



# **MEETING OF THE MUNICIPAL PLANNING TRIBUNAL (MPT)**

## **A G E N D A**

|               |                                         |
|---------------|-----------------------------------------|
| <b>DATE:</b>  | <b>29 OCTOBER 2026</b>                  |
| <b>VENUE:</b> | <b>TOWN PLANNING COMMITTEE<br/>ROOM</b> |
| <b>TIME:</b>  | <b>14:00</b>                            |

# OVERSTRAND MUNICIPALITY

Office of the Chairperson: MPT  
Civic Centre  
HERMANUS  
7200

**22 October 2026**

**TO : THE MEMBERS OF THE MUNICIPAL PLANNING TRIBUNAL**

**CONVENING NOTICE : SESSION OF THE MUNICIPAL PLANNING TRIBUNAL (MPT)**

**NOTICE IS HEREBY GIVEN** that the **Municipal Planning Tribunal (MPT)** will go into session in the Town Planning Committee Room on **Thursday, 29 October 2026** at **14:00** to consider the attached agenda.

**D ADONIS**  
**CHAIRPERSON : MUNICIPAL PLANNING TRIBUNAL**

**Distribution:**

1. Mr D Adonis (Chairperson)
2. Ms T de Waal (Vice-Chairperson)
3. Mr H Blignaut (Member)
4. Ms R Louw (Member)
5. Mr D Hendriks (Member)
5. Mr R Kuchar (Authorised Official)
6. Mr S van der Merwe (Principal Town Planner)
7. Ms H van der Stoep (Principal Town Planner)
8. Mr B Minnaar (Town Planner)
9. Secretariat



## **OVERSTRAND MUNICIPAL PLANNING TRIBUNAL (MPT)**

**29 October 2026**

### **I N D E X**

| <b><u>ITEM</u></b> |                                                                                                                                                                                                                                                                                               | <b><u>PAGE<br/>NUMBER</u></b> |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                    | <b>APPLICATIONS FOR LEAVE OF ABSENCE</b>                                                                                                                                                                                                                                                      |                               |
| <b>4.1</b>         | <b>ERF 369, 30 PEAK ROAD, PRINGLE BAY, OVERSTRAND MUNICIPAL AREA: APPLICATION FOR DEPARTURE: PLAN ACTIVE TOWN AND REGIONAL PLANNERS ON BEHALF OF MANDWANA TRADING 2 (PTY) LTD</b>                                                                                                             | <b>1</b>                      |
| <b>4.2</b>         | <b>ERF 848, 173 MAIN ROAD, NORTHCLIFF, HERMANUS, OVERSTRAND MUNICIPAL AREA: PROPOSED DEPARTURES: PLAN ACTIVE TOWN AND REGIONAL PLANNERS ON BEHALF OF KEE PROPERTY INV (PTY) LTD</b>                                                                                                           | <b>81</b>                     |
| <b>4.3</b>         | <b>ERF 5392, C/O DE GOEDE AND CHURCH STREET, WESTCLIFF, HERMANUS: APPLICATION FOR CONSENT USE AND DEPARTURE: MAMPHELE DEVELOPMENT PLANNERS ON BEHALF OF GOEIE HOOP BEHUISINGSMAATSKAPPY T/A HUIS LETTIE THERON</b>                                                                            | <b>168</b>                    |
| <b>4.4</b>         | <b>REMAINDER PORTION 2 (WABOOMSRIVIER) OF THE FARM SONDAGSKLOOF NO. 672, AND PORTION 13 OF THE FARM SONDAGSKLOOF NO. 672, DIVISION CALEDON, OVERSTRAND MUNICIPAL AREA: APPLICATION FOR CONSOLIDATION, SUBDIVISION AND CONSENT USE: MESSRS WRAP PROJECT OFFICE ON BEHALF OF IKONIQUE TRUST</b> | <b>220</b>                    |
| <b>4.5</b>         | <b>PORTION 59 OF THE FARM BAARDSCHEERDERS BOSCH NO. 213, DIVISION BREDASDORP, OVERSTRAND MUNICIPALITY: APPLICATION FOR CONSENT USE: MESSRS TOWN AND COUNTRY CREATIVE LAND SOLUTIONS ON BEHALF OF A BRITZ</b>                                                                                  | <b>324</b>                    |

