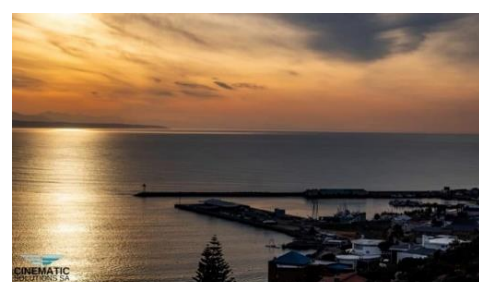




SECTION

B

*SPATIAL STRATEGIES
AND PROPOSALS*



MOSSSEL BAY SPATIAL DEVELOPMENT FRAMEWORK / ENVIRONMENTAL MANAGEMENT FRAMEWORK

**SECTION B – SPATIAL DEVELOPMENT FRAMEWORK PROPOSALS AND
ENVIRONMENTAL MANAGEMENT FRAMEWORK DRAFT 1 OF 2022**

Compiled by:



TOWN PLANNERS . PROPERTY VALUERS



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SECTION B

1. INTRODUCTION

Section B of the Mossel Bay SDF must be read together with Section A which comprises the Status Quo of the municipal area, referred to as MB SQ 2021. In this section a concise summary of the Status Quo is given, The 2022 SDF must also be read against the background of the 2018 SDF which contains further information that informed the proposals and conclusions of this SDF.

2. OVERVIEW OF THE MOSSEL BAY MUNICIPAL AREA

2.1 Location and extent

Mossel Bay is situated in the Garden Route bounded by the Hessequa Municipality to its west, George Municipality to its east and Oudtshoorn Municipality to its north. It includes the towns of Mossel Bay, smaller settlements like Groot and Klein Brak River, Brandwacht, and Herbertdale and the coastal towns or neighborhoods of Dana Bay, Glentana, Boggoms Bay and Vleesbaai.

At the macro level, the municipal area functions as inter-related layers in a single space which can be grouped into three categories that concur with the spatial themes in the PSDF:

- Resources – bio-physical characteristics,
- Space economy – socio-economic characteristics
- Settlement – the built environment



Figure 1: Location map



The above characteristics and their functions are discussed in detail in the MB SQ 2021.

Throughout this report, a distinction will be made between the whole of the Mossel Bay Municipal Area and the settlements within it. Mossel Bay town refers collectively to the town of Mossel Bay, including Hantenbos, Glentana, Groot and Klein Brakriver and Glentana.

The socio-economic profile of the WCG shows a 2019 population of more than 95 000 with more than 25 000 households.

Socio-economic profile: WC Government 20 1

However, the municipal data sources from 2021, as analysed in Table 1, comprising of the valuation role and the count of the informal settlements, show that the total population could be close to 140 000 when the number of people per household or dwelling unit is taken at an average of 3.

	ESTIMATED POPULATION		TABLE 1
	Total residential units / households	Vacant residential erven	Estimated population
GREAT BRAK RIVER	3712	510	11136
GLENTANA	1019	188	14193
FRIEMERSHEIM	390	160	1170
MIDBRAK	3827	519	11481
BRANDWACHT	262	9	786
MOSELBAAI PLASE	634	123	1902
HARTENBOS	4962	638	14886
AALWYNDAL	77	6	231
VOORBAAI	2878	406	8634
MOSEL BAY	4990	390	14970
DA NOVA	254	0	762
D'ALMEIDA / TARKA	3226	166	9678
KWANONQABA	7439	71	22317
DANABAAI	2194	600	6582
COASTAL TOWNS AND RESORTS	475	334	1425
HERBERTSDALE	347	35	1041
RUITERBOS	130		390
INFORMAL SETTLEMENTS	6077		18231
	42893	4155	139815

Table 1: Estimated population

The estimate shows 42 893 households and a total population of 139 815. It must be noted that the occurrence of overcrowding (more than one household per dwelling) is not accounted for. This table however does not take the number of holiday homes into account which might bring the number of permanent households down.

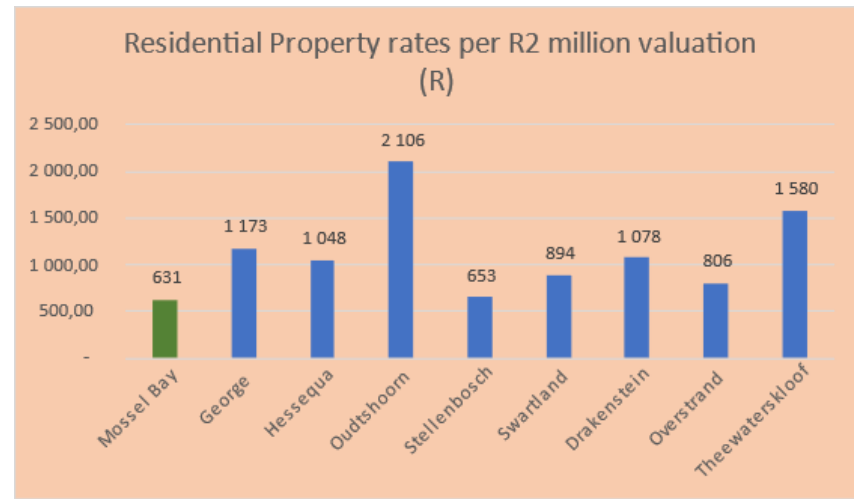
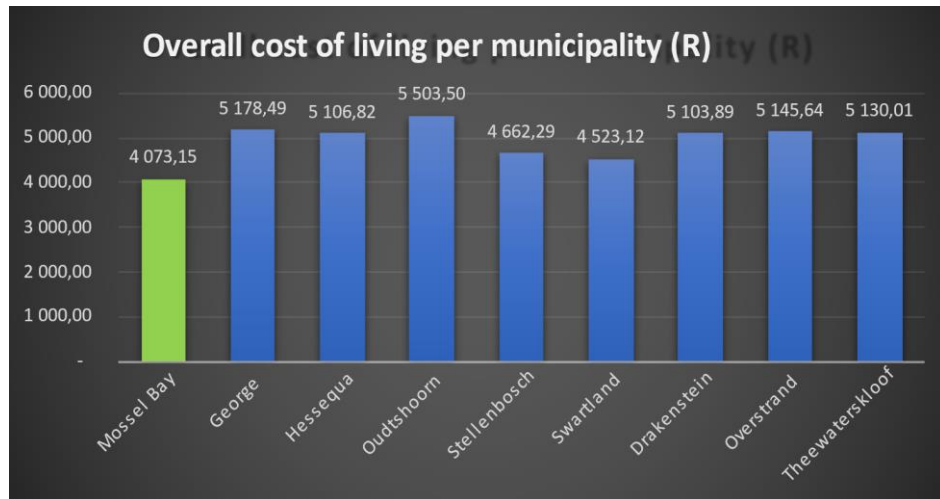
2.2 Regional context

The important role and future important role of the port and the airport is mentioned in several regional documents, as also pointed out above.

In the GRDM SDF workshops this aspect was emphasised in one of the '10 big ideas' for the region:

Capitalise on the potentials of trade facilities and transport logistics – enhance the region's harbours (Mossel Bay) and develop a coherent strategy for the location of airports, trade logistic centres, railway lines and the realignment of strategic transport routes.

Relative to other towns in the region Mossel Bay is well placed in terms of the overall cost of living as shown hereunder:



2.3 Municipal Strategy and Planning

2.3.1 Vision

The Mossel Bay IDP 2017-2022 expresses the municipal vision as follows:

We strive to be a trend-setting, dynamic Municipality delivering quality services responsive to the demands and challenges of the community and our constitutional mandate, in which all stakeholders can participate in harmony and dignity.

2.3.2 Mossel Bay IDP 2017-2022

The MB IDP2022 confirms that the Spatial Vision of the Municipality is to create a long-term, sustainable land-use pattern that:

- *Conserves the Mossel Bay municipality's significant rural resources for the biodiversity conservation of its rivers, wetlands, estuaries and coastline, natural vegetation, scenic landscapes, and extensive and intensive agriculture resources.*
- *To support rural tourism and agricultural economic growth and employment creation. The Municipality places a greater focus on leveraging its history, heritage and sense of place of the natural scenic areas and old town to revive its underperforming tourism economy; and*
- *Promotes inclusionary, efficient, urban growth that provides comfortable and convenient access to urban opportunities and livelihoods for all its existing and future residents; while at the same time;*
- *Decoupling this growth from excessive water, energy and land consumption along the coastal settlement strip;*
- *That the Municipality places effort and energy into developing partnerships, lobbying and undertaking proactive planning initiatives in seeking to upgrade, refurbish and link the 'old town' with the existing port in a heritage, appropriate way to create a new jewel in the crown of the Garden Route which both attracts visitors but creates a solid locally-driven economy.*

2.3.3 Municipal Financial sustainability

The 2021/2022 municipal budget of more than R 1 600 million is sound but leaves “no room for maneuvering”, according to the Mayor.

The budget report emphasises that it is of absolute importance that capital projects be prioritised to ensure that available funds are allocated towards the most important projects as well as to the replacement of existing assets. A sustained program will be needed to balance the resources with the needs.

To this end, the MSDF will play a major role in guiding the budget in terms of the requirements for bulk services, roads and community facilities. The guidance the MSDF gives to the future development of urban areas can have a direct impact on the future costs to the municipality of meeting its service delivery obligations. The SDF and land use management decision-making will direct the form and location of new development which will impact the budget and in turn impact the cost to ratepayers and the quality of neighborhoods.

In their assessment of the municipal financial situation with a long term view, INCA Portfolio Managers concluded, inter alia, as follows with regard to the economic situation (pre-Covid), 2014):

- a) The manufacturing sector and sectors in support of Tourism, viz. Trade and Finance contribute a significant 71% of the local economy. The average economic growth rate during the past 5 years was a respectable 2.7% p.a. at a time when many other places suffered. Uncertainty about the future investment/disinvestment of PetroSA and its impact on the local economy holds inherent risks, and any efforts by the municipality to diversify the economy should be lauded.
- b) The regional economy and the ability of households to pay for services delivered by the municipality rates Mossel Bay as a “Medium” risk on INCA’s Municipal Revenue Risk Indicator scale. There is a medium risk that the municipality will not be able to generate sufficient own revenue and will increasingly be dependent on subsidies and grants from other spheres of government.
- c) The relatively high per capita income of app. R80 000, and a population growth rate of 1.6%, which is lower than the average population growth rate for all municipalities in the district are to an extent offset by a relatively high unemployment rate of 16.3%.
- d) The municipality has installed infrastructure that provides a very high level of service to its residents. This is borne out by a relatively high Infrastructure Index of 0.89 and relatively low levels of backlogs. The high rate of historical household formation will have a future impact on the level of service delivery and expenses associated with the maintenance of infrastructure provided.

- e) The municipality has invested R 960 million into capital infrastructure since 2005/06 funded mainly by capital grants (54%) and own cash generated (40%). The bulk of investments made was into infrastructure assets that need to serve the community.

2.3.4 Sector strategies, policies, master plans with spatial implications

The sector plans and their status are summarised in par 2.5.3 of the Status Quo report. Those with spatial implications are:

- Integrated Human Settlement Plan – Approved and reviewed annually
- Integrated Transport Management plan with a Roads Master plan and the Louis Fourie upgrade plan: approved and being implemented

Note is also taken of the Climate Change Adaptation and Mitigation Strategy which will guide the implementation of spatial proposals.

The bulk infrastructure capacity and constraints are discussed in the IDP and summarised in par 3.3.5 of the Status Quo report. The timely and forward provision of adequate capacity is essential for the continuous growth of the town.

3. STATUS QUO ANALYSIS

The following is expanded on in more detail in Section A of the SDF report, referred to as the MB SQ 2021.

3.1 Vision Directives

Spatial development of towns and municipal areas have to conform to the SPLUMA principles of:

- Spatial justice
- Spatial sustainability
- Spatial resilience
- Efficiency
- Good administration

The above principles are explained in par 2.1.3 of the MB SQ in Section A.

Primary levers to achieve these principles include :

- Settlement restructuring
- Adequate bulk services
- Settlement restructuring to achieve integrated human settlements
- Growth management through a compact urban form
- Public transport and supporting road infrastructure
- Utilizing the space economy for sustainable urban growth

The challenge is to apply these principles and their levers to the spatial vision of the MB IDP 2022 which is to create a long-term, sustainable land-use pattern that:

- Conserves the Mossel Bay municipality's significant rural resources for the biodiversity conservation of its rivers, wetlands, estuaries and coastline, natural vegetation, scenic landscapes, and extensive and intensive agriculture resources.
- To support rural tourism and agricultural economic growth and employment creation. The Municipality places a greater focus on leveraging its history, heritage and sense of place of the natural scenic areas and old town to revive its underperforming tourism economy; and
- Promotes inclusionary, efficient, urban growth that provides comfortable and convenient access to urban opportunities and livelihoods for all its existing and future residents; while at the same time;
- Decoupling this growth from excessive water, energy and land consumption along the coastal settlement strip;
- That the Municipality places effort and energy into developing partnerships, lobbying and undertaking proactive planning initiatives in seeking to upgrade, refurbish and link the 'old town' with the existing port in a heritage, appropriate way to create a new jewel in the crown of the Garden Route which both attracts visitors but creates a solid locally-driven economy.

The national, provincial and district policies indicate that several of the directives of the policies have an impact on Mossel Bay in an environment that is threatened by climate change, loss of bio-diversity and resource constraints and fiscal pressure. These were analysed in the Status Quo report (MB SQ 2021) and the following are significant impacts for Mossel Bay that have to be taken into account in the SDF:

➤ At national level:

The NDP, among other national documents, set as objectives the transformation of human settlements by ensuring that people live closer to their places of work, increasing urban densities, improving the location of housing improving public transport, incentivizing economic

opportunities in highly populated townships, upgrading informal settlements, fixing the gap housing market and activating the inclusive rural economies that have to be achieved at local level.

Furthermore, with regard to the national spatial development logic, the NDP, and the IUDF and SPLUMA frame, mandate, allow and guide the changes that need to be made in:

- *Our space economy*, in terms of what we do, where and why, which resources we use, and how we use them, and who participates in, and benefits and gains from these activities; and
- *Our settlements*, in terms of how, and with what outcomes in mind, we plan and invest as a country, how and where we provide which services, and how we sustain these services.

➤ At provincial level:

The OneCape 2040 and the PSDF deals with four themes namely:
Resources, Space Economy, Settlement and Spatial Governance.

The policies and strategies that flow from these themes focus on strategic investment in the space economy, settlement restructuring and protecting the province's natural and cultural resource base. These PSDF policies have application in the Mossel Bay Municipality:

- Protect biodiversity and ecosystem services (Policy R1)
- Safeguard inland and coastal water resources, and manage the sustainable use of water (Policy R2)
- Safeguard the province's agricultural and mineral resources, and manage their sustainable and productive use (Policy R3)
- Recycle and recover waste, deliver clean sources of energy to urban households, shift from private to public transport, adapt to and mitigate against climate change (Policy R4)
- Protect and manage the provincial landscape and scenic assets (Policy R5)
- Diversify and strengthen the rural economy (Policy E2)
- Revitalise and strengthen urban space-economies as the engine of growth (Policy E3)
- Protect, manage and enhance a sense of place, heritage and cultural landscapes (Policy S1)
- Improve inter and intra-regional accessibility (Policy S2)
- Promote compact, mixed-use and integrated settlements (Policy S3)
- Ensure balanced and coordinated the delivery of facilities and social services (Policy S4)
- Ensure sustainable, integrated and inclusive housing planning and implementation in formal and informal markets. (Policy S5)

➤ At regional level

The SDF must align with the spatial strategies of the Garden Route Spatial Development Framework, i.e.

- The Economy is the Environment
- Regional Accessibility for Equitable and Inclusive Growth
- Coordinated Growth Management for Financial and Social Sustainability

Furthermore, the draft Joint District and Metro Approach (JDMA) identifies several projects in the Mossel Bay area that create synergy between initiatives in the district and relates to creating enabling networks and catalytic projects – see par 2.2.3 in the MB SQ 2021 – in which, among many other initiatives and projects, a private sector driven initiative of billions of rands involving the development of the Port, the railway infrastructure and the airport, is included.

The JDMA emphasizes the strategic role of the port and as the oil and gas industry in the regional economy increases, it will have a downstream effect on the local economy.

In the Eden District Rural Development Plan, Mossel Bay is identified as a Farmer Production Support Unit (FPSU) to support emerging farmers producing lucern.

3.2 Key Development Issues

The MB SQ 2021 identifies several threats and challenges in the natural, the built- and socio-economic environments – see par 3.5 in Section A. Threats to the bio-diversity of the area, provision of housing opportunities for all income groups within the proper spatial framework and work opportunities for all are some of the key issues that need to be addressed in this SDF. These issues are exacerbated by the effect of Covid 19 on the local economy, as explained in several provincial documents in the MB SQ 2021.

3.3 Spatial Objectives

The MB SQ 2021 (Section A) concludes with the following objectives that should be continuously applied in the management of the municipal area and future planning:

a) Achieving a compact city

The Growth Options Study proved that a compact town has many advantages in terms of cost savings, sustainability and conservation of the natural environment. The provision of space for urban growth in the 2018 SDF is aimed at guiding growth towards a compact form. The Louis Fourie Corridor (vacant areas between Heiderant, Pinnacle Point and Dana Bay) and Aalwyndal are earmarked in the 2018 SDF to accommodate growth. However, the recent surveys of the natural plant growth in these areas indicate vast areas with critical biodiversity areas (CBA). To conserve all the areas as identified, will severely limit these spaces to accommodate the residential demand and additional areas will have to be found for residential expansion – thereby countering the objective of a compact city.

b) Achieving social integration

Social integration is a slow process and may not be noticeable in the built environment yet. However, the latest projects along the Louis Fourie Corridor are all aimed at achieving such social integration.

c) Managing land use planning in terms of behavioral change and health requirements after Covid-19

The effect of land-use demands after Covid 19, or in the event of a more permanent presence of the illness, still have to be observed in the future. There may for instance be more work-from-home scenarios and less demand for office space in the town center. Before Covid-19, the NHI was a strong policy of National Health and the Da Nova Precinct Plan was compiled to facilitate the land use requirements and movement patterns expected in terms of the NHI through a specific Overlay Zone. The implementation of this policy needs to be observed in a new health environment with or after Covid-19.

d) Conserving biodiversity

The bio-diversity of the municipal area is endangered in many ways and it has to be a guiding factor in future planning. However, conventional methods of ad hoc surveys and preservation of isolated pockets of CBA areas are not the ultimate solution. The offset approach of acquiring large land areas for permanent conservation is more sustainable and has to be pursued further.

e) Managing disaster threats

The municipality is well prepared for disasters in terms of the present Disaster Management Plans and projects to mitigate disaster, However, the Plan should be revised in terms of new potential threats and risks, especially in terms of health, climate and political unrest.

f) Restoring the economy, providing employment

The general recessionary and high unemployment situation in Mossel Bay existed before Covid and has further been hard hit by the pandemic restrictions. A balance in the municipal budget and assistance to the economy as far as it is within the means of the municipal function, need to be found. The SDF will have to provide guidance that can be implemented in spatial form.

g) Accommodating new spatial demands

Changing technology in energy generation, innovative transport, private initiatives and investment may play a role in the future demand for space for new land uses and the utilization of the port and airport.

4. SPATIAL STRATEGIES AND POLICIES

4.1 Vision directives

The mandate to municipalities is to be bold in managing growth to rectify spatial injustice of the past as well as to conserve its natural resources with a long term vision, amidst the demands of the human settlements and economic growth. Yhe SPLUMA principles and other national and provincial policy directives as discussed in the MB SQ 2021 give clear direction for a council to formulate tis spatial vision.

4.2 Spatial Development Vision

The **spatial development vision** is a response to the IDP vision, trends, challenges, opportunities and objectives to:

achieve a sustainable, integrated and compact city in a sustainable natural and rural environment with adequate resources.

The MSDF further has to align with the IDP vision and spatial objectives as set out in par 3. The effects of Covid-19 are discussed at length in the SQ with further reference to reports from the WCG. At this stage it does have a significant economic effect but as such will not change the approach to the spatial concept and the spatial drivers discussed below.

4.3 Spatial Concept

The Mossel Bay municipal area is closely tied to the spatial drivers of the larger Garden Route DM and the adjacent George Municipality. These drivers of change are:

a) Garden Route DM SDF:

- The economy is the environment,
- Regional accessibility,
- Co-ordinated growth management for financial stability,

b) George Municipal SDF:

- Protection and management of the natural and rural environment,
- An urban system of nodes and corridors and rural settlements,
- The regional accessibility network,

c) The spatial form givers in the Mossel Bay municipal area are:

- The natural and rural environment with food and energy resources
- The urban form consisting of a hierarchy of the main town, coastal towns and rural settlements
- The transport and accessibility network, including the port and airport.
- The socio-economic needs of the community.

4.2.1 The natural and rural environment with food and energy resources

The natural environment of the municipality area is part of a rich regional biodiversity area. The main threat to the natural environment and biodiversity is a 'do nothing' attitude that hopes to achieve conservation. Conservation cannot remain a policy without any pro-active action and implementation in the field. Potential biodiversity areas have to be conserved with a long-term view in mind.

SQ reference: par 3.2.5 with Figures 32-35.

Furthermore, the protection of the estuaries, river systems, coastal zones and access need to be addressed.

SQ reference: par 3.2.9, 32.10 with Figures 36-37.

In the rural environment, cognizance must be taken of the challenges of climate change, job losses and the availability of water on agricultural production. Adjustments to agricultural practices and selections of crops are challenges to food security. An approach that prepares the municipal area to be resilient, but also which has alternative options for resources in hand, is essential.

SQ reference: par 3.2.7, 3.2.8

4.2.2. The urban and settlement form and function

Within the goals of densification and a compact city, the urban form of Mossel Bay has to be strengthened with mixed-use nodes and corridors to stimulate and densify growth. The urban edge has to be implemented as a growth management tool as it was originally intended. Rural settlements will continue to function but their potential remains low, unless a sustainable catalyst project should occur which may change the functioning and future of the settlement to the benefit of the community.

SQ reference: par 3.2 - 3.3.4 with Figure 37

4.2.3 The transport and accessibility network

The Roads Master Plan guides the long-term planning of the roads system. The inland land use planning will have to respond to the upgrading of the link roads such as Louis Fourie, Mayixhale and Bill Jeffery roads by creating mix-use corridors and appropriate land uses at major junctions.

The unutilized potential of the port, airport and railway system needs to be exploited to strengthen the transport network and economic advantages. These assets of the town are unique and can by proper guidance and management have a significant impact on the future urban form and economic functioning of Mossel Bay.

SQ reference: par 3.3.6, 3.4.2.8

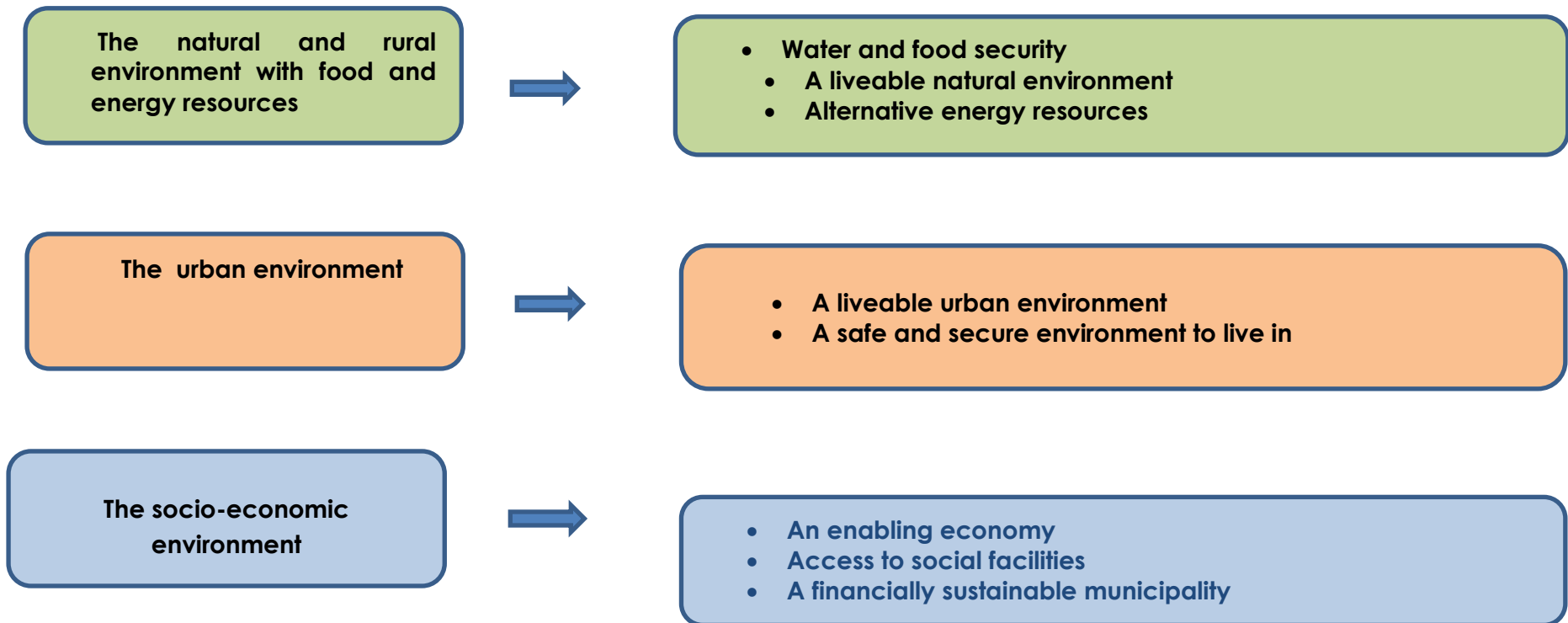
4.2.4 The socio-economic needs of the community

The needs of the community primarily are jobs, housing and social facilities. While the latter are reasonably well provided for (see SQ Par 3.3.6), employment and housing are serious needs in a large portion of the Mossel Bay community. There are more than 33 000 households in total with a housing backlog of more than 10 000. The economy stagnated even before Covid due to various factors, including the depletion of domestic gas-to-liquid feedstock at PetroSA. The tertiary sector is the main contributor to the GDRP with 74% of employment opportunities but was the hardest hit, especially in the tourism sector with almost 84% job losses, by the Covid-9 restrictions in 2020 and the best part of 2021. The C-19IR reports that the Municipality will operate in a fiscally constrained environment over the medium term. Apart from trying to attract big business to the town, an effort should be made to make it conducive for small businesses to operate and provide jobs.

SQ reference: par 3.3.3, 3,4

4.3 Spatial Strategies and Support Policies

The spatial concept for Mossel Bay municipal area is undergirded by the long-term needs of the people. Without these basic needs, the region will fail to function effectively. The needs could be linked to the spatial drivers above, e.g., needs in the natural environment (green), needs in the urban environment (orange), needs in the socio-economic environment (blue):



The status quo of Mossel Bay as a town and environment indicates a number of strategic issues which are critical in terms of future growth demands and conservation. **Eight strategies** are formulated to support the spatial planning approach and spatial drivers to direct and manage

development in the Greater Mossel Bay area and the urban environment. Each strategy is supported by a set of policies and policy guidelines to base decisions on and on which actions can be taken and budgeted for.

The objective of the strategies is to give spatial and practical expression to the optimum utilization and management of the unique attributes of Mossel Bay town and region – the natural environment, the heritage assets, its economic potential – to benefit all its people. Some of the strategies are aimed towards the resilience of the town in the case of water scarcity, moving away from fuel-based energy sources and the effects of climate change.

Strategy 1

Conserve and manage the natural environment in balance with the demands from urban growth and agricultural use.

Strategy 2

Secure sufficient water and food for future demands.

Strategy 3

Facilitate opportunities for utilization of renewable energy

Strategy 4

Manage urban growth and restructure the urban form to serve the Mossel Bay Community needs.

Strategy 5

Provide a safe and secure environment for all residents and visitors

Strategy 6

Create a local economic base to provide sustainable employment opportunities

Strategy 7

Ensure access to social facilities for all

Strategy 8

Ensure a municipality that is functioning on a financially sustainable basis

Each **strategy** is supported by a set of policies and policy guidelines and is unpacked hereunder.

STRATEGY 1

CONSERVE AND MANAGE THE NATURAL ENVIRONMENT IN BALANCE WITH THE DEMANDS FROM URBAN GROWTH AND AGRICULTURAL USE.

The purpose of the strategy is to conserve existing natural environment and to secure land for future conservation while taking cognizance of the demands of urban and agricultural development. Several of the SQ maps have reference and more maps will be discussed in Chapter 5.

Policy 1A

Manage and preserve the mountains, natural vegetation, streams and rivers in a manner which protects the natural ecosystems.

Policy Guidelines:

Encourage the rehabilitation, consolidation, extension and linkage of the networks of formally protected areas and privately owned land with potential for conservation.

- a) Rehabilitate underutilized/low potential agricultural land to its natural state via encouraging biodiversity preservation.
- b) Private and Government subsidised alien invasive clearing should be encouraged and focused on water catchment areas.
- c) Viable Intensive small footprint low water usage agriculture is encouraged.
- d) Enlarge conservation footprint by additional land use rights (resorts, holiday housing, game farms, etc) in conservation-worthy areas not currently protected. Conserve large areas by means of allowing well-located small development footprints.
- e) Job creation and income stream generation via rural tourism development.
- f) Diversify funding sources for conservation/rehabilitation purposes by additional land use rights.

Policy 1B**Manage and protect the coastline, rivers and estuaries**

Par 3.2.4 and Figures 27, 28, 29 and 30 in the SQ report have reference. Ecological setbacks along the coast and freshwater systems are required in order to maintain the ecological functioning of marine and other aquatic ecosystems.

Policy Guidelines:

- a) All applicable planning decisions must take coastal sensitivities and coastal risks into account, in order to protect existing and future properties, infrastructure and ecosystems, to ensure that only responsible and sustainable development takes place in areas with a high risk of inundation, coastal erosion and destructive storm surges.
- b) A risk-based overlay zone may be considered to include additional parameters for management of development along the coast and river estuaries.
- c) Natural defenses in the form of primary dune systems, estuarine mudflats and sand dunes must be safeguarded from further conversion through urban development or agricultural practices.
- d) No new development rights are to be allowed below the 1:100 year flood line around estuaries and rivers. The 1:100 year flood buffer zone will allow the estuary to retreat in the event of sea-level rise due to climate change and also allows for the inclusion of some terrestrial fringe vegetation that contributes to the system and refuge areas for many animal species during floods. Existing development rights/uses under the 1:100 year floodline should not be allowed to expand outside of its primary rights and risk mitigation must be applied where possible by down scaling or other measures (rezoning out of permanent residency uses).
- e) The planning and design of new infrastructure, in particular stormwater systems, should consider the higher frequency of flooding associated with extreme weather conditions.
- f) Further coastal, estuarine residential development which is not integrated within existing settlements must not be permitted.
- g) Creation of 32m/1:100 year floodline conservation buffers next to all rural rivers should be encouraged. The protection of river banks against agriculture and alien vegetation should be a priority.
- h) The impact of settlements and bulk infrastructure along rivers and estuaries must be monitored and managed to minimize pollution.

Policy 1C

Facilitate public access to the coastline and control land-ward activities.

Policy Guidelines:

- a) Access to the coastline must be managed in cooperation with the other South Cape coastal municipalities and the Western Cape Government, in terms of the Integrated Coastal Management Act and the Western Cape Coastal Access Strategy, to ensure a coordinated and consistent approach.
- b) The coastline is a public amenity and public access should be secured and managed at ecologically appropriate points, minimising adverse impacts on the environment, public safety and resolving incompatible uses (Draft Eden Coastal Audit, 2017).
- c) Joint ownership entities should protect public access rights/servitudes in their constitutions.
- d) Approved private development on public and private land should not restrict or close historical public access to the coast.
- e) Public coastal access points should be reinforced, planned and managed in such a way as to provide facilities and unlock safe, sustainable and ecologically sensitive opportunities.

Policy 1D

Protect the visual integrity of the rural environment.

"The economy is the environment" is a key spatial driver according to the GRDM SDF. To protect the visual integrity of the region and the municipal area from being spoiled or disappearing by the intrusion of unsightly structures, breaking of horizon lines and other activities caused by man, the policy guidelines have to be applied to all construction and other activities which could alter the usual attributes of the natural environment. They should be applied in the consideration of layouts, building plans, construction of infrastructure, cell phone masts, construction of roads on slopes, etc.

Policy Guidelines:

Any development or construction proposal that will impact view corridors, ridgelines, cultural landscape assets and existing vistas must be considered with caution and evaluated in terms of the cumulative impact on the broader environment.

