and environmental cost.

b) The CSIR have a geospatial assessment procedure for the calculation and mapping of fire risk along the wild land – fire interface.

Annexure 3: Spatial Budget Base Data



Map 43: Spatial Budget 2022

George Municipality Survey

Spatial Budget September 2021

Name of development	Farm Nr	Erf Nr	Allotment	Nr on Map	Type of Land Use	Total Area in m²	Proposed Density	Functional Area	Allotment	Suburb	Approved Private	Approved Municipal	Approved, Private in	Approved, Municipal in	Proposed Residential	Proposed Residential	Proposed Development	Proposed Development	Housing Pipeline	Vacant to be investi-	Vacant Business	Vacant Utility	Vacant POS	Vacant Educa-	Vacant Indus-	Informal Upgra-
Blue Mountain Estate	195/2		George	101		53 Erven Available(E		Kraaibosch	George	Kraaibosch	53															
Cherry Creek		76	Blanco	102	A gated single residential estate,	4 (EA)		Blanco	Blanco		4															
Beukes Street		284 & 286	Pacaltsdorp	90	Residential	21 (EA): 11032m²	19u/ha	Pacaltsdorp	Pacaltsdorp				21													
Duttons Cove Village	204/50		Heroldsbay	78	Residential Estate, focusing	15 (EA)		Herolds Bay	Herolds Bay	Duttons Cove	15															
Eden Park		26199	George	13	Business	3498,21	Business	Kraaibosch	George	Kraaibosch											1					
Eden Park		26200	George	14	Business	3181,99	Business	Kraaibosch	George	Kraaibosch											1					
Meander		25835	George	97	Business	5849,66	Business	Kraaibosch	George	Kraaibosch											1					
Meander		26828	George	98	Business	4213	Business	Kraaibosch	George	Kraaibosch											1					
Meander		26831	George	99	Business	27618,8	Business														1					
Meander		26832	George	100	Business	7093,87	Business	Kraaibosch	George	Kraaibosch											1					
Meander		26205	George	96	Business	10196,34	Business	Kraaibosch	George	Kraaibosch											1					
Eden Park		26679-26681	George	11	Residential	177 (EA): 43259m²		Kraaibosch	George	Kraaibosch					177											
Eden Park		28005	George	66	Business	56987,93	Business	Kraaibosch	George	Kraaibosch											1					
Eden Park		26677	George	108	Business	10940,03	Business	Kraaibosch	George	Kraaibosch											1					
Eden Park		26201	George	15	Business	2039,83	Business	Kraaibosch	George	Kraaibosch											1					
Vacant Zone Business		18745	George	109	Business	2473,31	Business	Bo_Dorp	George	Lavalia											1					
Vacant Zone Business		18747	George	110	Business	714,29	Business	Bo_Dorp	George	Lavalia											1					
Vacant Zone Utility		18749	George	111	Utility	No Yield																1				
Vacant Zone POS		18751	George	112	POS	No Yield																	1			
Vacant Zone POS		14719	George	113	Vacant Zone POS	No Yield																	1			
Vacant to be investigated		8621	George	114	Vacant to be investigated	15842,07	45 u/ha	Rosemoor	George	Rosemoor										71						
Vacant Zone POS		8259	George	115	Vacant Zone POS	272225,13	45 u/ha	Kraaibosch	George	Kraaibosch										670						
Vacant Zone POS		8431	George	116	Vacant Zone POS	74366,05	25 u/ha	Kraaibosch	George	Kraaibosch										185						
Vacant Zone Education		6979	George	117	Vacant Zone Education	No Yield	Educationa l	Bo_Dorp	George	Genevafontein														1		
Government Ground in Heatherlands		141	George	118	Vacant to be investigated	4672	25 u/ha													75						
Government Ground in Heatherlands		142	George	119	Vacant to be investigated	4786,4	25 u/ha	Heatherlands	George	Heatherlands										0						
Government Ground in Heatherlands		154	George	120	Vacant to be investigated	6044,98	25 u/ha	Heatherlands	George	Heatherlands										0						
Government Ground in Heatherlands		140	George	121	Vacant to be investigated	4482,41	25 u/ha	Heatherlands	George	Heatherlands										0						
Government Ground in Heatherlands		143	George	122	Vacant to be investigated	4282,44	25 u/ha	Heatherlands	George	Heatherlands										0						
Government Ground in Heatherlands		156	George	123	Vacant to be investigated	4630,4	25 u/ha	Heatherlands	George	Heatherlands										0						
Government Ground in Heatherlands		152	George	124	Vacant to be investigated	5123,15	25 u/ha	Heatherlands	George	Heatherlands										0						
Government Ground in Heatherlands		155	George	125	Vacant to be investigated	4963,8	25 u/ha	Heatherlands	George	Heatherlands										0						
Government Ground in Heatherlands		157	George	126	Vacant to be investigated	5232,48	25 u/ha	Heatherlands	George	Heatherlands										0						
Government Ground in Heatherlands		153	George	127	Vacant to be investigated	4871,76	25 u/ha	Heatherlands	George	Heatherlands										0						

