

4.3

ERF 1494, LYNX ROAD, VERMONT, ERF 1496, LYNX ROAD, VERMONT AND ERF 2572, SIFFIE CRESCENT, VERMONT, OVERSTRAND MUNICIPAL AREA: APPLICATION FOR PHASING OF THE SUBDIVISION PLAN, SUBDIVISION, EXEMPTION OF SUBDIVISION / CONSOLIDATION, REZONING, CONSOLIDATION, DEPARTURE, ALLOCATION OF STREET NAMES AND NUMBERS AND THE ESTABLISHMENT OF A HOMEOWNER'S ASSOCIATION: WRAP PROJECT OFFICE ON BEHALF OF M CARSTENS, FRIKSTIENS (PTY) LTD AND P & PG STEERE

1494, 1496 & 2572 HVM (4882/2024)

H Olivier

(028) 313 8900

Hermanus Administration

27 November 2025

1. EXECUTIVE SUMMARY

An application has been received on 4 December 2024 from WRAP Project Office on behalf of M Carstens, Frikstiens (Pty) Ltd and P & PG Steere on Erven 1494, 1496 and 2572, Vermont respectively in terms of the Overstrand Municipality By-Law on Municipal Land Use Planning, 2020 (By-Law) for the following:

- ❖ **Phasing of the Subdivision Plan** in terms of Section 16(2)(k) of the By-Law to develop Erven 1494, 1496 and 2572, Vermont into two (2) phases.

Phase 1

Subdivision in terms of Section 16(2)(d) of the By-Law for the subdivision of **Erf 1494, Vermont** into two (2) portions namely Portion A ($\pm 10\,049\text{m}^2$) and the Remainder ($\pm 1865\text{m}^2$).

Exemption of Subdivision / Consolidation in terms of Section 26(1)(h)(v) of the By-Law to register a service and a right-of-way servitude over the **proposed Portion A (a Portion of Erf 1494, Vermont)** in favour of the Remainder for the provision of access and services during Phase 1 of the project.

Phase 2

Subdivision in terms of Section 16(2)(d) of the By-Law for subdivisions as follows:

- **Erf 2572, Vermont** into two (2) portions namely the Remainder ($\pm 8678\text{m}^2$) and Portion B ($\pm 511\text{m}^2$).
- **Erf 1496, Vermont** into two (2) portions namely the Remainder ($\pm 9489\text{m}^2$) and Portion C ($\pm 511\text{m}^2$).

Rezoning in terms of Section 16(2)(a) of the By-Law for rezoning as follows:

- **proposed Portion B (a portion of Erf 2572, Vermont)** from Residential Zone 1: Single Residential (SR1) to Transport Zone 2: Roads and Parking (TR2B).
- **proposed Portion C (a portion of Erf 1496, Vermont)** from Residential Zone 1: Single Residential (SR1) to Transport Zone 2: Roads and Parking (TR2B).

Rezoning and Subdivision in terms of Section 16(2)(a) and Section 16(2)(d) of the By-Law for the rezoning of **proposed Portion A (a portion of Erf 1494, Vermont)** from Residential Zone 1: Single Residential (SR1) to Subdivisional Area (SA), and the subdivision to create the following:

- Portions 1 – 8:
Residential Zone 1: Single Residential (SR1) erven,
- Portions 9 – 16:
General Residential Zone 1: Town Housing (GR1) erven,
- Portion 17:
Open Space Zone 2: Public Open Space (OS2) erf; and
- Portions 18 - 19:
Transport Zone 2: Road and Parking (TR2B) erven.

Consolidation in terms of Section 16(2)(e) of the By-Law to consolidate Portion B (a portion of Erf 2572, Vermont) and Portion C (a portion of Erf 1496, Vermont) with Portion 19 (a portion of Portion A of Erf 1494, Vermont) to create a new road portion (Cork Oak Street) of $\pm 1555\text{m}^2$ in extent.

Departure in terms of Section 16(2)(b) of the By-Law to relax the following building lines to accommodate the proposed new dwelling units:

- Portion 9:
3m rear building line to 1m.
- Portion 10:
3m rear building line to 1m.
- Portion 12:
3m rear building line to 1m.
- Portion 13:
3m lateral building line to 1m.

Allocation of Street Name and Numbers in terms of Section 96 of the By-Law to allocate street names (*Lilium and Cork Oak Streets*) and numbers.

Establishment of a Homeowner's Association in terms of Section 31 of the By-Law to establish a homeowner's association (*not applicable to the Remainder of Erf 1494 Vermont*).

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

2. DECISION AUTHORITY

Municipal Planning Tribunal

3. BACKGROUND / SITE HISTORY

The properties are situated in Vermont, west of Lynx Road. The properties are all zoned Residential Zone 1 and situated in a residential area with a mix of Single Residential and Group Housing developments.

Erf 2572 and Remainder Erf 1496 is vacant, whilst there is an existing dwelling on the southwestern corner of Erf 1494.

4. SUMMARY OF APPLICANT'S MOTIVATION

THE APPLICATION IS MOTIVATED AS FOLLOWS:

- ❖ The application is to develop Erf 1494 into nine (9) Single Residential Erven, eight (8) Group Housing units, a public road and public open space. Panhandle Portions of Erven 2572 and Remainder of Erf 1496 is included to create a public access road to provide access to the new development, and future developments of Erf 2752 and Remainder Erf 1496.
- ❖ Two (2) new roads will be created, and one will obtain access from Lynx Road.
- ❖ The application was submitted into two (2) phases.

In Phase 1 Erf 1494 will be subdivided to subdivide the existing dwelling from the development and registering a temporary access servitude up to Lynx Road to ensure access.

In Phase 2 the larger portion of Erf 1494 and portions of the panhandles of Erven 2572 and Remainder Erf 1496 will be consolidated and subdivided to create the development mentioned in bullet point 1.

- ❖ The group housing sites has very limiting 3m building lines where they are adjacent to the new Residential Zone I Erven and the existing dwellings new erf boundary. Relaxation of four of the group housing erven building lines are applied for to be relaxed to 1m.
- ❖ A Homeowner's Association will be created for the sixteen (16) new erven.
- ❖ It is recommended that the new street from Lynx Road be named Cork Oak Street, and the street running parallel with Lynx Road be named Liliun Street.
- ❖ The development will be in line with the *status quo* for this area.
- ❖ There is a condition in the Title Deed that stipulates that the properties can only be subdivided with the approval of Overberg Regional Services Council, that authority now vests with Overstrand Municipality since 2000.
- ❖ A Notice of Intent was submitted to Heritage Western Cape, and they support the application.
- ❖ Electricity can be obtained from Eskom's network.

- ❖ There is existing Municipal water and sewerage network to link into. A GLS report was obtained which indicated there are sufficient sewerage and water capacity for the development.
- ❖ Municipal trucks will collect solid waste.
- ❖ Access and egress will be via Lynx Road and the two new roads that will be constructed.
- ❖ Lornay Environmental Consulting was appointed to do a NEMA applicability checklist.

Need and desirability

- ❖ Will have a positive socio-economic impact with extra income for the municipality and more housing opportunities.
- ❖ Will be compatible with surrounding developments.
- ❖ Will not negatively impact the safety, health and wellbeing of the surrounding community and will create more opportunities.
- ❖ No impact on Heritage.

Impact on views, sunlight and character of the area

- ❖ Will not impact views as it will be in line with OMLUS.
- ❖ Will not impact sunlight.
- ❖ The development will be developed in line with surrounding developments and will align with the overall aesthetic appeal.

Economic Impact

- ❖ Will create jobs during construction.
- ❖ Will in future provide additional rates and taxes.
- ❖ More residents will spend more money in the local economy.

HPOZ

- ❖ Falls in a significant landscape but will not have a negative impact.

SDF, 2020

- ❖ Falls in an existing urban area where densification is accommodated.

Overstrand Growth Management Strategy, 2010

- ❖ Is situated in a Status Quo area.
- ❖ The proposed development aligns with surrounding developments.

Planning Principles

- ❖ **Spatial Justice** - Will not contribute to apartheid-era spatial development imbalances.
- ❖ **Spatial Sustainability and Efficiency** – Will have short term and long term positive economic impact and will reduce urban sprawl.
- ❖ **Spatial Resilience** – Not in conflict with any spatial planning policies.

- ❖ **Good Administration** – Overstrand Municipality do a good public participation process.

5. ADMINISTRATIVE COMPLIANCE

Methods of advertising		Date published	Closing date for comments
Local newspaper	YES	19 June 2025	25 July 2025
Email notices & notice board	Yes	19 June 2025	25 July 2025
Internal departments	Yes	19 June 2025	25 July 2025
Ward councillor	Yes	19 June 2025	25 July 2025
Total comments	TWO (2)		
Total letters of support	TWO (2)		
Was public participation undertaken in accordance with Section 45 - 49 of the Proposed Draft By-Law on Municipal Land Use Planning?			Yes
Was the application processed correctly (if no, elaborate below):			Yes
Is the proposal consistent with the principles referred to in Chapter 2 of SPLUMA and Chapter VI of LUPA? (can be elaborated further below)			Yes



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

Name	Date received	Summary of comments
Services Report	28/11/2025	See Annexure F.
Western Cape Government: DEADP (Environmental)	16/07/2025	See Annexure G.
Heritage Western Cape	15/10/2025	See Annexure H.
Telkom	01/10/2025	See Annexure I.
Building Control Department	26/06/2025	No objection
Municipal Environmental Department	12/08/2025	No objection.
Fire Department	26/06/2025	No objection

7. SUMMARY OF COMMENTS RECEIVED DURING PUBLIC PARTICIPATION

The application was duly advertised in the local newspaper. Notices were e-mailed to surrounding residents in the area and the Vermont Ratepayers Association. A notice board was also placed on-site by the applicant's consultant.

In the public participation process two (2) letters of objection and two (2) letters of no-objection were received from the following parties:

-  *Dr J van Vollenhoven*
-  *P Verhoef*
-  *A Kohler*
-  *J Hudson*

The applicant was provided with an opportunity to respond to the objections received. The objections and support letters are attached as Annexure D and the applicant's response are attached as Annexure E respectively.

The objections, the applicant's response and the Municipal Town Planners response thereon can be summarized as follows:

OBJECTION 1 – TRAFFIC CONCERNS

A traffic study must be done of the traffic from the R43 to Lynx Road.

Morning and afternoon traffic is dangerous, and traffic will have to slow down at the s-curve.

Traffic issue must be addressed as part of this application process.

APPLICANT'S RESPONSE

The access design off Lynx Road was done by a qualified Civil Engineer and there are sufficient sightlines and view corridors to ensure safe vehicle movement.

The municipality can utilize the bulk services levies to place traffic calming measures in Lynx Road; this will address the concerns.

TOWN PLANNER'S RESPONSE

The comments are noted.

There was further consultation with the Engineering Department, and their comments were as follows:

- *“The Infrastructure Services Directorate is satisfied that Lynx Avenue complies with the engineering standards and norms.*
- *All accesses on Lynx Avenue are planned and designed to optimize access spacing and distribute traffic evenly. Where necessary smallholding accesses are closed or traffic strategically rerouted when densification takes place.*
- *Lynx Avenue is a higher order road, and the higher operation speeds are normally to be expected.*
- *A formal traffic study is not required at this stage. There is no justification for the cost involved which could be substantially above the available bulk levy funding.*
- *The Directorate supports most of the comment by the applicant, except the comments on a possible traffic study.*

- *The applicant will appoint a civil engineer that consult with the municipality with regards to the engineering standards, sight lines, etc. for the proposed development.”*

Considering the above, the concerns about traffic have been addressed.

OBJECTION 2 – ACCESS CONCERNS TO FUTURE DEVELOPMENTS

Where will Erf 2631 gain access to Lynx Avenue, from Cork Road or Koekoek Street?

There will be cost involved changing the boundary wall of Fraaigelegen Estate.

APPLICANT’S RESPONSE

This development will not affect the access arrangements to Erf 2631, Vermont, as there is a right-of-way servitude from the Lynx Road to the erf. There is however a right-of-way servitude from Koekoek Street to Erf 2631.

The future development of Erf 1496 could obtain access from Koekoek Street or the new proposed Cork Street.

TOWN PLANNER’S RESPONSE

The comment of the applicant is noted.

The owner of Erf 2631 does have the right to obtain access from Koekoek Street as it is a Public Road. In the 2023 subdivision approval of Erf 1496 to create Erf 2631 it clearly shows that a right-of-way and services servitude must be registered from Koekoek Street to Erf 2631.

If a wall has been constructed it will have to be removed for future traffic to use this road. The wall also will be situated on Municipal land, and not on the land owned by the Homeowners Association.

It however has no relevance on this application.

8. SUMMARY OF APPLICANT’S REPLY TO COMMENTS

See Paragraph 7 above.

9. MUNICIPAL ASSESSMENT OF COMMENTS

See Paragraph 7 above.

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

10.1 Background

N/A

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

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

The objectives relating to:

Spatial Justice

N/A

Spatial Sustainability

The proposed development allows for easy access to Hermanus and local amenities. By providing more housing options in a desired location it will also promote sustainable urban growth and reduce the need for urban sprawl. This can lead to the preservation of natural areas outside of the urban edge.

Efficiency

The development aims to unlock the full potential of the subject property. The development will have a short- and long-term economic impact on the surrounding area and the Overstrand Municipality, including the creation of construction jobs and additional rates and taxes payable to the municipality.

Spatial Resilience

The proposal is not in conflict with any spatial planning policies or other Overstrand Municipality regulations.

Good Administration

The Overstrand has a credible track record of good administration regarding the method of public participation. Public participation forms an integral part of land use planning process.

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

N/A

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

Consistent with the Overstrand Municipality 2020 Spatial Development Framework earmarking this area for urban development.

In terms of the Overstrand Municipality Growth Management Strategy, 2010 a guideline document, the area is earmarked for Status Quo. This area has been developed with developments of single residential erven with group housing pockets. The development is in line with the Status Quo.

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

N/A

10.6 Impact on Municipal Engineering Services

The area is fully serviced, and the Engineering Services Department supports the development.

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

N/A

10.8 Existing and proposed zoning comparisons and considerations

The new proposal will still be in line with the Overstrand Zoning Scheme.

11. ADDITIONAL PLANNING EVALUATION FOR REMOVAL OF RESTRICTIONS

N/A

12. THE DESIRABILITY OF THE PROPOSAL

There are residences on Erven 1494 and 2572, Vermont. It is the intent of the property owners to develop Erf 1494 with a residential development but also included portions of the panhandles of Erven 1496 and 2572, Vermont respectively to ensure proper access to the new development and for future developments on Erven 1496 and 2572.

Phase 1

Erf 1494 measures 1,1914ha in extend, and the proposal is to firstly subdivide the plot as a first phase into a Remainder (0,1865ha) to accommodate the existing dwelling, and a Portion A (1,0049ha), that will be earmarked for further development. A 5m wide right-of-way servitude will be registered over the southern portion of Portion A, to provide temporary access to the Remainder.

Phase 2

As a second phase, the panhandle portions of Erf 2572 and 1496 will be subdivided and consolidated with a portion of Portion A of Erf 1494. Erf 2572 measures 1,0ha and 511m² will be subdivided off, and Erf 1496 measures 0,9189ha and 511m² will be subdivided off the erf. These small portions will then be consolidated with a 5m wide portion of Portion A of Erf 1494, to create the main entrance road that will serve the future developments on Erven 1494, 1496 and 2572. The afore-mentioned portions will be rezoned to public road purposes.

In this phase Portion A of Erf 1494 will be further subdivided and rezoned into eight (8) Residential Zone 1 erven, eight (8) Group Housing erven, a Public Road portion and a Public Open Space portion. A road will be created parallel with Lynx Road serving most of the erven, with 2 erven obtaining access from the new road flowing directly from Lynx Road.

The single residential erven will be larger than 600m², and group housing erven larger than 350m², and is in line with the erf sizes of surrounding developments.

The public open space will be more than 5% of the development's footprint.

Due to the small size of the Group Housing erven and the fact that they have 3m street building lines and 3m building lines to erven with a different zoning, application is also made to relax such building lines for four (4) of the new proposed erven. The building lines to be relax from 3m to 1m will be next to the boundary of the new proposed erf for the Remainder with the existing dwelling, and one other new single residential erf within the development. No surrounding property owners will be negatively impacted. These kinds of relaxations were also supported for other similar applications, to ensure proper development can be done on the erven. The relaxations can thus be supported.

The development will have Architectural Guidelines to ensure that the houses have a specific style. A Homeowners Association (HOA) will be created to manage the development. Application is also made to establish a HOA.