- a) Development on slopes steeper than 1:4 should only be considered in exceptional cases and with caution concerning visual impact, erosion and cut-and-fill scars.
- b) Gateway precincts must be designed and maintained in a visually aesthetically acceptable way that welcomes visitors to Mossel Bay. This principle applies to the entrances to Mossel Bay town at points where the first urban built-up areas are experienced.
- c) Scenic landscapes and features must be safeguarded.
- d) Scenic routes create the sense of place of the region for the public moving on them. The routes and the land use alongside these routes should be managed in a way that will not compromise the views offered but that maintains the sense of place and harmonised experience of the landscapes. Significant scenic routes in the larger Mossel Bay area are as follows:
 - The N2 from Hartenbos eastwards
 - The northbound road to the Robinson pass
 - The road to Herbertsdale outside industrial expansion area
 - The rural road to the coastal towns towards the Gouritz river.

STRATEGY 2

SECURE SUFFICIENT WATER AND FOOD FOR FUTURE DEMANDS

The objective of this strategy is to ensure that water and food resources be optimized for the future and that innovative and new methods be applied for future generations to have sufficient food and water.

Policy 2A:
Monitor and manage the availability and use of water.

Policy Guidelines:

- a) No more additional water use licenses for *business-as-usual* farming in the catchment area must be allocated. Encourage agricultural methods which can produce more food with less water and land.
- b) Existing infrastructure must be maintained to prevent water losses.
- c) Educate end-users to use as little as possible water.
- d) The provision of water tanks at properties to catch rainwater from roofs should be encouraged.
- e) A percentage of water revenue should be allocated to source preservation and future resource development.
- f) Re-use of cleaned sewerage outflow must be encouraged.
- g) Optimal and creative use of the existing desalination infrastructure to ensure optimal impact on water security is encouraged.
- h) Concerning desalination: all long-term planning for water or large-scale expansion of water source development must be based on desalination. Desalination infrastructure is capital intensive and a percentage of water revenue should be allocated toward savings for future projects. Other funding sources should also be pursued. The utilization of pumped see water as a resource in a value chain should be investigated.
- i) Alien vegetation clearing projects should be a priority.

Policy 2B
Optimize food resources and pursue innovative agricultural and food practices.

Policy Guidelines:

- a) Export of produce must not be done at the cost of local food security.
- b) With regard to backyard gardening (2-10m²): Encourage skills development programs in conjunction with NGO's and state departments. Develop seed and seedling programs and create informal markets. Introduce water tank programs. No livestock farming is allowed in urban areas.

- c) With regard to urban agriculture (500m² to 2 ha): Encourage skills development programs in conjunction with NGO's and departments. Infrastructure programs for fences, boreholes, water tanks, etc. Seed and seedling programs. Develop informal markets. Water tank programs. No livestock farming is allowed in urban areas.
- d) With regard to intensive agriculture, eg. pig, chicken and ostrich farming, feedlots and egg production (≤ 10 ha): No long-term capital intensive livestock agricultural project should be located within the future development scenario edge. Encourage skills development programs with relevant departments. Upscale activities to ensure viability. Develop a market for local produce. The development of agricultural infrastructure must take the sense of place into account.
- e) With regard to intensive water-based agriculture: Investigate the concept of farming at scale with desalinated water. Use pumped seawater as a commodity between water users. Establish a large aquaculture farm which farms with abalone, oysters, mussels, etc. This cleans the seawater from nutrients which is used by the mentioned. Use the outflow of the seawater for desalination. Use the brine from the desalination process to make sea salt. Use a percentage of the desalinated water for intensive, water-efficient agriculture and the remainder for water provision for urban development. This will ensure food and water security for a future Mossel Bay.
- f) With regard to extensive natural water-based agriculture, eg. Irrigation farming, lucerne, dairy, farming, wheat, fruit (≥ 20 ha): Encourage the preservation of riverside vegetation and a 32 m setback from river edges. No transformation of riverbanks and land under the 1:100 year flood line may take place. Natural processes must be impacted as minimal as possible with the extraction of water from rivers and streams.
- g) There is huge agricultural potential in the forestry areas. The areas have not been replanted with trees and will probably be invaded by alien vegetation. The areas should be replanted or repurposed for other government agricultural projects as soon as possible. Job creation and empowerment of for the forestry villages residents can be achieved via the mentioned.
- h) The development of agricultural infrastructure must take the sense of place into account.
- i) Cultivated areas should not be extended into biodiversity-sensitive areas. Preserve natural vegetation and encourage biodiversity protection.
- j) Rehabilitate non-viable cultivated areas.
- k) Encourage ancillary tourist activities.

STRATEGY 3

FACILITATE OPPORTUNITIES FOR UTILIZATION OF RENEWABLE ENERGY

The purpose of the strategy is to adapt to the reality of scarce energy resources and the possibilities that alternative resources offer in order to generate alternative power generation for the Municipality.

Policy 3A

Accommodate innovative proposals for alternative energy sources

Policy Guidelines:

- a) Energy production from gas, solar and wind farms must be encouraged to locate in suitable locations in the area.
- b) Off-grid developments are to be encouraged in areas where the Municipality cannot render cost-effective services.
- c) Public/private partnerships that will benefit the provision of energy are encouraged.
- d) Sense of place and location of needed infrastructure are to be taken into account with location determination with location determination.

STRATEGY 4

MANAGE URBAN GROWTH AND URBAN RESTRUCTURING TO ESTABLISH AN URBAN FORM ABLE TO SERVE CURRENT AND FUTURE MOSSEL BAY COMMUNITY NEEDS.

The purpose of the strategy is to facilitate a functional city based on SPLUMA and smart growth principles, accommodating the spatial drivers and needs of the population. The existing LSDF's are incorporated in the SDF and aim to achieve the policies below and in cases where they are not, they should be revised.

Policy 4A

Future urban form design is to be based on future scenario planning in the SDF

Policy Guidelines:

- a) Future-based planning should form the basis for all planning within the Mossel Bay Municipal Area.
- b) All future-based planning can not be seen as the vesting of any future development potential.
- c) The inclusion of any future scenario development areas into the urban edge will be evaluated in the revision of future MSDF's.
- d) All private and municipal capital expenditure projects must take future scenario planning into account.
- e) Implementation of the district model and a possible new Southern Cape Metro should be taken into account where large long-term capital projects are proposed.

Policy 4B

Prioritise efficient urban form

Policy Guidelines:

- a) The establishment of balanced urban settlements in response to an ever-changing urban environment should be prioritised.
- b) Urban form efficiency should be a priority within the urban edge to ensure the impact of urban sprawl on the areas outside the future growth scenario area, is minimized.
- c) The preservation of none sustainable biodiversity areas within the urban edge should be discouraged.
- d) Cost-effective servicing, service maintenance and service operational cost should be prioritized.
- e) An urban form that discourages private motorized trip generation should be encouraged.

Policy 4C
Creation of an Open Space/Conservation network

Policy Guidelines:

- a) The establishment of a realistic, sustainable conservation network should be prioritized.
- b) Existing Conservation areas, Estuaries, Rivers and sustainable existing biodiversity-sensitive open space areas should be reserved to form part of a open space network.
- c) The open space network should contribute towards conservation, recreation and form a core component of the urban form.
- d) The establishment of public/private partnerships to manage and maintain portions of the network should be established within the framework of approved EMP's.
- e) Non-sustainable open natural areas not included in the open space/conservation network should be repurposed, if possible.
- f) Strategies to combat illegal dumping and invasion by squatters of sustainable opens spaces should be developed.

Policy 4D
Implementation of biodiversity offsets as a tool for an efficient and sustainable urban form.

Policy Guidelines:

- a) Biodiversity Offsets can be used as a tool to establish an efficient and sustainable Urban Form.
- b) None sustainable sensitive biodiversity which does not form part of the opens space/conservation network can be considered for development subject to biodiversity offsets.
- c) The creation of biodiversity offset areas outside the future scenario urban edge must be prioritized to facilitate biodiversity offsets.
- d) The establishment of the mentioned offset areas should be done in areas where it will promote the creation of biodiversity conservation networks.
- e) Creative funding and management partnerships of the offset areas should be developed in partnership between the public and private sectors.
- f) Offsets are only applicable where considerable impact on sustainable environmental sensitive areas will occure due to development.

Policy 4E

Maintain a compact settlement form to facilitate inclusion and integration and improved service delivery.

Policy Guidelines:

- a) The urban edge is to remain a management tool for growth in the medium term (5 years) and only to be adjusted to supply in the medium to long term housing demand, where it would contribute towards creating balanced settlements or where it will serve other strategies and policies in the SDF.
- b) Encourage medium and high-density development in the urban core areas and locations such as nodes, corridors and intensification areas like Louis Fourie Corridor and Aalwyndal.

Policy 4F

Provide places of residence closer to places of work

Policy Guidelines:

- a) Job creation in well-located areas close to existing high-density residential areas should be a priority.
- b) Encourage mixed-use development projects on main transport routes, nodes and corridors.
- c) Consider land use management stipulations that accommodate the 'work-from-home' concept.

Policy 4G

Direct public investment (public facilities, amenities and services), commercial activity and residential densification towards the urban core and priority nodes.

Policy Guidelines:

- a) Public infrastructure investment should be guided toward the urban core areas.

- b) Development in priority nodes should be promoted in accordance with the function of the node. Local precinct plans should be compiled to create a balance between the land uses within the node.
- c) Public facilities as needed by organs of state, NGO's or municipal departments should be directed towards the urban core and priority nodes.
- d) Public infrastructure investment should be need and impact-based.

Policy 4H

Apply densification in existing settlements and neighbourhoods to a more compact urban pattern and to reduce cost of services to households.

Policy Guidelines:

- a) Densification should aim at a mix of land uses (especially social facilities), not only residential uses, to achieve sustainable restructuring.
- b) Target densities as envisaged in the applicable LSDF's should be aimed for. Related infrastructure and social amenity provision planning must be prioritized.
- c) Increased densities should be aimed for in and along with the priority nodes and corridors identified in this SDF,
- d) Upgrading and renewal of utility infrastructure needed for densification must be prioritized.
- e) Ensure that utility capacity does exist before densification is allowed.
- f) Promote second dwellings and double dwellings as a legitimate form of densification as a response to the inclusionary housing demand. Sectional title ownership of second dwellings should be investigated further to accommodate it in the Zoning Scheme Bylaw.

Policy 4I

Apply a housing settlement policy that can supply in the demand for the full spectrum of property typologies and property prices in a manner that supports the spatial vision of the SDF.

The purpose of this policy is to create a housing ladder that would enable homeowners to upgrade from where they enter the housing market to higher levels according to what they can afford without having to leave the town or even their neighborhood.

Policy Guidelines:

- a) The Human Settlement Plan indicates the portions of land for the various housing options that form part of the housing pipeline.
- b) The WC Inclusionary Housing Policy may be applied in appropriate locations in relation to demand.
- c) Housing provision should be segmented into affordability bands to provide a spectrum of tenure options in response to needs, including the GAP market, rental housing and solutions for the non-qualifiers.
- d) Encourage the provision of GAP and social housing by private developers.
- e) Promote the identified urban core and nodes for affordable housing near employment.
- f) Support backyard housing as a legitimate form of housing supply – see Policy 4H(f).
- g) Space standards applied to existing schools and other space-intensive uses could be reconsidered to utilize unused space for high density housing on the periphery of such sites – see GRDM SDF Policy 3.6.

Policy 4J

Provision of balanced subsidised housing

Policy Guidelines:

- a) The provision of Subsidised Housing should not dictate urban form, but urban form must dictate Subsidised Housing provision.
- b) No subsidised housing should be provided without confirmed bulk service needs availability.
- c) Mixed housing typologies must form part of any proposed subsidized housing development excluding the UISP project.
- d) Subsidised housing projects must be used to establish urban balance (needed social facilities and other amenities) in communities where subsidised housing provision created an unbalanced urban form.
- e) Any subsidised housing scheme should as a point of departure provide the needed urban amenities.
- f) Subsidised housing projects may not place an unnecessary high strain on bulk infrastructure availability without contributing toward it.

Policy 4K

The adequate provision of social facilities

Policy Guidelines:

General

- a) Social facilities forms an integral part of any balanced urban form.
- b) Social facilities should be provided in accordance to applicable norms and standards.
- c) No urban restructuring or urban growth without social facility availability evaluation.
- d) Social facilities should be provided in accordance with the recommendations in the Mossel Bay Social Facilities Investigation document.
- e) Less but better equipped social facilities in well-located areas should be provided if land and budget constraints exist.
- f) Undeveloped Municipal land should be used to created social facilities to establish a balanced urban form.
- g) Prioritisation of social facilities must be in accordance with social needs and proposed infrastructure impact.
- h) Shared social facilities spaces/social beehives are supported.
- i) Private sector involvement and partnerships are encouraged.

Educational Facilities

- j) Educational land reserved for educational purposes must be reserved/protected for private or public educational facilities if a possible future need is confirmed.
- k) Provision for private/alternative educations facilities must be facilitated in urban areas.
- l) Land owned by the provincial government in areas where the public school will not be developed must be made available to the private sector for educational facility development.
- m) The need for creches as identified in the Social Facilities Investigation document must be facilitated on well-located properties of a suitable size where all amenities including parking and drop-off facilities can be provided.

Sport Facilities

- n) The establishment and expansion of existing/new, well-located sports facilities should be prioritized.
- o) Multi-purpose and mini sports facilities should be implemented in areas where the availability of land is a challenge.
- p) Waterwise sports facilities are encouraged
- q) Private sector development of specialized sports facilities is encouraged.

- r) Municipal-owned land must be made available for use where possible.
- s) A park is not necessary a conservation area and not part of the open space network.
- t) Parks are areas where the space is managed and maintained as an urban park for recreational use.
- u) Due to operational costs, the development of less but better equipped parks are recommended.
- v) Identification of one main park per area, with the bulk of capital investment in the identified park, is proposed.
- w) Community/private sector involvement in the utilization, maintenance and development of parks should be encouraged.
- x) Closure of parks at certain hours of the day for security reasons should be allowed.
- y) Underutilized parks could be closed and repurposed after consultation with the applicable community.

Policy 4L

Optimum utilization of under-utilised or unutilised Municipal land to the benefit of the community

Policy Guidelines:

- a) Due to the fact that Mossel Bay Municipality does not own large portions of municipal land, the available land must be optimized.
- b) Unutilized Municipal land does not serve the Mossel Bay community.
- c) If land is not needed for current or future service delivery it should be used by the public or private sector to serve the Mossel Bay community.
- d) The loss of municipal land due to squatting should be curbed as far as possible.
- e) Land earmarked for crucial urban expansion, urban restructuring or needed social facilities should not be used for any other uses.
- f) No additional Municipal Housing Pipeline land should be allocated for the UISP project or Municipal Land allocated for social facilities in oversupply.
- g) Adjacent owner encroachments onto Municipal Land must be addressed via a detail policy document and policy implementation.

STRATEGY 5

PROVIDE A SAFE AND SECURE ENVIRONMENT FOR ALL RESIDENTS AND VISITORS

The purpose of the strategy is to create safe and secure neighborhoods, workplaces and places of leisure that will make the **urban** spaces more liveable.

Policy 5A

Requirements for safety and security must be incorporated in all spatial and land use planning

Policy Guidelines:

- a) Promote community participation in security (neighborhood watch structures).
- b) The Joint Operational Centre and Neighbourhood Watches should be included in planning processes as commenting entities.
- c) Create and promote walkable neighborhoods and communities for better surveillance and a sense of place that is experienced as safe and comfortable for pedestrians and non-motorized transport.
- d) Encourage general safety controls that provide enhanced and coordinated safety and broader public benefits, eg, security patrols and CCTV cameras over larger areas.
- e) Create activity corridors to attract people and generate activities that would provide surveillance.
- f) Optimize and manage the use of public open spaces and play parks to attract people that would provide surveillance.
- g) Consider the usage and functionality of all smaller open spaces and alleys and close those without function to improve security.
- h) Generate activities in the CBD that would improve surveillance and safety for visitors.
- i) Develop a strategy for the transformation of open parks/alleys/residential areas into enclosed areas or closure for specific periods of the day, within the existing legislated framework and security needs.

Policy 5B
Identify high risk areas and formulate risk mitigation

Policy Guidelines:

- a) Residential development should not be approved in any high-risk areas.
- b) The risk to commercial and Industrial rights must be evaluated against the specific risk and risk must be mitigated.
- c) No new development rights within the 1:100 year flood lines unless it mitigates the existing risk.
- d) No development on sloped steeper than 1:4
- e) The maximum gradient of roads is 1:5.
- f) Footprint development in natural vegetation should take fire risk into account when the application is submitted and evaluated. Such applications can only be approved if acceptable risk mitigation can be proven.
- g) Blast zones/Noise Zones/Pollution zones and the risk it entails should be taken into consideration in the evaluation of land use application.
- h) Air emission, cemetery and sewerage works buffer zones should be taken into consideration with the evaluation of land use applications.
- i) Landslide probability and mitigation should be investigated via expert inputs during land use and building plan evaluation processes.

STRATEGY 6

CREATE A LOCAL ECONOMIC BASE TO PROVIDE SUSTAINABLE EMPLOYMENT OPPORTUNITIES

The objective of this strategy is to support and upgrade the business environment in priority investment locations and to provide strategic interventions to attract private sector investment that will lead to job creation.

Policy 6A

Focus on the encouragement and attraction of small businesses to support local entrepreneurs.

Policy Guidelines:

- a) Strengthen the urban environment as the main economic driver in Mossel Bay.
- b) Establish economic opportunity for all citizens from small-scale home entrepreneurs to large-scale industrial development space allocation.
- c) Create a business growth opportunity ladder through spatial restructuring to ensure job creation stimulation by the private sector.
- d) Pursue compact and diverse neighborhoods, offering places to live, work, recreate, all within close proximity, served by streets scaled to people so that they are comfortable walking.
- e) Encourage small-scale developments/projects rather than dependence on one or two large-scale developments to offer opportunities for more inclusive development, empowering emerging contractors, developers and investors.
- f) Intervene in the business areas of the Mossel Bay CBD, Louis Fourie corridor, Mayhixhale Corridor, Hartenbos CBD and Grootbrak River corridor as inclusive, mixed-use growth zones to encourage a private sector response.
- g) Upgrade and convert public spaces and street spaces in selected areas to encourage partnerships to maintain these spaces as places for pedestrians, impromptu gatherings and small businesses at street scale.
- h) Promote strategic and popular urban spaces with urban design to align them with international standards, eg. paving, plants and street furniture according to a theme to allow local small businesses to utilize the spaces in front of their businesses.
- i) Accommodate innovative opportunities in the Zoning Scheme Bylaw by including a variety of possible business uses as primary rights.

Policy 6B

Economic growth stimulation through catalytic project establishment and promotion

The objective of this strategy is to ensure that the municipality is playing an active role in planning and participating in economic growth.

The following **catalytic projects** should be actively perused in collaboration with the private sector, further discussed in par 5.3.8 and Figure 7.

- a) Mossel Bay Airport development
- b) Mossel Bay Port development

- c) Mossel Bay Motorsport Mecca development
- d) Mossel Bay Waterfront development
- e) Mossel Bay Tourist Corridor development
- f) Mossdustria Industrial Special Expansion Zone
- g) Mossel Bay Railway network usage and revitalization
- h) The economic utilization of harvested forestry areas
- i) Desalination value chain agricultural project
- j) Business Process Outsourcing Corporate Park

STRATEGY 7

ENSURE A MUNICIPALITY THAT IS FUNCTIONING ON A FINANCIALLY SUSTAINABLE BASIS

The objective of this strategy is to ensure that the municipality is functioning well because without a functioning municipality all other functions within a municipal area are also impacted negatively and the town starts to decline.

Policy 7A

Apply basic principles which guides Municipal Financial Sustainability

Policy guidelines:

- a) Economic growth must be facilitated through planning and intentional intervention.
- b) Good administration via delivering on the Municipal Mandate must be a priority.
- c) Protection and expansion of Municipal income sources eg, electricity, water, etc.
- d) Return-based infrastructure investment prioritization.
- e) Optimization of available land and existing Infrastructure.
- f) Facilitate a low resource-based and efficient urban environment.

g) Facilitate a rates and taxes payable population by means of:

- Attracting a rates and tax payable population to Mossel Bay by creating an environment where taxpayers want to live.
- Ensure property development opportunities in all well-located areas are facilitated via the SDF.
- Sustainable job creation to ensure population migration out of the indigent segment must be a priority.
- Facilitate private sector economic opportunities and investment via catalyst projects.
- Ensure population mobility in the property market via a housing market provision shift to Social Housing, FLISP, GAP and middle-income housing.

h) Innovation and partnerships.

The above strategies and policies are further spatially expressed and explained in the following Chapter 5.

5. SPATIAL EXPRESSION OF STRATEGIES AND POLICIES

To achieve the strategies, policies and guidelines of the previous chapter, the SDF must express its physical implications and intentions of it by means of maps. The spatial proposals in this chapter and on the maps are guided by the legislative framework, the socio-economic needs, the physical environment and urban areas as described in the MB SQ 2021 in Section A.

5.1 Points of departure

5.1.1 A long-term view and scenario

The trend in 'semi-gration' which is being observed, requires pro-active planning to provide in space and facilities. In order to plan pro-actively, a long-term scenario must be kept in mind, no matter how long it will take to reach. With the long-term scenario mapped, it will be possible to preserve bio-diversity areas, decide on rural land uses and manage the urban edge. It also serves as a guide to planning for long-term infrastructure demands. See also Policy 4A.

5.1.2 A compact urban form managed by the urban edge

It has been pointed out throughout this report that a tight urban form is required by legislative policy as well for various socio-economic reasons. This being the case the urban edge of the 2018 SDF is maintained in most of the areas as it followed this policy. Only in cases as pointed out below for each area, the edge is either adjusted to facilitate a balanced urban form or facilitate growth. See also Policies 4E, 4F, 4G and 4H.

The concept of bio-diversity off-sets as discussed in par 3.2.6 in the SQ and in Policy 4D, is proposed to be implemented in the urban core areas where it aimed to achieve higher densities (Aalwyndal, Louis Fourie Corridor, Tergniet area etc.).

5.1.3 Providing for significant future proposals

Even with the policy of a tight urban edge, a situation may occur that private initiative could come forward with a large project that could only be implemented with a considerable adjustment of the urban edge to accommodate it. In such cases, development may occur outside the urban edge if the project:

- a) provide land uses that will function better outside the urban edge (cemetery etc.)
- b) result in large scale job creation
- c) has site-specific circumstances that justify its location (airport noise zone etc.)
- d) will be convincingly sustainable or improve the sustainability of the area (Rural areas etc.)
- e) will contribute to the socio-economic circumstances of the community it will serve. (Rural areas etc.)

5.1.4 Securing bio-diversity as a long-term priority

Bio-diversity areas in the district is fast disappearing and the long-term scenario is to identify areas that could be preserved to maintain bio-diversity and to manage future land uses in those areas with this long-term aim in mind – refer to Policy 4D.

5.1.5 Providing and encouraging new nodes and corridors

In response to Policies 4E, 4F, 4G, 4H, 5A, and 6A, and the growing population and areas with an increased permanent population in mind, new multi-function nodes and corridors are proposed in suitable locations.

5.2 The long term rural scenario

5.2.1 General Rural Spatial Proposals

Figure 2 shows the only protected areas are in the north in the mountainous areas. The red areas are the critically endangered areas that run through the center of the district from west to east which are not protected and under threat from agriculture or other uses.

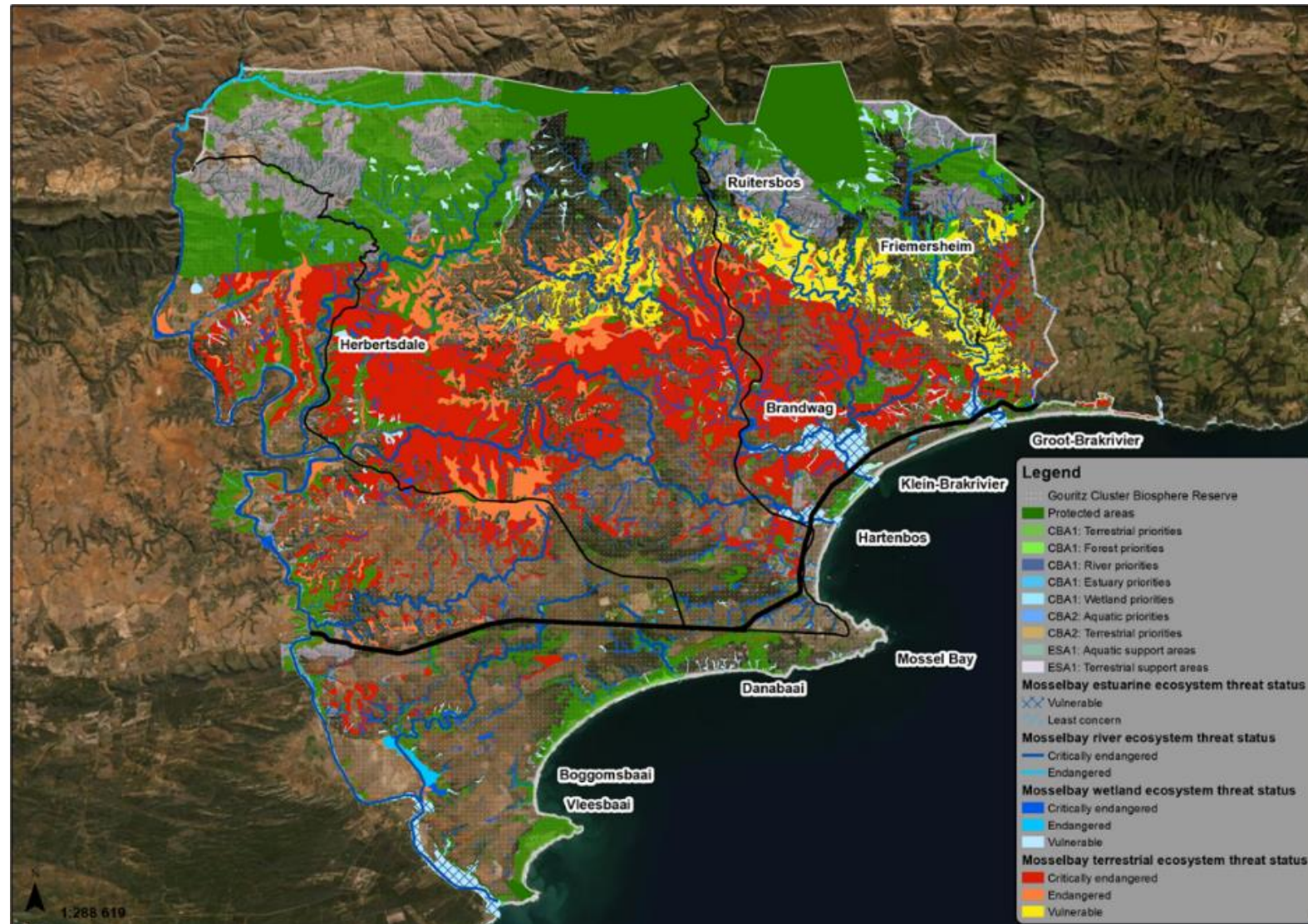


Figure 2: Environmental Status Quo

Figure 3 shows the rural land use analysis, which should be read with Figure 38 which shows the Land Cover. Dryland cultivation to the south, with intensive water-based agricultural area to the east. Of importance are the mountainous areas, remaining natural areas and two private game reserve and recreation areas of Gondwanana and Botterlierskop (shown in bright green), which correspond with the Critical Endangered and Critical Biodiversity Areas. Loss of biodiversity in these areas are a direct result of the fact that the areas are not earmarked for conservation but for agriculture.

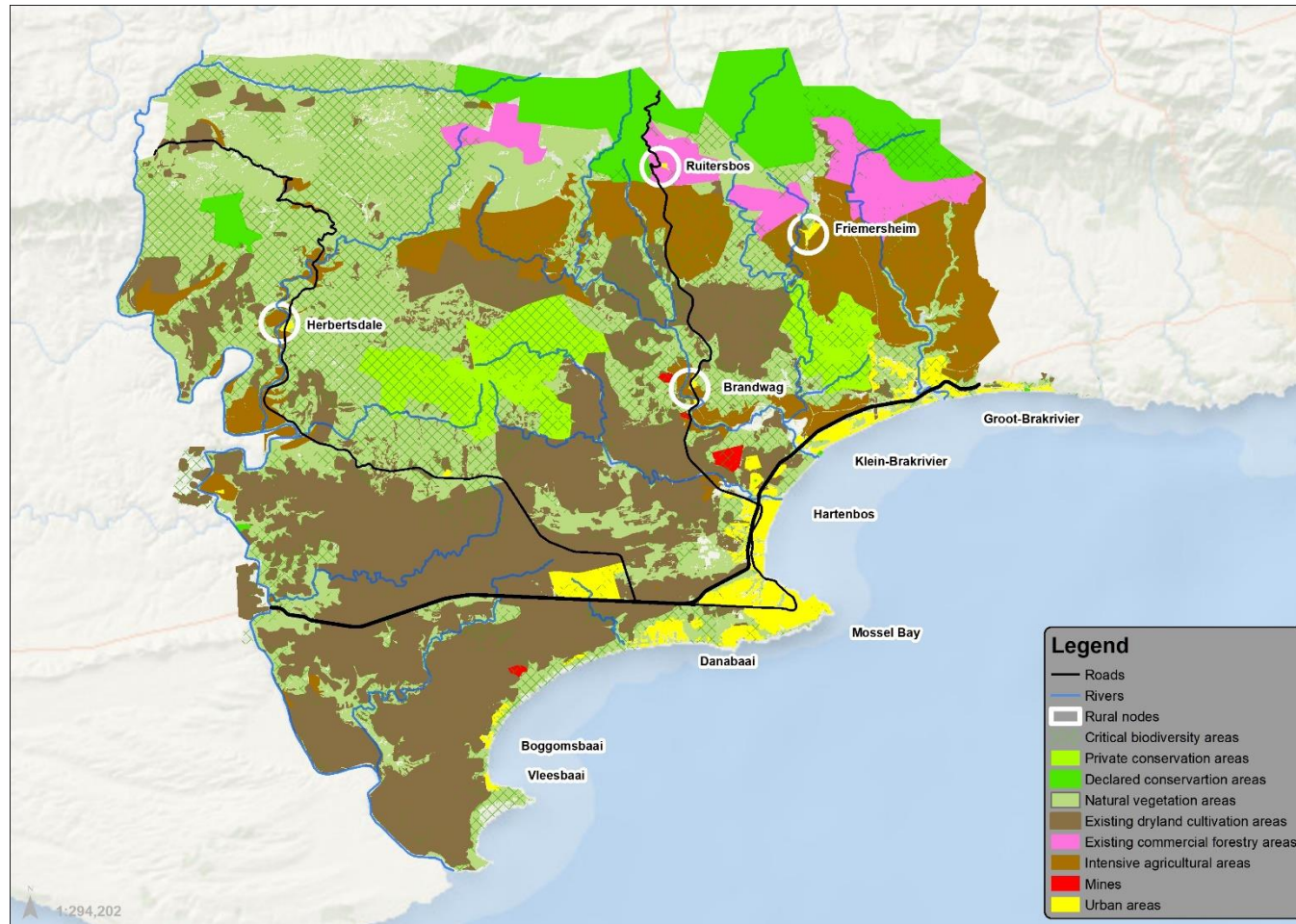


Figure 3: Rural land use analysis

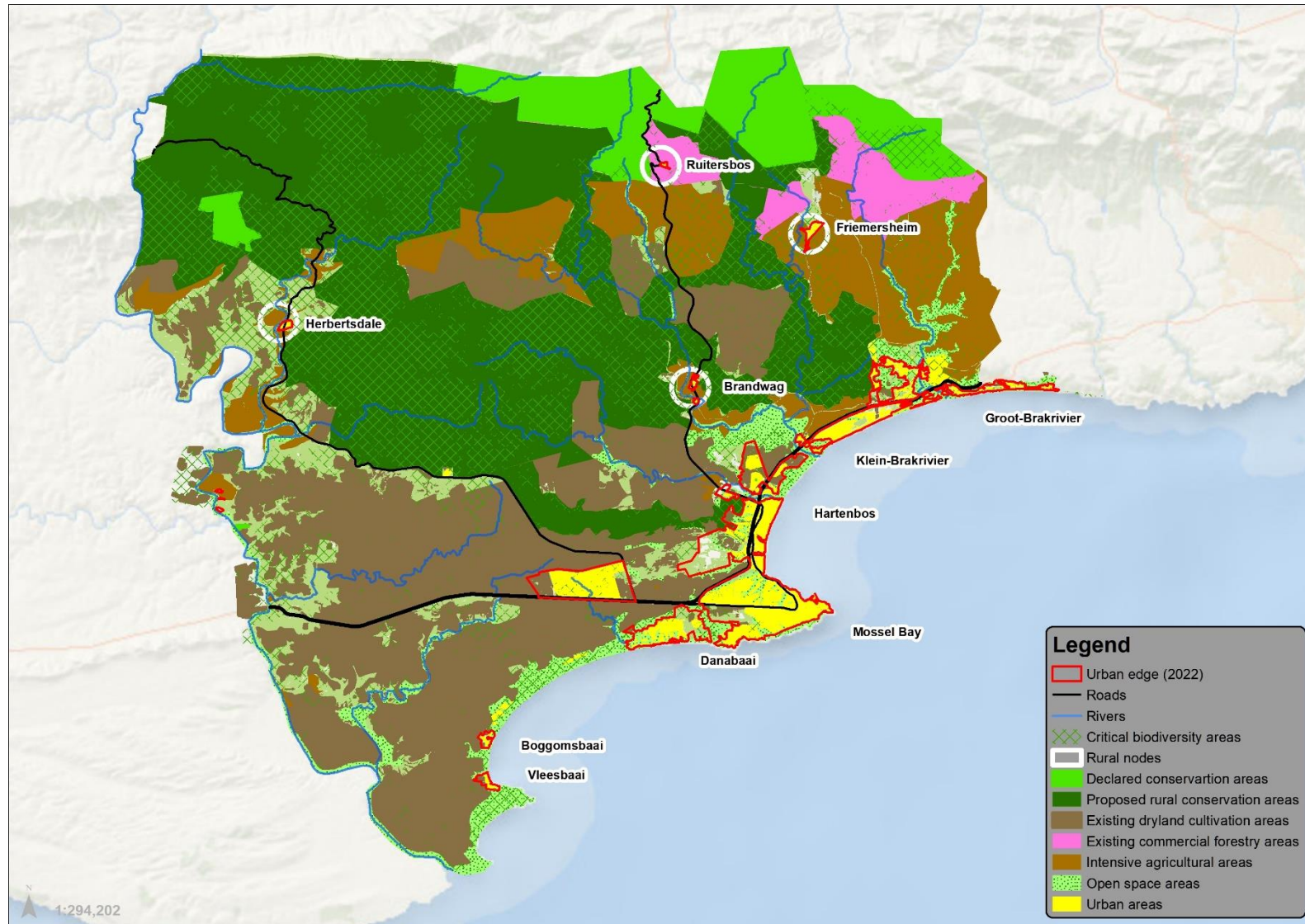


Figure 4: Rural spatial pattern

5.2.2 Long-term scenario biodiversity preservation

The dark green areas indicated on figure 4 are earmarked for rural biodiversity preservation. As a long-term strategy to achieve a large area to preserved biodiversity, the Mountainous areas, Critical Endangered, Critical Biodiversity Areas and the area between Gondwana and Botlierskop Private Game reserves should be managed with the aim to achieve a unified conservation footprint with linkages and corridors between them.