**1. OPENING**

**2. APPLICATIONS FOR LEAVE OF ABSENCE**

**3. CONFIRMATION OF MINUTES**

**3.1 Minutes of a Municipal Planning Tribunal Meeting held on 1 October 2026**

**4. ITEMS FOR CONSIDERATION**

**4.1 ERF 369, 30 PEAK ROAD, PRINGLE BAY, OVERSTRAND MUNICIPAL AREA: APPLICATION FOR DEPARTURE: PLAN ACTIVE TOWN AND REGIONAL PLANNERS ON BEHALF OF MANDWANA TRADING 2 (PTY) LTD**

Report attached

**4.2 ERF 848, 173 MAIN ROAD, NORTHCLIFF, HERMANUS, OVERSTRAND MUNICIPAL AREA: PROPOSED DEPARTURES: PLAN ACTIVE TOWN AND REGIONAL PLANNERS ON BEHALF OF KEE PROPERTY INV (PTY) LTD**

Report attached

**4.3 ERF 5392, C/O DE GOEDE AND CHURCH STREET, WESTCLIFF, HERMANUS: APPLICATION FOR CONSENT USE AND DEPARTURE: MAMPHELE DEVELOPMENT PLANNERS ON BEHALF OF GOEIE HOOP BEHUISINGSMAATSKAPPY T/A HUIS LETTIE THERON**

Report attached

**4.4 REMAINDER PORTION 2 (WABOOMSRIVIER) OF THE FARM SONDAGSKLOOF NO. 672, AND PORTION 13 OF THE FARM SONDAGSKLOOF NO. 672, DIVISION CALEDON, OVERSTRAND MUNICIPAL AREA: APPLICATION FOR CONSOLIDATION, SUBDIVISION AND CONSENT USE: MESSRS WRAP PROJECT OFFICE ON BEHALF OF IKONIQUE TRUST**

Report attached

**4.5 PORTION 59 OF THE FARM BAARDSCHEERDERS BOSCH NO. 213, DIVISION BREDASDORP, OVERSTRAND MUNICIPALITY: APPLICATION FOR CONSENT USE: MESSRS TOWN AND COUNTRY CREATIVE LAND SOLUTIONS ON BEHALF OF A BRITZ**

Report attached

## 4.1

**ERF 369, 30 PEAK ROAD, PRINGLE BAY, OVERSTRAND MUNICIPAL AREA:  
APPLICATION FOR DEPARTURE: PLAN ACTIVE TOWN AND REGIONAL PLANNERS ON  
BEHALF OF MANDWANA TRADING 2 (PTY) LTD****369 KPRB (5071/2025)****H van der Stoep  
16 April 2026****(028) 313 8900****Hermanus Administration**

---

**1. EXECUTIVE SUMMARY**

An application has been received on 26 August 2025 from Plan Active Town & Regional Planners on behalf of Mandwana Trading 2 (Pty) Ltd on Erf 369, Pringle Bay for a **departure** in terms of Section 16(2)(b) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 read with Section 17.1.2.(c) of the Overstrand Municipality Land Use Scheme, 2020 for a **departure** for the provision of alternative and additional parking bays within the road reserve in order to deviate from the requirement to accommodate parking on site i.e. six (6) off-site parking bays.

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**

Erf 369 is located in the Pringle Bay Central Business District (CBD) area and situated at Peak Road and Pass Road. The erf measure 259m<sup>2</sup> in extent and zoned Business Zone 3: Local Business. The property is developed and is surrounded by business and residential land uses.

**4. SUMMARY OF APPLICANT'S MOTIVATION**

**THE MOTIVATION CAN BE SUMMARIZED AS FOLLOWS:**

**BACKGROUND**

N.M. Griffin, acting on behalf of Mandwana Trading 2 (Pty) Ltd, the registered owner of Erf 369 Pringle Bay, has appointed Plan Active Town Planners to submit an application for the departure in terms of Section 16(2)(b), read with Section 17.1.2.(c) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020, for the provision of alternative parking bays within the road reserve in order to deviate from the requirement to accommodate parking on site i.e. six (6) off-site parking bays for the development of Erf 369 Pringle Bay.