Application was also made to allocate new street names for the new streets. The entrance road off Lynx Road will be named Cork Oak Street, whilst the road that will run parallel with Lynx Road will be named Liliun Street.

The development is in line with the densification strategy of the area by filling in remaining space.

Notifications were sent out to the surrounding neighbours with two (2) property owners supporting the development and two (2) property owners having concerns with the development in relation to traffic impact in Lynx Road and future road planning.

The objections were addressed earlier in this report (Point 7), and the Engineering Services Department also provided a comprehensive response to the possible traffic impact and concerns about Lynx Road. It is their opinion that the road infrastructure is sufficient to carry the additional traffic.

The concern about if Koekoek Street will in future be extended is not relevant at this stage and will have to be addressed in the future planning of the development of the Remainder of Erf 1496.

The application was circulated to all relevant Municipal and State divisions/departments, and no objections were received. The application was circulated to Western Cape Government: DEADP (Environmental) and Heritage Western Cape, and they indicated that no applications were triggered.

The application is in line with the policy documents. The Municipal SDF, 2020 earmark this area for Urban Development. The Overstrand Municipality Growth Management Strategy, 2010, a guideline document, earmarks this area for *status quo*.

The application is in line with the Planning Principles, in that it will reduce urban sprawl and be efficient and that existing services will be used more efficiently, and additional rates and taxes will be paid to the Municipality.

Considering the above, the application will not have a negative impact on the character of the area, or the surrounding property owners.

The application can be supported as it is desirable.

13. RECOMMENDATION

1. that the objections be noted.

Phase 1

2. that the application in terms of Section 16(2)(d) of the By-Law for the subdivision of Erf 1494, Vermont into two (2) portions, namely portion A (approximately 10 049m²) and a Remainder (approximately 1865m²), **be approved** in terms of the provisions of Section 61 of the By-Law.
3. that the application in terms of Section 16(1)(h)(v) of the By-Law for Exemption of Subdivision to register a service and right-of-way servitude over the proposed Portion A (a portion of Erf 1494, Vermont) in favour of the Remainder for the provision of access and services during Phase 1 of the project, **be approved** in terms of the provisions of Section 61 of the By-Law.

Phase 2

4. that the application in terms of Section 16(2)(d) of the By-Law for Subdivision as follows:
 - ❖ Erf 2572 Vermont into 2 portions namely the Remainder (approximately 8678m²) and Portion B (approximately 511m²), and
 - ❖ Erf 1496, Vermont into two portions namely the Remainder (approximately 9498m² and Portion C (approximately 511m²),

be approved in terms of the provisions of Section 61 of the By-Law.
5. that the application in terms of section 16(2)(a) of the By-Law for the rezoning for the following:
 - ❖ Proposed Portion B (A portion of Erf 2572, Vermont) from Residential Zone 1 : Single Residential (SR1) to Transport Zone 2: Roads and Parking (TR2B), and
 - ❖ Proposed Portion C (a Portion of Erf 1496, Vermont from Residential Zone 1: Single Residential (SR1) to Transport Zone 2: Roads and Parking (TR2B);

be approved in terms of the provisions of Section 61 of the By-Law.
6. that the application in terms of Section 16(2)(a) and Section 16(2)(d) for Rezoning and Subdivision of proposed Portion A (a Portion of Erf 1491, Vermont from Residential Zone 1: Single Residential (SR 1) to Subdivisional Area (SA), and the subdivision to create;
 - ❖ Portions 1 – 8:
Residential Zone 1: Single Residential (SR 1) erven;
 - ❖ Portions 9-16:
General Residential Zone 1: Town Housing (GR 1) erven;

- ❖ Portion 17:
Open Space Zone 2: Public Open Space (OS2) erf, and
- ❖ Portions 18-19:
Transport Zone 2(Road and Parking (TR2B)) erven;

be approved in terms of the provisions of Section 61 of the By-Law.

7. that the application in terms of Section 16(2)(e) of the By-Law to Consolidate Portion B, a Portion of Erf 2572, Vermont and Portion C, a Portion of Erf 1494, Vermont with Portion 19, a Portion of Portion A of Erf 1494, Vermont to create a new road portion (Cork Oak Street) of 1555m² in extent, **be approved** in terms of the provisions of Section 61 of the By-Law.
8. that the application in terms of Section 16(2)(d) of the By-Law for departure to relax the following building lines to accommodate the proposed new dwelling units:
 - ❖ Portion 9:
3m rear building line to 1m;
 - ❖ Portion 10:
3m rear building line to 1m;
 - ❖ Portion 12:
3m rear building line to 1m, and
 - ❖ Portion 13:
3m lateral building line to 1m;

be approved in terms of the provisions of Section 61 of the By-Law.

9. that the approvals in points 2 - 8 above be subject to the following conditions in terms of Section 61 of the By-Law:
 - (a) that approval is for the development and phasing as indicated on Plan numbers 2.130(002) Plan 4, 24.139 (002) Plan 6. 24.130 (003) Plan 8.1, 24.130(003) Plan 8.2, 24.130(001) Plan 9, 24.130 (003) Plan 10 and 24.130 (002) Plan 11 dated 24/04/2025, submitted with this application;
 - (b) that a minimum of 2 (two) parking bays be provided on each erf, to municipal standards and satisfaction;
 - (c) that the approval does not absolve the owner/applicant from compliance with any other relevant legislation;
 - (d) that all other development parameters as prescribed in the relevant Land Use Scheme be complied with;
 - (e) that the Architectural Design Guidelines in line with Land Scheme parameters, incorporating the building line Departures be submitted for Phase 2 of the development to address the style of the houses (Cape Vernacular) that will be constructed, to the satisfaction of the Building

Control department;

- (f) that building plans be submitted for all new buildings to the Building Control Department for approval, and that all conditions of the Building Control and Fire Departments be complied with at that stage;
 - (g) that all conditions in the Services Report (attached as Annexure F), be complied with;
 - (h) that a Homeowners Association be established for Phase 2 of the development with compulsory membership for all property owners within the development;
 - (i) that the Constitution of the Homeowners Association for Phase 2 be submitted for approval by the Municipality (which reserves the right to impose conditions in this regard), and that the following aspects inter alia be addressed in this document:
 - the approval of building plans by an “estate architect” prior to submission thereof the Municipality, and
 - that the Constitution clarifies at what stage the responsibility would be transferred from the developer to the Homeowners Association to deal with approval of plans.
10. that the application in terms of Section 96 of the Overstrand Municipality Amendment By-Law on Land Use Planning, 2020 for the allocation of a street names (*Lilium and Cork Oak Streets*) and numbers, **be approved** in terms of the provisions of Section 61 of the By-Law;
11. that the application in terms of Section 16(2)(k) of the By-Law for the Phasing of the subdivision (as indicated above), to accommodate a development of Erven 1494, 1496 and 2572, Vermont in two phases, **be approved**, in terms of the provisions of Section 61;
12. that the following comments be noted:
- ❖ Western Cape Government: DEADP (Environmental) (see Annexure G);
 - ❖ Heritage Western Cape (see Annexure H), and
 - ❖ Telkom (see Annexure I).
13. that the applicant and persons who commented be notified of their right of appeal in terms of Section 78 of the Overstrand Municipality Amendment By-Law on Land Use Planning, 2020 with regard to the above decisions.

14. REASONS FOR RECOMMENDATION

- ❖ The objections received regarding impact on road infrastructure and traffic were addressed by the applicant and the municipal engineering branch, who supports the application.
- ❖ The street names are in keeping with the surrounding street names.
- ❖ All relevant state and municipal departments support the application.
- ❖ The application will not have a negative effect on the surrounding area, and the development is in line with the surrounding type of developments,

- ❖ The Municipal SDF, 2020 earmarks the area for Urban Development.
- ❖ The Overstrand Municipality Growth Management Strategy, 2010 earmarks this area as status quo, and the area is developed with similar developments with single residential erven with group housing pockets, all linked with public roads and public open spaces.
- ❖ The application is in line with the Planning Principles as it will be sustainable as it would help reduce urban sprawl, and efficient as existing infrastructure will be used more efficiently and the Municipality will obtain additional rates and taxes.

15. ANNEXURES

Annexure A:	Locality Plan
Annexure B:	Motivation Report
Annexure C:	Phasing / Subdivision / Site Development Plans
Annexure D:	Objections received
Annexure E:	Applicant's response on objections
Annexure F:	Engineering Services Report
Annexure G:	Comments: Western Cape Government: DEADP (Environmental)
Annexure H:	Comments: Heritage Western Cape
Annexure I:	Comments: Telkom
Annexure J:	Comments: Municipal Environmental Branch

SIGNATURES**AUTHOR:**Name: **HENK OLIVIER**SACPLAN Reg No: **B/8128/2004**

Signature: _____

Date: _____

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

Signature: _____

Date: _____

1. Locality Plan

Erf 1494, Remainder of Erf 1496 and Erf 2572 - Vermont



Subject properties

Plan prepared by: Thian Jansen

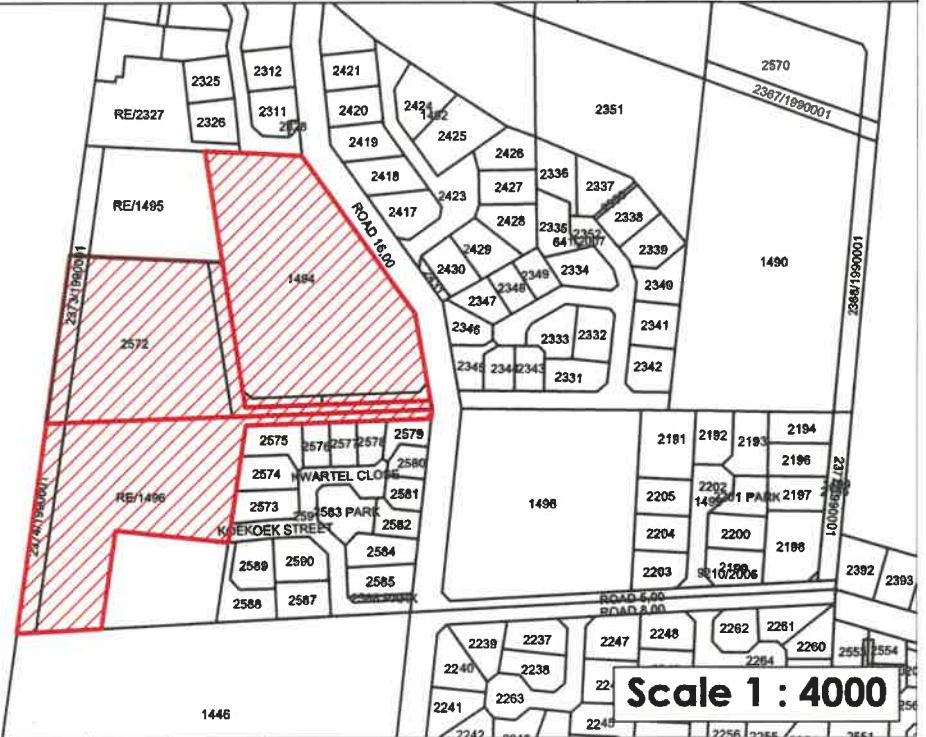
Tel: 028 313 1411

Email: admin@wrapgroup.co.za

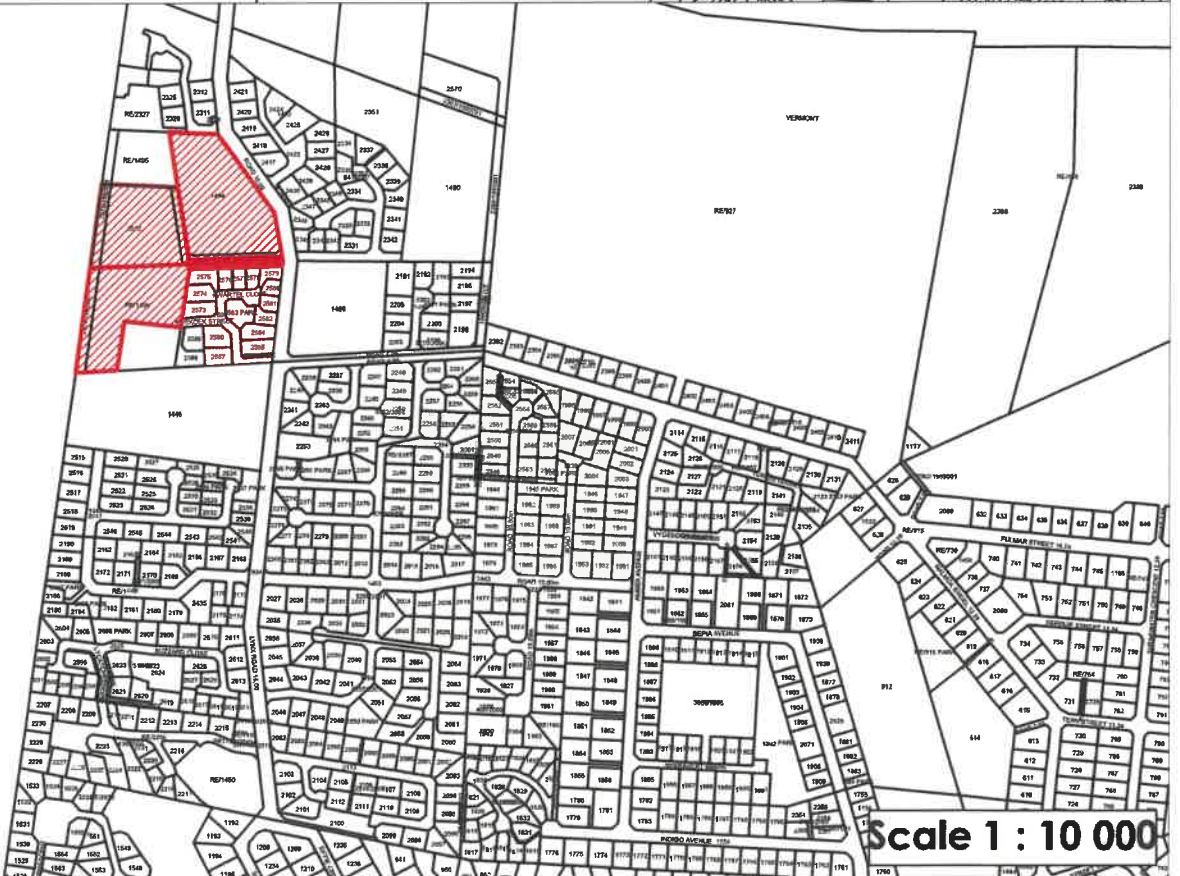
Unit B, Standard House,
Corner of Royal and Dirkie Uys
Street Hermanus, 7200



Project Office
www.wrapgroup.co.za



Scale 1 : 4000



Scale 1 : 10 000

2. Aerial Plan
Erf 1494, Remainder of Erf
1496 and Erf 2572 - Vermont



Plan prepared by: Veronica Jansen

All distances are approximate
and subject to a survey

Tel: 028 313 1411

Email: admin@wrapgroup.co.za

Unit B, Standard House,
Corner of Royal and Dirkie Uys
Street Hermanus, 7200



Project Office
Town Planning & Project Management



MOTIVATION

1 ABBREVIATIONS

OM	Overstrand Municipality
OMLUS	Overstrand Municipality Land Use Scheme, 2020
BY-LAW	Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020.
PSDF	Western Cape Provincial Spatial Development Framework, 2014
OMSDF	Overstrand Municipality Spatial Development Framework, 2020

2 PROPERTY DETAILS

Erf Number	Erf 1494, Vermont
Extent	1,1914 ha
Current zoning	Residential Zone 1: Single Residential
Owners	Maryka Carstens (Refer to Annexure A for the Power of Attorney).

Erf Number	Remainder of Erf 1496, Vermont
Extent	1,0 ha
Current zoning	Residential Zone 1: Single Residential
Owners	Frikstiens (Pty) Ltd (Refer to Annexure A for the Power of Attorney).

Erf Number	Erf 2572, Vermont
Extent	9189m ²
Current zoning	Residential Zone 1: Single Residential
Owners	Peter Graham Steere & Petro Steere (Refer to Annexure A for the Power of Attorney).

3 BACKGROUND AND INTENT

This property, situated adjacent Lynx Avenue, presents an exceptional opportunity for a residential development in Vermont. Vermont is a coastal suburb, bordering Onrustrivier and conveniently located near Hermanus. Nestled between scenic mountains and the ocean, Vermont boasts abundant birdlife, including the frequented presence of flamingos in the salt pan that fills after rainfall. Furthermore, the area features a charming rock pool, green spaces, and a coastal pathway.