George Municipality Survey																										
Spatial Budget September 2021																										
Name of development	Farm Nr	Erf Nr	Allotment	Nr on Map	Type of Land Use	Total Area in m²	Proposed Density	Functional Area	Allotment	Suburb	Approved Private	Approved Municipal	Approved, Private in	Approved, Municipal in	Proposed Residential	Proposed Residential	Proposed Development	Proposed Development	Housing Pipeline	Vacant to be investi-	Vacant Business	Vacant Utility	Vacant POS	Vacant Educa-	Vacant Indus-	Informal Upgra-
Vacant area at Traffic Department		464	George	128	Vacant to be investigated	6342,81	60 u/ha	George CBD	George	CBD										41						
Vacant POS		2662	George	129	Vacant Zone POS	5111,61	60 u/ha	George CBD	George	CBD										26			1			
Olmega Street		26823	George	130	Vacant Zone high density	5463,63	80 u/ha	George CBD	George	CBD										43						
Rooirivier Rif		3354	George	131	Vacant Zone POS	178114.05m²	Sports Facility																157436 m²			
Prison Ground		3129	George	132	Vacant to be investigated	116858,12	60 u/ha	George CBD	George	Groeneweide Park										701						
Metro Ground		464	George	133	Approved not/partially	250 (EA)		George Industrial	George	Metrogrounds						250										
Groeneweide Park		464	George	134	Vacant to be investigated	133500,13	45 u/ha	George CBD	George	Groeneweide Park										400						
South Cape Collegue		464	George	135	Proposed Development	116613.44m²	Educational	George CBD	George	Groeneweide Park														1		
Groeneweide Park		464	George	136	Vacant to be investigated	135531,16	45 u/ha	George CBD	George	Groeneweide Park										675						
Rooirivier Rif		464	George	137	Vacant to be investigated	12670,67	45 u/ha	George CBD	George	CBD										45						
Church Grounds		3533	Blanco	138	Vacant to be investigated	52 (EA)		Blanco	Blanco	Blanco					52											
Blanco Strip		1091	Blanco	139	Mixed Use Development	480 (EA)		Blanco	Blanco	Blanco				480												
Abutting Heather park spar		13042	George	140	Vacant to be investigated	17624,72	25 u/ha	Heatherlands	George	Heatherlands										34						
Business		7041	Tyolora	144	Undeveloped Private Business	32635.44m²	Mixed Use 60 u/ha	Thembalethu	Thembalethu	Thembalethu											1					
Business		2202	Tyolora	142	Vacant Zone Business	8652,16	Business	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		197/65	Tyolora	143	Vacant Zone Utility	No Yield	Utility	Thembalethu	Thembalethu	Thembalethu												1				
Vacant to be investigated		1821	Tyolora	145	Vacant to be investigated	12671.27m²	Mixed Use 80 u/ha	Thembalethu	Thembalethu	Thembalethu										108						
Vacant to be investigated		1784-1786	Tyolora	146	Vacant to be investigated	633.06m²	Mixed Use 80 u/ha	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		1788	Tyolora	148	Vacant to be investigated	388,4	Business	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		1789	Tyolora	149	Vacant to be investigated	390,62	Business	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		1790	Tyolora	150	Vacant to be investigated	390,64	Business	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		1791	Tyolora	151	Vacant to be investigated	390,33	Business	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		1778	Tyolora	152	Vacant to be investigated	506,48	Business	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		1779	Tyolora	153	Vacant to be investigated	423,18	Business	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		1781	Tyolora	154	Vacant to be investigated	390,05	Business	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		1782	Tyolora	155	Vacant to be investigated	390,03	Business	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		1806	Tyolora	156	Vacant to be investigated	601,18	Industrial	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		1807	Tyolora	157	Vacant to be investigated	530,55	Industrial	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		1808	Tyolora	158	Vacant to be investigated	517,34	Industrial	Thembalethu	Thembalethu	Thembalethu											1					
Vacant to be investigated		325	Pacaltsdorp	159 & 160	Proposed Development	7263 Units Proposed		Pacaltsdorp	Pacaltsdorp	Hansmoeskraal										7263						
Dellville Park		325	Pacaltsdorp	161	Approved development, dev	372 (EA)		Pacaltsdorp	Pacaltsdorp	Delville Park						372				1						
Abutting Erf 325, Pacs development		325	Pacaltsdorp	164	Vacant to be investigated	Environmental contraints. Possible fresh produce market		Pacaltsdorp	Pacaltsdorp	Rosedale										1						