The transformation of these areas into conservation areas will have to be done by enabling the land owners to conserve the areas while not losing their investment in the land. Practical ways to create the linkage is to encourage recreational, various tourism and resort use on the farms that will generate funding for conservation. The Gondwana model is proposed where large areas are conserved with a small resort zone I and II footprint as additional land use rights to ensure conservation can be funded in a sustainable way via levy structures and managed via Environmental Management Plans.



Taken at Gondwana



Taken at Bottelierskop

5.2.3 Water and food security, renewable energy

The strategies and policies which have spatial implications in the rural areas have a reference here – see Policies 1A, 1B, 1C and 1D. The strategies and policies pertaining to water, food and renewable energy furthermore have to be implemented by the agricultural fraternity and other affected groups in this field – see policies 2A, 2B and 3A.

5.2.4 Dry-land cultivation

The dark brown areas indicated on figure 4 indicate the existing dry-land cultivation areas. The areas are located in the south-western part of the municipal areas, mainly in areas outside the high rainfall zones. The expansion of these areas into critical biodiversity areas is not supported. None viable dry-land cultivated areas must be rehabilitated where possible.

Huge potential for multidiscipline desalination agriculture in the vicinity of Vleesbaai should be allowed subject to the necessary studies to mitigate against climate change and enhance food security.

5.2.5 Intensive agriculture

The light brown areas indicated on figure 4 indicate the existing intensive agricultural areas. These areas are very important for food security. Timely amendment to agricultural practices to mitigate climate change must be implemented as soon as possible. The use of the water resource must be managed to ensure it does not enlarge the impact of water security for the urban areas and enlarge the negative impact on the river systems and critical biodiversity areas. Low water use agriculture on smaller footprints is encouraged. The carbon footprint of these enterprises must be reduced to mitigate climate change. Farm worker accommodation must be provided on the land unit where the workers are employed.

5.2.6 Forestry Areas

The pink areas indicated on figure 4 indicate the existing forestry areas. The large forestry areas in the north are currently denuded from commercial forestation. The danger is that these areas could become infested and are more exposed to veld fires. They need to urgently be repurposed or replanted. The area has good rainfall and the areas could also be utilized for agriculture transformation or rehabilitated as water security nature areas.

5.2.7 Rural Nodes

No new Rural nodes should be created. The sustainability of the existing rural nodes must be enhanced. The urban edges around the Rural nodes are established as soft edges to allow for use which can possibly make the node more sustainable and address crucial community needs. The private sector must be encouraged to enhance the nodes as tourism weekend getaway destinations with associated infrastructure and amenities. The provision of subsidised housing in the rural nodes must be carefully considered in the context of the available job opportunities in the area. Households must be given the opportunity to rather be provided with a subsidised house in the urban cores than in the rural nodes. The establishment of resorts in the rural areas could enhance job opportunities in the areas which might establish a need for housing, which can be provided if the need and job opportunities are confirmed.

5.3 The long term urban scenario

5.3.1 Possible long-term future scenario urban expansion

Figure 5 indicates the future long-term scenario for urban growth of Mossel Bay and adjacent towns. The red tone represents the existing built-up area, the pink tone indicates the 30 year expansion area (Urban Edge 2022 expansion area) and the orange tone indicates the foreseeable expansions in a possible future scenario. It is noticeable that if the present policy of a compact urban area continues, the expansion will be close to Mossel Bay and Hartenbos with small areas of expansion at Groot Brak River. The scenario also indicates where the open space corridors should be preserved for future generations. Within this area, the urban form should be prioritized and main/large biodiversity conservation efforts should be established outside this area since the urban environment will have a negative impact on any conservation efforts.

The above scenario is required to facilitate long-term infrastructure and conservation planning but must not create any expectations of development at this stage. As with the SDF in general, it does not grant any rights or take any rights away.

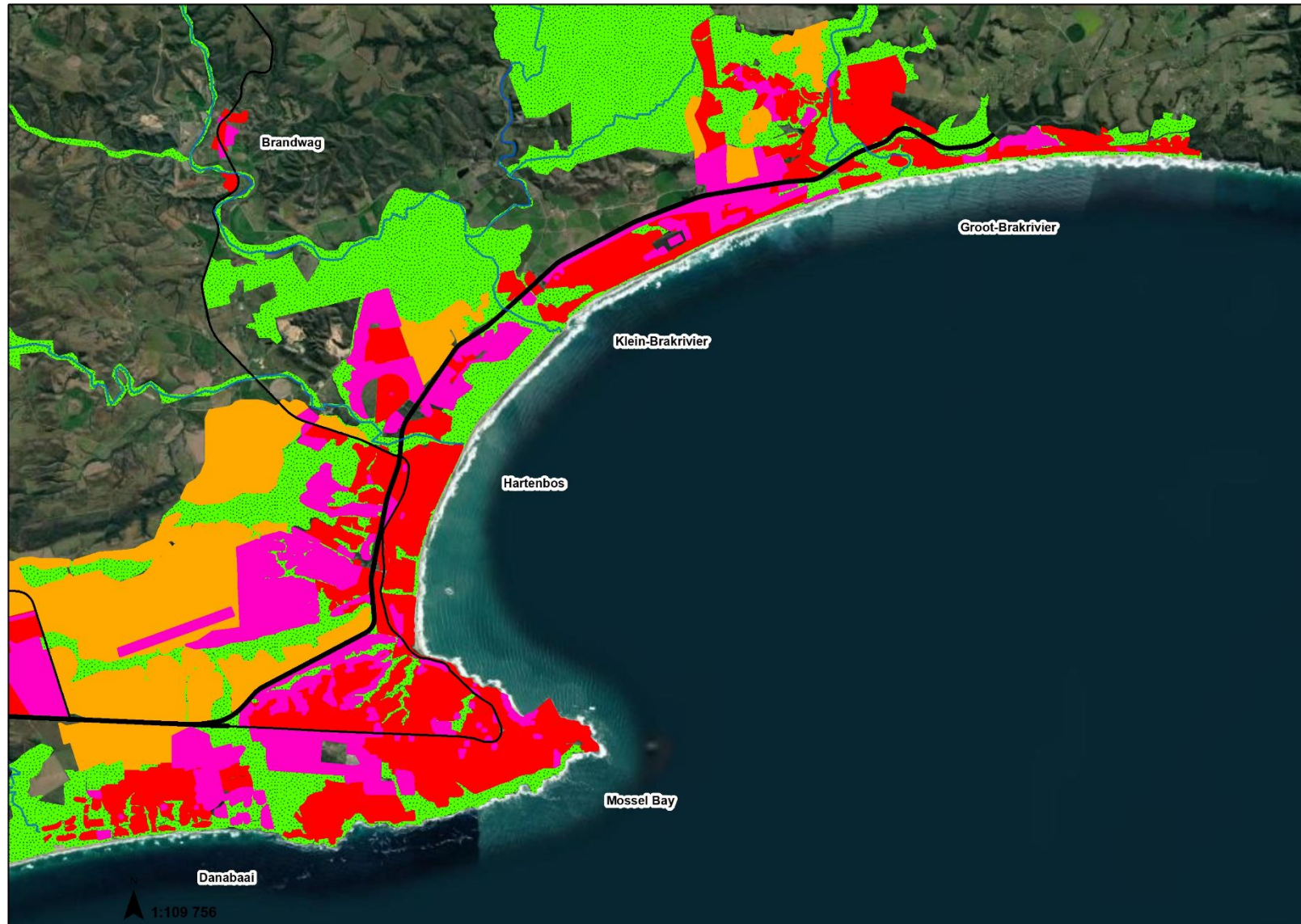


Figure 5: Future urban core concept

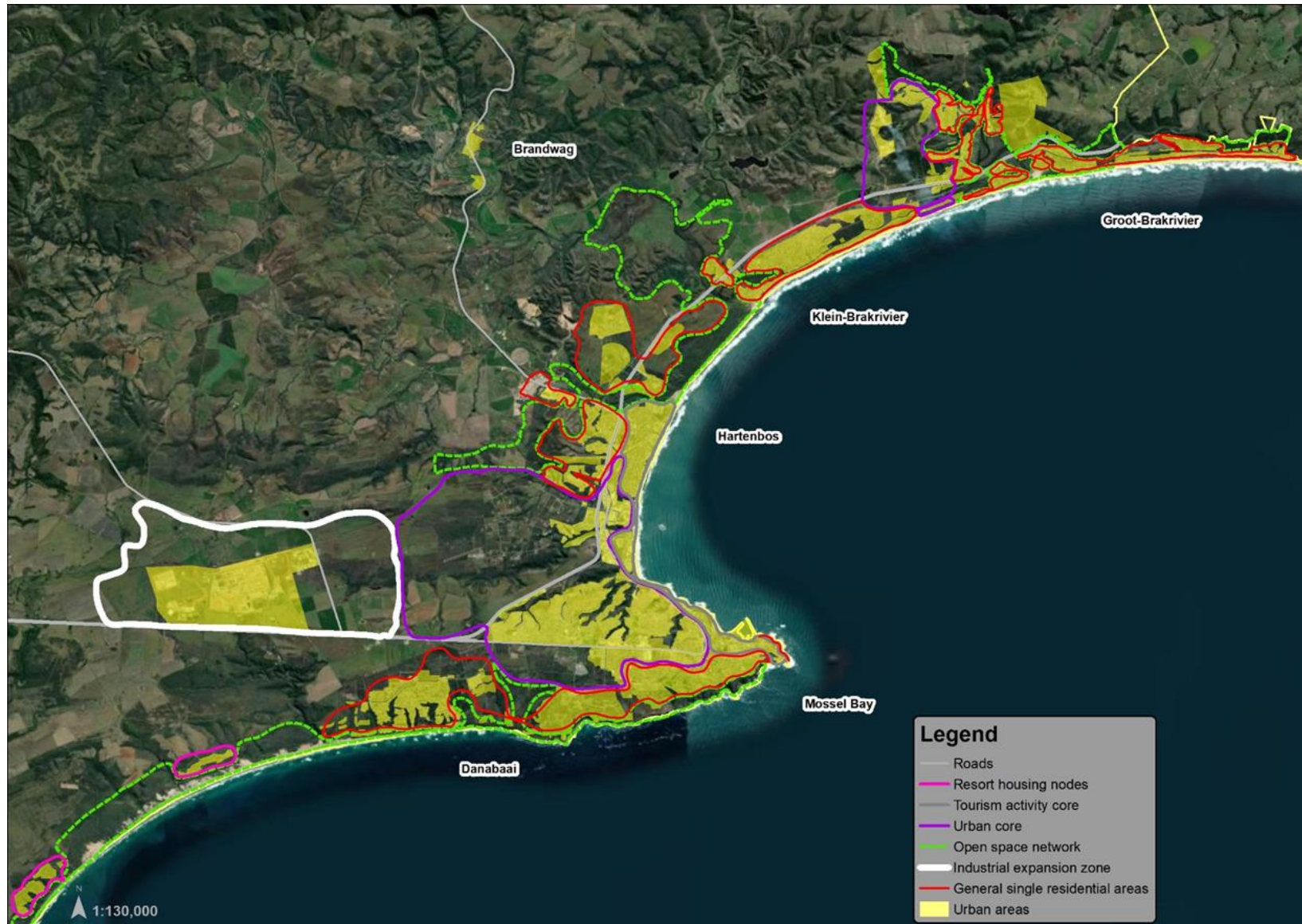


Figure 6: Future urban scenario

Figure 6 indicates a 'broad brush' concept of the core urban functions of the future Mossel Bay Urban area.

5.3.2 Urban Core

The two areas in purple comprise of Kwanonqaba, Aalwyndal, Louis Fourie corridor in Mossel Bay and the Tergniet, Greenhaven, Wolwedans area that will become the main high-density residential and mixed-use centres of the future built environment, as well as providing most of the job opportunities and social facilities.

5.3.3 Industrial Expansion Zone

The area in white represents the main industrial and mass employment at Mossdustrya and the surrounding area. The area within the urban edge and beyond it is earmarked for large-scale industrial project which is focused on job creation.

5.3.4 General Residential Areas

The areas in red is the general residential areas. Growth in these areas will be via approved development rights, infill development and densification based on SPLUMA principles. The main development aim in these areas is to rectify imbalances in the land uses and densities allocated. The shortage of social facilities and urban amenities, in some areas, must be addressed.

5.3.5 Urban Open Space Network

The urban open space network is established to ensure the sensitive rivers, estuaries and coastal zone is protected. The urban open space network will facilitate urban conservation which will link into the rural space. Protection from urban encroachment into this network can be considered in exceptional cases only. The network must be developed as a functional space within the urban environment to ensure recreational and conservation value for future generations.

5.3.6 Tourism Activity Core

The area indicated in grey indicated the tourism activity core which is located all along the coast from The Point Area, Santos, De Bakke, Dias Beach to Hartenbos. The strengthening of this core with higher density tourism accommodation, tourism activities and motorized and non-motorized linkages will ensure the area service the tourism demand.

5.3.7 Resort Holiday Housing Nodes

The pink area indicates one of the Resort Holiday Housing Nodes. The concept was developed especially along the coast to provide holiday housing on a non-permanent basis as a second property. The reality is that more and more of the properties are used as permanent residences. Restrictions on coverage and floorspace were used with initial approvals to ensure the units were used on a non-permanent basis. Over the years the restrictions were relaxed and/or just plainly ignored by HOA's and owners. The reality is that the use of these areas will only become more permanent in nature, especially with the work from home strategies being implemented by employers. The areas contribute toward nature conservation and Municipal sustainability by means of taxation. It is proposed to allow these developments and new Resort Holiday Housing Developments (rural conservation strategy) the same land-use parameters as a residential dwelling in town without a second dwelling and subject to environmental constraints. Further conservation commitments maybe negotiated via this process.

5.3.8 Catalyst Projects

5.3.8.1 General principle

The catalytic projects were identified taking the existing infrastructure, spatial planning documents, municipal strengths and weaknesses and developer demand into account. The main aim of these projects is to leverage the existing strengths and advantages to grow the economy and create sustainable job opportunities.

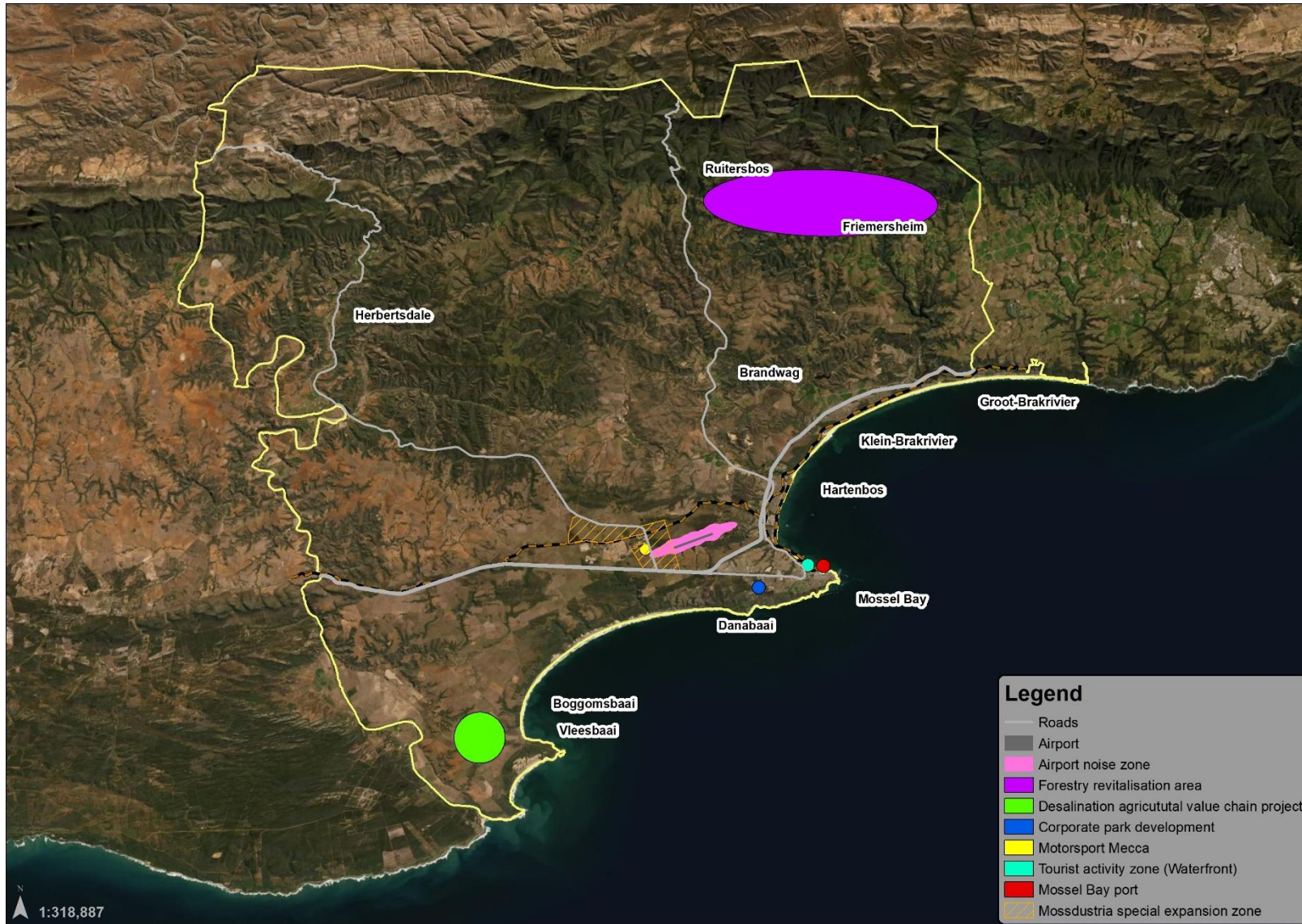


Figure 7: Catalyst projects

5.3.7.1 Mossel Bay Port

The red dot on figure 7 indicates the Mossel Bay port. The Mossel Bay Port is identified in various spatial documents on all government levels as crucial national infrastructure to grow the national and regional economy. The port is currently utilized for recreational purposes, fishing industry, gas and oil industry and to service the gas and oil industry as a support port for exploration and maintenance on existing PetroSA infrastructure. All the petrol and diesel as far as Beaufort West is distributed from the Tank farm in Voorbaai. The responsible expansion of the port to facilitate imports and exports to support other industries is encouraged. Without a proper import and export port, large industrial development in the region will probably not be feasible. Public-private partnerships are encouraged to ensure efficiency and funding availability.

5.3.8.2 Mossel Bay Airport

The pink area on figure 7 indicates the future airport noise zone. The existing Mossel Bay Airport serves the training, tourism and recreation needs of the Mossel Bay aviation community. There is huge potential to grow the Mossel Bay Airport as indicated in the Airport Investigation document. The noise zone determined in the mentioned document is sufficient for large commercial aircraft. The airport is to be developed as a facility that will serve private and commercial aviation. The scale of the development of the airport will be determined by the existing and future needs of aviation in Mossel Bay. The establishment of a fly-in estate could also be considered as an optimal use for the noise zone and adjacent land. Public-private partnerships are encouraged to ensure efficiency and funding availability.

5.3.8.3 Motorsport Mecca

The yellow dot on figure 7 indicates the location of the Motorsport Mecca. The Motorsport Mecca is proposed south of Mossdustria on Municipal land. The project feasibility is built of income generated out of the sale of industrial sites which forms part of the project. The project will house several motorsport disciplines and the aim it to attract as many as possible events to the area which will stimulate the tourism industry. Public-private partnerships are encouraged to ensure efficiency and funding availability.

5.3.8.4 Mossel Bay Waterfront

The light blue dot on figure 7 indicates the area where the Mossel Bay Waterfront can be located. The establishment of a waterfront in Mossel Bay has been a proposal since 1987. Several proposals and locations have been put forward without success. The Mossel Bay Municipality decided to investigate the area between the Pavillion and the Mossel Bay Port. Various proposals and constraints exist in the mentioned area but between the main stakeholder, a final design and location will be determined. A Waterfront concept document was compiled by the Municipality to guide negotiation between the main stakeholders. The Waterfront can include a portion of the Mossel Bay port but should not be detrimental to the functioning of the port. Public-private partnerships are encouraged to ensure efficiency and funding availability.

5.3.8.5 Tourist Activity Zone

The brown line on figure 7 indicates the location of the Tourist Activity Zone and is the area between the Point and Hartenbos along the coastline. The establishment of tourist activities should be prioritized in this area. Private investment in high-density tourist accommodation should be encouraged. The establishment of motorized, non-motorized and rail mobility networks and infrastructure is important to ensure the area function as a tourism unit and not separate tourism nodes. The establishment of a boardwalk from the point to Diaz Beach should be prioritized. Walk and cycle-ability of mobility infrastructure is a priority. Public-private partnerships are encouraged to ensure efficiency and funding availability.

5.3.8.6 Mossdustrria Special Expansion Zone

The orange hatched area and the airport noise zone area on figure 7 indicate the location of the Mossdustrria Special Expansion Zone. This area is located outside the urban edge but earmarked for large industrial development which cannot be accommodated within the Urban Edge but would unlock large investment and job-creating in the Mossel Bay Area. The establishment of land uses which will function well in the Mossel Bay airport noise zone (race track, fly-in estate etc.) could be considered as an optimal use for the noise zone and adjacent land although outside the urban edge. Because the Mossdustrria Special Expansion Zone is located outside the urban edge, environmental assessment process and investigations should be prioritized to establish possible negative impacts on the environment and natural resources such as water availability.

5.3.8.7 Railway network

The railway network in Mossel Bay creates a network that can link the industrial development area in Mossel Bay and the region with the Mossel Bay Port. The railway network also links the tourist nodes in the Mossel Bay tourist activity zone. It is therefore crucial that the railway network is revitalized to serve the Mossel bay and regional needs. The railway infrastructure is in a state of disrepair and neglect and cannot be used for the mentioned purposes. Public-private partnerships are encouraged to ensure efficiency and funding availability.

5.3.7.8 Forestry Areas revitalization

The purple area on figure 7 indicates the location of the Forestry Revitalization area. The forestry areas were leased out to the private sector till a few years ago. All the trees were cut down but not replanted since the contract expired after the trees were cut down for processing. The forestry areas should as a matter of urgency be replanted or repurposed for food security since it is in a high rainfall area. The land is owned by the national government and can strategically be used for agricultural empowerment of the rural communities via agricultural projects.

5.3.7.9 Corporate Park Development (BPO)

The blue dot on figure 7 indicates the area where the Corporate Park Development (BPO) can be located (other locations can also be investigated). The area is indicated is part of the Louis Fourie Corridor project and a corporate park to serve in the future office needs in Mossel Bay is proposed. The Municipality was engaged by several organizations in the Business Process Outsourcing space who identified Mossel Bay as a possible location to establish call centers. The use will create thousands of jobs for the Mossel Bay and regional youth. The viability of the middle-income housing segment planned in the Louis Fourie Corridor project will also be greatly be enhanced via this project.

5.3.7.10 Desalination Agricultural value chain project

The green circle on figure 7 indicates the general area where the Desalination Agricultural value chain project can be located. The aim of this project is to place agricultural irrigation water in the dry-land cultivated area and secure water and food security for a future Mossel Bay with a much larger population. This project will mitigate against the impact of climate change on a future Mossel Bay. The idea is to use pumped seawater as a commodity to serve several agricultural and urban needs. A combination of fish/abalone farming, desalination, sea salt production,

low water use irrigation and urban use. The aim is to share costs in the pump and desalination process to make desalinated water more affordable. Alternative energy sources would probably form part of this project.

5.4 Urban spatial structure

Information in the 2018 SDF, Spatial Strategies mentioned, Spatial Analysis and Existing Urban Form in the different urban areas and settlements serve as background to the approach in the proposals below. The exact area, yield and boundaries of the proposed expansion and open space areas will be determined via SPLUMA principles and expert reports/investigations during the development process.

5.4.1 The main town and suburbs

5.4.1.1 Mossel Bay

5.4.1.1.1 Background

Mossel Bay CBD owes its location to the safe landing of ships offered by its natural harbour since the late 1400s, now enlarged into the Mossel Bay Port. With the construction of the N2, the Mossel Bay CBD is now considerably removed from the main transport route with the nearest intersections 7 km away (Louis Fourie) and 5.5 km away (Aalwyndal).

Fairview and Kwanonqaba historically followed the classic 1960s apartheid spatial planning pattern being located peripherally from the CBD off Louis Fourie road. Ironically, the subsequent intersection of Louis Fourie Road with the N2 has resulted in Kwanonqaba becoming the gateway to Mossel Bay CBD from the West. This can be turned to good economic development and employment creation advantage if the correct urban design and transport treatment of development along this corridor is implemented.

Mossel Bay CBD comprises a potentially outstanding heritage precinct of historic buildings which is still largely intact. This is probably due to the movement of businesses to new shopping areas in Voorbaai and along Louis Fourie Road after the N2 was built. While the colonial origins of this heritage cannot be ignored, if properly maintained and managed, the entire CBD can contribute a great deal towards the activities in the tourist activity zone. Already, international cruise liners drop anchor in the bay and provide shore side excursions. Mossel Bay port and surrounding vacant/under-utilised land offers potential for an attractive seaside waterfront experience within convenient walking distance of the CBD but this is not being realised at present.

The upper income suburbs, e.g. Heiderand, Pinnacle Point, have a low-density single dwelling, car oriented urban quality with relatively little activity in the streets. This pattern changes significantly in Fairview and Kwanonqaba, where densities are far higher and levels of car ownership far lower. There is a lot more street life and formal and informal businesses. There are several informal settlements in Kwanonqaba generally inappropriately located along the steeper slopes of the river valleys.

5.4.1.1.2 Challenges and Opportunities

As pointed out in the Status Quo report (Section B) and many reports relating to Mossel Bay. Certain challenges and opportunities came to the fore in all the studies:

- a) The creation of job opportunities.
- b) The expansion of informal settlements in the Mossel Bay areas. The availability of land to address the housing demand in the area. The gaps in the property ladder (FLISP/GAP/Middle-income) in the area relate to poor integration. Human settlement programs are failing to deal with the growth in housing demand.
- c) The development of the port for import and export: The port vests in the National Government creating a challenge in achieving its full potential for job creation.
- d) The development of a waterfront.
- e) The development of the Louis Fourie Corridor area into a mixed-use, high-density, integrated township. Restructuring and densification of specific areas. Developing corridor areas along main routes to stimulate job creation.
- f) The development of tourism activities in the tourism core area: The port, Cape St Blaize and Pinnacle Point Caves and the historic CBD offer potential as significant new tourism products to extend Mossel Bay's already considerable attractions. The network of river valleys and open spaces through this sub-area, particularly Kwanonqaba, have been acknowledged by the community and others as an important asset that should be managed and maintained for both the ecosystem services that it offers as well as for its recreational and amenity value to the surrounding community.

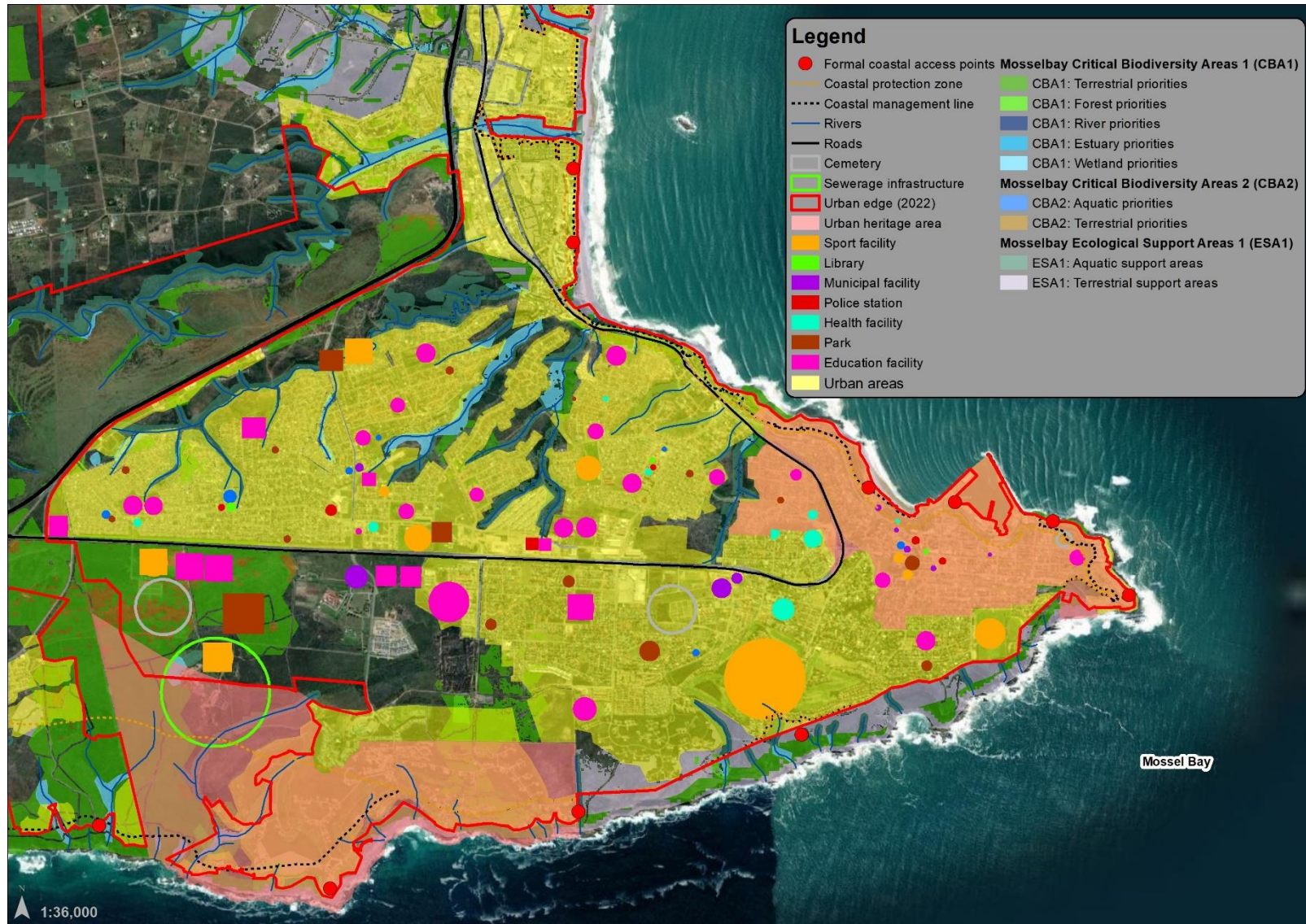


Figure 8: Mosselbay status quo



Figure 9: Mosselbay spatial proposals

5.4.1.1.3 Spatial Proposals

5.4.1.1.3.1 General

The Mossel Bay Town is the main urban node in the nodal structure in the Mossel Bay Municipal area. The Mossel Bay Town area houses the main portion of the Mossel Bay population. Most of the social facilities and a large portion of the economic activities are established in this area. The Western Cape Housing Priority Area and Restructuring Zone form part of this area. A large portion of the Urban Core, Tourism Activity Core and General Residential areas are located in the Mossel Bay Town area. The area accommodates various income groups and densities from 2 units per hectare to 150 units per hectare. The N2 and Louis Fourie Road is the main mobility routes. The urban structure depicts the different time periods and associated densities and layout patterns. The settlement area are bordered by various coastal risk lines, coastal setback lines, coastal management lines and critical biodiversity areas. Several coastal access points exist in the area and access to these must be ensured.