Erf 1494 Vermont is proposed to be developed into a residential development, accessible via internal Vermont public roads. This property has been owned by the property owner since 2023. After approval of this application, a developer will take ownership and wishes to utilise the available space to accommodate a new residential development within its boundaries while maintaining the existing dwelling on the subject property.

The owners of Erf 1494, the Remainder of Erf 1496 and Erf 2572 Vermont agreed to contribute 1/3 each of the extent of the proposed access road that will provide access to the subject development of Erf 1494 Vermont and any future development on the Remainder of Erf 1496 and Erf 2527 Vermont.



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Figure 1: Locality the subject properties

Given its extent, the proposed development can be developed to ensure a superior quality of living for its future residents. Notably, this project is expected not only to foster economic growth in the Vermont area but also to address the escalating demand for housing in the Overstrand region as the population continues to grow in the foreseeable future.

4 PROCESS AND PROCEDURE TO ACHIEVE THE PROPERTY OWNER'S INTENT

a. PROJECT SUMMARY

Erf 1494 Vermont (hereafter referred to as the subject property) has an extent of 1,1914ha (Refer to **Plan 1 – Locality Plan**) and is currently zoned as Residential Zone 1: Single Residential. The subject property has been identified as a suitable densification development area.

This proposed development will consist of the following:

- 9 Single Residential erven;
- 8 General Residential erven;
- 1 Public Open Space; and
- 2 Public Roads.

The subject property is undeveloped at present but has one residential dwelling situated thereon which will be retained as part of the development. The existing dwelling currently gains access from Lynx Avenue but will be changed to the new proposed, Cork Oak Street once the development is approved. The proposal is for a new entrance for the proposed development (and existing dwelling) to align with Blue Crane Road and simultaneously connecting the proposed entrance road with the neighbouring property's right of way servitude situated south of the property as illustrated in **Figure 2** to ensure smooth traffic flow.



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This new road will be constructed using three sections of the three properties to ensure the accessibility to these developments are secured and aligned with future development trends.

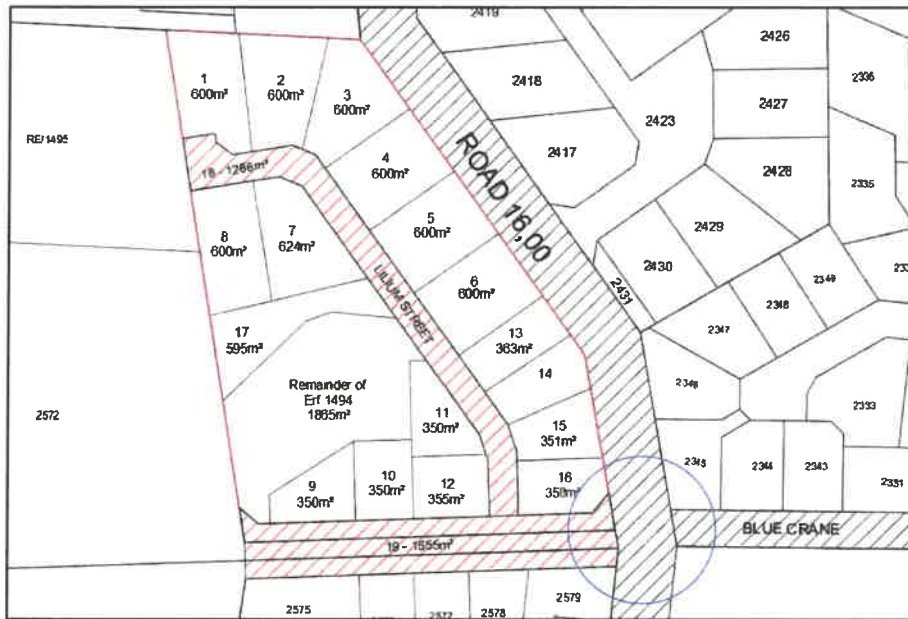


Figure 2: Proposed location of the new entrance road

The intention is to develop Erf 1494 Vermont to increase the residential yield and provide a scarce and valuable residential product for an under-pressure housing market. The percentage of each component of the subject development, after completion of the proposed subdivision is summarised in **Table 1**:

Table 1: Percentage of each component			
Legend Colour	Zoning	Size (m ²)	Percentage
	Open Space Zone 2: Public Open Space	595	5,00%
	Residential Zone 1: Single Residential	6689	56,14%
	General Residential Zone 1: Town Housing	2831	23,76%
	Transport Zone 2: Road and Parking	1799 (Roads created from portions of Erf 1494)	15,1%
Total		11914m ²	100,00%

The rezoning and subdivision of the subject property will follow the current development trend of Vermont by introducing a mixture of smaller, more affordable type of residential opportunity into the housing market while also catering for the standard development size properties.



b. LAND DEVELOPMENT APPROVAL REQUIRED

4.2.1 Phasing of the proposal

Phasing of the plan of subdivision in terms of Section 16(2)(k) into Phases 1 and 2. The proposal is for the development to be phased as follow:

Phase 1:

- **Subdivision** of Erf 1494, Vermont into two portions, the Remainder, $\pm 1865\text{m}^2$ and Portion A, $\pm 10\,049\text{m}^2$. The current owner will retain the portion with the existing dwelling and wants to sell the proposed subdivided portion (Portion A) to the developer.
- The Remainder will not form part of the Home Owners Association.

(Refer to **Plan 4 – Subdivision Plan (Phase 1)**)
- Exemption for services and the right of way servitude in terms of Section 26 of the By-Law to provide access and services to the Remainder portion over the proposed Portion A.

Phase 2:

- **Rezoning** of the subdivided Portion A, from Residential Zone 1: Single Residential to Subdivisional Area Zone (SA); (Refer to **Plan 5: Proposed Zoning Plan**)
- **Subdivision** of Erf 2572, Vermont into Two Portions, Portion B, $\pm 511\text{m}^2$ and the Remainder, $\pm 8\,678\text{m}^2$; (Refer to **Plan 6 – Subdivision Plan (Phase 2)**)
- **Subdivision** of the Remainder of Erf 1496, Vermont into two portions, Portion C, $\pm 511\text{m}^2$ the Remainder, $\pm 9\,489\text{m}^2$; (Refer to **Plan 6 – Subdivision Plan (Phase 2)**)
- **Rezoning** of the subdivided Portion B and C, from Residential Zone 1: Single Residential to Transport Zone 1: Transport Usage; (Refer to **Plan 7 – Proposed Zoning Plan (Phase 2)**)
- **Subdivision** of the subdivided Portion A into eight (8) Residential Zone 1: Single Residential (SR1) erven, eight (8) General Residential Zone 1: Town Housing (GR1) erven, one (1) Open Space Zone 2: Public Open Space (OS2) erf and two (2) Transport Zone 2: Road and Parking (TR2) erf; and (Refer to **Plan 8 – Proposed Subdivision Plan (Phase 2)**)
- **Consolidation** of Portion 19 (a Portion of Erf 1496 Vermont), Portion B (a Portion of Erf 2572 Vermont) and Portion C (a Portion of The Remainder of Erf 1496 Vermont) to create Portion D, a consolidated Erf ($\pm 15\,555\text{m}^2$). (Refer to **Plan 9 – Proposed Consolidation Plan (Phase 2)**)

Note that the services and right of way servitude as per phase 1 will be cancelled as the new (Consolidated Portion D) Transport Zone 2: Road and Parking (TR2) erf will be established.

4.2.2 Density

The OMSDF contains calculations on the projected population growth for the Greater Hermanus area at different occasions in the past and the most recent calculation included projections up until 2031. It is however difficult to determine the individual need of Vermont



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from this information. The OMSDF states that the methodology used to calculate the population growth were based on the Statistics South Africa Census, 2011 and a 2016 community survey, which was used as the baseline population in 2016 (OMSDF, p28).

Tables 2 and 3 on the following page indicate the total number of dwelling units that the entire Overstrand Municipality area will require in conjunction with the number of additional developable land required. The difference between Table 2 and 3 is the density being proposed. The higher the density, the less land is required.

Year	Overstrand Municipality Area	
	Total dwelling units (du) required	Estimated land area required
2011	6679	446
2016	9198	613
2021	12 231	815
2026	15 627	1042
2031	19 278	1285

Based on information obtained from the OMSDF (OMSDF, p28)

Year	Overstrand Municipality Area	
	Total dwelling units (du) required	Estimated land area required
2011	6679	336
2016	9198	460
2021	12 231	612
2026	15 627	781
2031	19 278	964

Based on information obtained within the OMSDF (OMSDF, p28)

No additional land was included into the urban edge within the Hermanus West area when the 2020 OMSDF was reviewed, which means that densification was proposed to occur within the existing urban edge. Vermont, Onrustrivier and Sandbaai is considered as part of the Hermanus West area. The proposed development will have a density of approximately 15,29 dwelling units per ha, maximising on the allowable density and aligning with the proposed density that requires less land for development as identified in Table 3.



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The proposed development will introduce 16 new residential properties, refer to *Figure 3*:

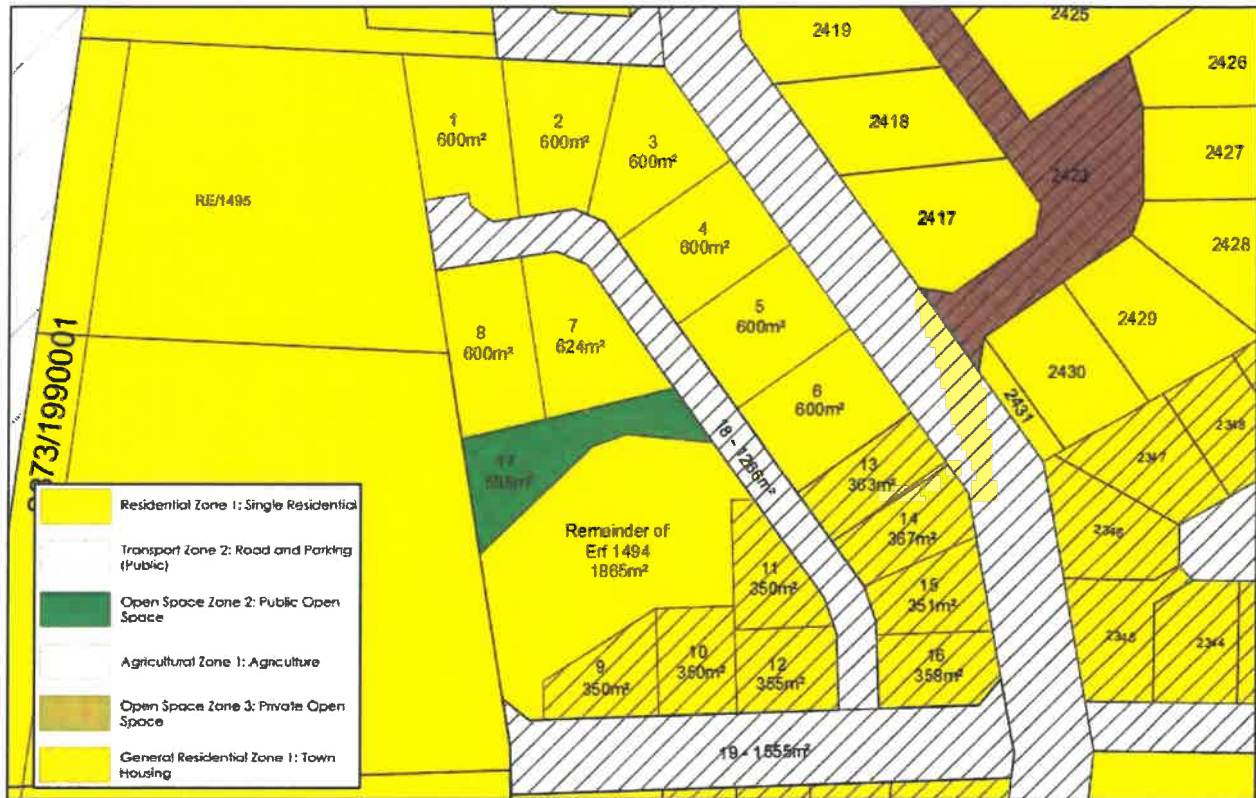


Figure 3: Proposed Development

4.2.3 Layout & Design

The layout of the development (Refer to **Plans 8.1 & 8.2 for the Subdivision Plan**) follows the shape of the property as well as a specific placement of the open space to ensure that the open space is easily accessible to all residents in the surrounding area.

The layout was designed to ensure that the development fits into the surrounding area's development framework while also creating efficient, easily accessible developable properties by also considering future development in the immediate area. The main determining factor of the development was the road placement to ensure the development interlinks seamlessly with the existing Lynx Avenue and Blue Crane Road. The proposal aims to allow each property to accommodate a free-standing dwelling unit with front and back gardens offering views of the mountains, while also being relatively close to the open space. The proposed open space will be functional, landscaped, and open to the public for enjoyment. The existing dwelling subdivided in Phase 1 will not form part of the development.

The proposed development will be modelled in line with the approved adjacent development and will resemble the architectural elements implemented in the development. Refer to **Plan 10 – Draft Development Plan & Annexure C – Design Guidelines**.



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4.2.4 Building Line Encroachments

The proposal to allow the proposed properties to be developed with functional and usable dwelling units requires some of the smaller townhouse properties to apply for permanent departure of the building lines:

- Permanent departure in terms of Section 16(b) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020.

Building lines on the perimeter of a town housing development is 3,0m, the proposal is to allow the properties that are zoned General Residential Zone 1: Town Housing, that are adjacent to Residential Zone 1: Single Residential be allowed to be located 1,0m from the perimeter of the town house properties. This departure will be applicable to all of the General Residential Zone 1: Town Housing properties.

The figure below illustrates the proposed boundaries that are affected by the 3,0m perimeter building line.

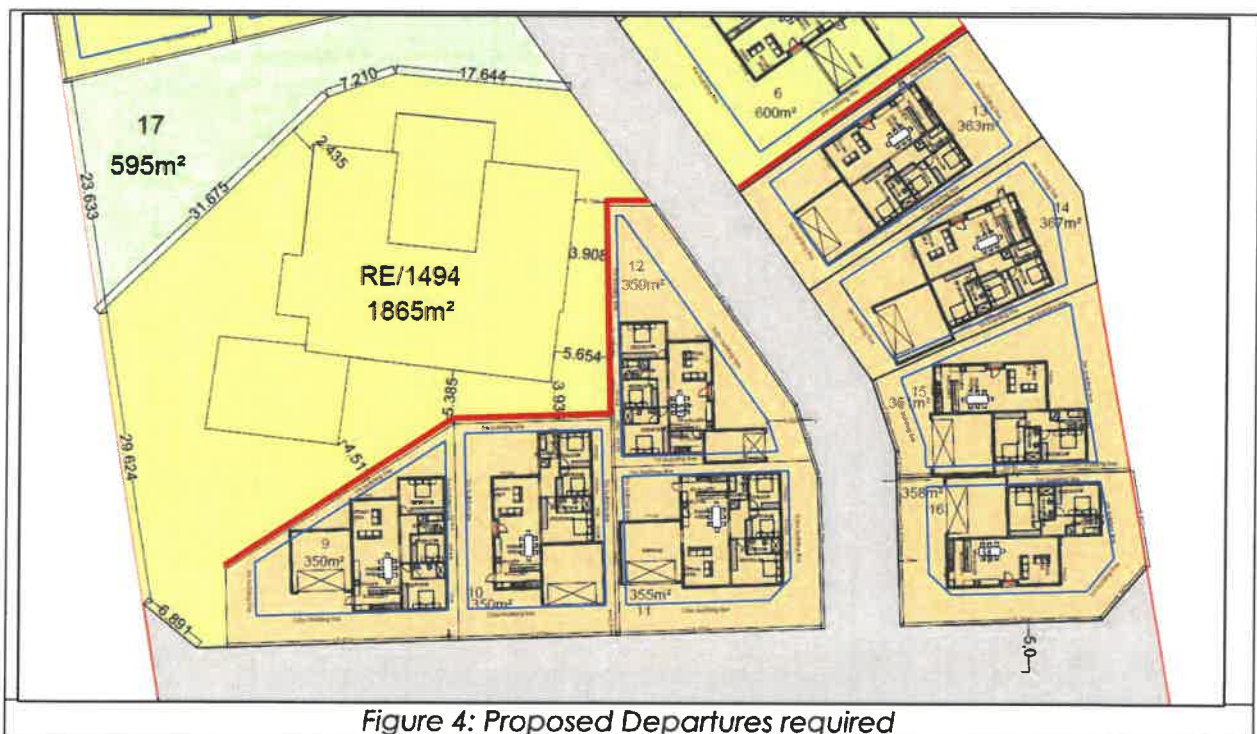


Figure 4: Proposed Departures required

The proposal is to have several of the garages of the units encroach on the 1,0m side building line of the properties. These encroachments are allowed as the OMLUS states:

"A garage may be constructed at 0m on one internal side boundary and 0m on the internal rear boundary, provided that the building does not occupy more than 50% of such internal side or rear boundary."