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Name of development	Farm Nr	Erf Nr	Allotment	Nr on Map	Type of Land Use	Total Area in m²	Proposed Density	Functional Area	Allotment	Suburb	Approved Private	Approved Municipal	Approved, Private in	Approved, Municipal in	Proposed Residential	Proposed Residential	Proposed Development	Proposed Development	Housing Pipeline	Vacant to be investi-	Vacant Business	Vacant Utility	Vacant POS	Vacant Educa-	Vacant Indus-	Informal Upgra-
Business		388	Pacaltsdorp	165	Vacant Zone Business	2005,48	Business	Pacaltsdorp	Pacaltsdorp	Protea Estate											1					
Business		389	Pacaltsdorp	166	Vacant Zone Business	2393,03	Business	Pacaltsdorp	Pacaltsdorp	Protea Estate											1					
Utility		419	Pacaltsdorp	167	Vacant Zone Utility																	1				
Vacant to be investigated		419	Pacaltsdorp	168	Vacant to be investigated	2000	60 u/ha	Pacaltsdorp	Pacaltsdorp	Protea Estate										12						
Vacant to be investigated		5612	Pacaltsdorp	169	Vacant to be investigated	Community Property		Pacaltsdorp	Pacaltsdorp	Protea Estate														1		
Vacant to be investigated		5613	Pacaltsdorp	170	Vacant to be investigated	Community Property		Pacaltsdorp	Pacaltsdorp	Protea Estate														1		
Vacant to be investigated		325	Pacaltsdorp	172	Vacant to be investigated	37424,73	25 u/ha	Pacaltsdorp	Pacaltsdorp	Sea View										470						
Industrial erven		24300	George	173	Vacant approved industrial	61253,25	Industrial	George Industrial	George	Pacaltasdorp Industrial															13	
Vacant to be investigated		325	Pacaltsdorp	174	Vacant to be investigated	72756,45	45 u/ha	Pacaltsdorp	Pacaltsdorp	Europa										320						
Vacant to be investigated		323	Pacaltsdorp	175	Vacant to be investigated	Community Property		Pacaltsdorp	Pacaltsdorp	Delville Park														1		
Housing		1821	Tyolora	176	Approved not/partially	326 (EA)		Thembalethu	Thembalethu	Thembalethu				326												
Future Mooikloof	202/23		Hansmoeskraal	178	Approved development, dev	388 (EA)		Pacaltsdorp	Pacaltsdorp	Hansmoeskraal					388											
Business		197/26	Sandkraal	180	Vacant Zone Business	17028,58	Business														1					
Le Grand	202/78		Hansmoeskraal	181	Approved development, dev	255 (EA)		Pacaltsdorp	Pacaltsdorp	Hansmoeskraal	255															
Vacant ground behind License Dept.		464	George	182	Vacant to be investigated	5273,61	60 u/ha	George CBD	George	CBD										28						
Farm 216/7 &10	216/7 & 10		Rural	184	Mixed Use Development	294 (EA)		Blanco	Blanco	Blanco			294				1									
Residential		1042	George	183	Residential	4305,07	25 u/ha	Bo_Dorp	George	Fernridge										13						
Residential		596	Blacno	185	Residential	33 (EA)		Blanco	Blanco	Blanco			33													
Residential		25087	Blanco	186	residential	6424,51	45 u/ha	Blanco	Blanco	Blanco										27						
Road Reserve		80	George	187	Road Reserve	3372,67	25 u/ha	Heatherlands	George	Heatherlands										5						
Road Reserve		80	George	188	Road Reserve	6220,57	25 u/ha	Heatherlands	George	Heatherlands										5						
Council Resolution		464	George	189	Council Resolition	Community Property																		71664m²		
Belmont Street		1325	George	190	POS	No Yield	Park																1			
GoGeorge Depo		3472	George	191	Re-development	68136,34	60 u/ha	George CBD	George	CBD										545						
Vryburger Hall		18142	George	192	Re-development	10243,7	60 u/ha	George CBD	George	CBD										148						
Refuse Site		464	George	193	Mixed Use		60 u/ha	George Industrial	George	Gwaiing										238	44				177	
Farm 195/319	195/319		George	194		15840,07	25 u/ha	Kraaibosch	George	Kraaibosch										37						
Farm 195/320	195/320		George	195		15431,85	25 u/ha	Kraaibosch	George	Kraaibosch										37						
Farm 202/50 202/22	202/50 &		Pacaltsdorp	196	Vacant to be investigated	74335,23	25 u/ha	Pacaltsdorp	Pacaltsdorp	Hansmoeskraal										185						
Residential		233 & 234	Pacaltsdorp	197	Residential	32 (EA)		Pacaltsdorp	Pacaltsdorp	Oudorp			32													
Residential		69	Pacaltsdorp	179	Residential	45 (EA)		Pacaltsdorp	Pacaltsdorp	Oudorp			45													
Primary School		1653	Pacaltsdorp	171	School	Community Property		Pacaltsdorp	Pacaltsdorp															1		