5.4.1.1.3.2 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 8 and figure 9. The spatial proposals for Mossel Bay shown is shown on Figure 9. Responding to policies 4E, 4F, 4G, 4H, 4K and 6A, the creation and strengthening of nodes and corridors for business and mixed-use activities are introduced in the town's spatial pattern. The Urban Edge is approximately the same as in the 2018 Urban Edge with urban expansion and restructuring mostly as infill development except for Area 15 (Louis Fourie Corridor) and Areas 16 to 19 which form part of the Upgrading of Informal Settlements Program.

5.4.1.1.3.3 Open Space Network

The Mossel Bay Town area is bordered or adjacent to the coastal zone and open space network. Expansion of the urban footprint along the coastline is not permitted. Encroachments onto the open space network are not permitted except for limited infrastructure provision. Building plan approval for buildings on even adjacent to the coast and open space network must discourage encroaching into the said areas by allowing enough garden space between the buildings and the property boundaries adjacent to the coast and open space network. The Open Space network in the Kwanonqaba area is under great threat from illegal occupation and other pollution. The areas deemed undevelopable in terms of the UISP project must be protected from squatting via land-use allocation which suits the applicable area. The open space network must become part of the urban environment as a usable natural area. Community education and alien clearing project must form part of the conservation initiatives. The open space network is a land use that is defining the urban landscape and should be managed according to its various functional areas.

5.4.1.1.3.4 Restructuring

Permanent residency in the Mossel Bay Town area is increasing as work from home has become an acceptable norm. Semigration has also impacted on the number of permanent residents in the area. The influx of people from the eastern cape and other areas, has resulted in high growth in the formal and informal settlement population in the area. The need for housing, social facilities, economic opportunities and municipal services have grown in the past five years.

The following restructuring is proposed (for more detail see section 5.4.1.1.3.7):

- Intensification Corridors (as indicated on figure 9)
- Sportsfield (Area 31)
- Mossel Bay Taxi Rank (Area 32)
- Mossel Bay CBD (Area 33)
- Medical Precinct (Area 23)
- Waterfront (Area 34)
- Housing Provision Areas (Area 20, 23, 25, 26, 27, 28)
- Social and Municipal Mixuse area (Area 24)

The spatial proposals for Mossel Bay shown is shown on Figure 9. There are only minor adjustments of the urban edge of the town. Responding to policies 4E, 4F, 4G, 4H, 4K and 6A, the creation and strengthening of nodes and corridors for business and mixed-use activities are introduced in the town's spatial pattern. The main business and commercial nodes are the existing Mossel Bay CBD and Heiderand with new nodes to the west along the Louis Fourie Corridor and the new Mayhixhale corridor. Mixed-use corridors are proposed mainly in Kwanonqaba to encourage house shops and opportunities for entrepreneurs. Tourist nodes (in red) are indicated at existing tourist activity areas which should encourage new entrepreneurs in those areas.

5.4.1.1.3.5 Precinct planning

A number of Local Strategic Development Frameworks and Precinct Plans were compiled in the recent past that will play key roles in the functioning of the local economy and social activities of the community. Their implementation over time will shape the land use pattern of the future. Refer to par 2.5..6 in the MB SQ 2021 where the proposals are briefly discussed. In particular, the following precinct plans will bring about a spatial pattern that adapted to the challenges of the times:

- Louis Fourie Corridor Precinct Plan
- Waterfront Precinct Plan
- Da Nova Medical Precinct Plan
- Mayhixhale Corridor Plan

Furthermore, the CBD and Port Precinct Plan recommends a repurpose or adjusted focus for the CBD to tourism activities and land uses. Proposals for a Mossel Bay Central Tourist Route give direction to the establishment of a tourist route and strategies for the promotion of tourism.

5.4.1.1.3.6 Urban Expansion

The main Urban Expansion is a result of the Louis Fourie Corridor Project (Area 15) and the Upgrading of Informal Settlements Project (Area 19) as indicated on figure 9. Other Urban expansion areas are Area 17, 18, 19, 21, 22 and 30 (see figure 9) which comprises of mostly infill development. For more detail see section 5.4.1.1.3.7.

5.4.1.1.3.7 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approximate Yield
15	Louis Fourie Corridor Project: Mix Use, Medium to High Density Residential, Mix Use, Business, Residential, Social Facilities, Recreation, Conservation	180	11615
16	Medium to High Density Residential Social Facility, Urban Amenities (Formalise existing informal settlement – UISP – HPS)	180	6077
17	Light Industrial, Mix Use, Commercial	7	
18	Light Industrial, Mix Use Commercial	2	
19	High Density Residential, FLISP, Social Housing, BNG (Housing Pipeline Site – HPS)	10	800

20	Restructuring: High Density Residential, FLISP, Social Housing, BNG	4	350
21	Recreation, Conservation, Social Facility	0.2	
22	Mix Use Business, Light Industrial	0.6	
23	Restructuring: Da Nova Medical Precinct: Institutional, Business, Social Facilities, Medium Density Residential, Taxi Holding Area (HPS)	8	90
24	Restructuring: Institutional, Business, Social Facilities, Medium Density Residential	10	
25	Restructuring: High Density Residential, Social Housing (HPS)	1.8	180
26	Restructuring: High Density Residential, Social Housing	0.9	90
27	Restructuring: High Density Residential, Social Housing (HPS)	2.5	250
28	Restructuring: High Density Residential, FLISP, Social Housing, BNG, Business (HPS)	4	300
29	Restructuring: Light Industry, Beehive, Skills Development Node	3	
30	Skills Development Node, Education, Business	2	
31	Restructuring: High Density Residential, Hotel	3	

32	Restructuring: High Density Residential, Business, Public Transport	1	100
33	Restructuring: Mossel Bay Tourist Route Plan: Tourist related High Density Residential, Business, Recreation	40	100
34	Restructuring: Mossel Bay Waterfront Concept Plan: Waterfront, High Density Residential, Business, Commercial, Recreation	20	500
35	Restructuring: Port, Transport related, Fish Industry related, Ship repair, Waterfront, Recreation, High Density Residential	20	

Table 2: Mosselbay new development areas

a) Business/Service trade Opportunities:

- Existing: Various Existing Business nodes (see figure 9)
- Proposed: One new Large Business Node as part of the Louis Fourie Corridor Development (see figure 9)

b) Social Facilities: (Figure 8)

- Existing: Various Libraries, Clinics, Community Halls, Educational Facilities, Police Stations, Sport Facilities, Municipal Uses, Cemeteries, Parks, Sport Fields
- Proposed: Nine Educational Facilities, One Police Station, Three Parks, Three Sportsfields

c) Heritage:

There are two heritage protection areas in the Mossel Bay Town area (See figure 8). The Mossel Bay CBD area and the Pinnacle Point Cave System area, which is nominated for World Heritage Status. There are also two other Provincial Heritage sites, the St Blaize cave and the Diaz Museum

area. Existing heritage assets as mentioned and others not mentioned must be managed and protected in terms of applicable heritage legislation.

d) Services:

The Mossel Bay Municipality provides Electricity, Water, Sewerage, Roads, Stormwater and Waste removal services in the area. Expansion of all the bulk and link infrastructure in the area is necessary to accommodate especially the UISP and Louis Fourie Corridor projects. Timeous budgeting and upgrading of service infrastructure must be planned and implemented to ensure no future service capacities problems are created. The availability of services and the sustainability of service delivery by the Municipality must be taken into consideration with any restructuring, densification and urban expansion. The costs related to the need for services will be further discussed in other sections of the MSDF.

5.4.1.2 Mossdustria

5.4.1.2.1 Background

Mossgas was developed in the late 1980's to ensure oil and gas security for the then apartheid government. The facilities were linked to the tank farm in Voorbaai via pipe lines to enable easy import and export of oil and gas products through the Mossel Bay Port. Mossdustria industrial area was developed by the Municipality to house service industries for the oil and gas industry. The oil and gas industry were taken over by PetroSA after 1994.

5.4.1.2.2 Challenges and Opportunities

The Mossdustria area is located about 7 km from the main Mossel Bay working population. The result is that workers in the applicable area must be transported to and from work which result in high employer and private transport costs. The PetroSA gas field does not deliver processable volumes of gas anymore. The PetroSA facility in the Mossdustria area is not producing any gas products at this point in time and huge job losses are expected. The discovery of huge gas deposits by Total off the coast of Mossel Bay has great potential to reignite the gas and oil industry in the area.

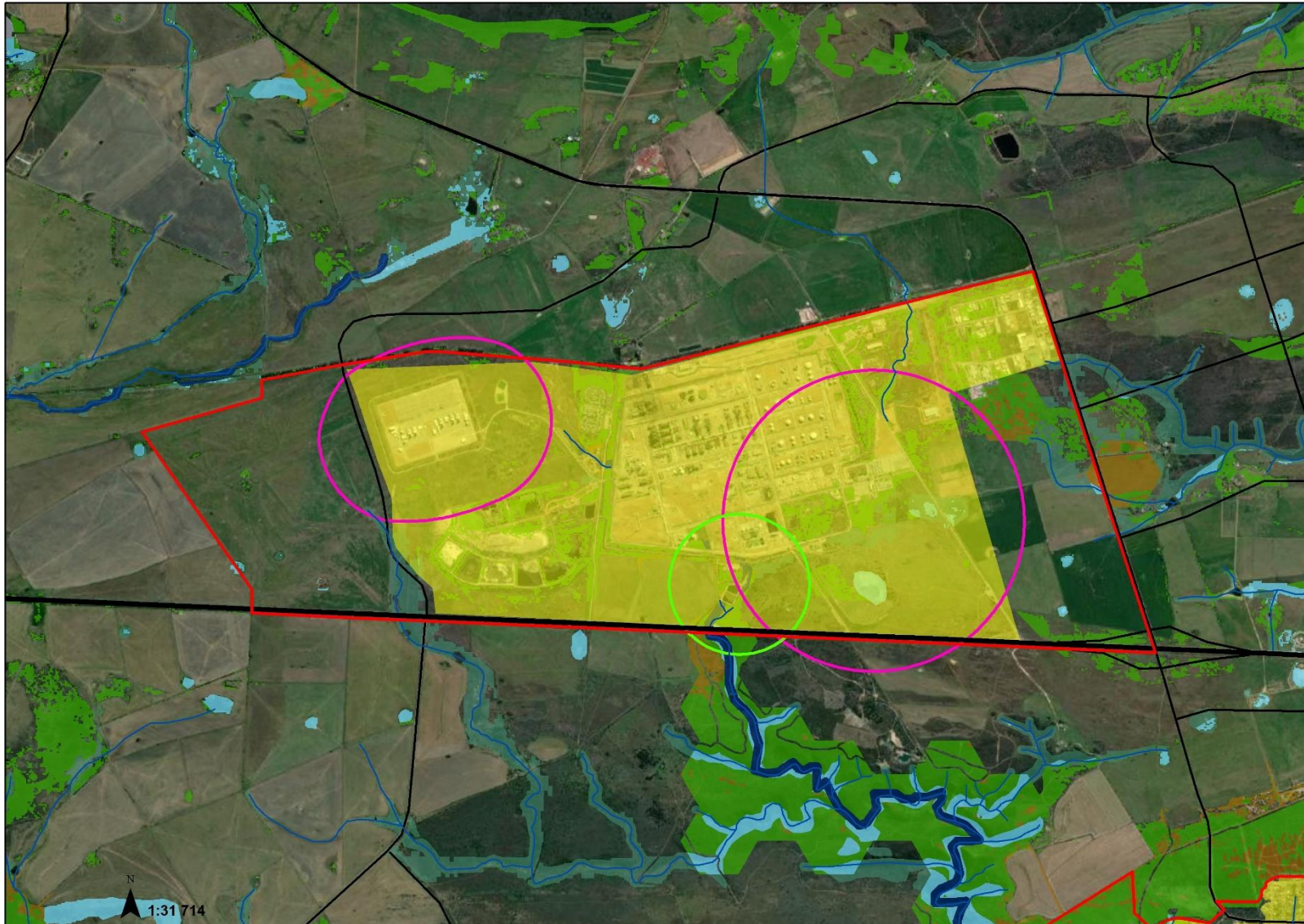


Figure 10: Mossdustria status quo

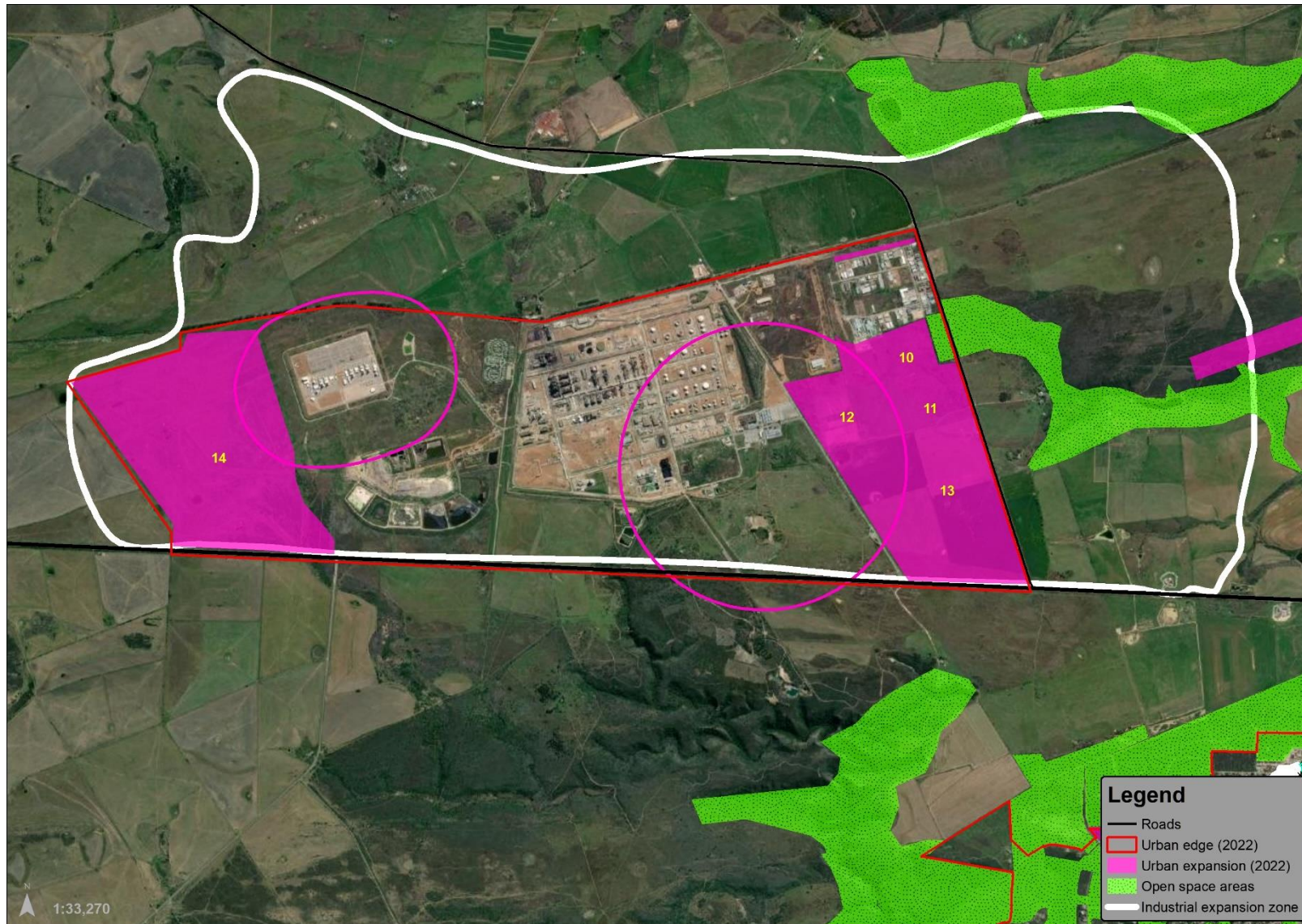


Figure 11: Mossdustrya spatial proposals

5.4.1.2.3 Spatial Proposals

5.4.1.2.3.1 General

The Mossdustralia area is classified as Industrial Expansion Zone in the MSDF. The Mossdustralia Special Expansion Zone is located to the north and east of the Mossdustralia Urban Edge (area outside urban edge indicated in white). The area is bordered by mainly farm land and critical biodiversity areas in some areas. The demand for industrial even in the Mossdustralia area has escalated in the past few years.

Mossel Bay Municipality does not approve any new noxious trades in its Municipal area. Industrial development which functions within the limits set by various licences (e.g. Air Emissions License) are approved as normal Industrial uses. No industrial use which cannot be mitigate to a point where it will not pollute within acceptable limits can be seen as desirable in the Mossel Bay Municipal area. Industrial use which does not adhere to the conditions set in the mentioned licences should not be allowed to become a nuisance to the Mossel Bay residents.

The blast/noise zones which were established in the area must be considered with all urban expansion or restructuring.

5.4.1.2.3.2 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 10 and figure 11. The Urban Edge 2018 is in approximately in the same location as the new urban edge. The Mossdustralia Special Expansion Zone is also located in the same areas as in the 2018 MSDF.

The Mossdustralia Special Expansion Zone area is located outside the urban edge but earmarked for large industrial development which cannot be accommodated within the urban edge but would unlock large investment and job creation in the Mossel Bay Area. The establishment of land uses which will function well in the Mossel Bay airport noise zone (race track, fly-in estate etc.) could be considered as an optimal use for the noise zone and adjacent land although outside the urban edge. Because the Mossdustralia Special Expansion Zone is located outside the urban edge, environmental assessment process and investigations should be prioritized to establish possible negative impacts on the environment and natural resources such as water availability.

5.4.1.2.3.3 Open Space Network

Only a small portion of the open space network is located in this area. Encroachments onto the open space network is not permitted except for limited infrastructure provision. The open space network should be protected for future generations.

5.4.1.2.3.4 Restructuring

The redevelopment of Area 9 (figure 11) into Industrial erven is the only restructuring in the Mossdustria area. The locations of PetroSA servitudes for pipelines are to be considered. Mitigation measures to mitigate risks must be implemented.

5.4.1.2.3.6 Urban Expansion

The main Urban Expansion is a result of Urban Expansion Areas 10-14 (figure 11).

An EIA process is currently underway to develop Area 9-12 which is owned by the Municipality. The development aims to provide in the demand for industrial sites of different sizes, to establish a Motorsport Mecca with several motorsport disciplines and to develop alternative energy sources which will feed directly into the Mossel Bay electrical network.

Development area 13 was approved previously for industrial development, but the rights lapsed. The property is owned by the private sector and general industrial expansion with ancillary uses to serve the industrial needs of the day is proposed.

Area 14 was bought by the Garden Route District Municipality to establish a Regional Waste Site and other industrial uses.

5.4.1.2.3.7 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approximate Yield
9	Industrial, Light Industrial, Gas and Oil Related	1.8	
10	Industrial, Light Industrial, Gas and Oil Related	18	
11	Light Industrial, Race Track, Business Premises, Recreation, Corporate Park, Education, Gas and Oil Related uses	33	

12	Alternative Energy Production	33	
13	Industrial, Business, Alternative Energy, Light Industry, Business Premises, Corporate Park, Education, Gas and Oil Related uses	118	
14	Industrial, Light Industrial, Waste Disposal Site, Gas and Oil Related uses	200	

- a) Business/Service trade Opportunities: Business uses will be allowed as secondary uses in the industrial areas.
- b) Social Facilities: (Figure 10): None
- c) Heritage: There is no demarcated heritage area in the Mossdustria area. Existing heritage assets must be managed and protected in terms of applicable heritage legislation.
- d) Services: The Mossel Bay Municipality provide electricity, water, sewerage, roads, stormwater and waste removal services in the area. Expansion of all the bulk and link infrastructure in the area is necessary to accommodate especially Urban Expansion area 10 -13. Timeous budgeting and upgrading of service infrastructure must be planned and implemented to ensure no future service capacities problems are created. The availability of services and the sustainability of service delivery by the Municipality must be taken into consideration with any restructuring, densification and urban expansion. The costs related to the need for services will be further discussed in other sections of the MSDF.

5.4.1.2 Danabaai

5.4.1.2.1 Background

Danabaai area mainly comprises a large plot, low-density suburb developed in the 1970s as a coastal estate separated from the remainder of Mossel Bay town and Kwanonqaba, at that point in time - a relatively small settlement over 5 km away. Subsequently, Moquini coastal estate developed on Dana Bay's western periphery and Paradise Coast (+/- 930 units) were developed to the west and east. The main reason for these settlements' location was the good sea views, relative isolation from Mossel Bay town and that the upper-income market which they were targeting, could afford to travel in private motor vehicles from this peripheral location. Even the increase in intensity at the small commercial nodes does little to create a pedestrian-friendly environment. The urban character is dominated by providing for vehicular movement. Moquini coastal estate comprises an extremely low density with large tracts of open space between the blocks. Some erven in the blocks are between 3000 to 4000 m²; Danabaai is laid out in a conventional curvilinear "bunny ears" street network, designed to minimise congestion from private motor vehicles. Its plot sizes are 800 to 1250 m² on average. A positive development in layout planning in the 1970s was the beginning of a move away from canalising or piping watercourses and to leave them as open space corridors as can be seen in Danabaai. Gross average density is extremely low at 3.5du/ha and will only increase to 4.5du/ha when the newly approved townships are developed.

5.4.1.2.2 Challenges and Opportunities

Danabaai has relatively high permanent population for a coastal holiday housing suburb, suggests that its population may be becoming more integrated into the Mossel Bay local economy. There is an increasing number of retirees and families are making the suburb their home. The impact of semi-gration and work-from-home policies will only enhance the residential demand in the area. In terms of the new spatial planning principles legislated in SPLUMA, Danabaai needs to become a more balanced settlement, better integrated to the remainder of Mossel Bay town and accommodating a wider socio-economic grouping. However, in promoting such integration, the practical constraints of distance and convenience need to be considered. Higher density, more socially integrated developments should initially be promoted along the re-aligned Flora Road to the Louis Fourie Road.

Danabaai residents are concerned that they only have a single access road into the area. Proposals have been made for a second access road to the west to link up with the Herbertsdale access road on the N2. Construction and design challenges must be investigated. This may require a road overpass or a very expensive freeway interchange.

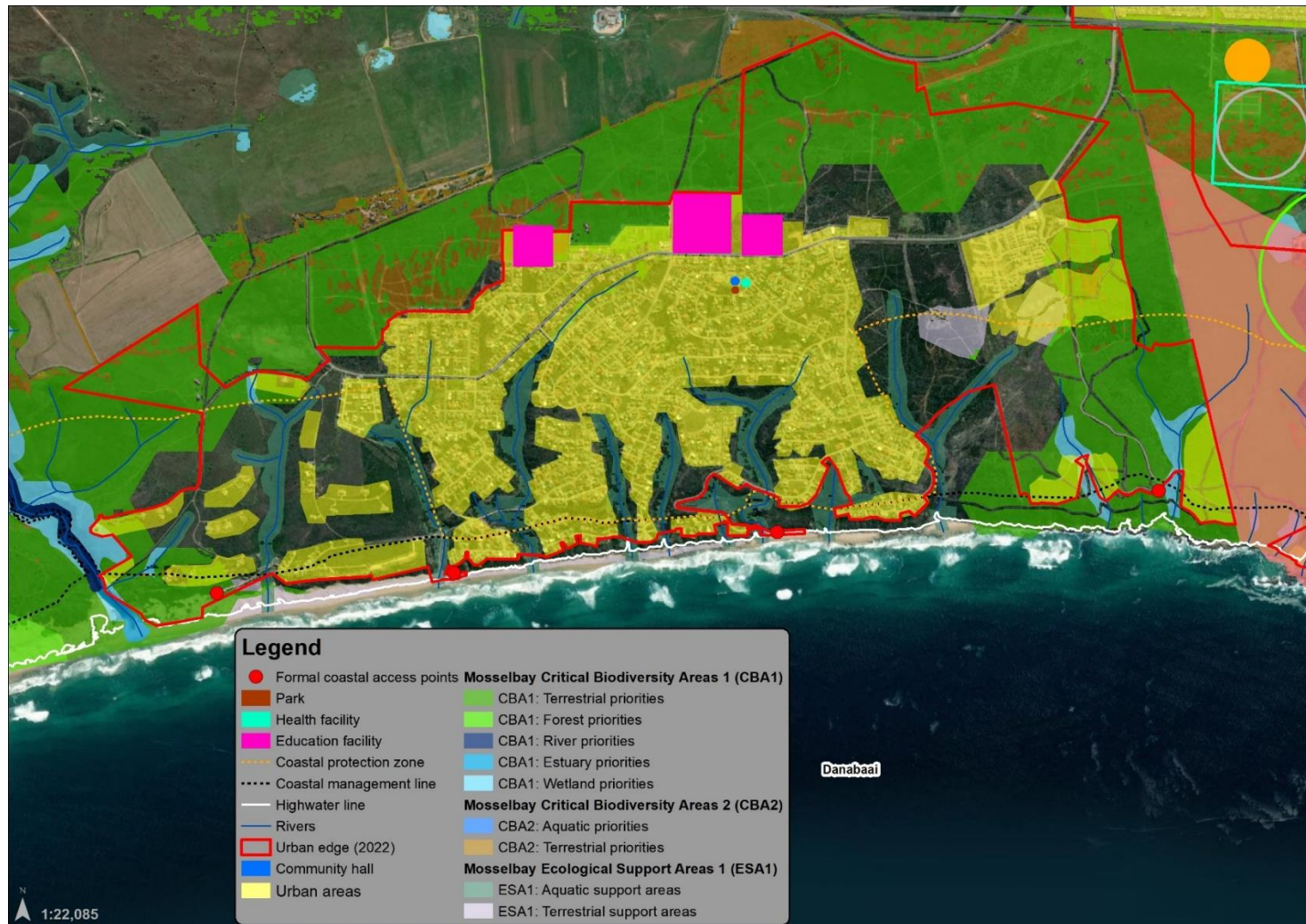


Figure 12: Danabaai status quo

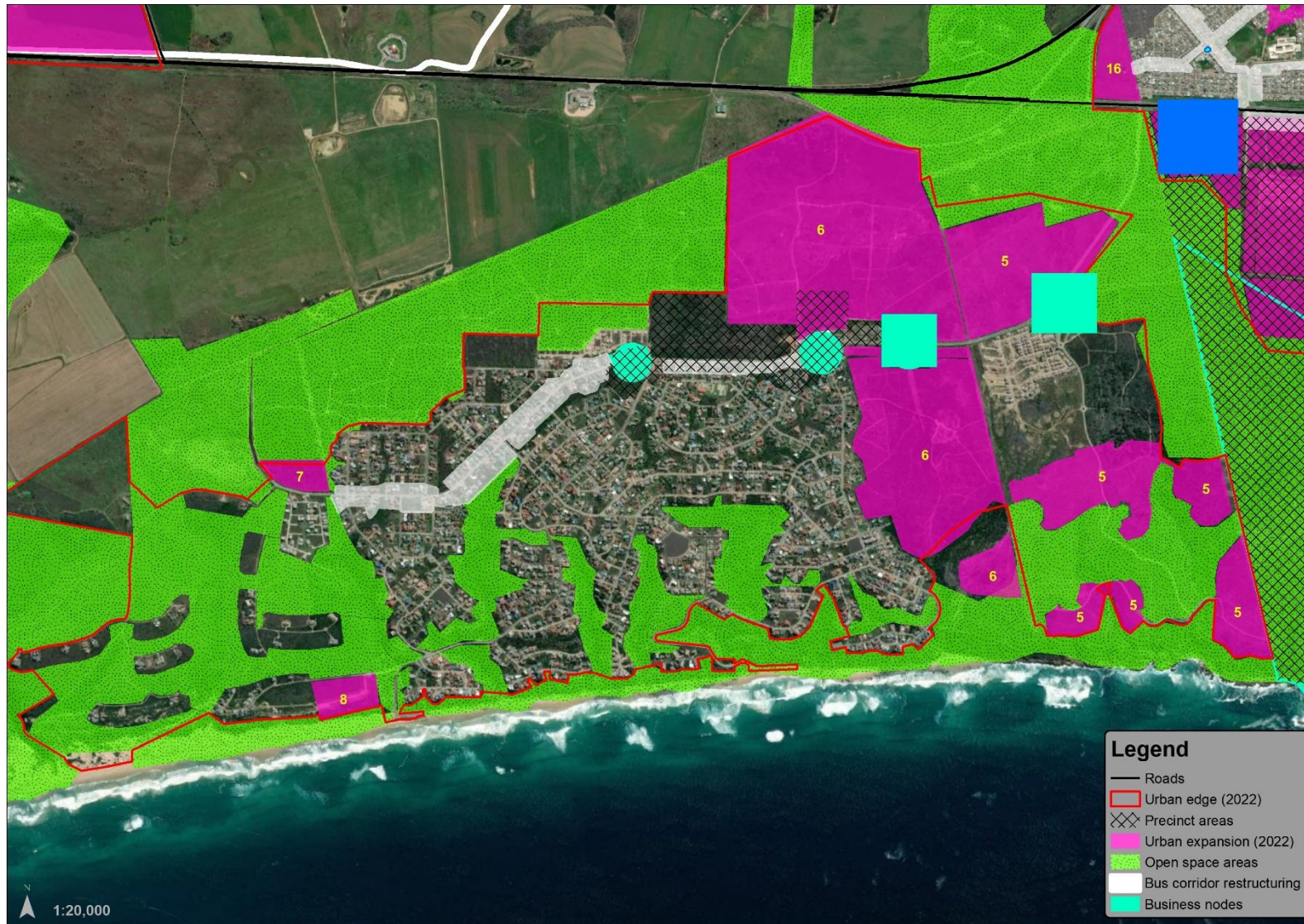


Figure 13: Danabaai spatial proposals

5.4.1.2.3 Spatial Proposals

5.4.1.2.3.1 General

The Danabaai area is classified as a General Residential area and bordered by various coastal risk lines, coastal setback lines, coastal management lines and critical biodiversity areas. Several coastal access points exist in the area and access to them must be ensured. (figure 12).

5.4.1.2.3.2 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The urban edge is indicated in red in figure 12 and figure 13. The Urban Edge 2018 is in approximately the same location as the new urban edge, except for Urban Expansion area 6 (see figure 13). Previously Farm 245 (Area 6) was included in the urban edge. During the 2018 compilation of the MSDF concerns were raised about CBA areas possibly located on the property and the farm was taken out of the urban edge in the 2018 SDF. Recent surveys indicated that it is not the case and that portions could be considered for development. Most of the other development areas are considered to be infill development or are already approved development areas (Area 5 and 8 figure 13).

5.4.1.2.3.3 Open Space Network

The Danabaai area is bordered or adjacent to the coastal zone and openspace network. Expansion of the urban footprint along the coastline (within 100 m) is not permitted. Encroachments onto the open space network is not permitted except for limited infrastructure provision. Building plan approval for buildings on erven adjacent to the coast and open space network must discourage encroaching into the said areas by allowing enough garden space between the buildings and the property boundaries adjacent to the coast and open space network. The open space network in Danabaai is an asset to the community and must be conserved for future generation.

5.4.1.2.3.4 Restructuring

The trend to work from home and semi-gration have all contributed to the increasing number of permanent residents in the area. The need for housing, social facilities, economic opportunities and municipal services is consequently increasing as well.

An Intensification Corridor (as indicated on figure 13) along the Flora Road extension is proposed to provide space for these facilities. The intensification corridor will allow for the creation of job opportunities and optimal use of existing municipal infrastructure. Business opportunities and higher residential densities within the corridor should be encouraged. The development parameters and parking requirements for these uses must ensure that the character of the area is not adversely affected. Mitigating conditions of approval can be used to manage the area.

5.4.1.2.3.5 Precinct Planning/Guide Documents

The Danabaai CBD Precinct Plan guides development along with the Flora Road extension. The proposals in the MSDF which is not in line with the mentioned precinct plan will take preference to the precinct plan proposals and future alignment of the Precinct Plan with the MSDF will have to be done.

5.4.1.2.3.6 Urban Expansion

The main Urban Expansion is a result of Urban Expansion Areas 5 and 6. Area 5 is already approved, and Area 6 was previously within the urban edge. Most of the other Urban Expansion areas can be seen as infill development. (Area 7 and 8 figure 13).