On 9 January 2011, land use approval was granted for Erven 366 and 1861 Pringle Bay, authorising the property owner to construct 30 parking bays within the road reserve adjacent to the subject properties. These erven are located alongside Erf 369 Pringle Bay and are also owned by the applicant. Over time, the applicant has

developed a total of 58 on-street parking bays to service developments on Erven 366, 1861, and 1889 Pringle Bay, with building plans approved accordingly. Of the 60 parking bays developed, only 44 on-street bays were required to satisfy the parking demand associated with the abovementioned erven. Consequently, there is currently a surplus of 14 on-street parking bays located within the road reserve surrounding these properties.

The applicant now proposes to develop Erf 369 Pringle Bay, which has a total extent of 259m<sup>2</sup>. Due to the property's limited size, it is proposed that the existing surplus parking bays already developed in the road reserve be allocated to accommodate the parking requirements of the proposed development on Erf 369. As these parking bays are already constructed, the proposal is to "buy out" the number of parking spaces that cannot feasibly be provided on-site, thereby meeting the parking provision requirements for the development of Erf 369 Pringle Bay.

#### Proposal

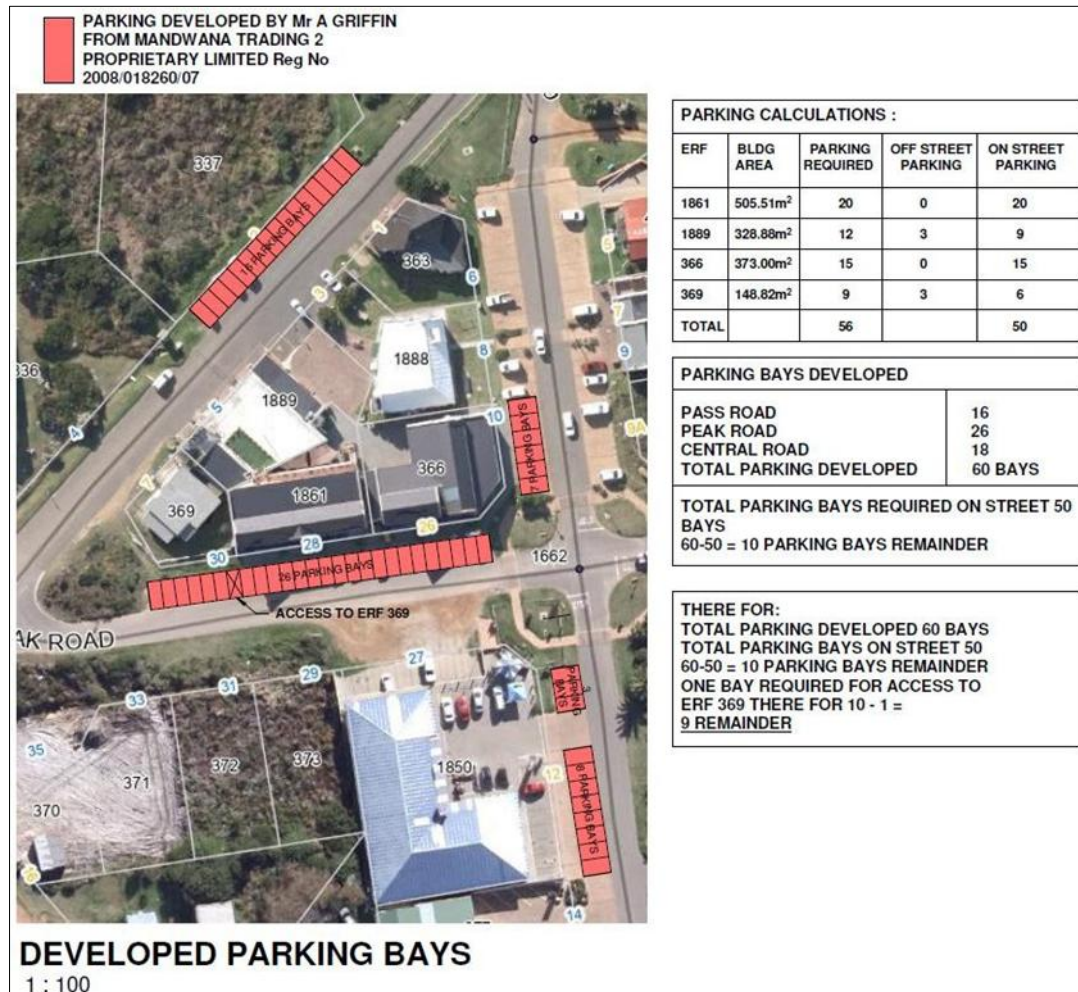
Section 17.1.2(c) of the Overstrand Municipality Land Use Scheme Regulations that read as follows:

##### *Alternative Parking Provision:*

- c) pay the Municipality the amount to the value of the parking to be provided in accordance with the zoning concerned, together with the construction cost, in cases where the provision of parking as precluded in terms of other legislation or site-specific constraints or a contribution is made to an approved Municipal parking fund or project for the provision of parking.*

On 9 January 2011, land use approval was granted for Erven 366 and 1861 Pringle Bay, authorising the property owner to construct 30 parking bays within the road reserve adjacent to the subject properties. These erven are located alongside Erf 369 Pringle Bay and are also owned by the applicant. Over time, the applicant has developed a total of 60 on-street parking bays to service developments on Erven 366, 1861, and 1889 Pringle Bay, with building plans approved accordingly.

Refer to the developed parking bays plan below:



Of the 60 parking bays developed, only 44 on-street bays were required to satisfy the parking demand associated with the abovementioned erven. Consequently, there is currently a surplus of 14 on-street parking bays located within the road reserve surrounding these properties.

The applicant now proposes to develop Erf 369 Pringle Bay, which has a total extent of 259m<sup>2</sup>. Due to the property's limited size, it is proposed that the existing surplus parking bays already developed in the road reserve be allocated to accommodate the parking requirements of the proposed development on Erf 369. As these parking bays are already constructed, the proposal is to "buy out" the number of parking spaces that cannot feasibly be provided on-site, thereby meeting the parking provision requirements for the development of Erf 369 Pringle Bay.

It is proposed to alter and add to the existing building on Erf 369 Pringle Bay to develop two shops, a lobby, a storeroom, ablutions and lift on ground floor level and two one-bedroom apartments on first floor level. Each apartment will consist of a bedroom, kitchen, living and dining area and a bathroom. The proposed redevelopment of Erf 369 Pringle Bay will meet all land use requirements.

| BASE LINE CALCULATIONS     |       |
|----------------------------|-------|
| HIGHEST SURVEY POINT (HSP) | 21074 |
| LOWEST SURVEY POINT (LSP)  | 21058 |
| BASE LINE                  | 21066 |
| MAXIMUM HEIGHT             | 31566 |

| FLOOR FACTOR                                                                                                                                                                               |            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| <b>FLOOR FACTOR 1.5</b><br><b>SITE AREA 259.01m<sup>2</sup></b><br><b>THUS 259.01x1.5 = 388.52m<sup>2</sup> ALLOWABLE AREA</b>                                                             |            |
| <b>FLOOR AREAS 355.06m<sup>2</sup> - 6.87m<sup>2</sup> = 348.19m<sup>2</sup></b><br><b>( STAIR AREA BOTH FLOORS 13.74 / 2 = 6.87m<sup>2</sup>)</b><br><b>THUS ALLOWABLE COVERAGE = 75%</b> |            |
| COVERAGE                                                                                                                                                                                   |            |
| BUILDING FOOT PRINT                                                                                                                                                                        | 188.88 Sqm |
| SITE AREA                                                                                                                                                                                  | 259.01 Sqm |
| % COVERAGE                                                                                                                                                                                 | 72.92 %    |

| AREAS             | SQUARE METERS |
|-------------------|---------------|
| SITE AREA         | 259.01 Sqm    |
| EXISTING BUILDING | 83.90 Sqm     |
| PROPOSED WORK     |               |
| GROUND FLOOR PLAN | 105.12 Sqm    |
| FIRST FLOOR PLAN  | 166.05 Sqm    |
| TOTAL NEW WORK    | 271.17 Sqm    |

Refer to the site development plan that includes the site plan, floor layout plans, sections and elevations for the redevelopment of Erf 369 Pringle Bay.