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Name of development	Farm Nr	Erf Nr	Allotment	Nr on Map	Type of Land Use	Total Area in m²	Proposed Density	Functional Area	Allotment	Suburb	Approved Private	Approved Municipal	Approved, Private in	Approved, Municipal in	Proposed Residential	Proposed Residential	Proposed Development	Proposed Development	Housing Pipeline	Vacant to be investi-	Vacant Business	Vacant Utility	Vacant POS	Vacant Educa-	Vacant Indus-	Informal Upgra-
Residential		3810	Pacaltsdorp	163	Residential	14633,71	80 u/ha	Pacaltsdorp	Pacaltsdorp											121						
Housing Pipeline	197/56		Tyolora	162	Housing Pipeline	Informal Upgrading																				
Housing Pipeline		8270	Tyolora	147	Housing Pipeline	Informal Upgrading		Thembalethu	Thembalethu	Thembalethu									100							
Housing Pipeline		3721	Tyolora	141	Housing Pipeline	Informal Upgrading		Thembalethu	Thembalethu	Thembalethu									136							
Housing Pipeline		3274	Tyolora	62	Housing Pipeline	Informal Upgrading		Thembalethu	Thembalethu	Thembalethu									167							
Housing Pipeline		11230	Tyolora	60	Housing Pipeline	Informal Upgrading		Thembalethu	Thembalethu	Thembalethu		181														
Residential		3722	Tyolora	59	Residential	Informal Upgrading		Thembalethu	Thembalethu	Thembalethu		65														
Pacaltsdorp Densification			Pacaltsdorp		Residential	Overall Densificatio	2450	Pacaltsdorp	Pacaltsdorp	Pacaltsdorp										2450						
Thembalethu Densification			Tyolora		Residential	Overall Densificatio	1287	Thembalethu	Thembalethu	Thembalethu										1287						
CBD Pakring Areas		7219	George	54	Parking	2665,2	60u/ha	George CBD	George	CBD										16						
CBD Pakring Areas		1635	George	53	Parking	2511,38	60u/ha	George CBD	George	CBD										15						
George Station Precint		2663	George	55	Precinct	No Yield	George	George CBD	George	CBD																
George Hospital East		658	George	57	Mixed-Use	43220,4	80u/ha	George CBD	George	CBD										334						
Investment Property	202/37		Rural	52	Agriculture	Outside Urban Edge	investment property	George Rural	George Rural	Hansmoeskraal										1						
Adjacent to Oakhurst Hotel		25809	George	58	Vacant	4238,33	60u/ha	George CBD	George	CBD										36						
Residential		6012&6013	George	50 & 51	Residential	2 EA		Bo_Dorp	George	Eden George		2														
Container Property		16013	George	49	Business	1283,63	Business	Ballotview	George	Lawaikamp										1						
Business		2214&2215	Tyolora	33&24	Business	636	Business	Thembalethu	Thembalethu	Thembalethu											2					
Business		7531	Tyolora	45	Business	761,88	Business	Thembalethu	Thembalethu	Thembalethu											1					
Flats		12629	George	48	Vacant to be investigated	1322	60u/ha	Ballotview	George	Conville										8						
Flats		12630	George	46	Vacant to be investigated	1412	60u/ha	Ballotview	George	Conville										8						
Flats		12631	George	41	Vacant to be investigated	2663	60u/ha	Ballotview	George	Conville										16						
Vacant		8252, 7523 & 11768	Tyolora	39	Vacant to be investigated	53003	60 u/ha	Thembalethu	Thembalethu	Thembalethu										240						
Vacant		325	Pacaltsdorp	38	Vacant to be investigated	15000	45 u/ha	Pacaltsdorp	Pacaltsdorp	Pacaltsdorp										67						
Heroldsbay Country Estate	204/7		Heroldsbay	37	In Process	167 (EA)		Herolds Bay	Herolds Bay	Oubasi			167													
Vacant erven across Virgin Active		7666	George	36	Vacant to be investigated	16000	45 u/ha	Heatherlands	George	Heather Park										72						
Residential		193,194,208	Blanco	35	Vacant to be investigated	12900	60 u/ha	Blanco	Blanco	Blanco										58						
Open Space		160 161	Blanco	31	Park	No Yield	Open Space/Park	Blanco	Blanco	Blanco													2			
Adjacent to Cemetry		2 245	Blanco	23	Residential	13600	60 u/ha	Blanco	Blanco	Blanco										81						
Open Space		413	Blanco	20	Park	No Yield	Open Space/Park	Blanco	Blanco	Blanco										1						
Residential		19384-19423	George	18	Residential	55818,3m²		Heatherlands	George	Heatherlands					42											
Vacant		325	Pacaltsdorp	10	Vacant	No Yield	Utility	Pacaltsdorp	Pacaltsdorp	Pacaltsdorp																
Business		7950	Pacaltsdorp	32	Business	3362,37	Business	Pacaltsdorp	Pacaltsdorp	Rosedale											1					
Business		1562&1563	Hoekwil	26&20	Business	1619	Business	Hoekwil	Hoekwil	Touwsranton											2					