None of the proposed garages will occupy more than 50% of the side or rear boundaries.



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5 LAND USE ENVIRONMENT

A detailed analysis of the locality and zoning plan (refer to **Plan 1 – Locality Plan & Plan 3 – Status Quo Zoning Plan**) reveals that the subject property is in a prime position located between approved residential developments. Its strategic location offers a range of advantages, including close proximity to the main distributor road that leads towards the popular tourist destination of Hermanus. This means that the properties are easily accessible, making it an ideal location for residential development.

In addition, the property gains access through Vermont, which provides access to local amenities that would benefit from the property being developed such as the OK Mini Mart, veterinarians, local restaurants etc. Additionally, Vermont has access to the ocean which is a significant drawcard for the area. The coastal environment also presents a range of outdoor recreational activities, such as surfing, fishing, and whale watching, which would be easily accessible from the property.

Overall, the location of the property is a major advantage for potential developers or investors. The proximity to key transport links and recreational amenities makes it an attractive proposition for those looking to invest in this popular coastal region of South Africa.

6 TITLE DEED

Attached as **Annexure B** is a copy of the title deed that were scrutinized. It was found that there are no restrictive title deed conditions that could potentially hinder the proposal. There are therefore no legal impediments in place that could limit the proposed scope of the project.

Condition F states the following:

“ONDERWORPE aan die volgende voorwaarde opgelê deur en ten gunste van die Overberg Streekdiensteraad tydens goedkeuring van die onderverdeling van Erf 934 Vermont, vervat in Transportakte Nr T2832/1990, naamlik:

“The above property shall not be subdivided without the approval of the Overberg Regional Services Council”

The authority of the *Overberg Regional Services Council* now vests with the Overstrand Municipality since 2000. Should the Overstrand Municipality find the application to be compliant and approve the proposal for subdivision it would have received the approval required in terms of the title deed condition F. A conveyancer certificate was obtained to confirm the beforementioned. Refer to **Annexure E – Conveyancer certificate**.



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7 ZONING

The following zoning parameters were assessed in conjunction with SR1, GRI, TR2 and OS3, OMLUS zonings as this is a relevant consideration in terms of Section 66 (1)(q) of the OM By-Law:

RESIDENTIAL ZONE 1: SINGLE RESIDENTIAL			
	Parameters	Proposal	Comply/ deviate
Primary use	Crèche, Dwelling House , Guest Rooms, Home Occupation, Second Dwelling Unit and Self-Catering.	Dwelling House	Comply
Consent use that may be applied for	Day Care Centre, Green House, Guest House, House Shop, Institution, Place of Instruction, Place of Worship, Residential Building, and Intensive Horticulture.	N/A	N/A
Development parameters			
Coverage	The maximum coverage for all buildings on the land unit is determined in accordance with the net erf area: 400m ² and greater = 50%	Residential designs have not been finalised, but the proposals will not exceed the allowable development parameters set out by the OMLUS.	
Building lines	(i) The street building line is determined in accordance with the net erf area: <ul style="list-style-type: none"> • 400 m² and greater = 4m (ii) The side and rear building lines are determined in accordance with the net erf area: <ul style="list-style-type: none"> • Greater than 400 m² = 2m The maximum height of a building, measured from the base level to the top of the structure, is 8,0 m.	Refer to Annexure C –Design Guidelines. (i) & (ii) All OMLUS development parameters will be complied with.	
Height	The maximum height of a building, measured from the base level to the top of the structure, is 8,0 m.	Residential designs have not been finalised, but the proposals will not exceed the allowable development parameters set out by the OMLUS.	
Garages and carports	Garages and carports may be constructed within building lines in accordance with Chapter 16.1.2.	All OMLUS development parameters will be complied with.	Comply



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GENERAL RESIDENTIAL ZONE 1: TOWN HOUSING (GR1)		
Use of the property	Proposal	Comply/ deviate
Primary use	Town Housing	Applied for and motivated
Consent uses which may be applied for	N/A	Comply
Development Parameters		
Density	<p>(i.) & (ii.) The subject property has an extent of 1,1914 ha. The result if the maximum density is applied is 1,1914 x 35 units per hectare = 41,70 units that may be allowed in terms of the zoning.</p> <p>A total of 17 dwelling units are being proposed, which equates to a density of 14,27 ha dwelling units per hectare.</p>	Comply
Coverage	<p>The maximum coverage for all buildings on the land unit is 65%.</p> <p>Residential designs have not been finalised, but the proposals will not exceed the allowable development parameters set out by the OMLUS.</p> <p>Refer to Annexure C – Design Guidelines.</p>	Comply
Height	<p>The maximum height of a building (other than flats), measured from the base level to the top of the structure, is 8,0 m, provided that the maximum height for flats, measured from the base level to the top of the structure, is 9,0 m.</p>	Comply



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<p>Building lines on the perimeter of a town housing development</p>	<p>i. The building line on the perimeter of the property is 3,0 m; and ii. The general building line exemptions of 16.1 apply.</p>	<p>i. A 3m building line on the perimeter will be enforced.</p>	<p>Comply</p>
<p>Building lines within the town housing site</p>	<p>i. The street building lines on internal roads are 1,0 m, provided that garages must be set back at least 5,0 m from the road kerb; ii. The lateral and rear building line is 1,0 m; iii. A garage may be constructed at 0 m on one internal side boundary and 0 m on the internal rear boundary, provided that the building does not occupy more than 50% of such internal side or rear boundary; and iv. The general building line exemptions of 16.1 apply.</p>	<p>i. Comply ii. Comply iii. Comply iv. Not applicable</p>	<p>Comply</p>
<p>Parking</p>	<p>i. Parking and access shall be provided on the land unit in accordance with 17.1; and ii. Parking may be provided at the group house concerned, or form part of a communal parking or a combination of the two.</p>	<p>The prescribed parking will be provided on each individual property.</p>	<p>Comply</p>
<p>Internal roads</p>	<p>The minimum internal road reserve width is 8,0 m, provided that the Municipality may require a greater road reserve width where it is of the opinion that the vehicular use or length of the road requires a greater road reserve width.</p>	<p>The internal roads will be a minimum of 8.0m.</p>	<p>Comply</p>
<p>Flats within a town housing development</p>	<p>a) Flats, if provided, must form an integrated component of the town housing development, and the development parameters for town housing apply, provided that: 1. the total floor area of flats shall not exceed 60% of the total floor space of all buildings on the town housing site; and</p>	<p>N/A</p>	<p>N/A</p>



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	2. the open space requirements for town housing units in a town housing site apply.		
Day care centre	The provisions of Chapter 16.10 apply.	N/A	N/A
Home occupation	The provisions of Chapter 16.10 apply.	N/A	N/A
Site development plans	The Municipality may require that a site development plan be submitted for approval in accordance with Chapter 16.3.	N/A	N/A
Open space provision	The following requirement to the satisfaction of the Municipality is applicable: Communal open space of at least 10% of the whole property must be provided as outdoor recreational/garden areas as one functional space.	A total of 5.00% of the entire property will be open space, which is 20.73% of the General Residential portion of the development.	Comply

OPEN SPACE ZONE 2: PUBLIC OPEN SPACE (OS2)			
	Use of the property	Proposal	Comply
Primary uses	Public Open Space	Public Open Space	Comply
Consent uses	Cemetery, Environmental Facilities, Recreational Facilities, Tourist Accommodation, Tourist Facilities, Transmission Apparatus (Subject to the provisions of chapter 16.10), Urban Agriculture, Utility Services and any other related uses permitted by the Municipality.	N/A	N/A
Development Parameters			
a) A site development plan must be submitted in terms of 16.3 to the satisfaction of the Municipality. b) The Municipality may require an environmental study and/or environmental management plan in terms of 16.4. – This is noted. c) Prior to the approval of any building plans or engineering services, the Municipality must determine the development parameters that apply when: <ul style="list-style-type: none"> i) the zoning of a land unit to this zone is approved; ii) any environmental impact report is considered; iii) any environmental management plan is considered; and iv) any site development plan is approved. - This is noted 			



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d) No structure shall be erected, or use practised except such as is compatible with the “private open space” as defined. – **No additional structures will be built on the public open spaces.**
 e) Structures/buildings may be erected with the written consent of the Municipality, should the Municipality deem it necessary, provided that the Municipality may impose conditions relating to design, architecture and development parameters.

TRANSPORT ZONE 2: ROAD AND PARKING (TR2 B)			
	Use of the property	Proposal	Comply/ deviate
Primary use	Public Road and Public Parking	Public Road and Public Parking	Comply
Consent uses which may be applied for	<p>Informal Trading (subject to the provisions of Chapter 16.10), Transmission Apparatus (subject to the provisions of Chapter 16.10) or any other uses determined by the Municipality, provided that:</p> <ul style="list-style-type: none"> i. such other use does not detract from the transport use as the predominant use; and ii. the property shall be rezoned if the other use constitutes a significant and permanent change from the primary use and if this land use scheme provides a more suitable alternative. 	N/A	N/A
Development Parameters			
Deemed zoning	Any public road and/or street or any portion of land indicated as a public road on an approved subdivision plan that has not lapsed shall be deemed to be zoned as Transport Zone 2 B: Public Road.	N/A	N/A
Construction and deposit of materials	<p>Except when written permission was acquired from the Municipality and requirements of the Municipality adhered to, no person may:</p> <ul style="list-style-type: none"> i. construct a private crossing, bridge or culvert onto or across a public street; 		N/A



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	<ul style="list-style-type: none">ii. construct or lay a sidewalk on a public street;iii. construct a veranda, stoep, wall, steps or other projection in or over a public street; oriv. deposit or leave any goods, articles, building materials or waste in a public street, other than for a reasonable period of time during the course of loading, off-loading or removal of these goods, articles, building materials or waste.	N/A	
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8 NOTIFICATION OF INTEND TO DEVELOP (NID)

A Notice of Intent to Develop (NID) was submitted to Heritage Western Cape in terms of Section 38 of the National Heritage Resources Act, which contains the following provisions:

"Heritage resources management
38.

- (1) Subject to the provisions of subsections (7), (8) and (9), any person who intends to undertake a development categorised as—
- a) the construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier exceeding 300m in length;
 - b) the construction of a bridge or similar structure exceeding 50 m in length;
 - c) any development or other activity which will change the character of a site
 - i. **exceeding 5 000 m² in extent**; or
 - ii. involving three or more existing erven or subdivisions thereof; or
 - iii. involving three or more erven or divisions thereof which have been consolidated within the past five years; or
 - iv. the costs of which will exceed a sum set in terms of regulations by SAHRA or a provincial heritage resources authority;
 - d) **the re-zoning of a site exceeding 10 000 m² in extent**; or
 - e) any other category of development provided for in regulations by SAHRA or a provincial heritage resources authority,

The Record of Decision was obtained from Heritage Western Cape, refer to **Annexure F**.

9 SERVICES

The availability of services is a relevant consideration in terms of Section 42(1)(c)(v) of SPLUMA and is herewith illustrated.

Electricity

The proposed development of the subject property includes the connection of essential services such as electricity. Electricity is directly provided by ESKOM. However, the implementation of this development is not expected to impact the existing service levels in the area.

Water and Sewage

The proposed development of the subject property will also connect to the water and sewage networks provided by the Overstrand Municipality. The property owners will be required to make bulk services contributions to the municipality for the upgrade of bulk infrastructure within the surrounding area, which will ensure that the development is adequately supported by the necessary infrastructure.

To determine if there is sufficient water, and sewage capacity is sufficient, the property owners appointed GLS Consulting to conduct a bulk services availability report for the subject property, refer to **Annexure D – Bulk Services Availability Report**. The report indicates that there is sufficient capacity to accommodate the proposed



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development, but that certain upgrades to the bulk infrastructure will be required which will be funded from the bulk services contributions.

Solid Waste

The proposed development will be connected to the public street network. Each dwelling house will keep their solid waste on site and place it outside on collection days for the municipal refuse trucks to collect.

Access and Egress

Access and egress to the property are currently obtained from the public street, namely Lynx Avenue. The proposal is to create two new streets, namely Liliium Street leading from Cork Oak Street, that will gain access from Lynx Avenue.

The existing road network is sufficient to accommodate the anticipated traffic flow generated by the proposed development. Therefore, there is no need for significant upgrades or modifications to the surrounding road infrastructure.

10 ENVIRONMENTAL CONSIDERATIONS

Lornay Environmental Consulting has been appointed to ensure that the proposed residential development complies with the regulations promulgated under the National Environmental Management Act (NEMA). The main objective is to conduct a NEMA Environmental Impact Assessment Applicability Checklist, which is currently underway due to the significant transformation of the natural veld on the property where the development is proposed.

Once the above processes have been concluded, the outcome will be submitted to the Overstrand Municipality (OM) for consideration along with the submitted land use application. This process ensures that the proposed residential development complies with all relevant environmental regulations and policies while also prioritizing the protection and preservation of the natural environment.

11 NEED AND DESIRABILITY

The need and desirability of the approval and implementation of this proposal in accordance with Section 66 (1) (c) of the OM By-Law can be illustrated as follow:

Need and desirability.

The need for the land use application was a result of addressing all the land use requirements and ensuring the property may meet the development requirements which the property owners are proposing. To achieve this, the property owner is required to apply for the rezoning and subdivision of the property.

Socio-economic impact	The socio-economic impact of a residential development refers to the potential effects it may have on the social and economic aspects of the surrounding area.
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	<p>This includes factors such as population growth, employment opportunities, income levels, housing affordability, property values, and demand for local services and amenities such as schools, shops, and healthcare facilities.</p> <p>The proposed development has the potential to create jobs, increase the tax base for the local government, and contribute to economic growth as more individuals will be residing in the area.</p>
Compatibility with surrounding uses	The proposal to establish a residential development in the area which is highly compatible since it would seamlessly extend the existing land use and activities in the surrounding area.
Impact on the external engineering services	Refer to <i>Section 9</i> of this report.
Impact on safety, health and wellbeing of the surrounding community	It is not predicted that the proposal will have an impact on safety, health and wellbeing of the surrounding community. In fact, the proposed project has the potential to provide a number of benefits to the community, such as increasing the number of residents that may in the future draw in new development potential as an increase in the population may create new opportunities.
Impact on heritage	The subject property is not listed in the OM Heritage Register.
Impact on the biophysical environment	Although it is not anticipated that the proposed development will have any negative impact on the biophysical environment, an environmental consultant has been appointed as discussed in <i>Section 10</i> of this report.
Traffic impacts, parking, access and other transport related considerations	Refer to <i>Section 9</i> of this report.

Impact on views, sunlight and character of the area

When reviewing the context of the surrounding properties, it becomes evident that the majority consists of single residential properties or is planned to be developed for such purpose. The proposed development, comprising of 16 additional residential erven, is well-aligned with the vision for densification and residential growth in the area. Considering this, it is unlikely that the development will significantly impact the views and character of the neighbourhood. Instead, it harmoniously integrates with the existing landscape, staying in line with the overarching vision for the region's development.

The area's designation for densification and residential expansion emphasizes the need for thoughtful and responsible development. In light of this, the proposed development showcases a commendable adherence to this vision.



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Views

As the development will be limited to only be developed in accordance with the parameters set out within the OMLUS, it is not expected that the development will have a negative impact on the surrounding area's views.

In conclusion, although the proposed development may alter the views of the area, it remains in harmony with the overall vision set by the OM and is consistent with neighbouring developments. Furthermore, it offers the potential for residents to benefit from new and improved views of the surrounding area, enriching their living experience.

Sunlight

The proposed development adheres to the development parameters prescribed by the Overstrand Municipality and is not anticipated to have any negative impact on the sunlight of neighbouring properties.

Character

The property developers of the subject property place great importance on preserving the character of the broader Vermont area with the proposed development. They recognise the significance of ensuring that the proposed development aligns with the overall aesthetic appeal of the area and does not cause any disruption.

To achieve this objective, the developers have conducted a thorough analysis of other developments in the surrounding area to ensure that the proposed development does not stand out in a negative way. They have taken care to ensure that the proposed development is in keeping with the character of the surrounding area, and as such, it should not be perceived as undesirable. This is illustrated throughout the proposed design guidelines of the proposed development.

Economic impact

The proposed development will have significant economic impacts on both the surrounding area and the Overstrand Municipality, both in the short- and long-term.

During the construction phase, the proposed development will create employment opportunities for the local residents of the Vermont and Hermanus area. This will generate income for several individuals and contribute to the local economy.