5.4.1.2.3.7 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approximate Yield
5	Residential Estate, Mix Business, Mix Medium Density Residential, Retirement, Hotel, Flats	55	600
6	Residential Estate, Mix Business, Mix Medium Density Residential, Retirement, Hotel, Flats, Social Facilities	120	900
7	Mix Medium Density Residential	2	50
8	Mix High Density Residential/Hotel	2	50
8a	Medium Density Residential	0.9	25
8b	Medium Density Residential	0.3	10

a) Business/Service trade Opportunities:

Existing: Two Existing Business nodes (see figure 13)

Proposed: Two new Business Nodes (see figure 13)

b) Social Facilities: (Figure 12)

Existing: Clinic, Community Hall, Parks

Proposed: Three Education Facilities

c) Heritage: There are no demarcated heritage areas in Danabaai. Existing heritage assets must be managed and protected in terms of applicable heritage legislation.

d) Services: The Mossel Bay Municipality provide electricity, water, sewerage, roads, stormwater and waste removal services in the area. Expansion of all the bulk and link infrastructure in the area is necessary to accommodate especially Urban Expansion areas 5 and 6. Timeous budgeting and upgrading of service infrastructure must be planned and implemented to ensure no future service capacities problems are created. The availability of services and the sustainability of service delivery by the Municipality must be taken into consideration with any restructuring, densification and urban expansion. The costs related to the need for services will be further discussed in Chapter 6 on the implementation framework.

5.4.1.3 Hartenbos / Voorbaai / Sonskynvallei

5.4.1.3.1 Background

The ATKV, (Afrikaans Language and Cultural Society) bought the farm Hartenbosch in 1936 and developed it as a resort. Portions of the original Hartenbosch farm were sold off and developed as townships. Today Hartenbos, Hartenbos Heuwels, Bayview and Sonskynvallei is only some of the townships located on the original farm. During the holiday season, Hartenbos can accommodate up to 15000 visitors. Hartenbos boasts 5 kilometres of blue flag beaches and has the largest self-catering establishment on the Garden Route coast. The Langeberg Mall opened its doors to the public in December 2010. The Diaz Beach area was developed as a high density holiday destination. The area includes the following areas off Diaz Industria, Diaz beach, (Die Voorbaai), Bayview, Hartenbos, Hartenbos Heuwels, as well as Aalwyndal and Mossel Bay Aerodrome, and Sonskynvallei to the west along Louis Fourie Road (R328).

Activity levels are intense through Diaz Industria between Da Nova and the Louis Fourie/Aalwyndal road intersection and beyond. Traffic congestion is experienced over increasingly longer periods of the day and there is a lot of pedestrian traffic although there are few pedestrian and non-motorised transport facilities along the route. Sonskynvallei is very much tucked away with its residents having to commute a significant distance either by foot, bicycle or minibus taxi into Hartenbos or further to Mossel Bay.

5.4.1.3.2 Challenges and Opportunities

The centre of gravity of business and employment activity has clearly moved from the historic CBD to Diaz Industria/Voorbaai. However, this growth is not really been planned but occurred as part of a series of ad hoc developments and planning decisions over a couple of decades. It is clear that supporting infrastructure, particularly transport is increasingly less able to cope with the greater demands. A land-use balance between residential and economic opportunities and social facilities need to be found. Mossel Bay as a whole and particularly this part of the town is showing signs of becoming stuck with densities that are too low to support public and non-motorised transport services and a land use pattern that creates an excessive need for travel. To support this improved functionality of Louis Fourie Road, a more intense and mixed land use pattern should be promoted. Gross average floor area ratios should increase to at least 1.0 and dwelling unit densities to 25 dwelling units per hectare. The proposed Aalwyndal development area will enhance this target. To better integrate Sonskynvallei into Hartenbos is a challenge, particularly because of the sensitive flora and steep hills that cut it off from the remainder of the settlement.

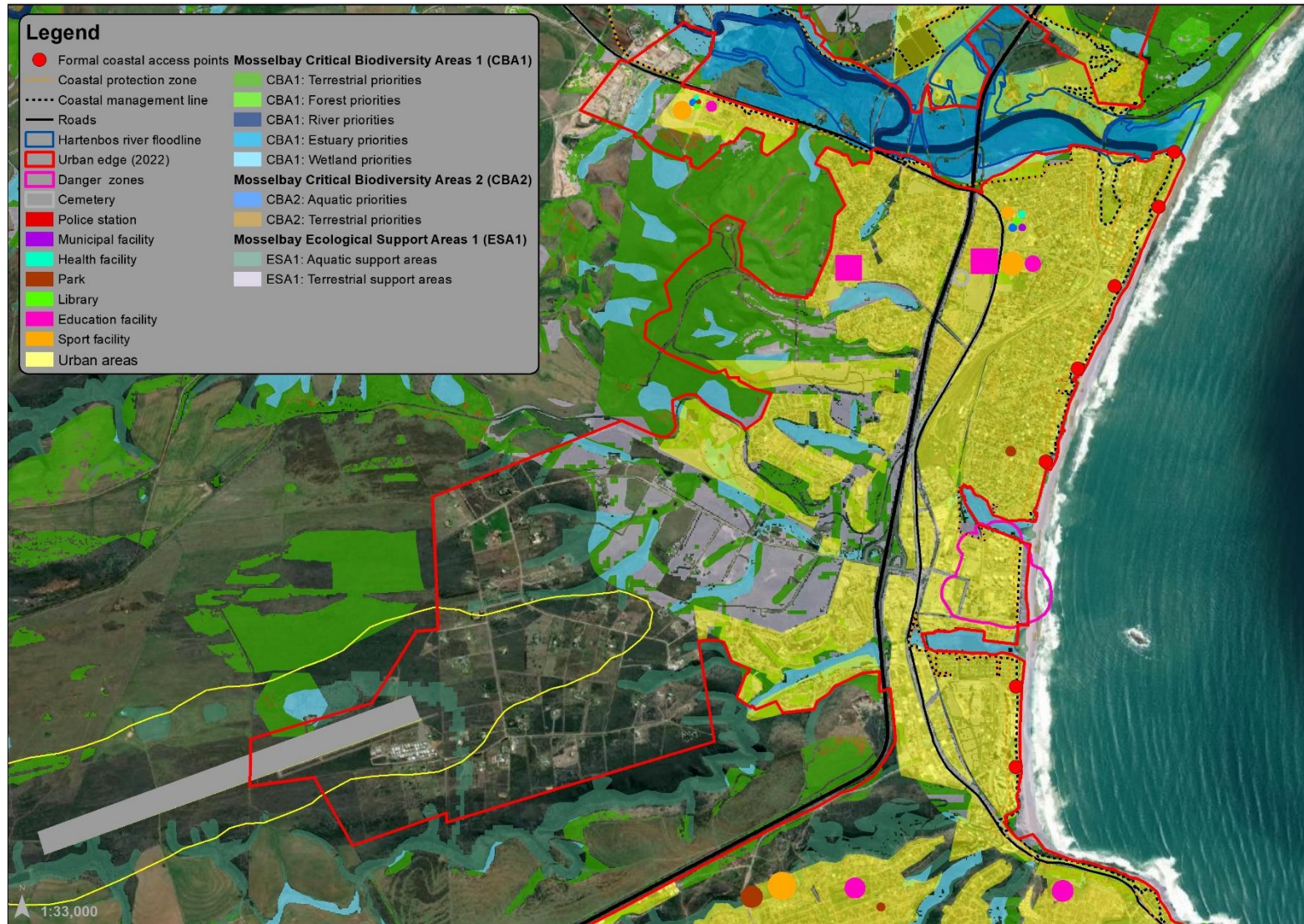


Figure 14: Hartenbos status quo



Figure 15: Hartenbos spatial proposals

5.4.1.3.3 Spatial Proposals

5.4.1.3.3.1 General

The area is partially classified as Urban Core and Tourist Activity Zone. The area accommodates the bulk of the economic activity areas in the Mossel Bay Municipal Area. The Aalwyndal area has been earmarked as an intensification area to bring residential opportunities closer to the main economic activity areas (figure 15). The area also has four tourist nodes, Hartenbos ATKV resort, Diaz Beach, Dibiki and Hart en Bosch area. The settlement area is bordered by various coastal risk lines, coastal setback lines, coastal management lines and critical biodiversity areas. Several coastal access points exist in the area and access to these must be ensured.

5.4.1.3.3.2 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 14 and in figure 15. The Urban Edge 2018 is in approximately the same location as the new urban edge. The urban edge includes the main expansion area of Aalwyndal (Area 36) and the Mossel Bay Airport (Area 48).

5.4.1.3.3.3 Open Space Network

The Hartenbos area is bordered or adjacent to the coastal zone and opens space network. Expansion of the urban footprint along the coastline is not permitted except for limited infrastructure provision. Encroachments onto the open space network is not permitted. Building plan approval for buildings on erven adjacent to the coast and open space network must discourage encroaching into the said areas by allowing enough garden space between buildings and the property boundaries adjacent to the coast and open space network. The open space network in Hartenbos is an asset to the community and must be conserved for future generation.

5.4.1.3.3.4 Restructuring

Permanent residency in the Hartenbos area is increasing due to the factors of work-from-home and semi-gration. The need for housing, social facilities, economic opportunities and municipal services is growing as a consequence.

The following Restructuring Areas were identified: (for detail see section 5.4.1.3.3.7)

Aalwyndal Intensification area	(Area 36)
Voorbaai Mix Use area	(Area 37)
Diaz Beach Infill development area	(Area 38)
Hartenbos Restructuring area	(Area 45)
Hartenbos Densification area	(Area 46)
Railway Yard area	(Area 47)

Area 45 must be restructured to allow more residential units which can be sectionalised. To ensure the character of the area is not impacted negatively, the same parameters as for 'Dwelling units' will apply, with all parking to be supplied on site. (See figure 15). The impact of the desification on risk must be evaluated.

5.4.1.3.3.5 Precinct Planning/Guide Documents

The Hartenbos Precinct Plan guides development along Kaap de Goede Hoop Ave. The Hartenbos River Basin Precinct Plan guides development in the larger area. The Aalwyndal Precinct Plan guides development of Aalwyndal area. Infrastructure design and Environmental Authorisation may result in Precinct plan amendments. The proposals in the MSDF which are not in line with the mentioned precinct plans will take preference to the precinct plan proposals (e.g. repurpose of the educational and sport facilities on the corner of Louis Fourie Road and Kaap de Goede Hoop Ave).

5.4.1.3.3.6 Urban Expansion

The main urban expansion is a result of Urban Expansion Areas 40 to 44. Area 40 and 42 are already approved and Area 44 is provided to accommodate an existing use. Area 41 was approved previously as part of Hartenbos Heuwels. Most of the other Urban Expansion areas can be seen as infill development. (Area 39 and 43 on figure 15).

5.4.1.3.3.7 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approximate Yield
36	Restructuring: Aalwyndal Precinct Plan: Medium to High Residential, Commercial, Business, Light Industry, Airport related uses, Storage Facilities, Hotel, Open Space	629	8000
37	Restructuring: Voorbaai Mix Use area	75	
38	Restructuring: Medium to High Density Residential, Retirement, Business, Transport Infrastructure	8	350
39	High Density Residential, Storage, Transport Infrastructure	1	50
40	Approved: Medium Density Residential, Retirement	20	300
41	Medium Density Residential, Retirement	60	400
42	Approved: Medium to High Density Residential (Housing Pipeline - HPS)	10	400
43	Approved previously: Light Industrial Development	2.5	
44	Industrial, Light Industrial (Existing)	10	
45	Restructuring: Medium to High Density Residential, Guest Lodge, Guest House (Dwelling Unit parameters)	30	
46	Restructuring: Medium Density Residential	0.3	12

47	Restructuring, Transport Use, Container site for Port, High Density Residential, Light Industrial, Commercial	20	
48	Mossel Bay Airport, Airport related uses, Storage, Fly-in Estate		

a) Business/Service trade Opportunities:

- Existing: One Existing Large Business node (see figure 15)
One Existing Business node (see figure 15)
- Proposed: One new Business Nodes in Aalwyndal (see figure 15)

b) Social Facilities: (Figure 14)

- Existing: Clinics, Community Halls, Municipal Facilities, Parks, Educational Facility, Sport Fields, Cemetery, Libraries
- Proposed: Three Education Facilities

Private social facilities are proposed for Aalwyndal area. Land use applications for private social facilities in Aalwyndal should be encouraged.

c) Heritage: There are no demarcated heritage areas in Hartenbos. Existing heritage assets must be managed and protected in terms of applicable heritage legislation.

- d) **Services:** The Mossel Bay Municipality provide electricity, water, sewerage, roads, stormwater and waste removal services in the area. Expansion of all the bulk and link infrastructure in the area is necessary to accommodate especially Urban Expansion area 36 (Aalwyndal). Timeous budgeting and upgrading of service infrastructure must be planned and implemented to ensure no future service capacities problems are created. The availability of services and the sustainability of service delivery by the Municipality must be taken into consideration with any restructuring, densification and urban expansion. The costs related to the need for services will be further discussed in other sections of the MSDF.

5.4.1.4 Hartenbos North

5.4.1.4.1 Background

Hartenbos North comprises a 4 km stretch of countryside between the Klein-Brak and Hartenbos rivers. This area has been a major contributor to ecosystem services including biodiversity conservation and agriculture. For many years the partially developed Monte Christo gated village, comprising approximately 400 plots on 60 ha, was the main urban development in this region other than the Hartenbos Landgoed and some smallholdings on the northern side of the estuary. A number of large projects totalling approximately 500 ha to accommodate approximately 2400 dwelling units have been approved and development commenced within the last two years.

The Hartenbos North area is a sensitive area with wetlands and the flood lines of the Hartenbos River. There are however, opportunities for sensitive development. The urban edge forms an important management tool in this area as it is one of the few 'open' areas towards the agricultural rural area that should be protected against sprawl. The policy guidelines from SPLUMA and guidelines in this MSDF provide clear guidance that should be a 'hard' and final boundary for urbanization in this direction for the future.

Concern was expressed in the 2018 MSDF that the area could become a continuation of a pattern of low-density urban sprawl. The latest design of Hartland and densification applications in the area however, provides for a variety of housing types at different medium to high densities as well as the provision of adequate social facilities.

5.4.1.4.2 Challenges and Opportunities

The Mossel Bay Municipality Growth Options Study recorded several concerns with the low-density urban sprawl model for long-term municipal financial and environmental sustainability. However, it is noted that as a result of the current urban form and several existing approvals, it will be difficult for Mossel Bay Municipality to move away from this urban form in the short and medium-term in this area. Densification of the low-density developments in this area should be encouraged. Water quality in the Hartenbos River has been an issue over the past few years.

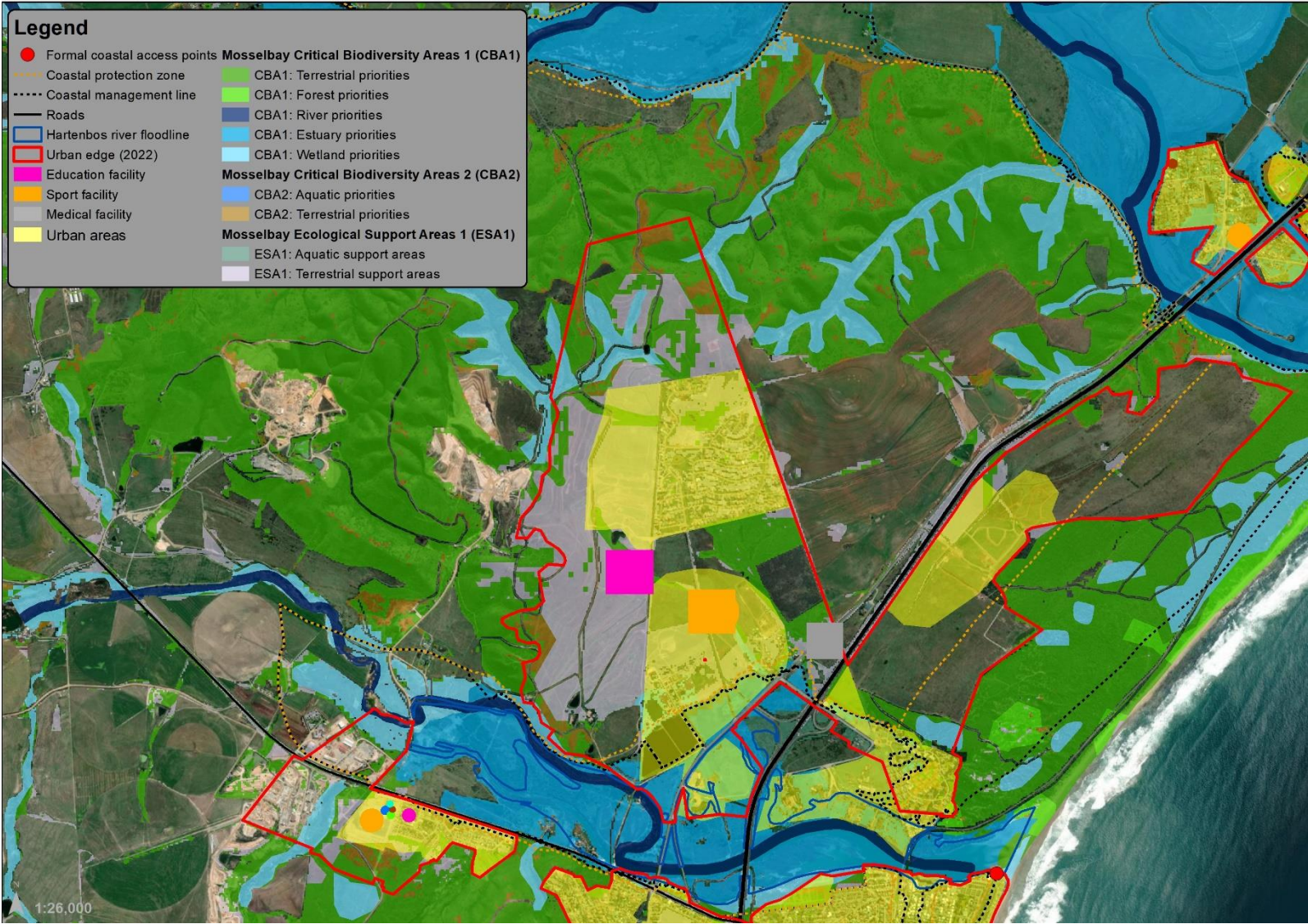


Figure 16: Hartenbos north status quo

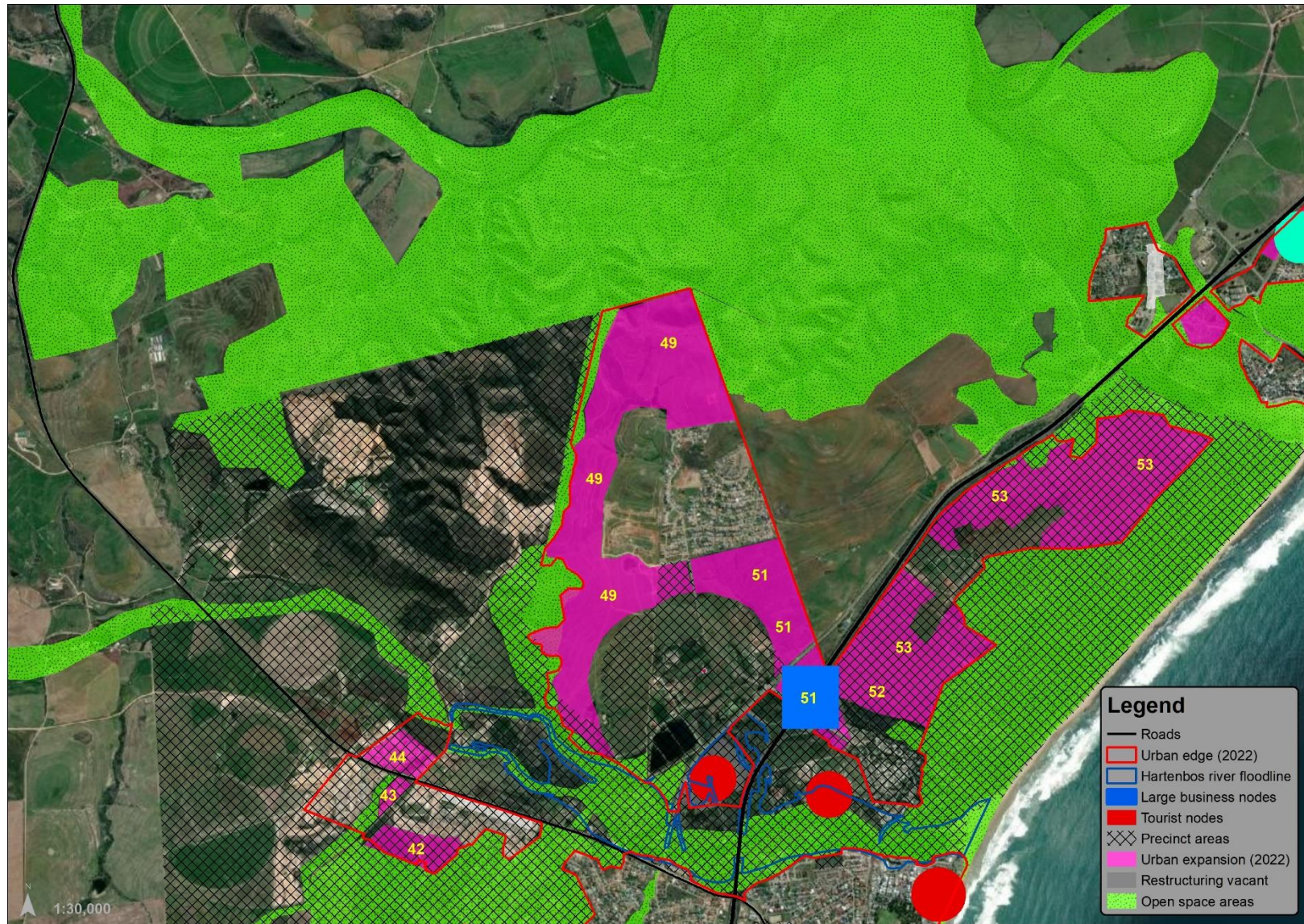


Figure 17: Hartenbos north status proposals

5.4.1.4.3 Spatial Proposals

5.4.1.4.3.1 General

The total Hartenbos North area is classified as General Urban Area. Three large new developments have been approved in the area which has commenced since the last MSDF cycle. The area also has two tourist nodes - the existing resort area between the sea and the N2 and Tourist area between the Provincial road and the N2 (Hart en Bosch area). The settlement area is bordered by various coastal risk lines, coastal setback lines, coastal management lines, flood lines and critical biodiversity areas. Several coastal access points exist in the area and access to those must be ensured.

5.4.1.4.3.2 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 14 and figure 15. The Urban Edge 2018 is in approximately the same location as the new urban edge, except for the area around the sewerage plant and the existing Hart en Bosch tourist Node which is now included (Area 55). The sewerage plant area is included because it is an urban use and the area is also used for recycling projects and other project which could be established in the 500m sewerage circle, which further enhance the sustainability of the urban use.

5.4.1.4.3.3 Open Space Network

The Hartenbos North area is a sensitive area with wetlands and the flood lines of the Hartenbos River. The Hartenbos North area is bordered or adjacent to the coastal zone and open space network. Expansion of the urban footprint along the coastline is not permitted except for limited infrastructure provision. Encroachments onto the open space network is not permitted except for limited infrastructure provision. Building plan approval for buildings on even adjacent to the coast and open space network must discourage encroaching into the said areas by allowing enough garden space between the buildings and the property boundaries adjacent to the coast and open space network. The open space network in Hartenbos North is an asset to the community and must be conserved for future generations. Agricultural uses which entail clearing of large areas of natural vegetation is not permitted in these areas.

5.4.1.4.3.4 Restructuring

Permanent residency in the Hartenbos North area is increasing as the large approved developments in the area has commenced.

The following Restructuring Area has been identified: (for detail see section 5.4.1.4.3.7)

Hart en Bosch Tourist Node (Area 55)

Since the node is located in a sensitive area and partially under the 1:100 year flood line, the only permanent development which can take place in the area is on existing historic development footprints or above the 1:100 year floodline. The rest of the area is to be utilised for no permanent structures and no permanent uses in already cleared areas (CBA areas). Events, markets, occasional uses and other tourist activities is encouraged in the node. Parking and access to the site must be managed in conjunction with land use rights and site development plan approvals.

5.4.1.4.3.5 Precinct Planning/Guide Documents

The Hartenbos River Basin Precinct Plan guides development in the larger area. The proposals in the MSDF which is not in line with the mentioned precinct plan will take preference to the precinct plan proposals.

5.4.1.4.3.6 Urban Expansion

The main Urban Expansion is a result of Urban Expansion Areas 49, 51 and 53, which are already approved developments. Most of the other Urban Expansion areas can be seen as infill development. (Area 50, 52 and 54 - figure 17).

5.4.1.4.3.7 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approximate Yield
49	Low to Medium Density Residential, Social Facilities, Retirement	50	500

50	High Density Residential, Sport Facilities	5	350
51	Medium Density Residential, Business, Commercial, Institutional, Social Facilities, Retirement	43	350
52	Medium Density Residential	3	75
53	Low to Medium Density Residential, Social Facilities, Retirement	371	1400
54	Business, High Density Residential,	1.8	100
55	Tourist Node: Tourist Related Business, Events, markets, occasional uses, Tourist activities	7	

a) Business/Service trade Opportunities:

Existing: None (see figure 14)
 Proposed: One Large Business Node (see figure 15)

b) Social Facilities: (Figure 14)

Existing: None
 Proposed: One Education Facility

Land use applications for private social facilities in the Hartenbos North area should be encouraged.

c) Heritage: There are no demarcated heritage areas in Hartenbos. Existing heritage assets must be managed and protected in terms of applicable heritage legislation.

- d) Services: The Mossel Bay Municipality provides electricity, water, sewerage, roads, stormwater and waste removal services in the area. Expansion of all the bulk and link infrastructure in the area is necessary to accommodate especially Urban Expansion area 49, 51 and 53. Timeous budgeting and upgrading of service infrastructure must be planned and implemented to ensure no future service capacities problems are created. The availability of services and the sustainability of service delivery by the Municipality must be taken into consideration with any restructuring, densification and urban expansion. The costs related to the need for services will be further discussed in other sections of the MSDF.

5.4.1.5 Midbrak Area

5.4.1.5.1 Background

The settlements started at “Old Klein-Brak” village, the historic settlement abutting the R102 in the middle of the Klein-Brakrivier floodplain which would have been a historic crossing point. This settlement was connected by a road, now severed by the N2, to the old power station, now Power Town informal settlement, and then on to Klein-Brakrivier railway station, now a restaurant. Subsequently, beginning with a small core of farmers' holiday homes around the Klein-Brakrivier estuary holiday housing townships spread eastwards along the coast from the rail station, continuing from Klein-Brakrivier, to Reebok and then Tergniet. The settlements are linked to the N2 national route at the Klein-Brakrivier intersection and the Long Street intersection at Groot Brak, approximately 8 km away. The Mossel Bay-George railway line follows the coast behind the foredunes. Klein-Brakrivier-Reebok-Tergniet historically mainly comprises of coastal holiday suburbs. Midbrak consists of the neighborhoods known as Klein Brak River, Reebok and Tergniet. During the past few years, the demographics of the residents of the area have changed from mainly holiday visitors to more permanent residents. This is due to the so-called 'semi-gration' that is taking place from up-country households moving to the South Cape. Factors such as the cost of living in the larger towns and choice of living place contribute to this trend.

5.4.1.5.2 Challenges and Opportunities

Several areas in Riverside, Power Town and Klein Brak river is located under the 1:100 year floodline. Development densities will undoubtedly increase in the future as more land is developed and more people settle permanently. It is likely, unless there is a radical change to the urban development pattern, that further growth will continue to erode the character and environmental quality that attracted people to this area in the first place to prevent an eventual scenario where only the views of the sea will remain. It will be particularly important to retain as much as possible of the current large green open areas and agricultural land. Finding a suitable site for the relocation of Power Town informal settlement out of the floodplain is a particular challenge. The option to relocate to Sonskynvallei was not accepted by all of the community.

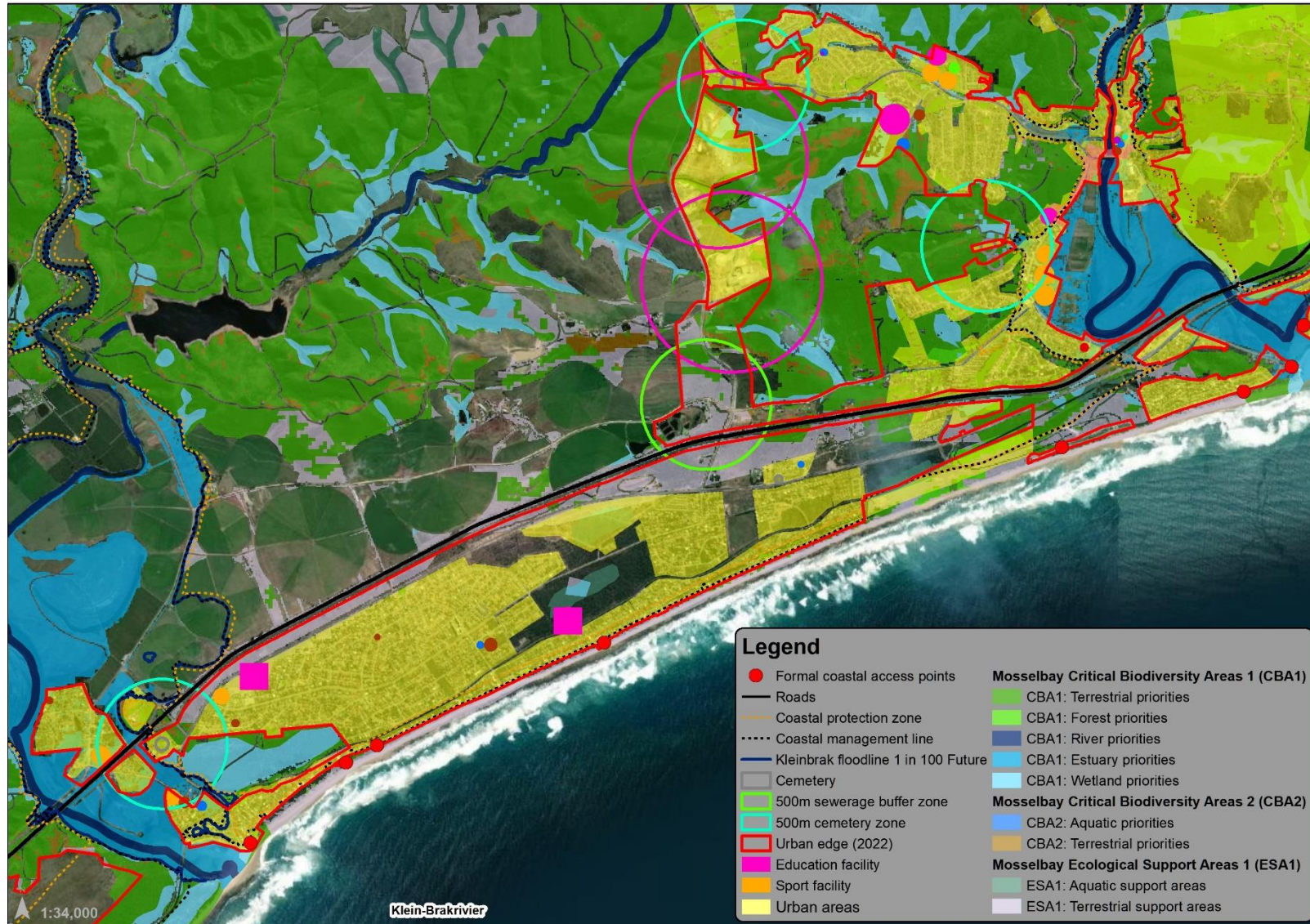


Figure 18: Midbrak status quo

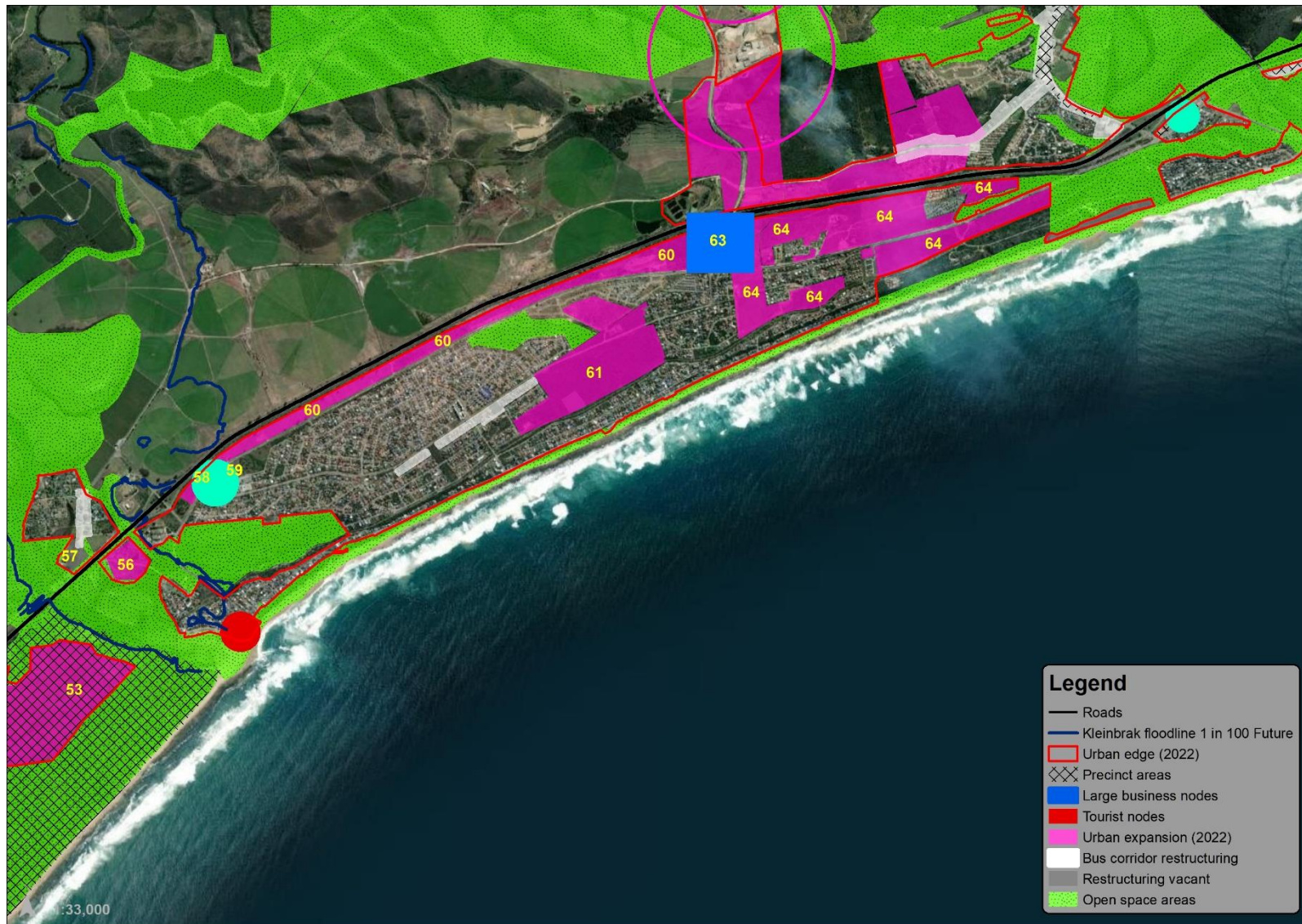


Figure 19: Midbrak spatial proposals

5.4.1.4.3 Spatial Proposals

5.4.1.4.3.1 General

The Midbrak area is classified as General Urban Area and a portion of the second Urban Core is located in this area. The Klein Brak beach area forms a tourist node. The settlement area is bordered by various coastal risk lines, coastal setback lines, coastal management lines, Flood lines and critical biodiversity areas. Several coastal access points exist in the area and access to the mentioned must be ensured

5.4.1.4.3.2 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 18 and figure 19 and is in approximately the same location as the 2018 urban edge. Except for the Power Town area where the existing informal settlement exists.