George Municipality Survey

Spatial Budget September 2021

Name of development	Farm Nr	Erf Nr	Allotment	Nr on Map	Type of Land Use	Total Area in m²	Proposed Density	Functional Area	Allotment	Suburb	Approved Private	Approved Municipal	Approved, Private in	Approved, Municipal in	Proposed Residential	Proposed Residential	Proposed Development	Proposed Development	Housing Pipeline	Vacant to be investi-	Vacant Business	Vacant Utility	Vacant POS	Vacant Educa-	Vacant Indus-	Informal Upgra-
Business		1544	Hoekwil	104	Business	2195,58	Business	Hoekwil	Hoekwil	Touwsranton											1					
Fancourt Links		3603	Blanco	103	Residential	15 (EA)		Blanco	Blanco	Fancourt	15															
Flats		21634	George	71	Flats	27 (UA)		George CBD	George	CBD	27															
Town Houses		183	Pacaltsdorp	4	Town Houses	42 (EA)		Pacaltsdorp	Pacaltsdorp	Oudorp	42															
Groenkloof Gardens	195/57		George	93	residential	80 (EA)		Kraaibosch	George	Kraaibosch	80															
Groenkloof		26010	George	63	General residential erven	119 (EA)		Kraaibosch	George	Kraaibosch	119															
Kraaibosch Park		29144	George	79	Group Housing	257 (EA)		Kraaibosch	George	Kraaibosch			257													
Flats		2325	George	86	Flats	36 UA		George CBD	George	CBD			36													
Constantia Kloof Village		1038	Wilderness	61	Group housing	15 (EA)		Wilderness	Wilderness	Wilderness			12		3											
Flats		2153	George	87	Flats	13 (UA)		George CBD	George	CBD			13													
Group Housing		1013	George	64	Group Housing	3 (EA)		Bo_Dorp	George	Denneoord	3															
Flats		8006	George	34	Flats	6 (UA)		George CBD	George	CBD			6													
Residential		53	Pacaltsdorp	7	Residential	5 (EA)		Pacaltsdorp	Pacaltsdorp	Pacaltsdorp	5															
Residential		10	Pacaltsdorp	8	Residential	8 (EA)		Pacaltsdorp	Pacaltsdorp	Oudorp	8															
Flats		442	Herolds Bay	1	Flats	4 (EA)		Herolds Bay	Herolds Bay	Duttons Cove	4															
Pacaltsdorp Meander		7382	Pacaltsdorp	3	Business	30904,52	Business	Pacaltsdorp	Pacaltsdorp	Oudorp			1													
Residential		847	Pacaltsdorp	5	Residential	4 (EA)		Pacaltsdorp	Pacaltsdorp	Oudorp	4															
Group Housing		1729	Blanco	88	Group Housing	6 (EA)		Blanco	Blanco	Blanco			6													
Groenkloof		28018	George	72	Mixed Use	76 (EA)		Kraaibosch	George	Kraaibosch			76													
Group Housing		1182	Blanco	73	Group Housing	10 (EA)		Blanco	Blanco	Blanco	10															
Town Houses		8015	George	25	Town Houses	7 (EA)		Bo_Dorp	George	George East	7															
Residential		3379	Blanco	47	Residential	7 (EA)		Blanco	Blanco	Blanco	7															
Residential		1935	George	28	Residential	6 (EA)		Bo_Dorp	George	George East	6															
Residential		824-831	Wilderness	56	Residential	8 (EA)		Wilderness	Wilderness	Wilderness	5															
Group Housing		355	Blanco	40	Group Housing	5 (EA)		Blanco	Blanco	Blanco			5													
Group Housing		5592	Pacaltsdorp	3	Group Housing	4 (EA)		Blanco	Blanco	Blanco			4													
Residential		77	Pacaltsdorp	6	Residential	10 (EA)		Pacaltsdorp	Pacaltsdorp	Oudorp	10															
Group housing		438	Blanco	89	Group housing	5 (EA)		Blanco	Blanco	Blanco			5													
Hawthorndene		13033	George	42	Group Housing	44 (EA)		Heatherlands	George	Heatherlands			44													
Hawthorndene		13029	George	43	Business	2081,24	Business	Heatherlands	George	Heatherlands							1									
Flats		15038	George	27	Flats	43 (UA)		George CBD	George	Dormehls Drift			43													
27 On Your		8720	George	22	Mixed Land Use	4406,32	Business	George CBD	George	Dormehls Drift					50		1									
Sawmill Village		25543	George	16	Group Housing & Flats	170 (EA)		Kraaibosch	George	Kraaibosch			170													
Homewood Village		19001	George	44	Group housing development	94 (EA)		Heatherlands	George	Heather Park			94													

George Municipality Survey																										
Spatial Budget September 2021																										
Name of development	Farm Nr	Erf Nr	Allotment	Nr on Map	Type of Land Use	Total Area in m²	Proposed Density	Functional Area	Allotment	Suburb	Approved Private	Approved Municipal	Approved, Private in	Approved, Municipal in	Proposed Residential	Proposed Residential	Proposed Development	Proposed Development	Housing Pipeline	Vacant to be investi-	Vacant Business	Vacant Utility	Vacant POS	Vacant Educa-	Vacant Indus-	Informal Upgra-
1 On York		23874	George	81	Flats	76 (UA)		George CBD	George	1 On York			76													
1 On York		23877	George	17	Group Housing	151 (EA)		George CBD	George	1 On York			151													
1 On York		23865	George	82	Business	Hospital		George CBD	George	1 On York							2									
Kingswood Golf Estate		20848-20849	George	83	Up market Golf Estate, focusing	155 (EA)		George CBD	George	Kingswood			155													
Kraaibosch Country Estate	195/1		George	91	Mainly low density	6 (EA)		Kraaibosch	George	Kraaibosch	6															
Kraaibosch Manor	195/279			92	Mainly low density	15 (EA)		Kraaibosch	George	Kraaibosch	15															
Kraaibosch 3	195/3		George	21		328313,41	25 u/ha	Kraaibosch	George	Kraaibosch										820						
Kraaibosch 56	195/56		George	95	Mainly low density	405 (EA)		Kraaibosch	George	Kraaibosch					405											
Kraaibosch 21	195/21		George	105	Mainly low density	212844,58	25 u/ha	Kraaibosch	George	Kraaibosch										580						
Kraaibosch 88/ 195	195/88		George	19	Mainly low density	308 (EA)		Kraaibosch	George	Kraaibosch			308													
Kraaibosch 62/195	195/62		George	67	Mainly low density	307161m²		Kraaibosch	George	Kraaibosch					302											
Kraaibosch 53/ 195	195/53		George	63	Mainly low density	91 (EA)		Kraaibosch	George	Kraaibosch					91		1									
Kraaibosch 52/ 195	195/52		George	106	Mainly low density	250 (EA)		Kraaibosch	George	Kraaibosch					250											
Groenkloof Woods	195/5		George	107																						
Kraaibosch 5/195	195/5		George	70	Mainly low density single	276551.81m²		Kraaibosch	George	Kraaibosch					270											
Mont Fleur Mountain Estate		2923	Blanco	84	Gated Residential	27 (EA)		Blanco	Blanco	Blanco	119															
Sweetpea Rem Erf 464		464	George	75	Residential	93 (EA)		Rosemoor	George	Protea Park						51										
Former Crocodile Farm, Portions of erf		464	George	74	Residential	53532m²	660 Units Proposed	George CBD	George	Bos en Dal						660										
Village Ridge		21028 & 21029	George	29 & 30	Residential	185 (EA)		Heatherlands	George	Highlands			184				4									
George Dam Development		464	George	65	Mixed Use	46600	Business	Bo_Dorp	George	Garden Route Dam						1123	1									
Erf 325, Pacaltsdorp		325	Pacaltsdorp	77	Mixed Use	29384,23	Business	Pacaltsdorp	Pacaltsdorp	Eden Park		2039									7					
Aldanah Development		8539	Pacaltsdorp	85	Residential	3547,1	Business	Pacaltsdorp	Pacaltsdorp	Aldanah	22		137								2					
Destiny Africa	195/7		Kraaibosch	12	Mixed use Development	2900000	25 u/ha	Kraaibosch	George	Destiny Africa										7250						
Mooikloof	202/48		Hansmoeskraal	94	A mixed residential	235 (EA)		Pacaltsdorp	Pacaltsdorp	Hansmoeskraal			235													
Rivendale	202/15		Hansmoeskraal	2	Mixed residential development	710000m²		Pacaltsdorp	Pacaltsdorp	Hansmoeskraal			1500													
Welgelegen Estate		25544	George	80	Mainly low density single	78 (EA)		Kraaibosch	George	Kraaibosch	107															
Metro Grounds		464	George	76	Industial	163852,05m² 41 (EA)	Industrial	George Industrial	George	Metrogrounds								41								
Tamsui Industrial (vacant land around		22468	George	177	Industial	69431,05	Industrial	George Industrial	George	Tamsui															30	
Welgelegen The Views		27854	George	68	Retirement village	122 (UA)		Kraaibosch	George	Welgelegen			122													
Blanco Informal Area Upgrade			Blanco		Informal Areas																					100
Thembalethu Informal Area Upgrade			Tyolora		Informal Areas																					8776
Pacaltsdorp Informal Area Upgrade			Pacaltsdorp		Informal Areas																					1034
Ballotsview Informal Area Upgrade			George		Informal Areas																					263
Rosemoor Informal Area Upgrade			George		Informal Areas																					66
George Industrail Informal Area			George		Informal Areas																					38
Bo-Dorp Informal Area Upgrade			George		Informal Areas																					63
Total											354	2347	4238	806	2630	2456	11	41	403	25931	89	3	6	6	220	10406