Furthermore, the long-term economic impact of the proposed development is expected to be positive. The development will result in additional rates and taxes payable to the Overstrand Municipality, which will have long-term economic benefits for the region. The additional rates and taxes generated by the development will contribute to the municipality's revenue streams and enable the provision of better services to the local community.

Additionally, the proposed development is expected to attract at least 51 new residents to the Hermanus area, based on a calculation ratio of 3 people per dwelling unit. These new residents will contribute to the local economy by spending money on



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various items such as food, petrol, restaurants, repairs, and other goods and services, thereby boosting the local economy.

The proposed development creates employment opportunities during the construction phase, generate additional rates and taxes, and attract new residents to the region, all of which will contribute positively to the local economy.

Opportunity cost

An opportunity cost in the context of land use planning refers to a development proposal which leads to the devaluation or foregoing valued land use rights of interested and affected parties when an application is approved.

However, the proposed development in Vermont is not expected to negatively impact any surrounding landowners. In fact, the development is aligned with the plans for the new urban area and is seen as a starting point for future expansion. By meeting the projected housing demand, the development will enable the local municipality to fulfil its obligations and ensure that the needs of the community are met.

Impact on heritage

The subject property is not listed in the OM Heritage Register.

12 COMPLIANCE WITH POLICIES AND REGULATIONS

12.1 Overstrand Municipality Environmental Protection Overlay Zone (EMOZ)

The subject property is not located in any Environmental Protection Overlay Zones.

12.2 Overstrand Municipality Heritage Protection Overlay Zone (HPOZ)

Significate landscape

The subject property is located in the Heritage Protection Overlay Zone within the 'Significant landscape' zone, and it is predicted that the subject property will not have an impact on the HPOZ.

To ensure the application may be considered, compliance with the HPOZ is of importance and certain aspects need to be provided and addressed in terms of Overstrand Municipality Heritage Protection Overlay Zone Regulations, 2020:

Section 20 – 22 states the following -

'20 The Overstrand Municipality By-Law on Municipal Planning, 2020, will apply in respect of all applications, processes and decisions contemplated in these regulations.

21 In considering an application for written consent in order to undertake an activity in terms of the Heritage Protection Overlay Zone, the Municipality may require from an applicant whatever information it deems necessary in order for an informed decision to be made regarding the application.

22 This could include, inter alia:

22.1 statements of significance;



MOTIVATION

- 22.2 heritage research;
- 22.3 photographs, including contextual photographs;
- 22.4 results of public consultation;
- 22.5 impact assessments; and
- 22.6 comment from affected and interested bodies.'

Statements of significance

The proposal is only to subdivide and rezone the subject property which is not predicted to alter the heritage of the subject property.

Heritage research

No heritage research was done for purposes of this application.

Photographs, including contextual photographs.

An aerial map was included into this application, refer to **Plan 2**.

Results of public consultation

With regard to this application, a public participation process will be followed. If any comments are received with reference to the heritage aspect, it will be addressed accordingly.

Impact assessments

If required, an environmental- and heritage impact assessment will be done.

Comment from affected and interested bodies

The application will be circulated to interested and affected parties for comment.

12.3 Spatial Planning Policies

The consistency of this proposed development with the applicable spatial development policies will herewith be illustrated. The spatial policies which are pertinent to the submitted proposal are the following:

PSDF
<p>The PSDF is a product of a provincial inter-departmental and inter-governmental collaboration under the guidance of the inter-departmental steering committee in collaboration with the private sector, academia, and non-governmental organisations. This broad participatory process has created a shared spatial vision that is intended to inform spatial development patterns in urban and rural areas in the province.</p> <p>Throughout the PSDF the importance of developing integrated and sustainable settlements as an objective of the framework is highlighted. The PSDF also provides a settlement agenda which addresses the full spectrum of Western Cape settlements irrespective of their size from metropolitan Cape Town to the smallest hamlets.</p>
OMSDF
<p>The Municipal Spatial Development Framework is a sectoral component of the IDP (Integrated Development Plan) that, in terms of the MSA (Municipal Systems Act), is aimed at providing general direction to guide decision making on an ongoing</p>



MOTIVATION

basis, aiming at the creation of integrated, sustainable and habitable regions, cities, towns and residential areas.

The PSDF and OMSDF are frameworks to be interpreted on a local level. National policies, such as the National Development Plan, National Spatial Development Frameworks etc. provide guidelines on several important aspects which includes human settlements. To focus on provincial and local policies, will ensure alignment with the above-mentioned higher hierarchy of legislation and policies.

12.3.1 PSDF

To ensure the proposed residential development is in line with the Provincial settlement policy objectives within the PSDF, the proposed development was evaluated in terms of the policy objectives.

Provincial settlement policy objective	Alignment of the proposal with the policy objectives.
Protect and enhance sense of place and settlement patterns	<p>The proposed development will be situated between recent developments and will enhance the sense of place by filling in the remaining space between the properties. This is in line with the densification strategy for the area. It was essential to incorporate the development into the existing Vermont urban area and provide the future residents with access to all the necessary amenities available in the area.</p> <p>This objective was achieved by selecting an appropriate location for the development and ensuring that the residents will have easy access to the surrounding area. Furthermore, the development emphasises the importance of wellbeing and creates a new residential area.</p>
Improve accessibility at all scales	<p>The subject property boasts sufficient accessibility through the main distributor routes in the area. The proposed development was designed to seamlessly integrate with the Vermont area, forming part of the extended town and allowing for easy access to larger towns and cities such as, Hermanus, and Cape Town.</p>
Promote an appropriate land use mix and density in settlements	<p>The primary land use of the proposed development is residential, and it has been designed with a focus on providing access to nature through a strategically placed open space.</p>
Ensure effective and equitable social services and facilities	<p>With Hermanus being a regional service centre as indicated by the PSDF, it is important to ensure adequate access to the area. There are adequate road networks between the proposed development and Hermanus that are in the process of being upgraded.</p>



12.3.2 OMSDF

The OMSDF is directed by National Provincial and Municipal Planning legislation, policies and plans. These include SPLUMA, LUPA, By-Law, PSDF and the IDP. The OMSDF aims to provide sufficient guidance regarding what constitutes appropriate spatial development land uses and direction within the urban edge. The SDF was drafted after considering input from other state departments and the public and provides a shared spatial vision which the development proposal should ideally attempt to synchronise with.

To ensure compliance with the principles and objectives set out by the PSDF and the National Development Plan the OMSDF was synthesised through the influence of these policies and frameworks. The proposed residential development was aligned with the OMSDF to ensure that policy requirements are met. The OMSDF focus on the increasing pressure to provide adequate housing options to the growing population. This includes the Vermont area. Refer to **Table 2 and 3** for an indication of the population growth within the whole Overstrand.

The OMSDF defines Vermont as part of the Greater Hermanus area and is identified as Hermanus West (*Vermont, Onrus and Sandbaai*).

The following was identified within the OMSDF, p225:

“iii New Urban Development

No new urban development areas / urban edge amendments are proposed for Hermanus West.”

This necessitates the development to take place within the existing urban area by adopting densification measures to accommodate the rising population's demand for housing. This proposal is in line with the objective of providing 16 additional dwelling units within the designated boundaries of the subject property. The projected increase in population is derived from the growth data presented in Table 2.7 on page 25 of the OMSDF.

Though the 16 dwelling units represent a relatively small portion of the required housing units for the Hermanus area, it is crucial to initiate the process now to avoid overwhelming pressure in the future. Delaying the development could lead to significant challenges and may result in the loss of valuable external investment opportunities that often accompany population growth. Therefore, taking timely action is imperative to ensure a sustainable and prosperous future for the Overstrand region.

The proposed increase in the number of residential opportunities aligns with the vision for sustainable urban development, making efficient use of land resources and promoting denser, compact communities. It allows for more residents to enjoy the benefits of the area while minimising the need for further urban sprawl. The increase in population mentioned above is based on the growth indicated by Table 2.7 on page 25 of the OMSDF.



MOTIVATION

12.3.3 OVERSTRAND MUNICIPAL SPATIAL GROWTH MANAGEMENT STRATEGY, 2010 (OGMS)

On 27 May 2020 the Municipal Council adopted the OMSDF, (Overstrand Spatial Development Framework, 2020) and in the same instance rescinded the following:

- Overstrand Municipal Spatial Growth Management Strategy, 2010;

The OGMS was rescinded in 2020 and although it has no legal standing, the Overstrand Municipality’s Town Planning Department still utilise the document as a guideline document. The subject property is located within Planning Unit 1 which occupies the majority of Vermont and Onrus, and it borders Planning Unit 2, refer to Figure 11 below:

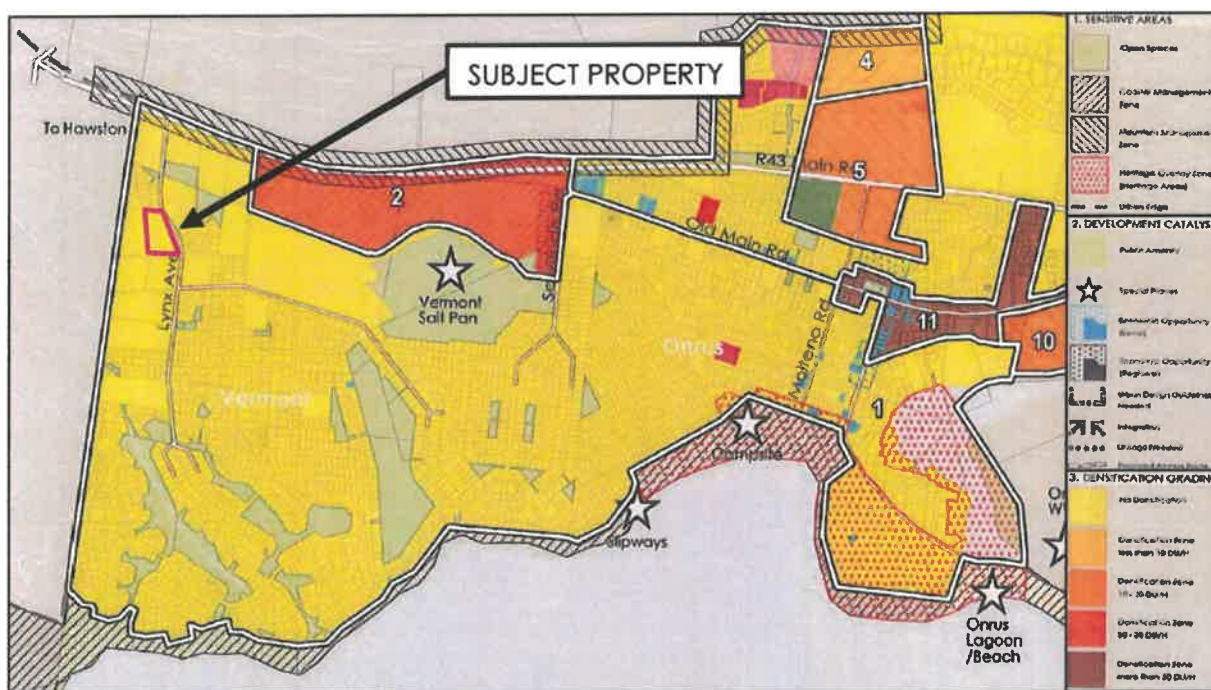


Figure 6: Extract of the OGMS (West Hermanus)

The proposal aims to align the property and the proposed development with the adjacent properties that have been approved or developed. The intention behind the proposed development is not to increase the area’s density but rather to match the existing density of the surrounding properties, ensuring alignment with the overall neighbourhood.

13 PLANNING PRINCIPLES

Chapter 2 of SPLUMA contains 5 uncompromisable planning principles by which each development application must be guided by. Policy proposals in SPLUMA which are pertinent to this proposal are recorded:



MOTIVATION

Spatial justice

Spatial justice in the context of land use planning involves ensuring that proposals do not contribute to the perpetuation of apartheid-era spatial development imbalances. In this regard, the proposed development is aligned with this principle as it aims to provide additional housing options within the Vermont/Hermanus area, without perpetuating any imbalances.

Moreover, the proposed development is strategically positioned in close proximity to the existing urban centre, making it accessible to all members of the community, regardless of their socio-economic status.

Spatial sustainability and Efficiency

Spatial sustainability in land use planning aims to promote the creation of viable communities that can thrive in the long-term. In the context of this proposal, the development aims to increase the economic power of the Vermont area by unlocking the full potential of the subject property. As outlined in *Section 11* of the report, the development will have both short- and long-term economic impacts on the surrounding area and the Overstrand Municipality, including the creation of construction jobs and additional rates and taxes payable to the municipality.

Furthermore, the location of the proposed development allows for easy access to Hermanus and local amenities, which is important for the sustainability of the community. By providing more housing options in a desired location, it will also promote sustainable urban growth and reduce the need for urban sprawl. This can lead to reduced congestion and the preservation of natural areas outside of the urban centre. Overall, this proposal aligns with the principles of spatial sustainability and aims to promote the long-term viability of the community in Hermanus.

Spatial resilience

This proposal is not in conflict with any spatial planning policies or other OM regulations which is a hallmark of resilience. The policies identified earlier in *Section 12* of this report are guided by a higher hierarchy of several policies and legislation that the proposal is aligned with.

Good administration

The OM has a credible track record of good administration regarding the method of public participation. Public participation forms an integral part of the land use planning process. The public participation process provides people who may be affected by the proposal with an opportunity to provide comment and to raise issues of concern about the proposal or make possible suggestions that may result in an enhanced outcome of which both parties benefit. Comments will be reviewed and considered after which it will be addressed accordingly.



EVALUATION AND RECOMMENDATION

14 EVALUATION

After careful analysis and assessment of the subject property, it has been determined that the proposed development is in line with the policies and legislation as confirmed throughout this report, especially when combined with the housing demand of the Vermont area.

The property owner has engaged WRAP Project Office to facilitate, coordinate and execute the land use application process. The proposed development aligns with the spatial frameworks, legislation, and policies of the OM. According to the OMSDF, additional dwelling units are necessary, and the proposed development can supply this demand. Furthermore, the proposed land uses are not out of context with the surrounding area and is not seen as an undesirable development. The development aims to maintain the character of the area and does not impede on views or sunlight. In conclusion, the proposed development is a viable option that aligns with the policies and legislation of the OM.

The development is planned and will be executed in a sustainable manner, and it is expected that the proposed development will contribute positively to the economic power of the Hermanus area while providing much-needed housing options for the community.

15 RECOMMENDATION

- 15.1 Phasing of the plan of subdivision** in terms of Section 16(2)(k) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 into Phases 1 and 2;
- 15.2 Subdivision** of Erf 1494, Vermont into two portions, the Remainder, $\pm 1865\text{m}^2$ and Portion A, $\pm 10\,049\text{m}^2$ in terms of Section 16(2)(d) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020;
- 15.3 Exemption for the registration of a services and right of way servitude** in terms of Section 26 of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020;
- 15.4 Rezoning** of the subdivided Portion A, from Residential Zone 1: Single Residential to Subdivisional Area Zone (SA) in terms of Section 16(2)(a) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020;
- 15.5 Subdivision** of Erf 2572, Vermont into two portions, Portion B, $\pm 511\text{m}^2$ and the Remainder, $\pm 8\,678\text{m}^2$ in terms of Section 16(2)(d) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020;
- 15.6 Subdivision** Remainder of Erf 1496, Vermont into two portions, Portion C, $\pm 511\text{m}^2$ and the Remainder, $\pm 9\,489\text{m}^2$ in terms of Section 16(2)(d) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020;



EVALUATION AND RECOMMENDATION

- 15.7 Rezoning** of the subdivided Portion B and C, from Residential Zone 1: Single Residential to Transport Zone 1: Transport Usage in terms of Section 16(2)(a) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020;
- 15.8 Subdivision** of the subdivided Portion A (a portion of Erf 1494, Vermont) into eight (8) Residential Zone 1: Single Residential (SR1) erven, eight (8) General Residential Zone 1: Town Housing (GR1) erven, one (1) Open Space Zone 2: Public Open Space (OS2) erf and two (2) Transport Zone 2: Road And Parking (Public) (TR2) erf in terms of Section 16(2)(d) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020;
- 15.9 Consolidation** of Portion 19 (A Portion of Portion A), Portion B (A Portion of Erf 2572 Vermont) and Portion C (A Portion of The Remainder of Erf 1496 Vermont) to create Portion D, a consolidated Erf ($\pm 1555\text{m}^2$) in terms of Section 16(2)(e) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020;
- 15.10 Permanent Departure** in terms of Section 16(2)(b) of the Overstrand Municipality: By-Law on Municipal Land Use Planning, 2020;
- 15.11 Allocation of street names** in terms of Section 96 of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020; and
- 15.12 Establishment** of an owner's association in terms of Section 31 of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020.