5.4.1.4.3.3 Open Space Network

The Midbrak area is a sensitive area with wetlands and flood lines and the estuary of the Klein Brak River located in the area. The area is bordered or adjacent to the coastal zone and open space network. Expansion of the urban footprint along the coastline is not permitted, except for the Souwesia area. Encroachments onto the open space network is not permitted except for limited infrastructure provision. Building plan approval for buildings on erven adjacent to the coast and open space network must discourage encroaching into the said areas by allowing enough garden space between the buildings and the property boundaries adjacent to the coast and open space network. The open space network in the Midbrak area is an asset to the community and must be conserved for future generation.

5.4.1.4.3.4 Restructuring

The following Restructuring Area has been identified: (for detail see section 5.4.1.4.3.7)

Intensification Corridor along Impala Ave. (see figure 19). The intensification corridor will allow for the creation of job opportunities and optimal use of existing municipal infrastructure. Business opportunities and higher residential densities within the corridor should be encouraged. The

development parameters and parking requirements of the mentioned must ensure that the character of the area is not adversely affected. Mitigating conditions of approval can be used to manage the area.

Mix Use area (Area 59)

Riverside Hotel Area (Area 57)

The hotel site consist of several properties located in an environmental sensitive area and located under the 1:100 year flood line, the only permanent development which can take place in the area, is what is allowed in terms of existing historic development rights. Additional land use rights may be considered if the new rights improve the current risks associated with flooding in the area.

5.4.1.4.3.5 Precinct Planning/Guide Documents

Not applicable

5.4.1.4.3.6 Urban Expansion

The main Urban Expansion is a result of Urban Expansion Areas 60 and 64. Both expansion areas have approved areas but also areas with no approved development rights. Most of the other Urban Expansion areas can be seen as infill development. (Area 58, 62, 63 and 65 on figure 19).

Urban Expansion Area 56 is to accommodate the existing informal settlement of Power Town. The residents were given the opportunity to relocate to Sonskynvallei but not all of the residents accepted the opportunity. Partial formalisation of the area with basic services is proposed.

Urban Expansion Area 61 is owned by the Gardern Route District Municipality. The area does have some environmental sensitive areas located on it. A small footprint high-density development is proposed in the area. The conservation of the remainder of the property will form part of the mitigating proposals.

Urban Expansion Area 66 consists of the historic Souwesia resort area. The development is restricted to the historic footprint.

5.4.1.4.3.7 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approximate Yield
56	Power Town, Medium to High Density Residential, Mitigate flood risk, partially formalisation (HPS)	4	60
57	Restructuring: High Density Residential, Business, Hotel, Other uses to mitigate flood risk	3	100
58	Business, Medium Density Residential, Commercial, Sense of place sensitive development, Single storey	3.5	80
59	Business, High Density Residential, Parking	0.8	30
60	Medium Density Residential, Sense of place sensitive development, Single storey dwelling units	45	450
61	Medium to High Density Residential, Hotel, Conservation, Recreation, Education	3	300
62	Medium Density Residential	7	175
63	Business, Light Industrial, Mix Use, Medium Density Residential outside sewerage circle	16	60
64	Medium Density Residential	60	900
65	Medium Density Residential (Toekoms Housing Pipeline – HPS)	1,2	50
66	Restructuring: Souwesia: Community approved Project	4	

a) Business/Service trade Opportunities:

Intensification Corridor along Impala Ave. (see figure 19)

Existing: Two existing Business Nodes, Fraaiuitsig and De Dekke (see figure 19)

Proposed: One Large Business Node (see figure 19 - see aerial insert)

b) Social Facilities: (Figure 16)

Existing: Community Hall, Sport Facilities, Parks

Proposed: Clinic, Library, Two Education Facilities

Land use applications for private social facilities in the Midbrak area should be encouraged.



c) Heritage: There are no demarcated heritage areas in the Midbrak area. Existing heritage assets must be managed and protected in terms of applicable heritage legislation.

d) Services: The Mossel Bay Municipality provides electricity, water, sewerage (partially), roads, stormwater and waste removal services in the area. Expansion of all the bulk and link infrastructure in the area is necessary to accommodate especially Urban Expansion area 60 and 64. Timeous budgeting and upgrading of service infrastructure must be planned and implemented to ensure no future service capacities problems are created. The availability of services and the sustainability of service delivery by the Municipality must be taken into consideration with any restructuring, densification and urban expansion. The costs related to the need for services will be further discussed in Chapter 6 of the MSDF.

5.4.1.5 Grootbrak River

5.4.1.5.1 Background

Most of Great Brak River, including Greenhaven, is an old established settlement, developed as a company town by the Searle family around the Watson shoe factory. It only became a municipality in the late 1970s. Wolwedans low income housing scheme is a much later addition developed in the 2000s. Although developed after the apartheid era its location exhibits all the characteristics of this discriminatory approach to spatial planning. Unlike many of the coastal settlements in the municipality Great Brak River's population is over 90% permanent reflecting its origins as an economic centre rather than holiday housing. It nevertheless experienced significant population growth.

5.4.1.5.2 Challenges and Opportunities

Due to the constraints of topography and hydrology there are only a few sites suitable as new development areas. These will be expensive to develop. Wolwedans is spatially marginalised with a difficult commute up and down Amy Searle Street especially for those reliant on public and non-motorised transport. There are also few higher-order shops and other facilities along this route. Great Brak River's heritage buildings and distinctive physical setting have great inherent potential as a different set of tourist attractions along the Garden Route, particularly if they are properly presented. Almost the entire business district of Great Brak River is located under the 1:100 year flood line which makes economic growth difficult. Landslides in the area has resulted in the demolition of several houses. The Watson shoe factory is scaling down operation which could lead to future job losses.

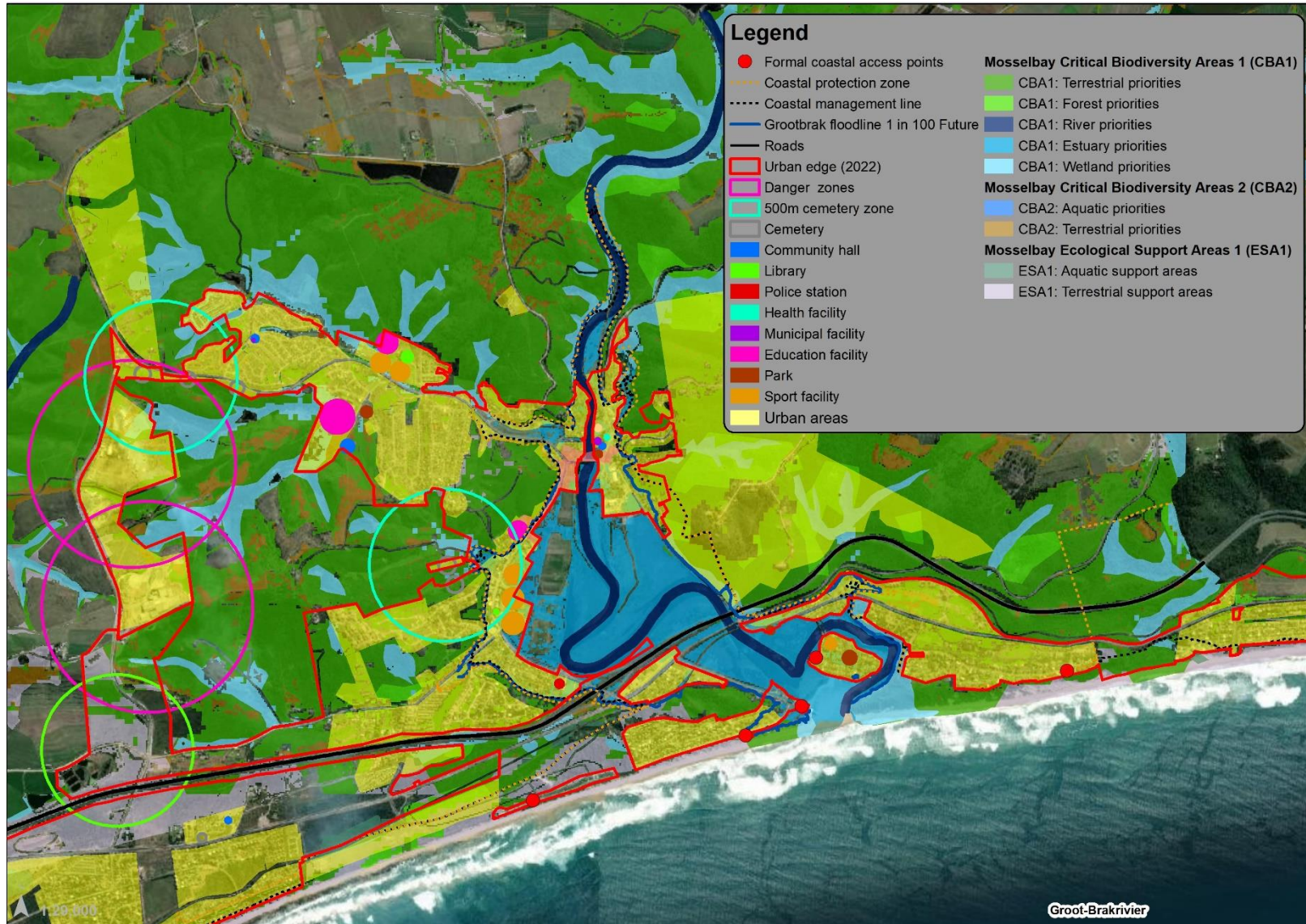


Figure 20: Groot Brak River status quo

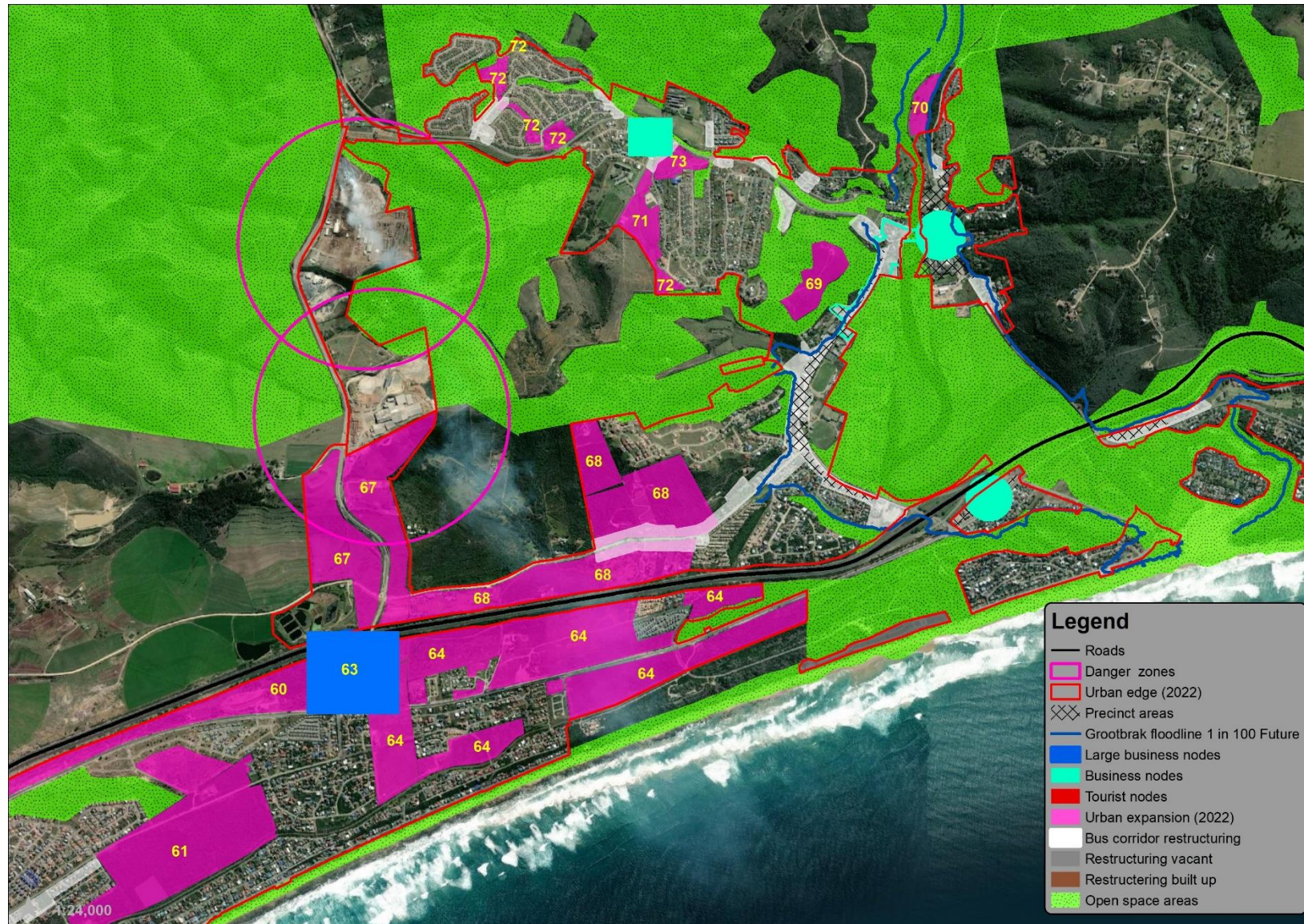


Figure 21: Groot Brak River spatial proposals

5.4.1.5.3 Spatial Proposals

5.4.1.5.3.1 General

The Great Brak River area is classified as General Urban Area and a portion of the second Urban Core is located in this area. The area has the only noxious trade land use in the Municipal area, which is buffered by 700 m no habitation circles. The settlement area is bordered by various coastal risk lines, coastal setback lines, coastal management lines, Flood lines and critical biodiversity areas. Several coastal access points exist in the area and access to the mentioned must be ensured.

5.4.1.5.3.2 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 20 and figure 21. The Urban Edge 2018 is in approximately the same location as the new urban edge, except for development area 67 and 68. Due to the flood issues in the current CBD area (Long Street) the expansion of the business footprint is restricted. The need for a Mix Use area has been identified during the past MSDF cycle. With the upgrading of the road infrastructure in the area where Urban Expansion Areas 67 and 68 is located the opportunity was created to develop a new urban core for the Great Brak River and Midbrak areas.

5.4.1.5.3.3 Open Space Network

The Great Brak River area is a sensitive area with wetlands and the flood lines, and the estuary of the Great Brak River located in the area. The area is bordered or adjacent to the coastal zone and opens space network. Expansion of the urban footprint along the coastline is not permitted. Encroachments onto the open space network is not permitted except for limited infrastructure provision. Building plan approval for buildings on erven adjacent to the coast and open space network must discourage encroaching into the said areas by allowing enough garden space between the buildings and the property boundaries adjacent to the coast and open space network. The open space network in the Great Brak River area is an asset to the community and must be conserved for future generation.

5.4.1.5.3.4 Restructuring

Intensification Corridor along several road was identified (see figure 21). The intensification corridors will allow for the creation of job opportunities and optimal use of existing municipal infrastructure. Business opportunities and higher residential densities within the corridors should be encouraged. The development parameters and parking requirements of the mentioned must ensure that the character of the area is not adversely affected. Mitigating conditions of approval can be used to manage the area. No higher density residential uses will be permitted under the 1 :100 year flood line.

5.4.1.5.3.5 Precinct Planning/Guide Documents

The Great Brak River Precinct Plan guides development in the area along Long Street. The proposals in the MSDF which is not in line with the mentioned precinct plan will take preference to the precinct plan proposals. (e.g. Only professional businesses allowed between Police station and Sandhoogte Road)

5.4.1.5.3.6 Urban Expansion

The main Urban Expansion is a result of Urban Expansion Areas 67 and 68. The mentioned areas will facilitate the economic activities and well-located residential areas in the proposed second Urban Core . Most of the other Urban Expansion areas can be seen as infill development. (Area 69, 71-73 , 63 - figure 21).

Urban Expansion Area 70 is outside the urban edge and earmarked for a caravan park with no formal structures under the 1:100 year flood line.

5.4.1.5.3.7 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approximate Yield
67	Mix Use: Business, Light Industry	50	
68	Medium to High Density Residential, Business along main road	45	600

69	Medium Density Residential	5	100
70	Resort: Caravan Park	4	
71	Medium to High Density Residential (Housing pipeline - HPS)	6	200
72	Medium to High Density Residential (Formalise existing informal settlement – UISP - HPS)	5	250
73	Medium to High Density Residential	1.5	75
74	Restructuring: Business Node	2	

5.4.1.5.3.8 Business/Service trade Opportunities:

Intensification Corridors as indicated and discussed. (see figure 56)

Existing: Two Business Nodes (Great Brak CBD and De Dekke)

Proposed: One new Business Node (Area 74)

5.4.1.5.3.9 Social Facilities: (Figure 20)

Existing: Community Halls, Educational Facilities, Sport Facilities, Parks, Museum, Clinic, Libraries, Police Station, Municipal Uses

Proposed: None

5.4.1.5.3.10 Heritage:

There is a demarcated heritage area along Longstreet, the CBD and Amy Searle Ave (see figure 20). Existing heritage assets must be managed and protected in terms of applicable heritage legislation.

5.4.1.5.3.11 Services:

The Mossel Bay Municipality provide Electricity, Water, Sewerage, Roads, Stormwater and Waste removal services in the area. Expansion of all the bulk and link infrastructure in the area is necessary to accommodate especially Urban Expansion area 67 and 68. Timeous budgeting and upgrading of service infrastructure must be planned and implemented to ensure no future service capacities problems are created. The availability of services and the sustainability of service delivery by the Municipality must be taken into consideration with any restructuring, densification and urban expansion. The costs related to the need for services will be further discussed in other sections of the MSDF.

5.4.1.6 Glentana

5.4.1.6.1 Background

The Glentana area is located from the Island in the south to the Glentana townships in the north. The area is mainly established in the area between the sea and the steep inland slopes. Glentana is a remote, low-density holiday suburb, with a surprisingly high number of permanent residents for this kind of settlement. With its proximity to the George Airport the population will be further impacted by semigration and work from home realities. The settlement area is bordered by various coastal risk lines, coastal setback lines, coastal management lines, Flood lines and critical biodiversity areas.

5.4.1.6.2 Challenges and Opportunities

It is clear that Glentana's future development will have to undergo step-up change in the not too distant future. The current pattern which has been rolling out for approximately 40 years has almost reached its limits in terms of available land to accommodate this kind of low-density development. Providing services on this basis whereby municipalities must have a large amount of reserve capacity to accommodate peak holiday demand is increasingly unsustainable. Furthermore, it is likely that the permanent population will continue to increase as more and more of the holiday home owners, many of whom live in Gauteng and elsewhere, retire here permanently. This will lead to increased demand on services and traffic congestion as this kind of low-density development is generally only viably served by private motor vehicles. The residents of this area must travel the Great Brak River for even basic amenities. There are two undeveloped areas where densification opportunities do exist.

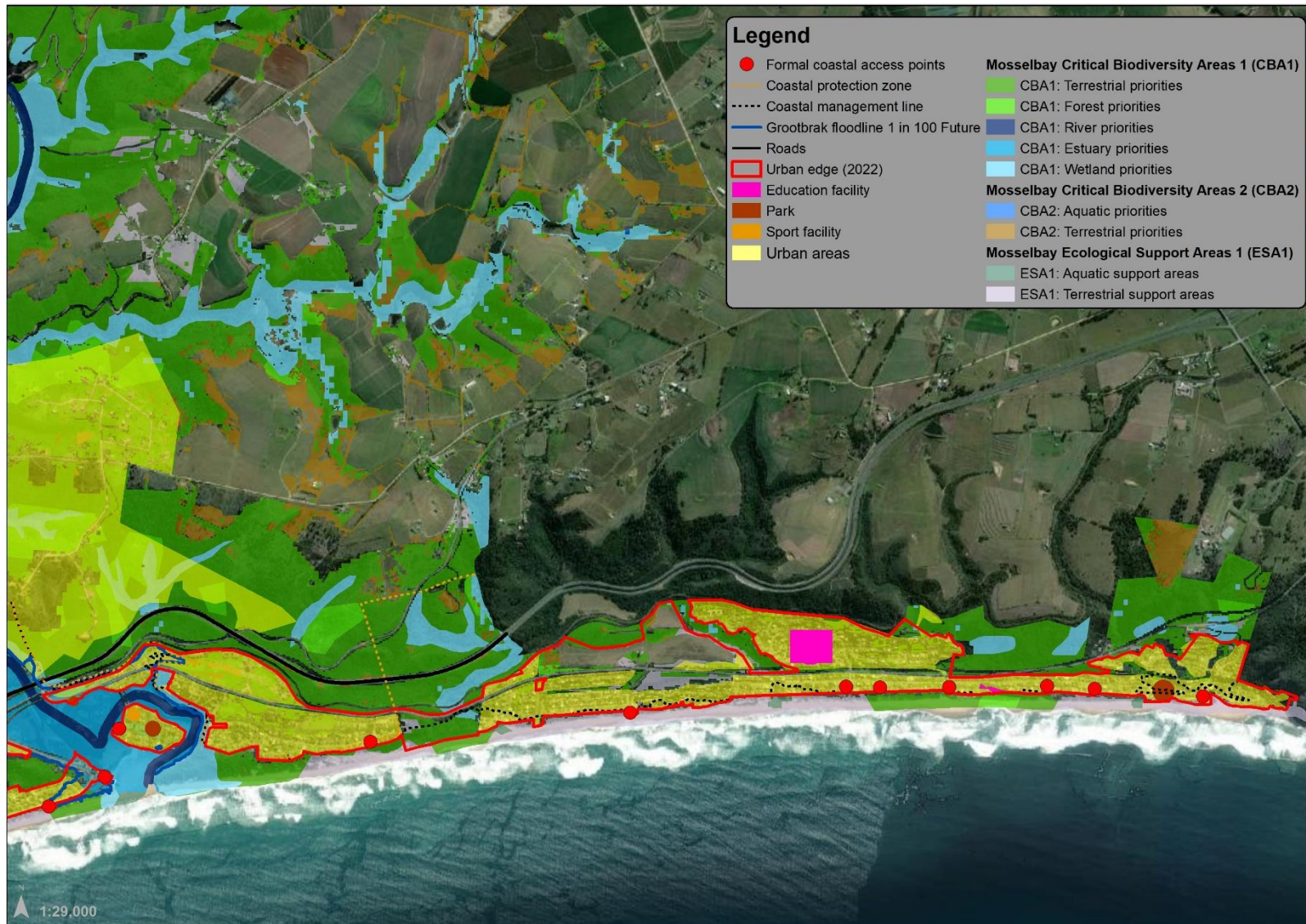


Figure 22: Glentana status quo



Figure 23: Glentana spatial proposals

5.4.1.6.3 Spatial Proposals

5.4.1.6.3.1 General

The Glentana area is classified as General Urban Area. A Tourist Node is also located at Glentana Beach. The settlement area is bordered by various coastal risk lines, coastal setback lines, coastal management lines, Flood lines and critical biodiversity areas. Several coastal access points exist in the area and access to the mentioned must be ensured

5.4.1.6.3.2 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 22 and figure 23. The Urban Edge 2018 is in approximately the same location as the new urban edge. The Island area is almost completely located within the 1:100-year flood-line.

5.4.1.6.3.3 Open Space Network

The Glentana area is a sensitive area with wetlands and the flood lines and the estuary of the Great Brak River located in the area. The area is bordered or adjacent to the coastal zone and open space network. Expansion of the urban footprint along the coastline is not permitted, except in the approved areas. Encroachments onto the open space network is not permitted except for limited infrastructure provision. Building plan approval for buildings on even adjacent to the coast and open space network must discourage encroaching into the said areas by allowing enough garden space between the buildings and the property boundaries adjacent to the coast and open space network. The coastal zone and open space network in the Glentana area is an asset to the community and must be conserved for future generation.

5.4.1.6.3.4 Restructuring

Intensification Corridors is proposed adjacent to coastal parking areas to facilitate higher densities on the properties adjacent to the parking areas in Outeniquastrand and Glentana, as indicated in figure 23. The intensification corridor will allow the establishment of high density residential (flats) and high-density Tourist Facilities like Guest Houses or Guest lodges. The development parameters and parking requirements of the mentioned must ensure that the character of the area is not adversely affected. Mitigating conditions of approval can be used to manage the area. The intensification needs to be evaluated in relation to risk.

A Business Node is proposed on Area 81 which will facilitate much needed economic activities and basic amenities in the area for the local community, as indicated in figure 23.

5.4.1.6.3.5 Precinct Planning/Guide Documents

Not applicable

5.4.1.6.3.6 Urban Expansion

The main Urban Expansion is a result of Urban Expansion Areas 75 and 80. Both the developments are already approved but densification of the two development areas should be encouraged . A Business Node is proposed on Area 81 which will facilitate much needed economic activities and basic amenities in the area for the local community. The only other Urban Expansion area (Area 82) can be seen as infill development. (figure 23).

5.4.1.6.3.7 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approximate Yield
75	Approved: Medium to High Density Residential	6	75
80	Approved: Medium to High Density Residential	33	400
81	Restructuring: Business Node	1	
82	Resort, Medium Density Residential	1.5	30

5.4.1.6.3.8 Business/Service trade Opportunities:

Intensification Corridors as indicated and discussed. (see figure 23)

Existing: None

Proposed: One new Business Node (Area 81 – figure 23)

5.4.1.6.3.9 Social Facilities: (Figure 22)

Existing: Parks, Sport Facilities

Proposed: Educational Facility

5.4.1.6.3.10 Heritage:

There is no demarcated heritage area in the Glentana area. Existing heritage assets must be managed and protected in terms of applicable heritage legislation.

5.4.1.6.3.11 Services:

The Mossel Bay Municipality provide Electricity, Water, Sewerage (Limited), Roads, Stormwater and Waste removal services in the area. Expansion of all the bulk and link infrastructure in the area is necessary to accommodate especially Urban Expansion area 75 and 80. Timeous budgeting and upgrading of service infrastructure must be planned and implemented to ensure no future service capacities problems are created. The availability of services and the sustainability of service delivery by the Municipality must be taken into consideration with any restructuring, densification and urban expansion. The costs related to the need for services will be further discussed in other sections of the MSDF.

5.4.2 Rural and coastal settlements

5.4.2.1 Vleesbaai / Boggomsbaai/Springerbaai/Nautilus Bay/Gondwana

5.4.2.1.1 Background

Vleesbaai and Boggomsbaai, as the names suggest, were originally associated with livestock and fish trading. They then became coastal vacation spots for inland farmers and have subsequently developed into the current holiday townships. Permanent occupancy has grown over the past few years. They are largely self-contained and portions of Vleesbaai operates as a private township.

Springerbaai and Nautilus Bay coastal estates developed as typical large plot resort developments taking advantage of the excellent views and seaside location.

These coastal settlements take access off the road which links Gouritzmond to the N2 near Mossgas. They are approximately 30 km from Mossel Bay CBD. There is a small convenience shopping node at Vleesbaai, otherwise, residents have to travel to Mossel Bay for most of their needs.

5.4.2.1.2 Challenges and Opportunities

The Mossel Bay Municipality only renders a water and waste removal service in the settlements. The remaining services are rendered privately, by alternative means and by Eskom. The electricity supply to some of the areas are problematic and upgrading of the network is required. These settlements can only be sustainably serviced by the municipality if the areas are mainly responsible for their own services and road access.

Nautilus Bay and Springerbaai have several undeveloped properties, suggesting that this end of the market has little demand. The demand however is negatively impacted by restrictive establishment conditions which were aimed at ensuring that the settlements do not evolve into residential areas with permanent residency.

This coastline has a strong wilderness character in contrast to the coastline east of Mossel Bay town. This character is in danger of being eroded if more coastal development is allowed.

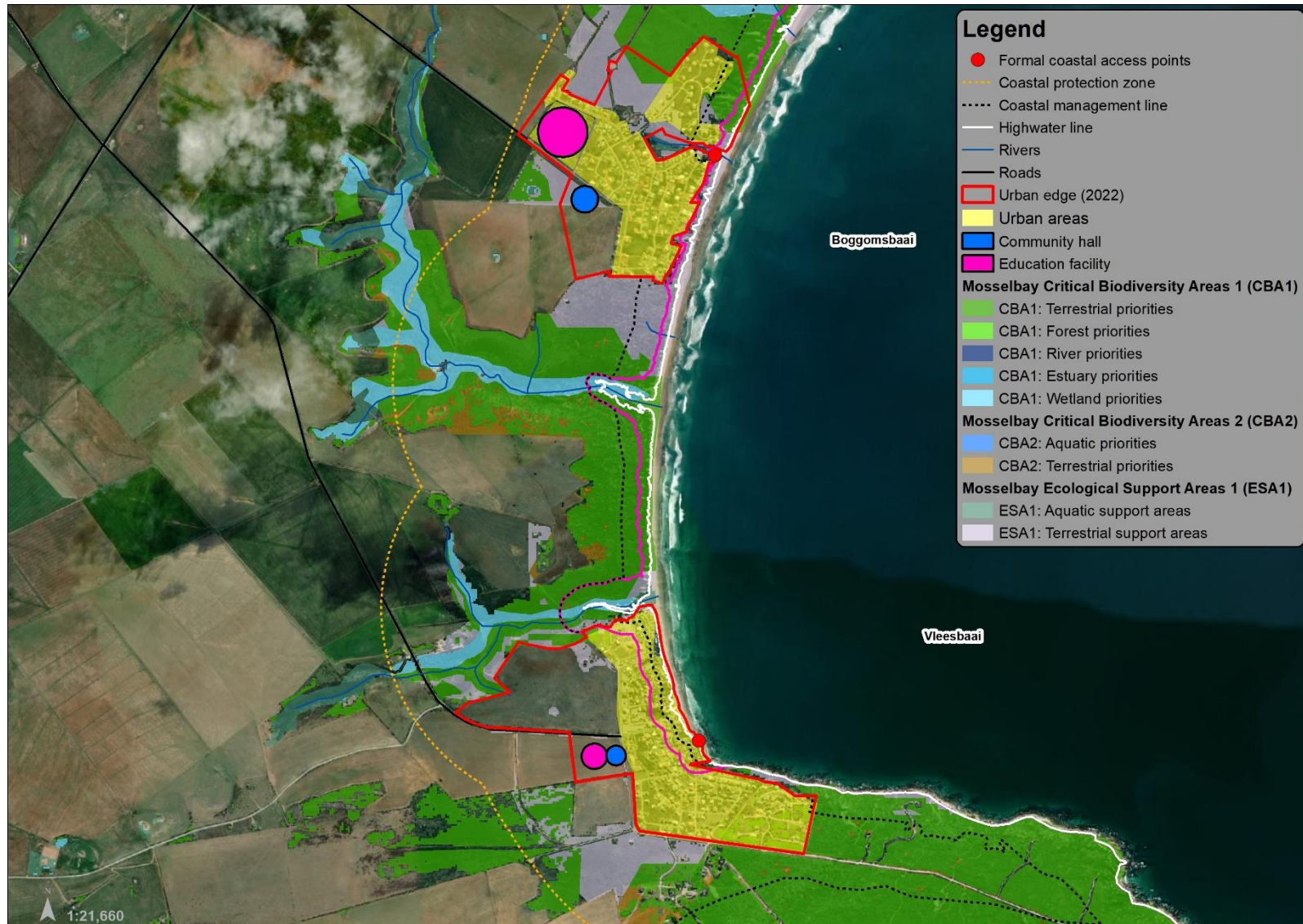


Figure 24: Vleesbaai/Boggomsbaai status quo



Figure 25: Vleesbaai/Boggomsbaai spatial proposals

5.4.2.1.3 Spatial Proposals

5.4.2.1.3.1 General

Vleesbaai and Boggomsbaai are classified as Tourist Nodes and Springerbaai and Nautilus Bay are classified as Resort Holiday Housing Nodes in the nodal structure. The settlements are bordered by various coastal risk lines, coastal setback lines, coastal management lines and critical biodiversity areas. Several coastal access points exist in the area and access to the mentioned must be ensured. (figure 24).