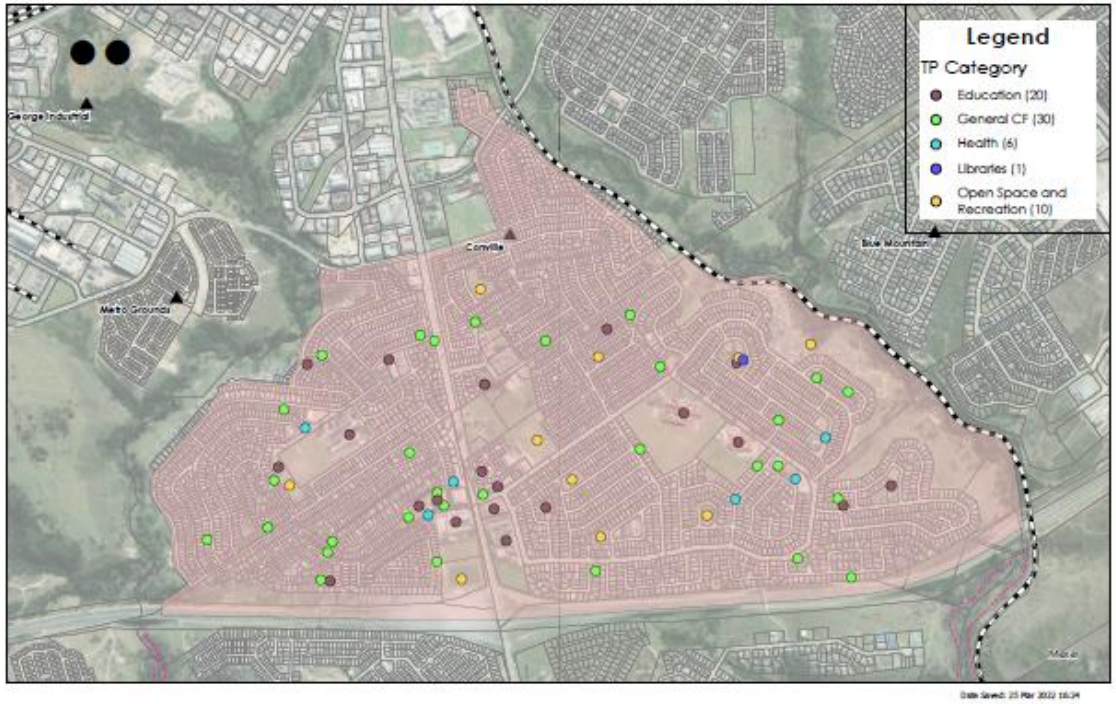
Table 20: Spatial Budget Analysis 2022

Annexure 4: Social facility analysis per functional area

(January 2022 population data and estimated absorption estimates (GM) per functional area used)

Note that the contained calculation is merely indicative of the number of facilities, as per given standard, and do not included consideration of capacity provided or planned per facility.