However, sufficient parking for the redevelopment of the site cannot be provided on-site. The parking calculations for the GLA and number of flats are as follows:

#### **PARKING CALCULATIONS**

**GLA - SHOPS, ENTRANCE LOBBY & STORE = 148.82m<sup>2</sup>**  
**EXCLUDING LIFT, ABLUTIONS, & STAIRCASE (ONLY ONCE)**  
**THUS:**

**148.82/100 = 1.488 x 4 BAYS = 5.95 THEREFOR = 6 PARKING BAYS**  
**2x FLATS x 1.5 PARKING BAYS PER FLAT = 3 PARKING BAYS**  
**PARKING BAYS OFF STREET : = 3 PARKING BAYS**

**TOTAL PARKING BAYS NEEDED 6 + 3 = 9 - 3 = 6 ON STREET PARKING BAYS**

Currently the Land Use Scheme prescribes that 4 parking bays per 100m<sup>2</sup> GLA and 1,5 parking bays per flat be provided onsite. With reference to Section 17.1.2(c) alternative parking can be provided. The last-mentioned section read as follows:

*“c) pay the Municipality the amount to the value of the parking to be provided in accordance with the zoning concerned, together with the construction cost, in cases where the provision of parking as precluded in terms of other legislation or site-specific constraints or a contribution is made to an approved Municipal parking fund or project for the provision of parking.”*

The GLA of 148,82m<sup>2</sup> for the shop on ground floor level requires a total amount of 5,95 parking spaces to be provided on-site. Two 1-bedroom apartments require a total amount of 3 parking spaces.

The site plan for Erf 369 Pringle Bay indicates that three (3) parking spaces can be provided for on-site (numbered as parking bays no. 1-3 on the site plan). Parking bays no. 4-9 (i.e. six parking bays) are already developed but was never “bought out” by our client. Due to the configuration of the site and the extent of the erf, the owner has no other choice than to “buy-out” the additional parking bays required in terms of Section 17.1.2(c) to redevelop Erf 369 Pringle Bay for shop purposes on ground floor level and two apartments on first floor level. The parking bays provided within the road reserve (parking bays no. 4-9) are in line with the character of provision of parking space within the CBD and were constructed in the same manner.

It is therefore proposed that the land be evaluated in order to determine the cost of the six (6) parking bays required that cannot be accommodated on the site in terms of Section 17.1.2(c) excluding the construction costs be considered. The owner already constructed 10 parking bays in excess in the road reserve at their cost.