4. Subdivision Plan
 Erf 1494, Remainder of Erf 1496
 and Erf 2572 - Vermont

Phase 1

Erf 1494 = 11914m²

Proposed Subdivision

Remainder of Erf 1494
 ±1 865m²

Portion A

(a Portion of Erf 1494)
 ±10049m²

Plan date: 24/04/2025

Plan Number: 24.130 (002) - Plan 4

Plan prepared by: Veronica Jansen

All distances are approximate
 and subject to a survey

Tel: 028 313 1411

Email: admin@wrapgroup.co.za

Unit B, Standard House,
 Corner of Royal and Dirkie Uys

Street Hermanus, 7200



Project Office
 Town Planning & Project Management




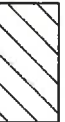


Scale 1 : 1000

6. Subdivision Plan Erf 1494, Remainder of Erf 1496 and Erf 2572 - Vermont
Phase 2
Proposed Subdivision Remainder of Erf 1496 ±9489m ²
Portion B (a Portion of RE/1496) ±511m ²
Erf 2572 ±8678m ²
Portion C (a Portion of Erf 2752) ±511m ²
Plan date: 24/04/2025 Plan Number: 24.130 (002) - Plan 6 Plan prepared by: Veronica Jansen All distances are approximate and subject to a survey Tel: 028 313 1411 Email: admin@wrapgroup.co.za Unit 8, Standard House, Corner of Royal and Dirkie Oys Street Hermanus, 7200



7. Proposed Zoning Plan

Erf 1494, Remainder of Erf 1496 and Erf 2572 - Vermont

-  Residential Zone 1: Single Residential
-  Transport Zone 2: Road and Parking (Public)
-  Open Space Zone 2: Public Open Space
-  Agricultural Zone 1: Agriculture
-  Transport Zone 2: Road and Parking (Private)
-  Subdivisional Area

Plan prepared by: Veronica Jansen

All distances are approximate and subject to a survey

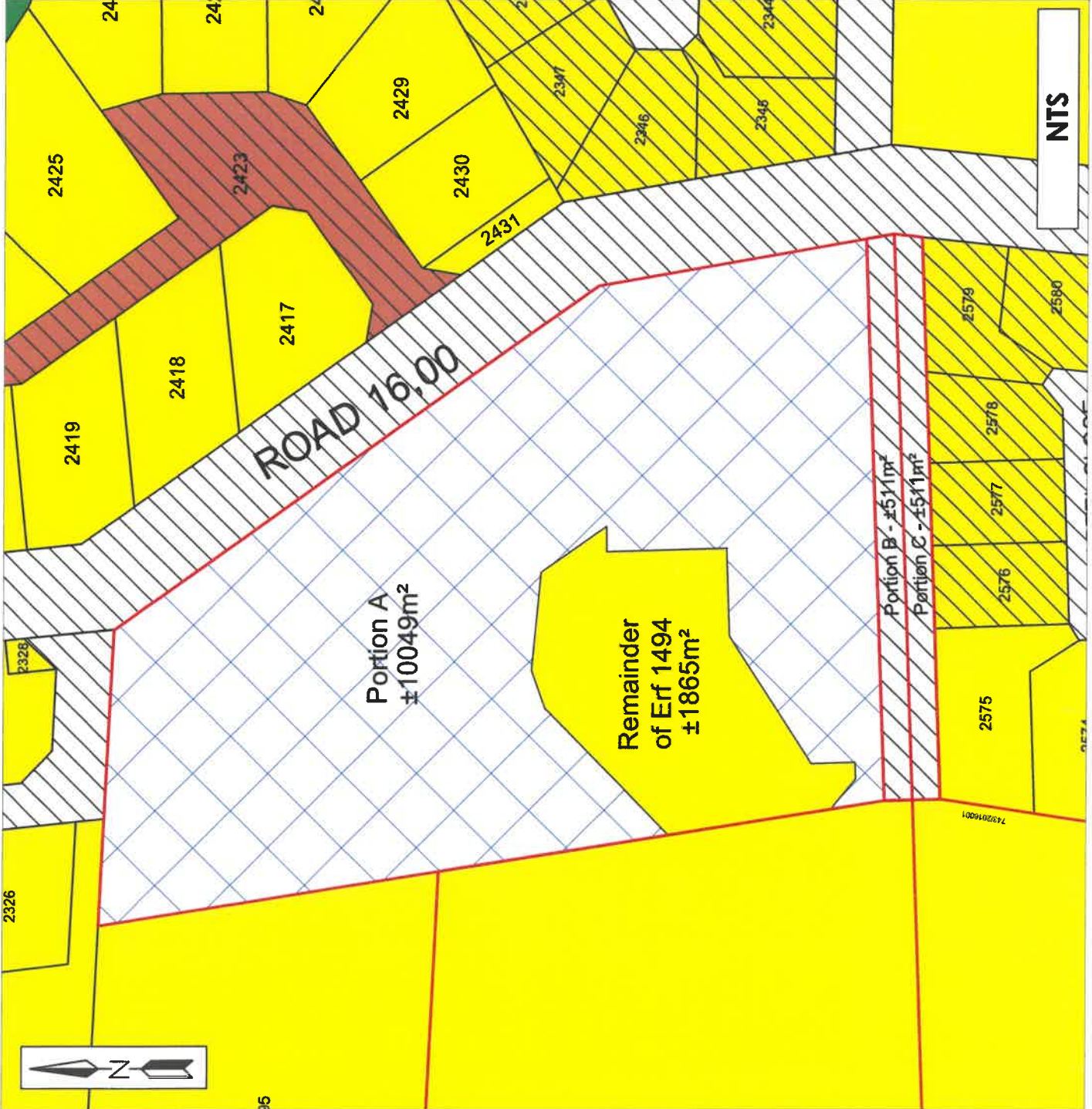
Tel: 028 313 1411

Email: admin@wrapgroup.co.za

Unit B, Standard House,
Corner of Royal and Dirkie Uys
Street Hermanus, 7200



Project Office
Town Planning & Project Management



8.1 Subdivision Plan

Phase 2

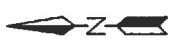
1	Residential Zone 1	600m ²
2	Residential Zone 1	600m ²
3	Residential Zone 1	600m ²
4	Residential Zone 1	600m ²
5	Residential Zone 1	600m ²
6	Residential Zone 1	600m ²
7	Residential Zone 1	624m ²
8	Residential Zone 1	600m ²
9	General Residential	350m ²
10	General Residential	350m ²
11	General Residential	350m ²
12	General Residential	350m ²
13	General Residential	363m ²
14	General Residential	367m ²
15	General Residential	351m ²
16	General Residential	350m ²
17	Public Open Space	595m ²
18	Public Road	1266m ²
19	Public Road	533m ²









Plan date: 24/04/2024
 Plan Number: 24.130 (003) - Plan 8.1
 Plan prepared by: Veronica Jansen
 All distances are approximate and subject to a survey
 Tel: 028 313 1411
 Email: admin@wrapgroup.co.za
 Unit 8, Standard House,
 Corner of Royal and Dikie Uys
 Street Hermanus, 7200



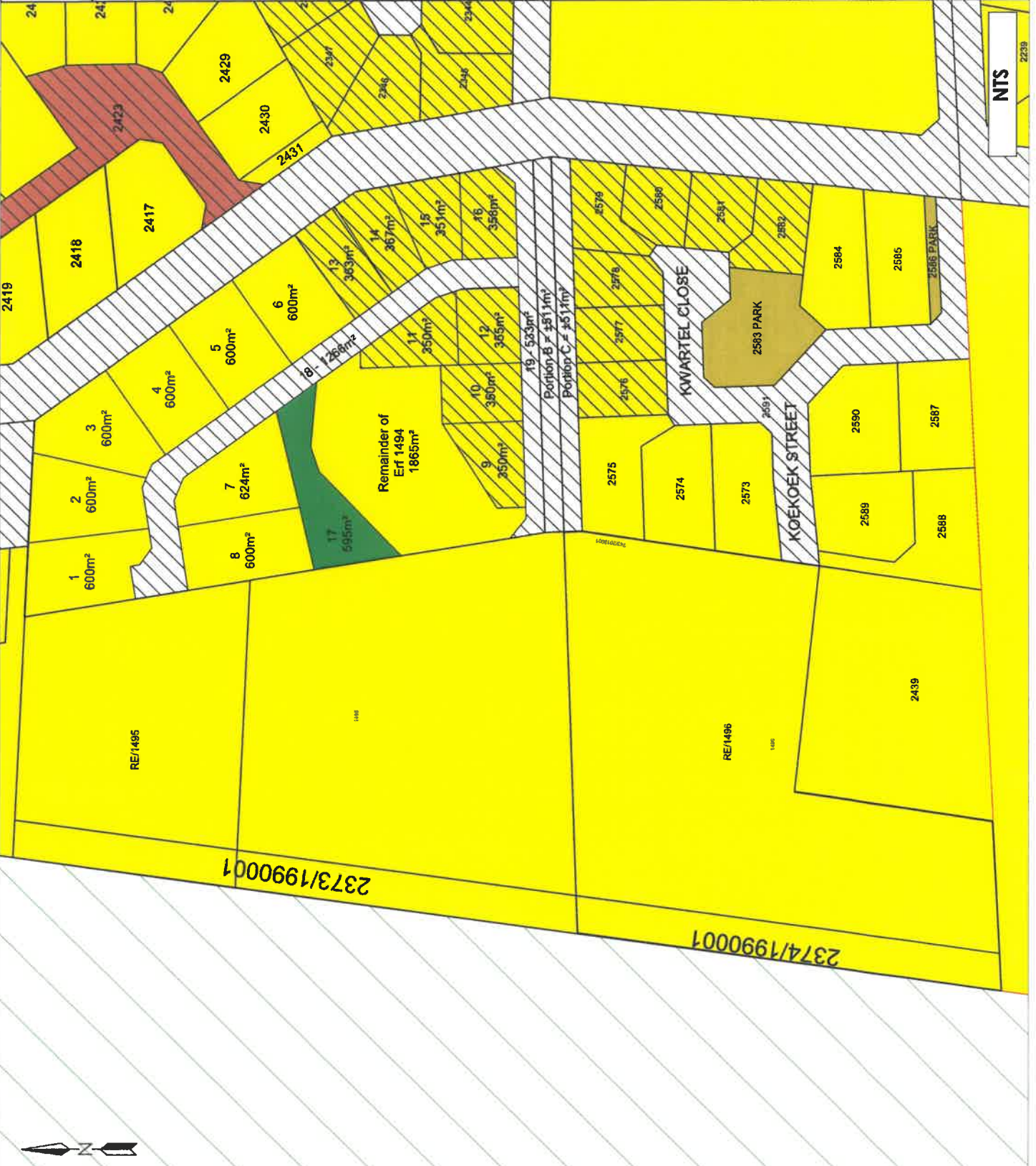
Scale 1 : 1000



8.2 Subdivision Plan

-  Residential Zone 1: Single Residential
-  Transport Zone 2: Road and Parking (Public)
-  Open Space Zone 2: Public Open Space
-  Agricultural Zone 1: Agriculture
-  Open Space Zone 3: Private Open Space
-  General Residential Zone 1: Town Housing

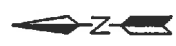
Plan date: 24/04/2024
 Plan Number: 24.130 (003) - Plan 8.2
 Plan prepared by: Veronica Jansen
 All distances are approximate and subject to a survey
 Tel: 028 313 1411
 Email: admin@wrapgroup.co.za
 Unit 11, Standard House,
 Corner of Royal and Dirkie Uys
 Street Heeremus, 7200



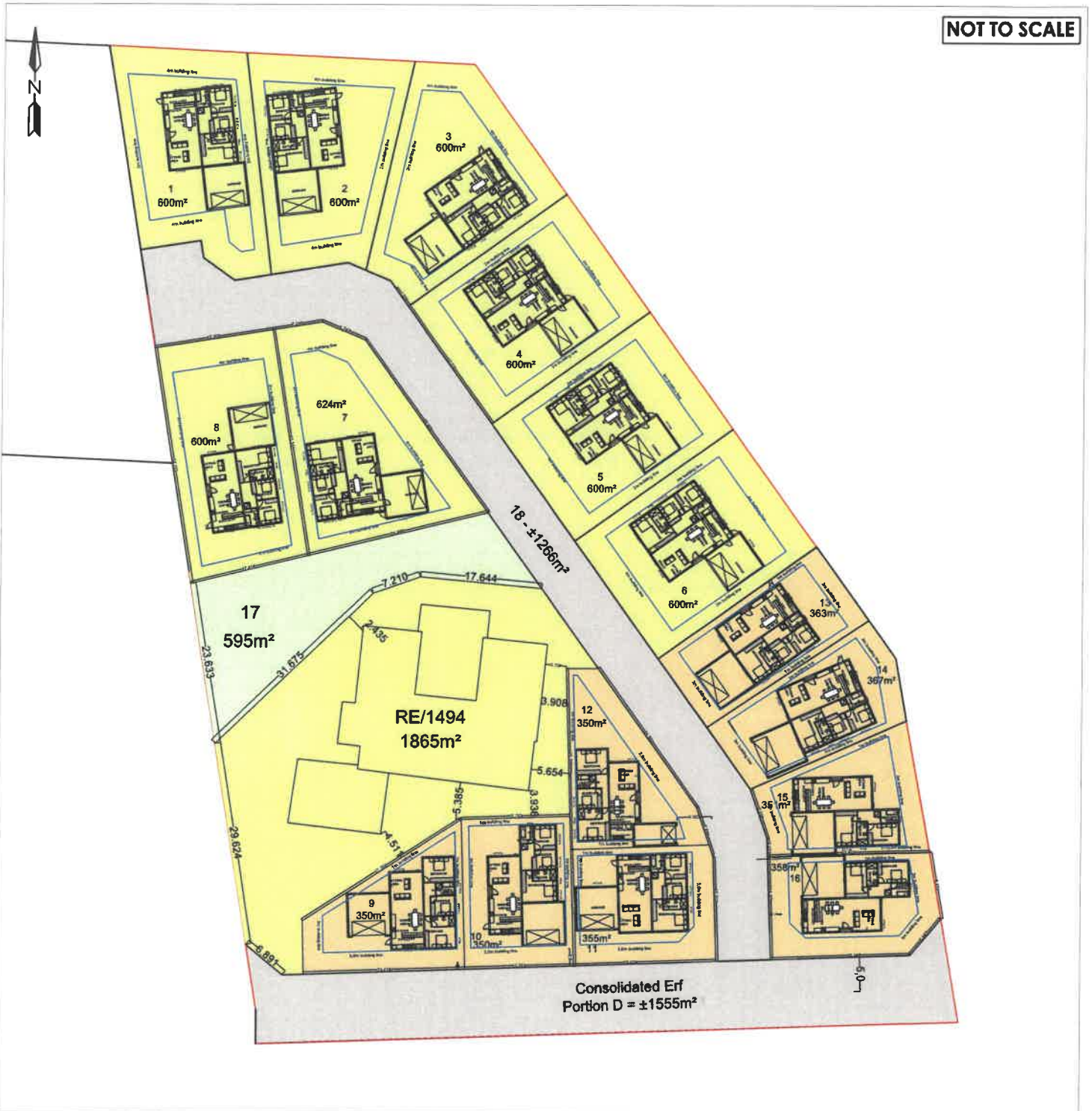
9. Consolidation Plan
Proposed Consolidation
Portion 19 (a Portion of Erf 1494) ±533m ²
Portion B (a Portion of Erf 2572) ±511m ²
Portion C (a Portion of the Remainder of Erf 1496) ±511m ²
Consolidated Erf Portion D ±1555m²
Plan date: 24/04/2025 Plan Number: 24.130 (001) - Plan 9 Plan prepared by: Veronica Jansen All distances are approximate and subject to a survey Tel: 028 313 1411 Email: admin@wrapgroup.co.za Unit B, Standard House, Corner of Royal and Dirkie Uys Street Hermanus, 7200