The mapping of public and private social facilities, per functional area, is captured on the Municipal GIS- per example:



GEORGE
THE CITY FOR ALL REASONS

GEORGE MUNICIPALITY

SOCIAL INFRASTRUCTURE PER FUNCTIONAL AREA BALLOTSVIEW

0 0.28 0.55 1.1 Kilometers

Erf_nr	TP_Category	Facility Category
16004	Health	Clinic
15843	General CF	Community Hall
15843	General CF	Social grant pay
16232	Open Space and	Sport facilities
21277	Education	Creche
4192	Education	School
16231	Education	School
11273	Education	School
11272	Education	School
11404	Health	Clinic
13489	Education	Creche
20406	Education	Creche
4199	Education	Creche
12519	Education	Creche
15842	Education	Creche
16098	Education	Creche
21631	Open Space and	Sport facilities

Erf_nr	TP_Category	Facility Category
21678	Education	Creche
21665	Education	Creche
11000	Education	Creche
11221	Education	Creche
11222	Education	Adult Learning
11422	General CF	Community Hall
11494	Education	Creche
19849	Education	Creche
13489	Health	Clinic
16159	Health	Clinic
14289	Health	Clinic
7568	Health	Clinic
7322	Education	Creche
15842	Education	Creche
11148	Open Space and	Parks
11331	Open Space and	Parks
11026	Open Space and	Parks

Erf_nr	TP_Category	Facility Category
13489	Open Space and	Parks
7322	Open Space and	Parks
21297	Open Space and	Parks
5355	Open Space and	Parks
7342	Open Space and	Parks
16117	General CF	Soup kitchen
17851	General CF	Soup kitchen
17782	General CF	Soup kitchen
17975	General CF	Soup kitchen
16230	General CF	Soup kitchen
15773	General CF	Soup kitchen
21804	General CF	Soup kitchen
21900	General CF	Soup kitchen
11488	General CF	Soup kitchen
21669	General CF	Soup kitchen
22101	General CF	Soup kitchen
11267	General CF	Soup kitchen

Erf_nr	TP_Category	Facility Category
15971	General CF	Soup kitchen
11282	General CF	Soup kitchen
12316	General CF	Soup kitchen
21970	General CF	Soup kitchen
12146	General CF	Soup kitchen
12159	General CF	Soup kitchen
21410	General CF	Soup kitchen
13192	General CF	Soup kitchen
15375	General CF	Soup kitchen
15248	General CF	Soup kitchen
12002	General CF	Soup kitchen
464	General CF	General CF
25833	General CF	General CF
15771	General CF	General CF
7966	General CF	Child care protection
7322	Libraries	Library

Select Facilities: Urban Centra (2022 analysis)

Ward Number	Ward Area	Education	General Community Facility	Health	Library	Open Space	Recreation	EMS	Cemetery
1	**Blanco**	4 Creches	1 Hall, 1 Pay point, 4 Soup Kitchens	0	0		1 Sport Field	0	
2	**Glenbarrie, George**	0	2 Halls,	1 Clinic	1 Library		0	0	2
3	**Heather Park**	0	0				0		
4	**Wilderness**	3 Creches	Hall, 3 Soup Kitchens	3	6 incl. Mobile	7 Parks	0	2	4
5	**Lavalia**	3 Creches, 3 schools	2 Soup Kitchens	2 Clinics	0	3 Parks	Sport field		0
6	**Rosemoor**	Schools	13 Soup Kitchens, Hall	Hospital/Clinic	1	0	0	0	2
7	**Lawaaikamp**	7 Creches, 3 schools,	6 Soup Kitchens, Pay Point, Hall	2 Clinics	0	3 Parks	2 Sport fields	0	0
8	**Parkdene**	3 Creches, School	7 Soup Kitchens, Hall	Clinic	Mobile	4 Parks	0	0	0
9	**Thembalethu**	4 Creche, School	2 Soup Kitchens	Mobile	0	0	0	0	0
10	**Thembalethu**	3 Creches	3 Soup Kitchens	0	0	0	0	0	0
11	**Thembalethu**	2 creches	3 Soup Kitchen, Pay point	0	0	Park	0	0	0
12	**Thembalethu**	2 School/ Adult learning	4 Creches, Soup Kitchens, Hall	Clinic	0	Park	0	0	0
13	**Thembalethu**	6 Creche, 2 Schools,	4 Soup Kitchen, Skills centre, 2 Halls, Court	Clinic	0	0	Sport field	2	
14	**Pacaltsdorp**	3 Creche, 2 School	2 Halls, 5 Soup Kitchen	Clinic	0	0	Sport field	1	0
15	**Thembalethu**	5 Creche	2 Soup Kitchen	0	0	0	0	0	0
16	**Pacaltsdorp**	School	8 Soup Kitchen	Mobile Clinic	Mobile	3 Parks	Sport field	0	0
17	**Pacaltsdorp**	3 School, 3 Creche	2 Pay point, Hall	3 Clinics/ Hospital	Library	0	3 Sport field	0	1 & Cremation
18	**Heather Park**	University extension, 6 Creche	0	0	0	2 Parks	0	1	0