5.4.2.1.3.1 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 24 and figure 25. Springerbaai, Nautilus Bay and Gondwana is not included in the Urban Edge since they are Resort Holiday Housing Nodes. Urban edge expansion for development areas 2-4 was included in the Urban Edge (Figure 25) to ensure more balanced and financial sustainable settlements.

5.4.2.1.3.2 Open Space Network

All of the settlements are bordered or adjacent to the coastal zone and open space network. Expansion of the urban/resort footprint along the coastline is not permitted. Encroachments onto the open space network is not permitted except for limited infrastructure provision. Building plan approval for buildings on erven abutting the coast and open space network must discourage encroaching onto the said areas by allowing enough garden space between the buildings and the property boundaries adjacent to the coast and open space network. (figure 24 & 25).

5.4.2.1.3.3 Restructuring

Permanent residency in all these areas is increasing as work-from-home has become an acceptable norm. Semi-gration has also impacted the number of permanent residents in the area. The need for social facilities and basic shopping and service industry amenities will therefore only increase in the future and must be facilitated through urban restructuring and expansion.

The restrictive establishment conditions of the Resort Holiday Housing Nodes have resulted in illegal construction and abuse of grey areas in the conditions mentioned which has resulted in low uptake of construction opportunities in some areas. It is recommended to amend the establishment conditions of Springerbaai, Nautilus Bay and Gondwana to facilitate larger Resort Zone II structures. Additional conditions which will result in better conservation efforts in the applicable areas can form part of the amendments of the conditions.

5.4.2.1.3.4 Urban Expansion

No Urban Expansion for Springerbaai or Nautilus Bay are proposed. Expansion of the Gondwana reserve and establishment of new reserves in the proposed long-term scenario biodiversity preservation areas are encouraged by means of additional land use right allocation, subject to conservation initiatives.

In Vleesbaai Area 1 and 2 is proposed for expansion and in Boggomsbaai Area 3 and 4.

5.4.2.1.3.5 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approximate Yield
1	Mix Medium Density Residential (EA issued/TP submitted)	25	250
2	Mix Business, Mix Medium Density Residential, Social Facilities	5	50
3	Mix Medium Density Residential	5	50
4	Mix Business, Mix Medium Density Residential, Social Facilities	10	150

a) Business/Service trade Opportunities:

Existing:	Vleesbaai	Small Private basic amenity shop
Proposed:	Vleesbaai	Small Business Node
	Boggomsbaai	Small Business Node

b) Social Facilities: (Figure 25)

Existing: None

Proposed:	Vleesbaai	Private Community Hall	Private Educational Facility
Proposed:	Boggomsbaai	Private Community Hall	Private Educational Facility

c) Heritage:

No demarcated heritage areas exist in any of the settlements. Existing heritage assets must be managed and protected in terms of applicable heritage legislation.

d) Services: The Mossel Bay Municipality only renders a water and waste removal service in the settlements. The remaining services are rendered privately, by alternative means and by Eskom. The availability of services and the sustainability of service delivery by the Municipality or other service providers must be taken into consideration with any restructuring, densification and urban expansion. Stable electricity supply must be addressed by the relevant service providers. Service provision in the proposed expansion areas can be used to upgrade service networks and infrastructure to become more stable and sustainable for all service providers.

5.4.2.2 Herbertsdale

5.4.2.2.1 Background

Herbertsdale is a small, rural town east of the Gourits River, situated in the Langtouw valley and is approximately 56 km north-west of Mossel Bay. The town was established in 1865 on the farm of Hemelroad and named after the Hebert family who own the farm at the time. Herbertsdale's main function is to serve the rural community with needed amenities.

5.4.2.2.2 Challenges and Opportunities

The creation of job opportunities is one of the main challenges. Escalation of crime in the area is a problem. The settlement's small population is unlikely to increase significantly. Severe water source problems were experienced in the past 5 years. Its location is strategic and could have tourist potential if the urban quality was significantly upgraded. Semi-gration could also have an impact on the need for upmarket housing in the area. The impact on farming practices due to climate change may also impact the role the settlement fulfills in the area. The establishment of periodic markets/events/occasional uses in well-located areas must be encouraged.

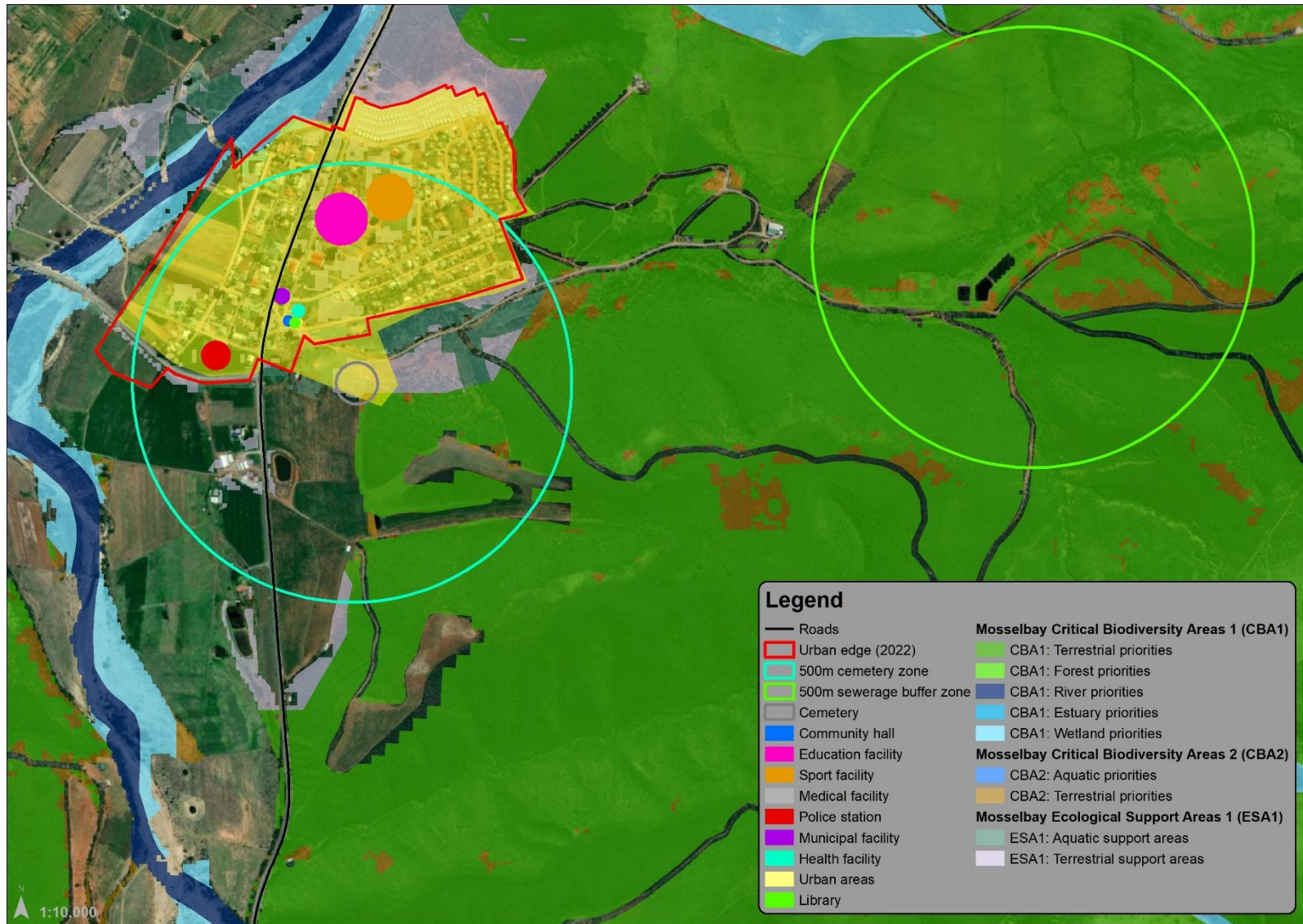


Figure 26: Herbertsdale status quo



Figure 27: Herbertsdale spatial proposals

5.4.2.2.3 Spatial Proposals

5.4.2.2.3.1 General

Herbertsdale is classified as a Rural Node in the nodal structure. The settlement is bordered by the Gouritz River to the west, with possible flood implications, and several critical biodiversity areas. (figure 26).

5.4.2.2.3.1 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 26 and figure 27. No urban edge expansion is proposed since a housing scheme was completed in the previous 5-year MSDf cycle and no other large housing demand exists. The Urban Edge for the settlement is seen as a soft edge. The soft edge is provided to ensure creative proposals outside the Urban Edge which make the settlement more sustainable, subject to various investigations and demand confirmation, may be considered as desirable.

5.4.2.2.3.2 Open space Network

The settlement is bordered by the open space network to the west which included the Gouritz River floodplain. Development encroachments onto the open space network is not permitted except for limited infrastructure provision. Building plan approval for buildings on erven adjacent to the open space network must discourage encroaching into the said areas by allowing enough garden space between the buildings and the property boundaries adjacent to the open space network. (figure 26 & 27).

5.4.2.2.3.3 Restructuring

Semi-gration could impact on property demand for permanent residents in the area and densification of the general urban area is encouraged. The creation of an intensification corridor along the main north-south and east-west streets as indicated on figure 27, could add to the sustainability of the settlement by unlocking opportunities for job creation. The corridor development must add to the rural character of the town and not detract from it. The provision of sufficient parking (on-site or off-site on approved dedicated areas) and enhanced walkability must be used to create an environment that will serve the users of the corridor.

5.4.2.2.3.4 Urban Expansion

No urban expansion is provided. (subject to Urban Edge discussion above)

5.4.2.2.3.5 New Development Areas:

Not applicable

a) Business/Service trade Opportunities:

Existing: Business node as indicated on Figure 27.
 Proposed: No new business nodes are proposed.

b) Social Facilities: (Figure 26)

Existing: Library, Clinic, Community Hall, Education, Police Station, Sports Facilities, Municipal Uses, Cemetery
 Proposed: Creation of a Community Park

d) Heritage:

No demarcated heritage areas exist in the settlement. Existing heritage assets must be managed and protected in terms of applicable heritage legislation.

d) Services: The Municipality provides water, sewerage, roads, stormwater and waste removal services in the area. Electricity is provided by Eskom. The availability of services and the sustainability of service delivery by the Municipality must be taken into consideration with any restructuring, densification and urban expansion. The area experiences devastating water source shortages during the last 5 years. Establishing a secure water source for the area should be prioritised.

5.4.2.3 Friemersheim

5.4.2.3.1 Background

The settlement consists of an agricultural community situated approximately 15km from the Grootbrak Rivier. Friemersheim was founded by German missionaries by 1869, a school and church were established on the Gonnakraal farm in the area which later became Friemersheim. The area remained in the ownership of the Dutch Reformed Church until the late 1960s.

As explained in par 3.3.2 of the MB SQ 2021, Friemersheim is identified in the Transformation of Certain Rural Areas Act, (no 94 Of 1999) as an entity that has to be formed to hold the commonage land in trust for its residents. The extent of the identified/proclaimed properties is more than 118 hectares. Among the recommendations of the report in this regard is that the municipality must develop a Commonage Management Plan in consultation with the WC Department of Agriculture and the DALRRD Land Tenure Branch. The establishment of the Community Property Association (CPA) has not been finalised yet. A community organisation that represents the Friemersheim community does exist, but does not have any legal standing regarding decision making in Friemersheim or the mentioned community property.

5.4.2.3.2 Challenges and Opportunities

The creation of job opportunities is one of the main challenges. Crime is escalating in the area. The settlement's small population is unlikely to increase significantly. Its location is strategic and could have tourist potential if the urban quality was significantly upgraded. The local community embarked on a wall painting project which has already contributed towards the upgrading of Friemersheim. Semi-gration could also have an impact on the need for upmarket housing in the area. The impact on farming practices due to climate change may also impact the role the settlement fulfills in the area. In the medium to long-term, this sub-area needs to develop a more efficient urban structure that can support the cost-effective delivery of services. The lack of an identified business area/corridor must be addressed. The establishment of periodic markets/events/occasional uses in well-located areas must be encouraged. The formalisation of the CPA should be a priority.



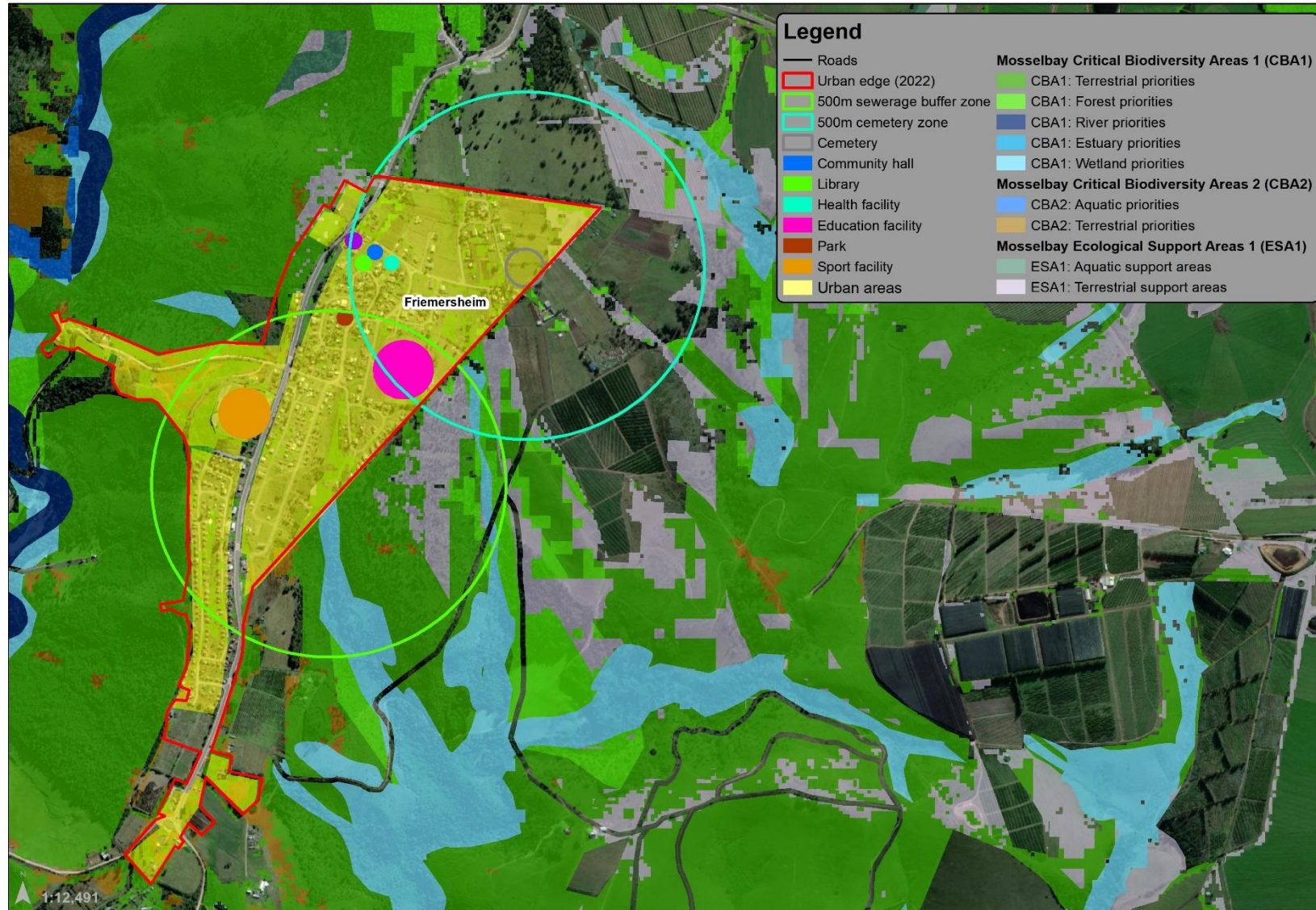


Figure 28: Friemersheim status quo

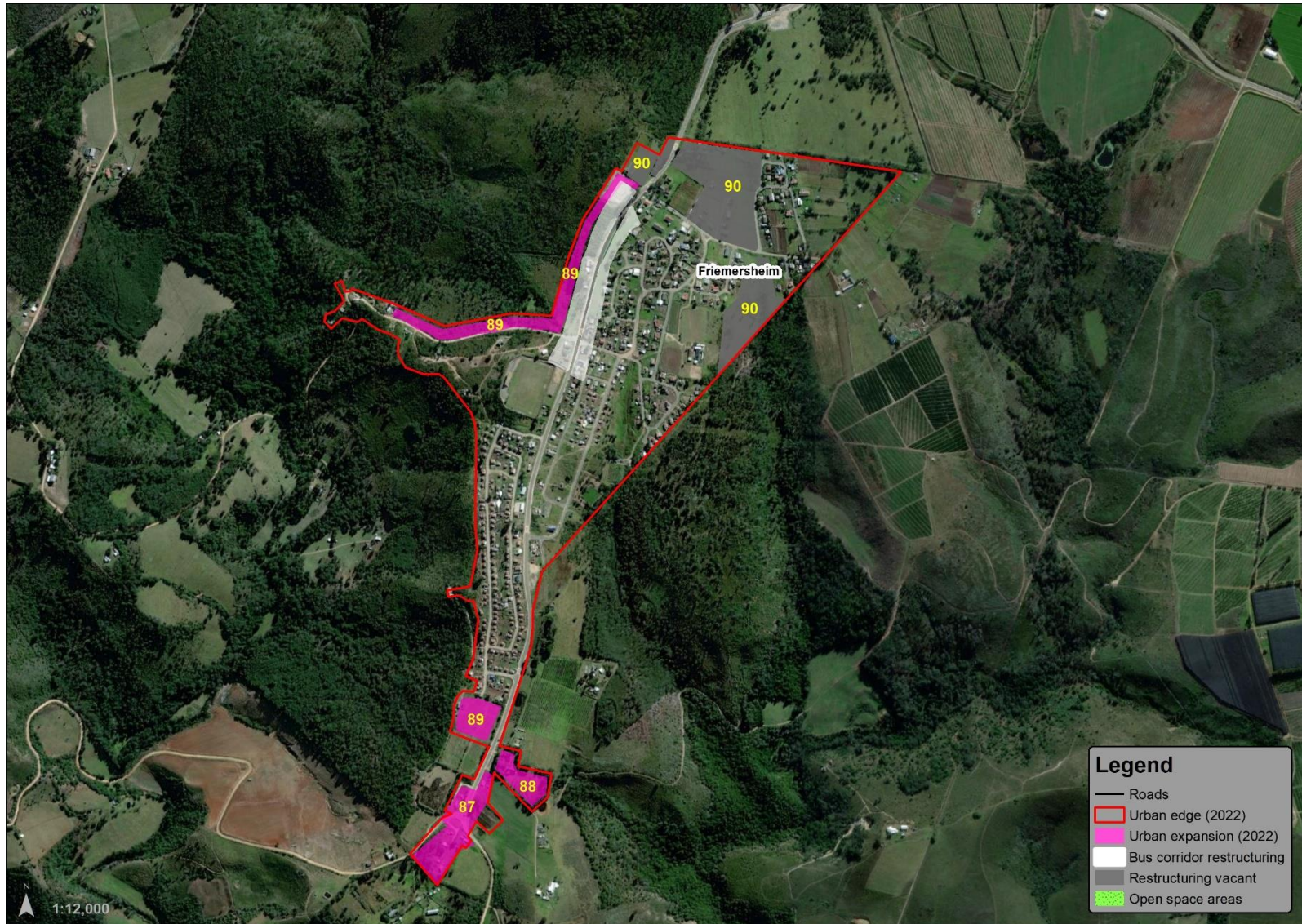


Figure 29: Friemersheim spatial proposals

5.4.2.3.3 Spatial Proposals

5.4.2.3.3.1 General

Friemersheim is classified as a Rural Node in the nodal structure. The settlement is bordered by several critical biodiversity areas. (figure 28).

5.4.2.3.3.1 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 28 and figure 29. Urban Edge expansion is proposed for areas 87-89 (figure 29). The Urban Edge for the settlement is seen as a soft edge. The soft edge is provided to ensure creative proposals outside the urban edge which make the settlement more sustainable, subject to various investigations and demand confirmation, may be considered as desirable.

5.4.2.3.3.2 Open Space Network

Not Applicable

5.4.2.3.3.3 Restructuring

Semi-gration could impact on property demand for permanent residents in the area and densification of the general urban area is encouraged. (especially Area 90 - figure 29). The creation of an intensification corridor along the main road as indicated on figure 29, could add to the sustainability of the settlement by unlocking opportunities for job creation. The corridor development must add to the rural character of the town and not detract from it. The provision of sufficient parking (onsite or offsite on approved dedicated areas) and enhanced walkability must be used to create an environment that will serve the users of the corridor.

5.4.2.3.3.4 Urban Expansion

In Friemersheim Areas 87 to 89 are provided for urban expansion. Expansion areas 87 and 88 are included in the Urban Edge to accommodate existing uses. Expansion areas 88 and 89 are included in the urban edge to create a better urban form and make optimal use of existing infrastructure. The need for erven has also been identified when it became evident that undevelopable erven were transferred to beneficiaries and erven must be replaced with developable erven, subject to principles for the urban edge as discussed above.

5.4.2.3.3.5 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approximate Yield
87	Low Density Residential (Existing unformalized area)	1	10
88	Community Facility, Market (Existing community facility)		
89	Medium Density Residential	4	50
90	Low Density Residential	7.5	40

(See Figure 29)

a) Business/Service trade Opportunities:

Existing: No formal business node exists
 Proposed: No new business nodes are proposed. A business corridor is proposed.

b) Social Facilities: (Figure 25)

Existing: Clinic, Community Hall, Education, Sports Facilities, Municipal Uses, Cemetery, Community Park
 Proposed: Mobile Library Facilities

e) Heritage:

No demarcated heritage areas exist in the settlement. Existing heritage assets (church complex etc.) must be managed and protected in terms of applicable heritage legislation.

f) Services: The Municipality provides water, sewerage, roads, stormwater and waste removal services in the area. Electricity is provided by Eskom. The availability of services and the sustainability of service delivery by the Municipality and other service providers must be taken into consideration with any restructuring, densification and urban expansion.

5.4.2.4 Ruiterbos

5.4.2.4.1 Background

Ruiterbos evolved from an area used to accommodate forestry workers into a forestry worker settlement and then into a rural settlement. The land on which the settlement is located is still owned by the National Government. In the early 2000's an initiative was launched to formalise the settlement and environmental and town planning authorisations were obtained. The erven were serviced by the municipality and the environmental authorisation vested. Due to a dispute regarding survey costs between a service provider and the Department of Rural Development, no erven were transferred and the town planning authorisation lapsed. Subsequently, an informal settlement of 60 houses also established in open areas. The Municipality decided to proceed to formalise the township with internal capacity but the National Department of Public Works wants to transfer the land where the settlement is located to the Housing Development Agency (HDA). The transfer process can take years to finalise. National Department of Public Works issued a POA to HDA and therefore HAD and the Municipality can proceed with formalisation of the settlement.

5.4.2.4.2 Challenges and Opportunities

The creation of job opportunities is one of the main challenges. The land ownership issue as described above is also having a devastating effect on the security of tenure and municipal administrative processes like building plan approvals etc. Escalation of crime in the area worsens the situation. All the trees in the government forestry areas has been harvested and processed. The forestry areas have not been replanted for several years. This has led to the underutilisation of land and existing forestry skills within the local community. It is crucial that the forestry areas be replanted or repurposed to create job opportunities for the local community. The settlement's small population is unlikely to increase significantly. The impact on farming practices due to climate change may also impact on the role the settlement fulfills in the area. In the medium to long term, this sub-area needs to develop a more efficient urban structure that can support the cost-effective delivery of services. The lack of an identified business area/corridor must be addressed. The establishment of periodic markets/events/occasional uses in well-located areas must be encouraged.

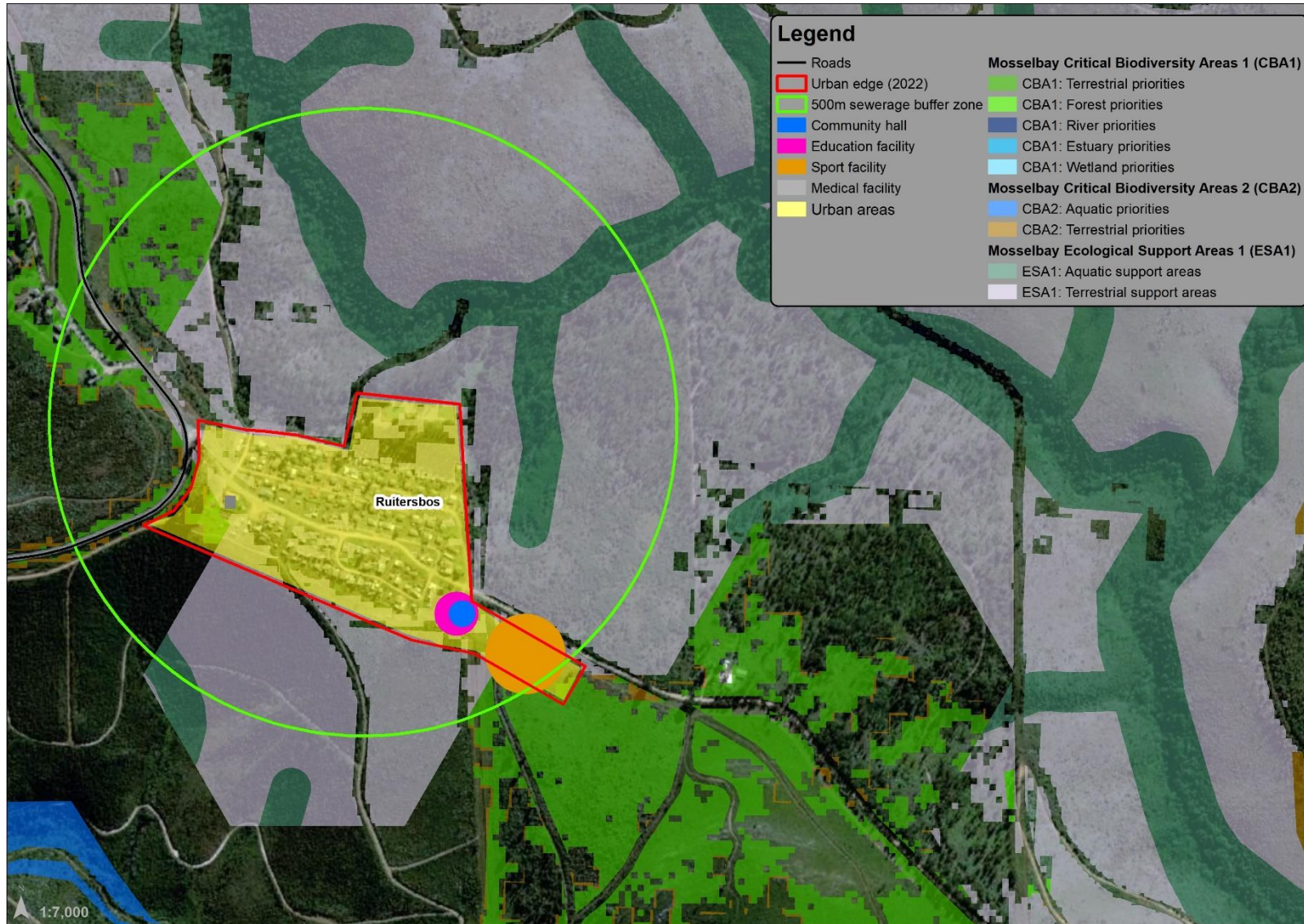


Figure 30: Ruitersbos status quo

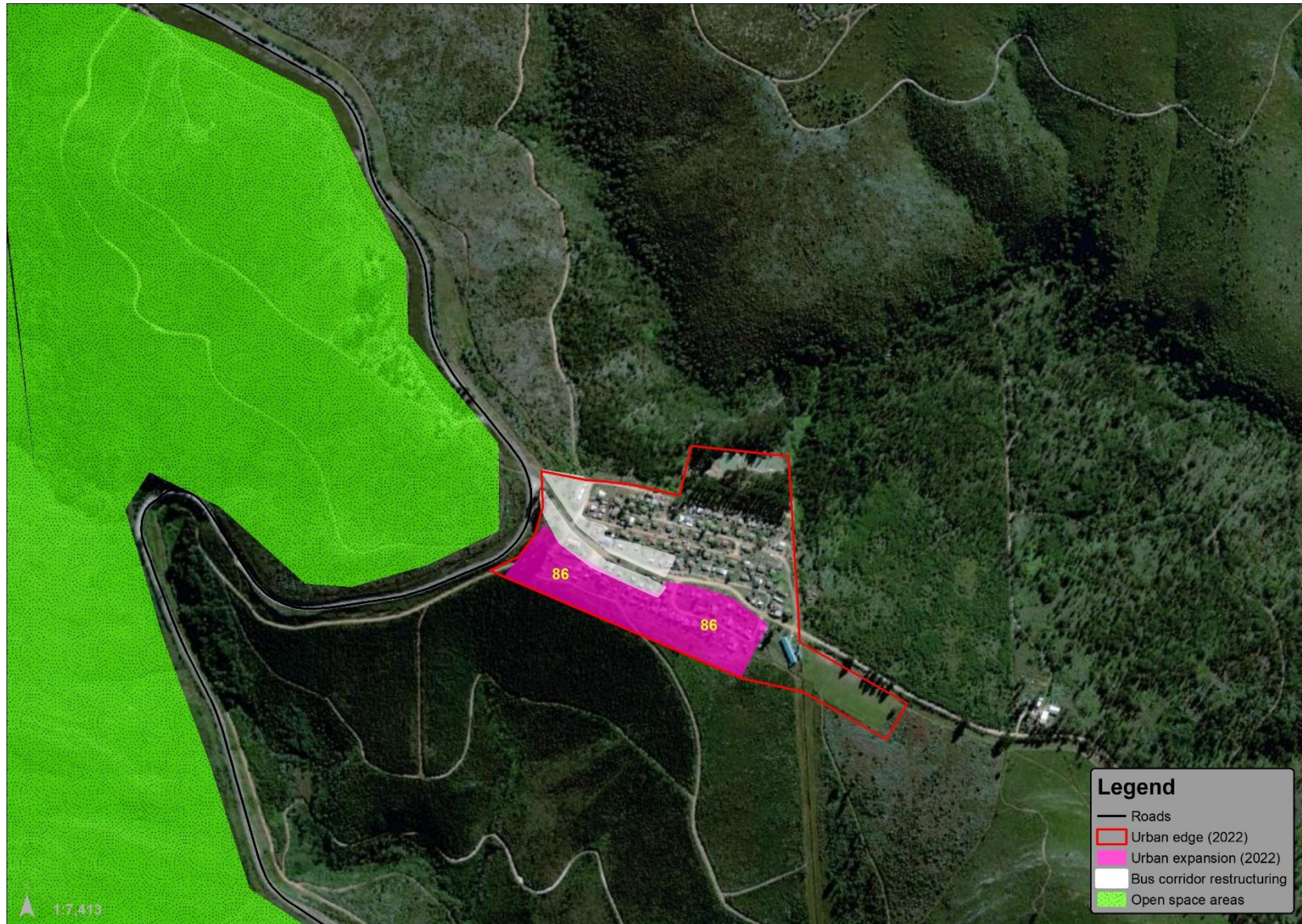


Figure 31: Ruitersbos spatial proposals

5.4.2.4.3 Spatial Proposals

5.4.2.4.3.1 General

Ruiterbos is classified as a Rural Node in the nodal structure. The settlement is bordered by a conservation area to the west, almost surrounded by forestry areas and several critical biodiversity areas in the immediate vicinity. (figure 30).