Scale 1 : 1000



NOT TO SCALE

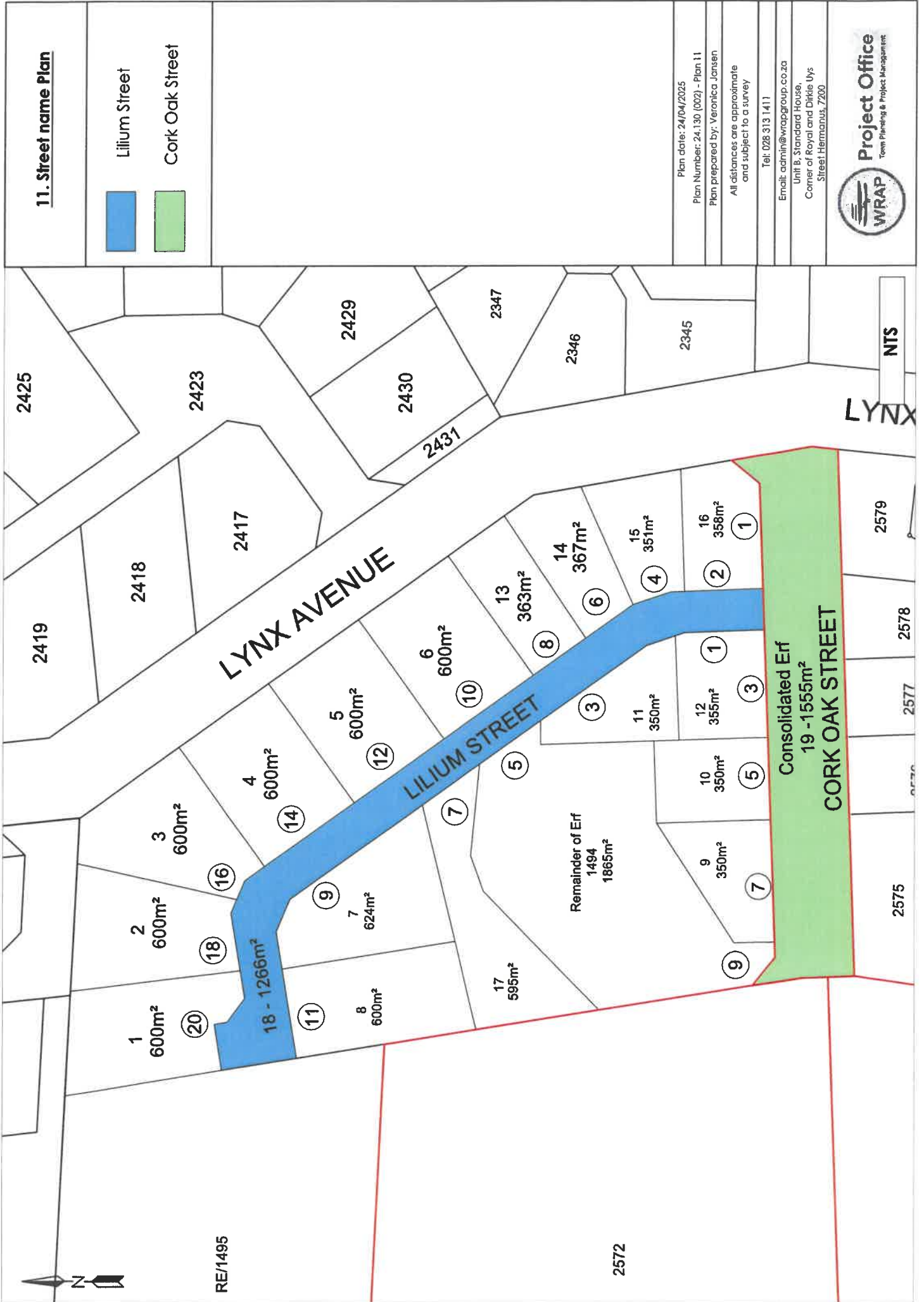


10. Draft Development Plan

FOR ILLUSTRATION PURPOSES ONLY

Plan date: 24/04/2025
 Plan Number: 24.130 (003) - Plan 10
 Plan prepared by: Veronica Jansen
 All distances are approximate and subject to a survey
 Tel: 028 313 1411
 Email: admin@wrapgroup.co.za
 Unit 8, Standard House,
 Corner of Royal and Dirkie Uys
 Street Hermanus, 7200





Loretta Gillion

194
Annexure D 1/4

24 JUN 2025

DOCUMENT CONTROL
OVERSTRAND MUNICIPALITY

From: Johan van Vollenhoven < >
Sent: Monday, 23 June 2025 13:10
To: Loretta Gillion
Subject: ERF 1494, LYNX ROAD, VERMONT, ERF 1496, LYNX ROAD, VERMONT AND ERF

Good day

I take note of the proposed development.

It seems that it is planned as per standard guidelines and should not be a problem if everybody stays within the rules with no shortcuts or favours.

Traffic.

Due to the additional people and vehicles using Lynx Road and access to R43 it is important that a traffic study be done on Lynx entrance . The morning and afternoon flow of traffic up and down Lynx from 43 is already dangerous. Steps will have to be taken to slow down traffic around the S curve from R43 or you will see major accidents soon. It is already risky.

The HOA of Auvergne Estate has already twice requested additional speed humps but was not accepted by Overstrand Municipality.

Please attend to it as part of this process.

Groete/Regards

Dr.Johan van Vollenhoven

Email:
Mailfax:
Cell:

FILE NO. ERF 1494 - HVM
<input type="text"/>
SCAN NO.
<input type="text"/>
COLLABORATOR NO.
2684623

Loriaan Isaacs

From: Jeff Hudson < >
Sent: Monday, 07 July 2025 12:49
To: Loriaan Isaacs
Cc: lissaparsons2@gmail.com
Subject: FW: Erven 1494, 1496 & 2572 Vermont: Public Participation - You are regarded as a potentially affected property owner

DOCUMENT CONTROL
 OVERSTRAND MUNICIPALITY

Hi Loriaan, thanks for the below. My wife is an affected property owner.

In terms of below notice I see erf 1496 will access Lynx from Cork Oak Street

Where will erf 2631 (also referred as erf 2439) gain access to Lynx Ave from – also Cork Oak Street or Koekoek Street?

The reason I am asking is that will be costs involved in changing the boundary wall of Fraaigelegen Estate and as one of the HoA trustees we will need to consider this and the impact on the traffic flow

Thanks

Jeff Hudson

5 Koekkoek Street

Fraaigelegen Estate

FILE NO. Erven 1494, ✓
1496 & 2572 - HVM
SCAN NO.
COLLABORATOR NO.
2699507

From: lissaparsons2@gmail.com <lissaparsons2@gmail.com>
Sent: Thursday, 19 June 2025 09:42
To: jeffhudson.sa@gmail.com
Subject: FW: Erven 1494, 1496 & 2572 Vermont: Public Participation - You are regarded as a potentially affected property owner

From: Loriaan Isaacs <loriaanisaacs@overstrand.gov.za>
Sent: Thursday, 19 June 2025 08:58
To: Loretta Gillion <loretta@overstrand.gov.za>
Subject: Erven 1494, 1496 & 2572 Vermont: Public Participation - You are regarded as a potentially affected property owner

TP 07 JUL 2025

3/4

REKORDBEHEER
04 JUL 2025
DOCUMENT CONTROL
OVERSTRAND MUNICIPALITY

Loretta Gillion

From: Paul Verhoef <r >
Sent: Thursday, 03 July 2025 21:45
To: Loretta Gillion
Cc: 'Paul Pfister'
Subject: [CAUTION: SUSPECT SENDER] Erven 1494,1496 and 2572

TP - A Theart
(H Olivier)

Dear Sir/Madam,

Thank you for forwarding the documentation pertaining to the proposed development of Erven 1494,1496 and 2572. We thank you for positively considering our previous objections with regard the access to the development via Caracal Close. We note that in terms of the current proposals the only access to the development will be via Cork Oak Street and the adjacent servitude/service road. We have no objection to these proposed arrangements and have no further comments regarding the development at this time.

Kind regards

Paul Verhoef

FILE NO. Erven 1494, 1496 & 2572 - HVM
SCAN NO. <input type="text"/>
COLLABORATOR NO. 2691708

TP - 4 JUL 2025

23 JUN 2025

197

4/4

Loriaan Isaacs

From: Anton Kohler <>
Sent: Monday, 23 June 2025 08:45
To: Loriaan Isaacs
Subject: Re: Erven 1494, 1496 & 2572 Vermont: Public Participation - You are regarded as a potentially affected property owner

DOCUMENT CONTROL
 OVERSTRAND MUNICIPALITY

Hi Loriaan,

I don't have any comments.

Many thanks
 Kind regards
 Anton Kohler

10 Blue Crane

FILE NO. Erven 1494, 1496 & 2572 - HNM
SCAN NO.
COLLABORATOR NO. 2684325

On Thu, 19 Jun 2025 at 08:58, Loriaan Isaacs <loriaanisaacs@overstrand.gov.za> wrote:

To whom it may concern

ERF 1494, LYNX ROAD, VERMONT, ERF 1496, LYNX ROAD, VERMONT AND ERF 2572, SIFFIE CRESCENT, VERMONT: APPLICATION FOR PHASING OF THE SUBDIVISION PLAN, SUBDIVISION, EXEMPTION OF SUBDIVISION / CONSOLIDATION, REZONING, CONSOLIDATION, DEPARTURE, ALLOCATION OF STREET NAMES AND NUMBERS AND THE ESTABLISHMENT OF A HOMEOWNER'S ASSOCIATION: WRAP PROJECT OFFICE ON BEHALF OF M CARSTENS, FRIKSTIENS (PTY) LTD AND P & PG STEERE

You are regarded as a potentially affected property owner.

Attached please find a self-explanatory notice for your attention.

Sections 47 and 48 of the Overstrand Municipality Amendment By-Law on Land Use Planning, 2020 (By-Law) requires that notice must be given, and Section 49 allows for a period of not less than 30 days from the date on which notice was given to affected persons to submit comments, objections or representations in respect of a land use planning applications. Council, during a meeting held on 30 November 2023, resolved that such notice be given via e-mail in accordance with the provisions of the Electronic Communications and Transactions Act, 25 of 2002. Due to ongoing difficulties in service delivery experienced by the South African Post Office, and as per the aforesaid Council resolution, **NO** registered mail/letters will be forwarded in the interim period.

Kindly regard this email as your formal notification of such land use application. Kindly provide your comment, objection or representations, if any, directly to Loretta Gillion (loretta@overstrand.gov.za) on or before **25 July 2025**.



Project Office

Town Planning & Project Management

Our Reference: 24/130
Your Reference: 4882/2024 & 1494, 1496 & 2572 HVM

11 August 2025

The Municipal Manager
Overstrand Municipality
PO Box 20
Hermanus
7200

OVERSTRAND MUNISIPALITEIT
REKORDBEHEER
12 AUG 2025
DOCUMENT CONTROL
OVERSTRAND MUNICIPALITY

*TP - A Theart
(H Olivier)*

Attention: Mr H Olivier

ERF 1494, LYNX ROAD, VERMONT, ERF 1496, LYNX ROAD, VERMONT AND ERF 2572, SIFFIE CRESCENT, VERMONT: APPLICATION FOR PHASING OF THE SUBDIVISION PLAN, SUBDIVISION, EXEMPTION OF SUBDIVISION / CONSOLIDATION, REZONING, CONSOLIDATION, DEPARTURE, ALLOCATION OF STREET NAMES AND NUMBERS AND THE ESTABLISHMENT OF A HOMEOWNER'S ASSOCIATION

Your email dated 11 August 2025 refers.

Four objections were received and will be addressed below:

FILE NO. <i>Erf 1494-HVM</i>
SCAN NO.
COLLABORATOR NO. <i>2844415</i>

Project Planning | Project Feasibility | Land Use Applications | Project Execution Management | Liquor Licensing

Office 3, Oakwood,
10 Dirkie Uys Street, Hermanus

PostNet Hermanus Suite 170
Private Bag X16, Hermanus,
7200

Tel: +27 (0)28 313 1411
Email: admin@wrapgroup.co.za
Web: www.wrapgroup.co.za



WRAP Group Established 2002

12 AUG 2025 *[Handwritten mark]*

Methodology to address the objections: Each topic raised in the objections will be addressed individually to ensure that all concerns are fully and adequately responded to.

Traffic

The concern regarding traffic safety and flow along Lynx Road and its intersection with the R43 is acknowledged. It is understood that the current traffic conditions, particularly during peak morning and afternoon periods, present challenges, especially around the S-curve near the R43.

It is important to note that the access design for the proposed development was prepared by a qualified civil engineer. The design incorporates sufficient sightlines and view corridors to ensure safe vehicle movement in and out of the property. These measures align with applicable engineering standards and are intended to mitigate potential traffic hazards associated with additional vehicles accessing Lynx Road.

Furthermore, the payment of bulk infrastructure contribution levies associated with this development can be utilised by the Overstrand Municipality to implement supplementary traffic calming measures, such as speed humps or other interventions, along Lynx Road. This would assist in addressing the concerns raised by the objectors regarding speeding and road safety.

While a formal traffic study specific to Lynx Road and the development and its entrance to the R43 has not been requested by the municipality at this stage, the engineering input and planned infrastructure contributions demonstrate a proactive approach to ensuring that traffic impacts are managed responsibly.

The proposed development's access and traffic implications have been carefully considered and designed to prioritise safety. The potential for infrastructure improvements funded by development levies provides an opportunity to enhance road safety along Lynx Road in response to existing concerns.

Erf 2631, Vermont

A comment was received concerning access to Erf 2631, Vermont. It is important to clarify that the proposal is not expected to affect the approved access arrangements for Erf 2631 Vermont as there is a registered right of way servitude over Erf 1496 Vermont to Koekoek Street, which is a public street.

At present, Erf 2631 Vermont gains access via the existing panhandle, which is planned to be formalised and converted into a public street. This public street will continue to provide access to Erf 2631 Vermont until such time as the remainder of Erf 1496 Vermont is developed. Should the remainder of Erf 1496 Vermont be developed in the future, access to Erf 2631 Vermont can be incorporated through the new development or alternatively via Koekoek Street via the registered right of way servitude in place. The wall mentioned will need to be addressed by the parties involved.

No Objections

The comments from Mr Paul Verhoef and Mr Anton Kohler are acknowledged and is not required to be addressed as they do not pose any objections to the proposal.

Considering the above, it is respectfully recommended that the planning application be approved as submitted, as it responsibly addresses access, traffic, and development considerations while contributing positively to the area's housing needs.

Yours faithfully



T. JANSEN

PROFESSIONAL TOWN PLANNER (A/2858/2019)

**COMMENTS FROM THE PROJECT MANAGEMENT DIVISION FOR:
APPLICATION FOR PHASING OF THE SUBDIVISION PLAN,
SUBDIVISION, EXEMPTION OF SUBDIVISION / CONSOLIDATION,
REZONING, CONSOLIDATION, DEPARTURE, ALLOCATION OF STREET
NAMES & NUMBERS AND THE ESTABLISHMENT OF A HOMEOWNER'S
ASSOCIATION: ERVEN 1494, 1496 & 2572, VERMONT (4882/2024)**

Water	:	Refer to conditions
Sewer	:	Refer to conditions
Roadsand Traffic	:	Refer to conditions
Stormwater	:	Refer to conditions
Electricity	:	Eskom Area

Conditions:

1. That a Bulk Services Contribution Levy (BICL) be paid by the developer to supplement municipal services and amenities in accordance with the relevant legislation and as determined by the Council. The BICL tariff is adjusted by Council annually. The total BICL payable will be the amount as determined by the BICL Policy and tariff at the date of **actual payment**. BICL amounts quoted in any document will normally be applicable to the particular year in which the document was compiled and Council will not be bound by the quoted amounts.

- 1.1 **Developments containing Sectional Title Units/ Commercial Buildings** (non-free standing properties – property is not to be subdivided)

The BICLs are to be paid in full **prior** to submission of the building plans. Building Plans will not be accepted unless the BICL is paid in full.

- 1.2 **Developments with free standing properties** (property that is subdivided and plots to be sold individually).

The BICLs are payable **prior** to clearance being issued by the Income Department of the Municipality.

The contribution according to the current policy (2025/2026) is as follows:

Freehold erven:

Water	R 27 598.00 x 13.40	= R 369 813.20
Sewerage	R 19 725.00 x 13.40	= R 264 315.00
Roads	R 8 845.00 x 15.00	= R 132 675.00
Stormwater	R 10 205.00 x 16.754	= R 170 974.57
Solid Waste	R 1 769.00 x 15.00	= <u>R 26 535.00</u>
TOTAL (inclusive of VAT)		= <u>R 964 312.77</u>

Note that:

- a) The above figures are estimated amounts.
b) The above figures are subject to annual tariff adjustments.