Ward Number	Ward Area	Education	General Community Facility	Health	Library	Open Space	Recreation	EMS	Cemetery
19	**George Central**	3 School, University	4 Halls, 3 GF, Museum, Municipal Office,	3 Clinics/ Mediclinic	Library	2 Parks	0	1	0
20	**Borcherds**	4 Creche,	5 Soup Kitchen	Mobile Clinic	0	0	0	1	0
21	**Thembalethu**	2 Schools,	Soup Kitchen	0	Mobile	0	0	0	1
22	**Heather Park**	3 Schools, 3 Schools, Creche	2 Pay point, Hall,	Clinic	Library	0	Sport field	0	0
23	**Parkdene**	3 Schools, Creche	Disability service	0	0	5 Parks	0	1	0
24	**Haarlem**	5 Schools, 4 Creches	3 Pay point, 4 Halls, Soup Kitchen	Mobile Clinic/ 2 Clinics	4	0	Sport field	1	0
25	**Uniondale**	5 Schools, 3 Creches, Adult learning	7 Soup Kitchen, Hall, Court, Municipal Office, Traffic	Hospital	0	0	3 Sport field	2	3
26	**Parkdene**	College, 4 Schools	0	0	0	6 Parks	0	0	0
27	**Pacaltsdorp**	2 Creches	4 Soup Kitchens	0	0	3 Parks	Sport field	0	0
28	**Georg CBD**	17 Creches, 11 Schools, 3 Colleges	9 NGOs, Traffic office, childcare protection, Municipal office					2	

Selected Facilities - Shortfall per standard (See Note) (2022 Analysis)

Layer/Area	Creche		Primary School		Secondary School		Health (Primary)		Police Station	
	Shortage in 2021	Requirement in 2031	Shortage in 2021	Requirement in 2031	Shortage in 2021	Requirement in 2031	Shortage in 2021	Requirement in 2031	Shortage in 2021	Requirement in 2031
George CBD	4	5	0	0	0	0	1	1	0	0
Kraaibosch	0	0	0	0	0	0	0	0	0	0
George Industria	0	0	0	0	0	0	0	0	0	0
Blanco	3	3	0	0	0	1	0	0	1	1

Layer/Area	Creche		Primary School		Secondary School		Health (Primary)		Police Station	
Rosemoor	3	4	1	1	0	0	0	1	1	1
Pacaltsdorp	9	10	1	1	1	1	1	2	1	2
Ballotsview	6	8	2	2	1	2	6	6	3	3
Bodorp	7	9	1	2	0	0	0	0	1	1
Thembalethu	12	15	4	4	0	1	5	9	3	4
Heatherlands	2	3	0	1	0	0	0	0	0	0
Haarlem	3	4	0	0	0	0	0	0	0	0
Wilderness/ Kleinkrantz/Wilderness Heights/Touwsranten/ Hoekwil	3	3	1	1	0	0	0	0	0	0
Herolds Bay/ Oubaai/Le Grand	0	0	0	0	0	0	0	0	0	0
George Rural	4	5	0	0	1	1	2	3	1	1
Gwaing	0	0	0	0	0	0	0	0	0	0
Uniondale	2	2	0	0	0	0	0	0	0	0
Total	**58**	**71**	**10**	**12**	**3**	**6**	**15**	**22**	**11**	**13**

Standards applied.

(Household size of 3.66applied)

Standards applied

(Household size of 3.66)

Facility Type		Households		Population		Other
		Min	Max	Min	Max	
Creche/ECD	1 per	600		2196		(CSIR: Red Book, 2019)
Primary School	1 per	1913		7000		(SA Schools Actor)
Secondary School	1 per	45750		12500		(SA Schools Actor)
Thusong Centre/Skills Centre/Mult-purpose centres	1 per	5464	54645	20000	200000	(CSIR: Red Book, 2019)
Tertiary Education Facility	1 per	Regional Requirement				
General Community Facility	1 per	2500		9150		(WCDEA&DP)

Facility Type		Households		Population		Other
		Min	Max	Min	Max	
Library (Basic)	1 per	1366	6831	5000	25000	
Library (Branch)	1 per	13661	40984	50000	150000	
Community Halls	1 per	1366	16393	5000	60000	(CSIR: Red Book, 2019)
Municipal offices	N/A	12500		45750		(CSIR: Red Book, 2019)
Magistrates Court	1 per	Regional magistrate district				(CSIR: Red Book, 2019)
High Court	1 per	5000		18300		
Post office	1 per	2500		9150		(CSIR: Red Book, 2019)
Government departments: Home Affairs (Rural 25km)	1 per	5464	54645	20000	200000	
Government departments: Social Development (rural 25km)	1 per	1366	10929	5000	40000	
Government department: SASSA (Rural 40km)	1 per	8197	32787	30000	120000	
SASSA points 5km (200 or more grant recipients)	1 per	5km radius				
Police Station	1 per	2732	16393	10000	60000	
Fire Stations	1 per	(8min - CBD Informal) (30min - Residential) (23min - Rural)				
Primary health care clinic	1 per	1366	16393	5000	60000	(CSIR: Red Book, 2019)
Community health centre	1 per	40984	40984	60000	150000	(CSIR: Red Book, 2019)
Cemeteries	0.8 Ha	1366		5000		(CSIR: Red Book, 2019)
Parks neighbourhood play parks (750m radius)	1 per	250		915		DEA&DP
Community Park (min 1.5 Ha) (3km walking distance)	0.9 Ha	250		915		DEA&DP
Regional parks/ Stadiums (10km radius)	1 per	1366		5000		
ICT Hub (5km)	1 per	1366		5000		(CSIR: Red Book, 2019)
Child and Youth care centre (25km)	1 per	5464	16393	20000	60000	(CSIR: Red Book, 2019)

Standard calculations do not provide for shared/mega facilities. Application of standards to apply to areas only when capacity of existing facilities is known.