5.4.2.4.3.1 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 30 and figure 31. A small Urban Edge expansion is proposed to accommodate the formalisation of the informal settlement. The Urban Edge for the settlement is seen as a soft edge. The soft edge is provided to ensure creative proposals outside the Urban Edge which make the settlement more sustainable, subject to various investigations and demand confirmation, may be considered as desirable.

5.4.2.4.3.2 Openspace Network

The settlement is bordered by an open space network/conservation area to the west. Development encroachments onto the open space network is not permitted except for limited infrastructure provision.

5.4.2.4.3.3 Restructuring

The creation of an intensification corridor along the main east-west road as indicated on figure 31, could add to the sustainability of the settlement by unlocking opportunities for job creation. The corridor development must add to the rural character of the town and not detract from it. The provision of sufficient parking (on-site or off-site on approved dedicated areas) and enhanced walkability must be used to create an environment that will serve the users of the corridor.

5.4.2.4.3.4 Urban Expansion

Urban Expansion is proposed in Area 86 to allow for the formalisation of the informal settlement.

5.4.2.4.3.5 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approximate Yield
86	Medium to High Density Residential (Formalise existing informal settlement – UISP - HPS)	4	150

a) Business/Service trade Opportunities:

Existing: No existing business node
 Proposed: No new business nodes are proposed. A business corridor is proposed.

b) Social Facilities: (Figure 27)

Existing: Community Hall, Education, Sport Facilities
 Proposed: Clinic (private funding to be obtained), Sports field ownership must be formalised. Other social facilities are provided through mobile services or private funding.

d) Heritage:

No demarcated heritage areas exist in the settlement. Existing heritage assets must be managed and protected in terms of applicable heritage legislation.

e) Services: The Municipality provides water, sewerage, roads, stormwater and waste removal services in the area. Electricity is provided by Eskom. The availability of services and the sustainability of service delivery by the Municipality and other service providers must be taken into consideration with any restructuring, densification and urban expansion.

5.4.2.5 Brandwacht

5.4.2.5.1 Background

Brandwacht was established as a rural settlement to mainly provide for the rural social needs of the surrounding rural community. A farmworker housing scheme was established on the eastern side of the R328 in the late 1990's. The settlement comprises of four different types of settlements:

- The area to the south of the Brandwacht river mainly serves in the social needs of the farming community.
- The area to the west of the R 328 was formalised first.
- The farmworker housing scheme
- An informal settlement to the east of the farmworker housing scheme.

The farmworker scheme also owns an adjacent farm (85 ha) to ensure the farmworkers can utilise their skills for their own benefit. The scheme and agricultural land are managed by a formalised Community Property Association (CPA). A portion of the agricultural land is leased to a local community farmer who farms mainly with pigs on the property. The community farm is under-utilised and possible community benefits are lost at this point in time.

5.4.2.5.2 Challenges and Opportunities

The creation of job opportunities is one of the main challenges. The cost to commute to Mossel Bay town for job opportunities, education and other amenities is placing a burden on the local community which is further exacerbated by the increasing crime in the area. The community farm is under-utilised. The informal settlement is growing and taking up agricultural land which is owned by the CPA. The close proximity to Mossel Bay does provide an opportunity to host events. The community land does have the potential for community projects, agricultural projects and agri-processing facilities. Semigration could also have an impact on the need for upmarket housing in the area. The impact on farming practices due to climate change may also impact on the role the settlement fulfills in the area. In the medium to long term, this sub-area needs to develop a more efficient urban structure that can support cost-effective delivery of services. The lack of an identified business area/corridor must be addressed. The establishment of periodic markets/events/occasional uses in well-located areas must be encouraged.

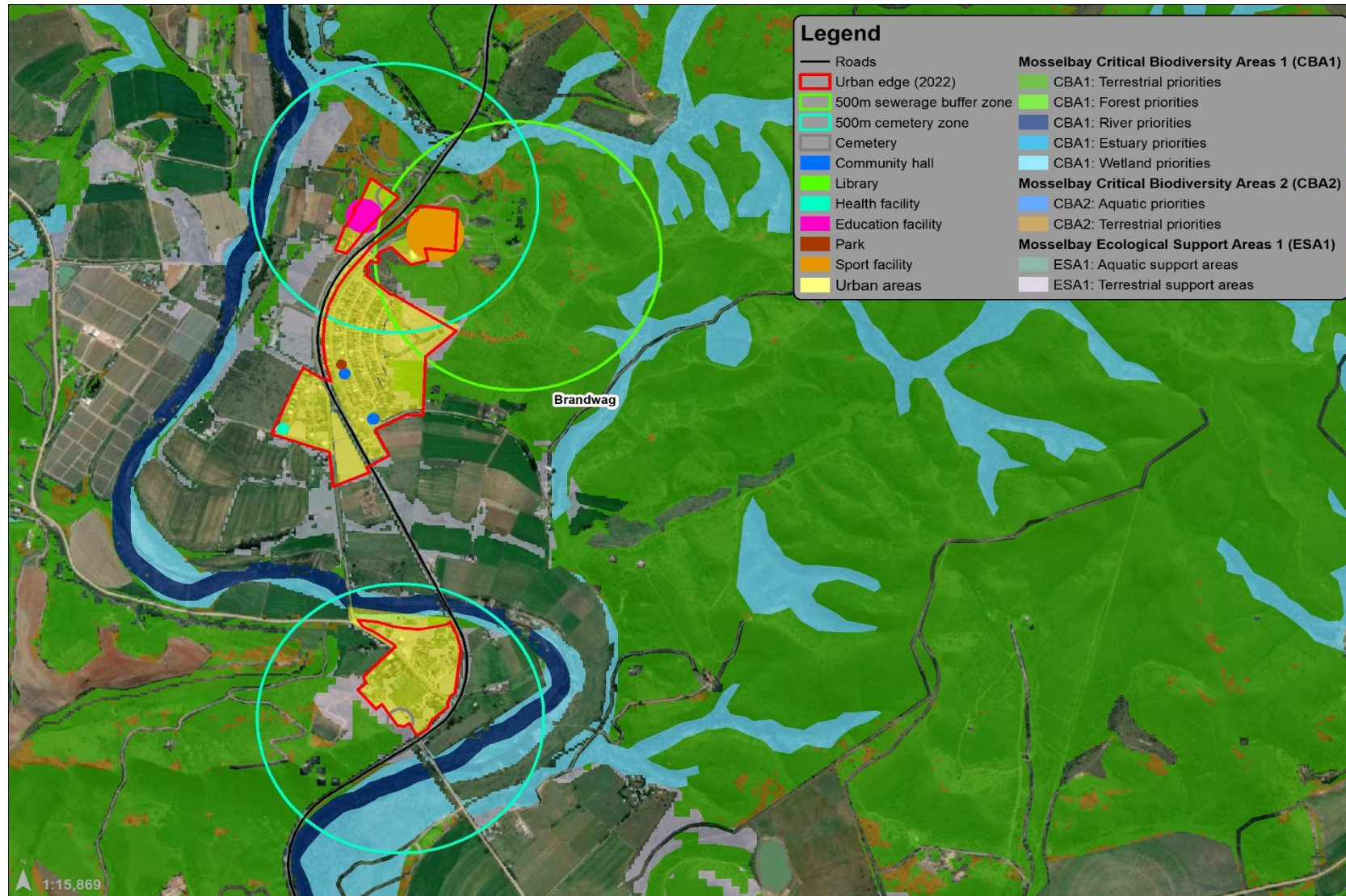


Figure 32: Brandwacht status quo

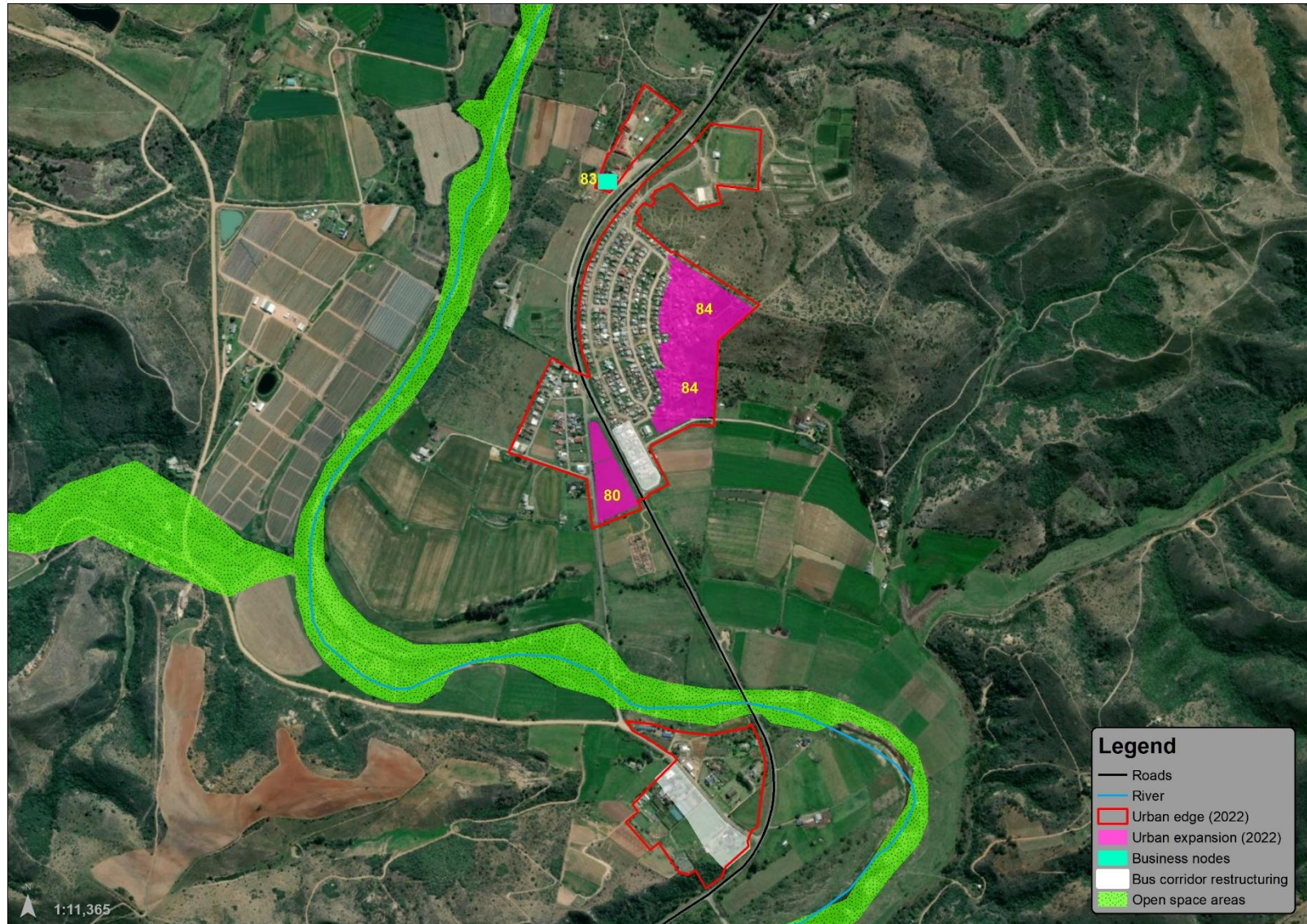


Figure 33: Brandwacht spatial proposals

5.4.2.5.3 Spatial Proposals

5.4.2.5.3.1 General

Brandwacht is classified as a Rural Node in the nodal structure. The settlement is bordered by the Brandwacht River and several critical biodiversity areas in the immediate vicinity. Intensive water-based agriculture creates job opportunities in the area. (figure 32).

5.4.2.5.3.1 Urban Edge/Urban Area

The Urban Edge and Urban Area is the same demarcated area and referred as the Urban Edge in the document. The Urban Edge is indicated in red in figure 32 and figure 33. Urban Edge expansion is proposed to accommodate the formalisation of the informal settlement and job creation opportunities on CPA land. The area to the south of the Brandwacht River was included in the Urban Edge to accommodate the existing urban functions in the applicable area. The Urban Edge for the settlement is seen as a soft edge. The soft edge is provided to ensure creative proposals outside the Urban Edge which make the settlement more sustainable, subject to various investigations and demand confirmation, may be considered as desirable.

5.4.2.5.3.2 Open Space Network

The settlement is bordered by an open space network/Brandwacht River floodplain. Development encroachments onto the open space network is not permitted except for limited infrastructure provision.

5.4.2.5.3.3 Restructuring

The creation of a formal business node (area 83) will leverage on the existing pedestrian bridge just completed. The creation of intensification corridors at the main entrance to the farmworker housing scheme and the area to the south of the Brandwacht River, as indicated on figure 33, could add to the sustainability of the settlement by unlocking opportunities for job creation. The corridor development must add to the rural character of the town and not detract from it. The provision of sufficient parking (on-site or off-site on approved dedicated areas) and enhanced walkability must be used to create an environment that will serve the users of the corridor. The development of area 85 must contribute towards the urban form and community needs in the area.

5.4.2.5.3.4 Urban Expansion

Urban Expansion is proposed in Area 80, 83 and 84 to allow for, the creation of a business node, the formalisation of the informal settlement and job creation in the area.

5.4.2.5.3.5 New Development Areas:

Parcel Number	Development Type	Size (ha)	Approx Yield
83	Restructuring: Business Node	0.8	
84	Medium to High Density Residential Social Facility, Urban Amenities (Formalise existing informal settlement - UISP)	6.5	250
80	Community Facility, Market, Light Industry, Agri-industry	2	

a) Business/Service trade Opportunities:

Existing: Small private Business Node
 Proposed: Formalise business node (area 83 – figure 33). Two intensification corridors are proposed

b) Social Facilities: (Figure 29)

Existing: Clinic, Community Hall, Education, Sports Facilities, Cemetery, Community Park
 Proposed: Mobile Library Facilities

c) Heritage:

No demarcated heritage areas exist in the settlement. Existing heritage assets must be managed and protected in terms of applicable heritage legislation.

d) Services: The Municipality provides water, sewerage, roads, stormwater and waste removal services in the area. Electricity is provided by Eskom. The availability of services and the sustainability of service delivery by the Municipality and other service providers must be taken into consideration with any restructuring, densification and urban expansion.

6 IMPLEMENTATION FRAMEWORK

6.1 Implementation Requirements

SPLUMA requires that MSDF's include an Implementation Framework that contains the following:

- Sectoral requirements, including budgets and resources for implementation
- Necessary amendments to the Municipal Zoning Scheme By-Law
- Specification of institutional arrangements necessary for the implementation
- Specification of implementation targets, including dates and monitoring indicators
- 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 actions associated with each of this MSDF's strategies will be presented in the format of Table 3, with a focus on municipal-wide or city-wide priority actions. This table will be completed following the Council and public's consideration of the proposed strategies and associated policies set out in this report. The MSDF's implementation is supported by a series of Local Spatial Development Frameworks currently in place for certain areas in the Mossel Bay municipal area - see par 2.5.6 in Section A.

6.2 Institutional requirements

The Mossel Bay Municipal Planning Department will facilitate implementation of the MSDF in terms of institutional alignment; namely:

- a) The extent to which the main argument and strategies of the MSDF are incorporated into Annual Reports, annual IDP Reviews, future municipal IDPs.
- b) The annual review of the MSDF as part of the IDP review process - refer to par 6,3 on Sector Plan Alignment below for guidance on the scope of this annual review).
- c) The extent to which the strategies and policies of the MSDF inform sector planning and resource allocation.
- d) The extent to which the strategies and policies of the MSDF inform land use management decision-making.
- e) Alignment with and progress in implementing the Municipality's Human Settlement Plan.

- f) The responsiveness of national and provincial plans, programs and actions.

6.3 Sector Plan Alignment

The MSDF is a long-term, transversal planning and coordination tool and a spatial expression of the Municipal 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 updated and revised MSDF, 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.

In par 2.5.3 of Section A, the Sector Plans are tabulated and discussed in terms of their status and review. Table 2 below summarises the Municipality's sector plans, their status and implications of the MSDF for these plans:

SECTOR PLAN	YEAR / STATUS	IMPICATIONS TO AND OF SDF	TABLE 2
Local Economic Development Strategy		A review must be informed by the MSDF strategies in terms of socio-economic strategies. Projects to be directed to proposed nodes and corridors on the MSDF.	
Integrated Human Settlement Plan		The spatial direction and urban form indicated by the MSDF must be followed in planning new settlement projects.	
Water Services Development Plan	2017	A review must consider the spatial budget and growth directions of the MSDF, particularly with regard to densification and proposed corridors.	
Road Master Plan	Being revised	Review of the plan must take the MSDF proposals into account	
Integrated Transport Management Plan	2010	Must reflect the strategies and desired outcomes of the MSDF	
Integrated Waste Management Plan	Draft	A review must consider the spatial budget and growth directions of the MSDF, particularly with regard to densification and proposed corridors.	
Air Quality Management Plan	2018	An informant to the MSDF with reference to urban patterns and diminishing air quality.	
Disaster Management Plan	Approved, to be revised	An informant to the MSDF of which in turn objectives of resilience and security informs the Plan.	
Coastal Management Programme	2018	A review must take cognizance of the objectives and information in the MSDF with regard to coastal protection, access points and flood lines.	
Climate Change Adaptation And Mitigation Strategy	2018	The MSDF should implement climate change adaption measures as in space as far as this is applicable to the strategies in the MSDF.	
Pavement Management System	2017	The objective of walkable neighborhoods in the MSDF should inform this program.	
Stormwater Management Plans	Annual implementation from area to area	The MSDF policies to protect the natural ecosystems should inform these plans.	

6.3.1 Human Settlements Plan

Public sector housing projects in Mossel Bay play a significant role in the spatial pattern in the town and smaller settlements. It therefore also has strategic importance to guide the implementation of the MSDF. Human settlement programs in many of the towns in the GRDM district have a dominating influence on the spatial pattern of the towns which is hard to change to conform to the latest principles of densification and compact but smart towns.

The Mossel Bay Human Settlement plans must be reviewed to align with the spatial strategies and policies contained in this MSDF. Specifically, the Human Settlements Plan for Mossel Bay must:

- Be informed by an accurate profile of households on the waiting lists to match appropriate planning and suitable typologies.
- Prioritise well-located public land within a model of mixed-income and mixed-use land development;
- Identify and match human settlement needs of rural settlers with programs and tools available from the government roleplayers in the rural sector (i.e. Department of Rural Development and Land Reform, National and Provincial Departments of Agriculture, Department of Energy);
- Be supported by a public land asset management strategy and land release program.
- The housing pipeline must have a clear implementation timeline that will inform budgeting and planning for bulk services and municipal land release where relevant.
- Settlement layouts must apply the principles of the policy guidelines in Chapter 3 of this MSDF.

6.4 Capital Expenditure Framework

Municipal spatial development frameworks must determine a capital expenditure framework for municipal development programs, as required by SPLUMA, to spatially depict proposed projects. In this way, the municipality's spatial development strategies will be linked to the municipal budget and the budgets of other government stakeholders. 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 risks that budget allocations could undermine or contradict the MSDF, are mitigated.

The attached Table 3 indicates the projects proposed in the MSDF that must be taken up in the Municipal capital expenditure framework.

6.5 Municipal Long Term Finance Plan

The Municipal Long Term Financial Plan 2015 – 2024 was compiled by INCA Portfolio Managers and they made the following scenario analysis of the future financial performance of the municipality:

- a) In the Base Case Scenario, with a probability of occurrence of 70%, the municipality will, over a 10 year period, generate cash from operations after debt service of R486 million and will be able to invest in a capital programme of R1.15 billion.

- b) In an Upside Scenario, represented by a scenario in which expenses are curtailed to 90% of the assumed Base Case expenditures, with a probability of occurrence of 10%, the municipality will be able to generate cash from operations after debt service of R871 million and will be able to invest in a capital programme of R1.52 billion.
- c) In the Downside Scenario, represented by a PetroSA disinvestment by 2018, with a probability of occurrence of 20%, the 10 year cash generated after debt service is R251 million and the capital investment programme is limited to R0.9 billion.

INCA Portfolio Managers formulated recommendations based on the outcomes of their assessments to be included in the Municipality's long term financial plan (*Mossel Bay Local Municipality Long Term Financial Plan: 2015 – 2024*):

- Facilitate Economic Diversification
- Partnership with National Ports Authority
- Adopt a Municipal Viability Framework
- Adopt a Liquidity Policy
- Adopt a Borrowing, Funds and Reserves Policy
- Increase Revenues
- Manage Expenses
- Control over Salaries and Wages Budget
- Implement Integrated Asset Management
- Cost Accounting
- Preparation of a Comprehensive Municipal Infrastructure Plan
- Prioritisation of Projects

The prioritisation of projects must be linked to the priority areas identified in the MSDf and in the LSDf's – see below.

6.6 Priority areas for budgeting

Certain of the LSDf's as discussed in par 2.5.6 of Section A, deals with specific priority areas that should be the focus of the budget and financial plans. The Louis Fourie Corridor Precinct Plan and the Aalwyndal Precinct Plan give spatial direction to the core densified areas of the future urban area and capital investment should be prioritized with this objective in mind.

6.7 Spatial Categories for Investment Planning and Prioritisation

There are four spatial categories identified for guiding investment planning:

- a) Priority Investment Areas (Restructuring Zone): These are the principal public transport activity corridors and the CBD and the secondary nodes.
- b) Upgrading Areas: These are areas primarily focussed on informal settlement and marginalised rural settlements that require upgrading and improvement to bring them to an acceptable standard of performance as residential settlements,
- c) 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 its current functions.
- d) Medium – Long Term Urban Growth Area (10 – 20 years): This area is identified as the desired location for long term growth on the basis that, if appropriately developed,

Furthermore, the priority public sector projects associated with human settlement development and education and health facilities for the Greater Mossel Bay area have to be aligned with the MSDF strategies.

Certain of the LSDF'S as discussed in par 2.5.6 of Section A, deals with specific priority areas that should be the focus of the budget and financial plans. The Louis Fourie Corridor Precinct Plan and the Aalwyndal Precinct Plan give spatial direction to the core densified areas of the future urban area and capital investment should be prioritized with this objective in mind.

6.8 Outstanding matters

6.8.1 Public Sector expenditure programs

As mentioned above, the expenditure of the public sector, especially in the areas of human settlements, education and health must be integrated with the implementation of the spatial proposals in the MSDF and inform each other. This integration of projects and expenditure will be incorporated in the MSDF after comments and inputs from the national and provincial departments are received.

6.8.2 Urban Edge Review and the adoption of an urban area in terms of NEMA

The National Environmental Management Act, 1998 (Act 107 of 1998) (NEMA) in Assessment Regulations Listing Notices of 2014 (GN No. R.983, R.984 & R.985 of 4 December 2014, as amended), define urban areas and exempt certain listed activities from requiring environmental impact assessments where they are to take place within the urban edge or the thresholds that trigger an EIA are different. In this way, further streamlining of the appropriate application of NEMA within the urban area, as defined by the urban edges are enabled. The intention is to remove an unnecessary administrative burden where the proposed activity is unlikely to have a significant detrimental impact on a receiving environment that is not sensitive; and to incentivize and expedite desirable, compact development.

Sufficient detail in this MSDF is provided to allow for all land within the urban edges established for settlements within the municipal area to be approved as urban areas in terms of the National Environmental Management Act, 1998 (Act 107 of 1998). These urban areas will then be adopted by the competent authority (as defined in NEMA). This exercise to reconcile the urban edges and urban areas in this MSDF and DEADP must still take place.

6.8.3 Capital expenditure estimates

The capital estimates for the projects in Table 3 must be done once the projects are finalized as part of the MSDF proposals.

7. CONCLUSION

The MSDF presented in this report gives spatial expression to the service delivery and development agenda of Mossel Bay Municipality. It embraces the principles of SPLUMA and as such directs and guides development and management activities in the urban and rural areas in the Mossel Bay municipal area.

Public and stakeholder participation in the drafting of this MSDF, will ensure a compact between the Mossel Bay Municipality and the residents of the area on how the development and growth of Mossel Bay will be directed and managed. The vision, strategies and policies of this MSDF will guide decision-making associated with planning, resource allocation and implementation. This is the basis of good governance envisaged by SPLUMA.

IMPLEMENTATION FRAMEWORK TABLE 3

Table 3: Implementation framework

IMPLEMENTATION FRAMEWORK							TABLE 3
Parcel Number on SDF maps and figures	Development Type	Size (ha)	Approx Yield (households)	Municipal Bulk Infrastructure needed	Cost of Bulk Infrastructure needed (R)	Municipal Infrastructure Funding Source	Guide Document
1	Mix Medium Density Residential	25	250	Water		Bulk Contributions	NA
2	Mix Business, Mix Medium Density Residential, Social Facilities	5	50	Water		Bulk Contributions	NA
3	Mix Medium Density Residential	5	50	Water		Bulk Contributions	NA
4	Mix Business, Mix Medium Density Residential, Social Facilities	10	150	Water		Bulk Contributions	NA
5	Residential Estate, Mix Business, Mix Medium Density Residential, Retirement, Hotel, Flats	55	600	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions	Approved Development Paradise Coast
6	Residential Estate, Mix Business, Mix Medium Density Residential, Retirement, Hotel, Flats	120	900	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions	Approved Development Paradise Coast
7	Mix Medium Density Residential	2	50	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions	NA
8	Mix High Density Residential/Hotel	2	50	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions	Approved Development Rights
8a	Medium Density Residential	0,9	25	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions	NA
8b	Medium Density Residential	0,3	10	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions	NA
9	Industrial	1,8		Electricity, Water, Roads, Stormwater, Sewerage		Initial Mun Funding in terms of approved Bussiness Plan	NA

10	Industrial	18		Electricity, Water, Roads, Stormwater, Sewerage		Initial Mun Funding in terms of approved Bussness Plan	NA
11	Light Industrial, Race Track, Business Premises Recreation	33		Electricity, Water, Roads, Stormwater, Sewerage		Initial Mun Funding in terms of approved Business Plan	Motorsport Mecca Layout
12	Alternative Energy Production	33		Electricity		Initial Mun Funding in terms of approved Bussness Plan	NA
13	Industrial, Business, Alternative Energy	118		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions	NA
14	Industrial, Waste Disposal Site	200		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions	Approved Development Rights
15	Mix Use Medium to High Density, Business, Residential, Social Facilities	180	11615	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	Louis Fourie Corridor Precinct Plan
16	High Density Residential (UISP)	180	6077	Electricity, Water, Roads, Stormwater, Sewerage		Provincial Government	UISP Project Documents
17	Light Industrial, Commercial	7		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA
18	Light Industrial, Commercial	2		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA
19	High Density Residential, FLISP, Social Housing, BNG	10	800	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA
20	High Density Residential, FLISP, Social Housing, BNG	4	350	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA
21	Recreation, Conservation, Social Facility	0,2		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA
22	Mix Use Business, Light Industrial	0,6		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA

23	Restructuring: Institutional, Business, Social Facilities, Medium Density Residential	8	90	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA
24	Restructuring: Institutional, Business, Social Facilities, Medium Density Residential	10		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA
25	Restructuring: High Density Residential, Social Housing	1,8	180	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA
26	Restructuring: High Density Residential, Social Housing	0,9	90	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA
27	Restructuring: High Density Residential, Social Housing	2,5	250	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA
28	High Density Residential, FLISP, Social Housing, BNG	4	300	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector	NA
29	Light Industry Beehive	3		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Lease of Land, Private Sector, PPP	NA
30	Skills Development Node, Education, Business	2		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Lease of Land, Private Sector, PPP	NA
31	Restructuring: High Density Residential, Hotel	3		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector, PPP	NA
32	Restructuring: High Density Residential, Business, Public Transport	1	100	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Lease of Land, Private Sector, PPP	NA
33a	Restructuring: Medical related Facilities, Business, High Density Residential	40		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector, PPP	Da Nova Mediactal Precicnt Plan; Da Noval Medical Overlay Zone
33b	Restructuring: Touris related High Density Residential, Business, Recreation	40	100	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector, PPP	Mossel Bay CBD and Port Precicnt Plan
34	Restructuring: Waterfront, High Density Residential, Business, Commercial, Recreation	20	500	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Disposal of Land, Private Sector, PPP	Mossel Bay CBD and Port Precicnt Plan, Waterfront Concept Plan

35	Restructuring: Port, Transport , Transport/Fish related Industry, Waterfront, Recreation, High Density Residential	20		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, National Government, Private Sector, PPP	Mossel Bay CBD and Port Precinct Plan, Waterfront Concept Plan
36	Restructuring: Medium to High Residential, Commercial, Business, Light Industry	629	8000	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Aalwyndal Precinct Plan
37	Restructuring: Mix Use area	75		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
38	Restructuring: High Density Residential, Transport Infrastructure	8	250	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
39	High Density Residential, Storage, Transport Infrastructure	1	100	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
40	Medium Density Residential	20	300	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Development Approval
41	Medium Density Residential	60	400	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
42	Medium to High Density Residenatial	10	400	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Provincial Government	Development Approval
43	Light Industrial	2,5		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
44	Industrial	10		Electricity, Water		Bulk Contributions, Private Sector	NA
45	Restructuring: Medium to High Density Residential, Guest Lodge, Guest House	30		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
46	Restructuring: Medium Density Residential	0,3		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Development Approval
47	Restructuring, Transport Use, Container site for Port, Medium to High Density Residential, Light Industrial, Commercial	20		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, National Gov, Private Sector	NA
48							

49	Low to Medium Density Residential	250	500	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Development Approval
50	High Density Residential, Sport Facilities	5	350	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Hartenbos River Basin Precinct Plan
51	Medium Density Residential, Business, Commercial, Institutional	43	350	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Hartenbos River Basin Precinct Plan
52	Medium Density Residential	3	75	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Hartenbos River Basin Precinct Plan
53	Low to Medium Density Residential	371	1400	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Development Approval
54	Business, High Density Residential	1,8	100	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Hartenbos River Basin Precinct Plan
55	Restructuring: Tourism Node, Recreation, Events, Markets, Occational uses	16		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Hartenbos River Basin Precinct Plan
56	Medium to High Density Residential	4	60	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Provincial Government	KleinBrak River Floodline Determination
57	Restructuring: High Density Residential, Business, Hotel	3	100	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Provincial Government	KleinBrak River Floodline Determination
58	Business, Medium Density Residential, Commercial	3,5	80	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
59	Business, High Density Residential, Parking	0,8	30	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
60	Medium Density Residential	45	450	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Development Approvals
61	Medium to High Density Residential	3	300	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
62	Medium Density Residential	7	175	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Development Approvals

63	Business, Light Industrial, Mix Use, Medium Density Residential	16	60	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
64	Medium Density Residential	60	900	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	Development Approvals/NA
65	Medium Density Residential	1,2	50	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Provincial Government	NA
66	Restructuring: Community approved Project	4		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Municipal Budget, Private Sector, National Government	NA
67	Mix Use: Business, Light Industy	50		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
68	Medium Density Residential	45	600	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
69	Medium Density Residential	5	100	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
70	Resort: Caravan Park	4		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
71	Medium to High Density Residential	6	200	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Provincial Government	NA
72	Medium to High Density Residential (UISP)	5	250	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Provincial Government	NA
73	Medium to High Density Residential	1,5	75	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Provincial Government	NA
74	Restructuring: Business Node	2		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
75	Medium to High Density Residential	6	75	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA

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80	Medium to High Density Residential	33	400	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
81	Restructuring: Business Node	1		Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
82	Resort, Medium Density Residential	1,5	30	Electricity, Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
83	Restructuring: Business Node	0,8		Water, Roads, Stormwater, Sewerage		Bulk Contributions, Private Sector	NA
84	Medium to High Density Residential (UISP)	6,5	250	Water, Roads, Stormwater, Sewerage		Bulk Contributions, Provincial Government	NA
85	Community Facility, Market, Light Industry	2		Water, Roads, Sewerage		Bulk Contributions, Provincial Government	NA
86	Medium to High Density Residential (UISP)	4	150	Water, Roads, Stormwater, Sewerage		Bulk Contributions, Provincial Government	NA
87	Low Density Residential	1	10	Water, Roads, Sewerage		Bulk Contributions, Provincial Government	NA
88	Community Facility, Market			Water, Roads, Sewerage		Bulk Contributions, Provincial Government	NA
89	Medium Density Residential	4	50	Water, Roads, Sewerage		Bulk Contributions, Provincial Government	NA
90	Low Density Residential	7,5	40	Water, Roads, Sewerage		Bulk Contributions, Provincial Government	NA
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