2

2. that the developer at his cost constructs the internal municipal civil and electrical services for the development as well as any link or bulk municipal services that need to be provided;
 - 2.1 the Chief Engineer: Infrastructure Services may require the developer to construct internal, link, and/or bulk municipal services to a higher capacity than warranted by the development for purposes of allowing other existing or future developments to also utilise such services, provided;
 - 2.2 the rates and prices of such work be established in terms of a system which is fair, equitable, transparent and cost effective;
 - 2.3 if link municipal services have already been provided, the developer to contribute towards the cost thereof, the Chief Engineer: Infrastructure Services to determine the amount of such contribution in terms of a system which is fair and equitable;
3. that servitudes for municipal services be registered in favour of the Council at the developer's cost in respect of all main services to be taken over by the Council and all existing municipal services concerned crossing private property;
4. that the developer indemnifies and keep the Council indemnified against all actions, proceedings, claims and demands, costs, damages and expenses arising out of the establishment of the township, the provision of services to the township or the use of servitude areas or municipal property;
5. that a plan of all the existing services be submitted to the Chief Engineer: Infrastructure Services, by the developer and that any of the services that need to be relocated, be done by the developer at his cost to the satisfaction of the Chief Engineer: Infrastructure Services:
 - 5.1 way-leaves must be obtained from the Principal Technologist: Hermanus;
 - 5.2 such way-leaves to be obtained prior to any excavation on public property or property where existing services are located;
6. that the developer must enter into an agreement with the Council to install or upgrade bulk and/or link municipal services and amenities at an agreed cost, subject to the following:
 - 6.1 such costs to be established in accordance with a system which is fair, equitable, transparent, competitive and cost effective;
 - 6.2 such costs shall be set-off against (part or full) development contributions payable in respect of engineering services;

3

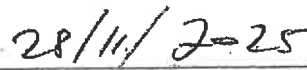
7. that plans of all the internal municipal civil and electrical (high and low voltage supply) services and such link services as required by the Chief Engineer: Infrastructure Services, prepared by an ECSA registered professional engineer/technologist, be submitted to the Chief Engineer: Infrastructure Services for his prior approval;
8. the "Guidelines for the Provision of Engineering Services in Residential Townships" (Blue Book), SABS 1200 specifications and the Design and Construction Standards for civil and electrical services of the Council to be used as the standard design and construction criteria with which such plans must comply;
9. the Chief Engineer: Infrastructure Services to be notified in writing of all deviations from the Standard Design and Construction Criteria when plans are submitted for his approval and such deviations to be separately approved in writing by the Chief Engineer: Infrastructure Services;
10. the successful completion of such works to be supervised and certified by an independent professional civil engineer/technologist i.e. a professional civil engineer/technologist who has no direct financial interest in the development, other than payment as standard professional fees for the work concerned; and
11. such independent professional civil engineer/technologist to furnish the Chief Engineer: Infrastructure Services with satisfactory proof of his professional indemnity insurance to an amount which shall not be less than that required by the SAACE and which insurance shall be valid for the relevant contract and maintenance period;
12. that all municipal civil and electrical services installed or constructed by the developer, be maintained after completion thereof for a maintenance period, as described in the General Condition of Contract for Works of Civil Engineering Construction - 2004, of 12 months, and
13. that a Certificate of Completion together with as-built services plans be provided by the independent professional engineer/technologist to the Overstrand Municipality. As-built plans to be on quality paper, together with a DXF file thereof;
14. that a service agreement must be required by the Chief Engineer: Infrastructure Services prior to the approval of any service plans;
15. that each single residential erf or unit be provided with individual water and sewer connections which comply with the standards of the Department: Operational Services (Hermanus);
16. that the water reticulation be provided/upgraded according to the report prepared by GLS consulting engineers and/or the Overstrand Sewer Master Plan and Water Master Plan;

4

17. that the developer investigate and determine the limitations of the site in terms of sewer drainage, subject to the minimum requirements of *SANS 10400 – P: 2010: Drainage*;
18. that a stormwater management plan, which may include attenuation facilities to ensure that the pre-development run-off is not exceeded, be submitted to the Chief Engineer: Infrastructure Services for approval and that the approved management plan be implemented by the developer at his cost to the satisfaction of the Chief Engineer: Infrastructure Services;
19. that the approved stormwater management plan include the following:
 - a) pre-development run-off from the catchment area;
 - b) post-development run-off from catchment area;
 - c) existing stormwater reticulation system and the capacity thereof;
 - d) connection of internal stormwater reticulation system;
 - e) overland escape routes;
20. that the connection to the stormwater reticulation system be provided according to the approved stormwater management plan by, the developer;
21. that, should any upgrading and/or development of the relevant sidewalks adjacent to the property be required as part of the development, application for such development be made to the office of the Principal Technologist: Hermanus for written approval;
22. that any damage to the existing roads, used as routes for access to the development, for the provision of services, be repaired by the developer;
23. that all the parking requirements from the 2020 Overstrand Land Use Scheme be complied with.



RICARDO ANDREW
PRINCIPAL TECHNOLOGIST:
DEVELOPMENT CONTROL



DATE



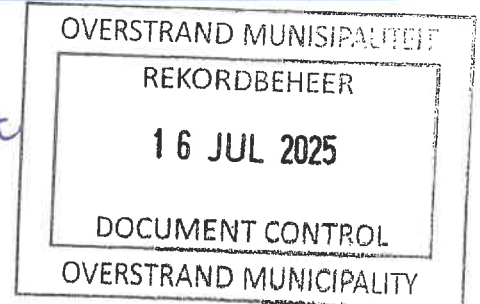
Western Cape
Government

Department of Environmental Affairs and Development Planning
Bernadette Osborne
Directorate: Development Management, Region 1
Bernadette.Osborne@westerncape.gov.za | Tel: 021 483 3679

REFERENCE: 16/3/3/6/6/E2/40/1248/25
DATE OF ISSUE: 16 July 2025

The Municipal Manager
Overstrand Municipality
P. O. Box 20
HERMANUS
7200

TP - A Theart
(H Olivier)



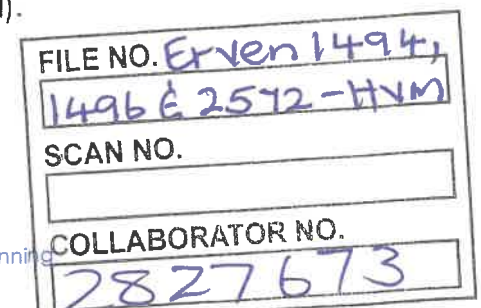
Attention: Mr. H. Olivier

Tel: 028 313 8900
E-mail: loretta@overstrand.gov.za

Dear Sir

REQUEST FOR COMMENT ON THE APPLICABILITY OF THE NEMA EIA REGULATIONS, 2014 (AS AMENDED) IN RELATION TO THE APPLICATION FOR THE PHASING OF SUBDIVISION PLAN, SUBDIVISION, EXEMPTION OF SUBDIVISION, REZONING, CONSOLIDATION, DEPARTURE, ALLOCATION OF STREET NAMES AND NUMBERS, AND ESTABLISHMENT OF HOME OWNER'S ASSOCIATION: ERVEN 1494, 1496 AND 2572, VERMONT.

1. The electronic copy of the document received by the Department's Directorate: Development Management, Region 1 ("this Directorate") on 19 June 2025, refers.
2. Based on the information provided, this Directorate notes the following:
 - 2.1. The proposal entails the subdivision, rezoning consolidation and departure of Erven 1494, 1496 and 2572, Vermont to allow for a residential development and associated infrastructure on Erf 1494, Vermont;
 - 2.2. The proposed site was zoned residential prior to 5 March 2012; and
 - 2.3. The proposed site is located inside an urban area on property zoned Residential Zone 1.
3. Based on the mapping tools available to this Directorate, the proposed site is mapped to contain Hangklip Sand Fynbos, which is classified as a critically endangered ecosystem. However, based on previous information received regarding development on the erf, it was indicated that the erf had been transformed due to agricultural activities, and that no indigenous vegetation is present on the proposed site. Furthermore, no watercourses are located on or within 32m of the proposed site.
4. You are hereby informed that the proposed development on Erf 1494 does not constitute any listed activities in terms of the EIA Regulations, 2014 (as amended).
5. This determination is based on the following:
 - 5.1. No indigenous vegetation will be cleared;



- 5.2. No development will occur within or within 32m of watercourse;
- 5.3. The road to be developed is located inside an urban area; and
- 5.4. The residential development where such land was used for agriculture after 01 April 1998 inside an urban area, will not be bigger than 5 ha.
6. Written environmental authorisation is therefore **not required** from the competent authority prior to the undertaking of the said development.
7. Please note that any development on Erven 2572 and 1496 may constitute a listed activity if it involves the clearing of critically endangered vegetation.
8. Should any revision of the proposed development constitute a listed activity(ies) in terms of the NEMA EIA Regulations, 2014 as defined in Listing Notices 1, 2 and 3 an application must be submitted and environmental authorisation obtained before such activity(ies) may commence.
9. The applicant is reminded of his/her general duty of care and the remediation of environmental damage, Section 28(1) of NEMA specifically states that –*“Every person who causes, has caused or may cause significant pollution or degradation of the environment must take reasonable measures to prevent such pollution or degradation from occurring, continuing or recurring, or, in so far as such harm to the environment is authorised by law or cannot reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment.”*
10. This Directorate reserves the right to revise or withdraw its comments and request further information based on any new or revised information received.

Yours faithfully

Melanese Schippers Digitally signed by
Melanese Schippers
Date: 2025.07.16
08:53:01 +02'00'

**pp HEAD OF COMPONENT
DIRECTORATE: DEVELOPMENT MANAGEMENT (REGION 1)
DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING**

Our Ref: HM/ OVERBERG/ OVERSTRAND / HERMANUS / ERF 1494, ERF 1496-RE, & ERF 2572
Case No.: 26285RB1002
Enquiries: Ruan Brand
E-mail: ruan.brand@westerncape.gov.za
Tel: 021 829 3319



Applicant: Thian Jansen
Owner: Maryka Carstens (Erf 1494), Friksiens (Pty) Ltd (Erf 1496) Peter Graham & Petro Steere (Erf 2572)
admin@wrapgroup.co.za

NOTIFICATION OF IN TENT TO DEVELOP FOR THE SUBDIVISION OF ERF 1494, REMAINDER OF ERF 1496 AND ERF 2572 VERMONT, HERMANUS, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

The matter above has reference.

Your application was tabled at the Heritage Officers Meeting (HOMS) held on 13 October 2025.

RESPONSE

HWC noted that the subdivision of Erf 1494, Remainder of Erf 1496 and Erf 2572 Vermont, Hermanus, does not trigger Section 38(1) of the National Heritage Resources Act no. 25 (1999) as the previous ROD dated 16 February 2025 remains in effect (HWC25012803XM01290), and therefore Section 38 is not applicable in terms of impacts to the heritage resource.

Any further municipal procedures can be duly followed.

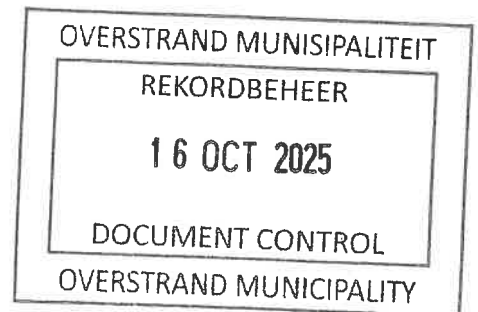
Should you have any further queries, please contact the official above and quote the case number provided.



 Waseefa Dhansay
Assistant Director: Professional Services

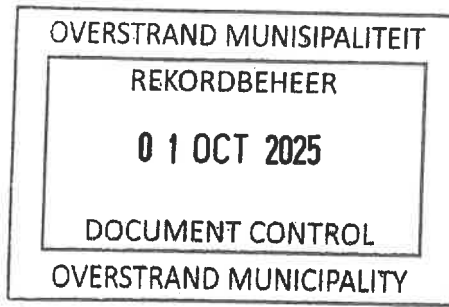


FILE NO. <u>Erfen 1494,</u> <u>1496 & 2572 -HVM</u>
SCAN NO. <input type="text"/>
COLLABORATOR NO. <u>2885525</u>



TP- A Theart
(Holidayer)

16 OCT 2025



TP- A Theart (H Olivier)

15 Bosmansdam Road
Milnerton
Cape Town
7441

Sanet Botha
Tel: 081 4093918
Email: WayleavesSR@Telkom.co.za

Our Ref.: WONR 3047 25

1 October 2025

OVERSTRAND MUNICIPALITY

Dear Sir / Madam

OPTIC FIBRE/COPPER PLANT AFFECTED

WAYLEAVE APPLICATION: ERF 1494, 1496 & 2572, VERMONT.

With reference to your application dated 19 June 2025.

FILE NO.	Erven 1494, 1496 & 2572-HVM
SCAN NO.	
COLLABORATOR NO.	2874808

As important **OPTIC FIBRE** cables are affected, please contact our representative **Melt van As** telephone number **081 3637873** at least 48 hours prior of commencement on construction work.

As per sketch attached, Openserve infrastructure will be affected, consequently the conditions below and on the attached legend will apply.

I hereby inform you that Openserve approves the proposed work indicated on your drawing in principle. This approval is valid for **6 months only**, after which reapplication must be made if the work has not been completed.

Any changes or deviations from the original planning during or prior to construction must immediately be communicated to this office.

Approval is granted, subject to the following conditions.

Telecommunication services position is shown as accurately as possible but should be regarded as approximate only.

Should alterations or relocation of existing infrastructure be required, such work will be done at the request and cost of the applicant.

TP. 01 OCT 2025

Please notify this office within 21 working days from this letter of acceptance and if any alternative proposal is available or if a recoverable work should commence.

It would be appreciated if this office can be notified within 30 days of completion of the construction work. Confirmation is required on completion of construction as per agreed requirements.

Should Openseve infrastructure be damaged while work is undertaken, kindly contact our representative immediately.

All Open Serve rights remain reserved.

Yours faithfully



Sanet Botha

Wayleave Management: Western Region & Southern Region

TPA-EMS-250812-01

Town Planning Application on 12-08-2025

Generated on Unitil by Penelope Apion on 12-08-2025



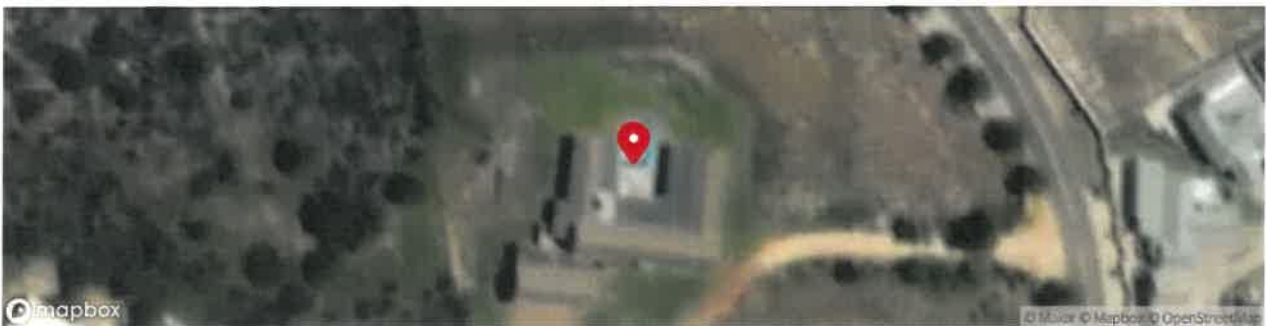
Basic Information

Captured Reference	12-08-2025 13:36 TPA-EMS-250812-01	Call Time	12-08-2025 13:36	Captured By Office	Penelope Apion EMS
District	Overberg	Status			Open
Municipality	Overstrand				

Description

PHASING OF THE SUBDIVISION PLAN, SUBDIVISION, EXEMPTION OF SUBDIVISION / CONSOLIDATION, REZONING, CONSOLIDATION, DEPARTURE, ALLOCATION OF STREET NAMES AND NUMBERS AND THE ESTABLISHMENT OF A HOMEOWNER'S ASSOCIATION

Geographical Information



1496 Lynx Avenue, Vermont, South Africa (-34.4094; 19.1483)

Application Details

File Reference 1494, 1496 & 2572 HVM
WRAP PROJECT OFFICE
ON BEHALF OF M

Applicant CARSTENS,
FRIKSTIENS (PTY) LTD
AND P & PG STEERE
ERF 1494, LYNX ROAD,
VERMONT; ERF 1496,

Property Details LYNX ROAD, VERMONT
AND ERF 2572, SIFFIE
CRESCENT, VERMONT

Application Comments

This office has no objection to this application for the phased development of erven 1494, 1496 & 2572 Vermont.

Application Types

Subdivision

Rezoning

Departure

Consolidation Of Land

Closing Comments

.....

Name and Surname

.....

Signature

.....

Date