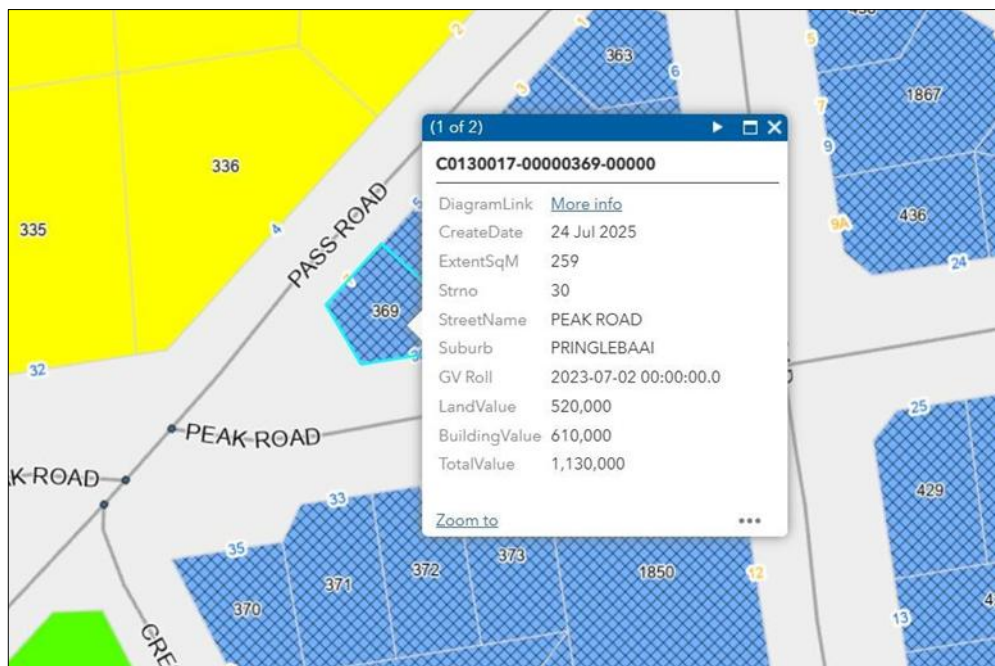
**In terms of the Overstrand Municipality the formula to determine the value of a parking bays is as follows:**

- 1 parking bay constitutes (25m<sup>2</sup> x 6 required bays);  
= (150m<sup>2</sup>) x (value of the land per m<sup>2</sup>).

Calculation for 6 parking bays

- 25m<sup>2</sup> (1 parking bay) x (R520 000 Land value ÷ 259m<sup>2</sup> total area)  
= R50 193.05 per bay x 6 = **R301 158.30**

The figure for the Land Value was obtained from the Overstrand Municipal GIS system as set out in the insert below:



Once this application is approved the final value payable will be determined.

It is important to note that the parking bays have already been constructed and therefore no construction costs are required to be paid to the municipality. Refer to the site plan below:

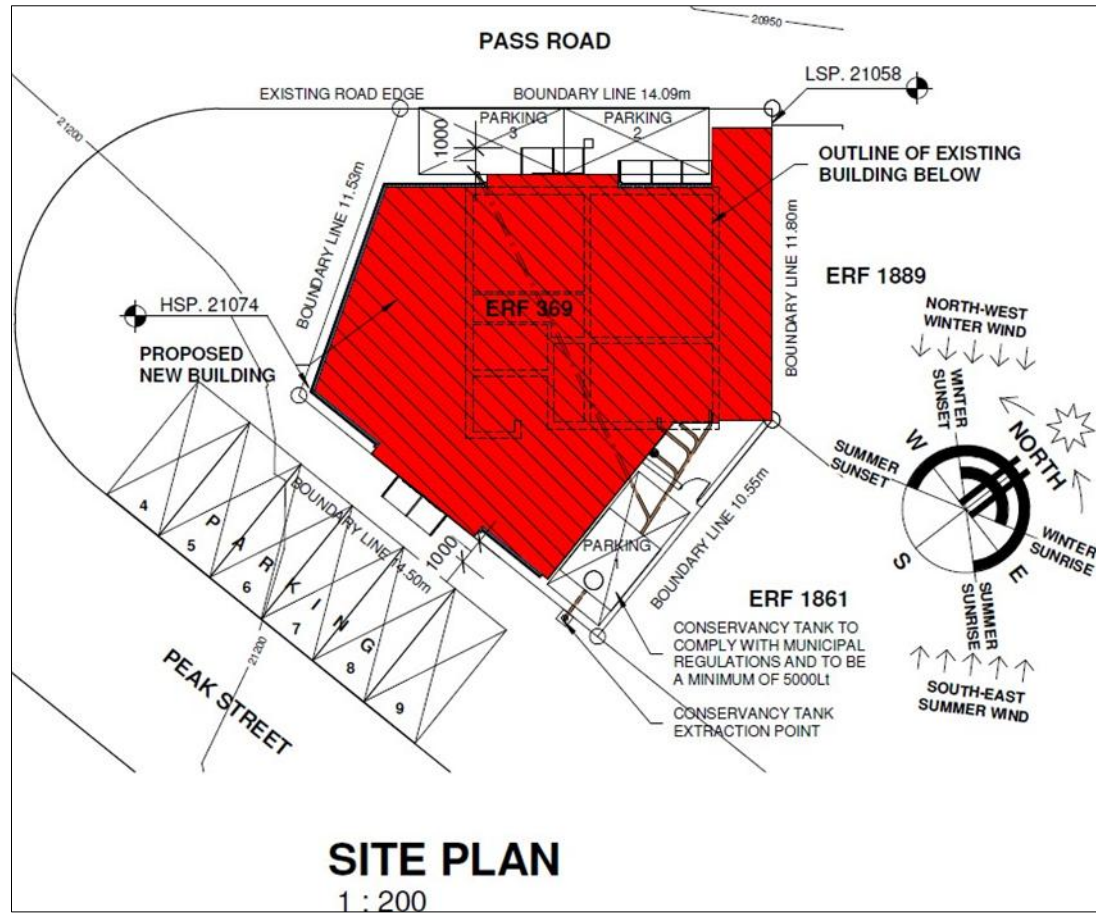


Image 5: Site plan for Erf 369 Pringle Bay

The business erven in Pringle Bay are very small in extent, and it is difficult to accommodate the required parking bays on-site. The proposed Master Plan for the Pringle Bay CBD proposed on-street parking bays within certain road reserves.

The paving used for the construction of the parking bays is in line with the character of the area and from a visual point of view of the Pringle Bay CBD the same pavers were used for the construction thereof.

### ACCESS & PARKING

Access to the subject property is from Pass Road and Peak Street, Pringle Bay, and will be retained

With the proposed redevelopment of the subject property, a total of nine (9) parking bays need to be provided in terms of the parking ratio applicable to the proposal for the subject property. Only three (3) parking bays can be accommodated on-site and therefore the proposal to buy out the shortfall of six (6) parking bays is as tabled below:

 **Parking calculations for Erf 369 Pringle Bay**

**PARKING CALCULATIONS**

GLA - SHOPS, ENTRANCE LOBBY & STORE = 148.82m<sup>2</sup>  
 EXCLUDING LIFT, ABLUTIONS, & STAIRCASE (ONLY ONCE)  
 THUS:

$148.82/100 = 1.488 \times 4 \text{ BAYS} = 5.95 \text{ THEREFOR} = \underline{6 \text{ PARKING BAYS}}$   
 $2 \times \text{FLATS} \times 1.5 \text{ PARKING BAYS PER FLAT} = \underline{3 \text{ PARKING BAYS}}$   
 PARKING BAYS OFF STREET :  $= \underline{3 \text{ PARKING BAYS}}$

TOTAL PARKING BAYS NEEDED  $6 + 3 = 9 - 3 = \underline{6 \text{ ON STREET PARKING BAYS}}$

 **Parking calculations for Erven 1861, 1889, 366 and 369 Pringle Bay**

| PARKING CALCULATIONS : |                      |                  |                    |                   |
|------------------------|----------------------|------------------|--------------------|-------------------|
| ERF                    | BLDG AREA            | PARKING REQUIRED | OFF STREET PARKING | ON STREET PARKING |
| 1861                   | 505.51m <sup>2</sup> | 20               | 0                  | 20                |
| 1889                   | 328.88m <sup>2</sup> | 12               | 3                  | 9                 |
| 366                    | 373.00m <sup>2</sup> | 15               | 0                  | 15                |
| 369                    | 148.82m <sup>2</sup> | 9                | 3                  | 6                 |
| TOTAL                  |                      | 56               |                    | 50                |

| PARKING BAYS DEVELOPED  |         |
|-------------------------|---------|
| PASS ROAD               | 16      |
| PEAK ROAD               | 26      |
| CENTRAL ROAD            | 18      |
| TOTAL PARKING DEVELOPED | 60 BAYS |

|                                               |
|-----------------------------------------------|
| TOTAL PARKING BAYS REQUIRED ON STREET 50 BAYS |
| 60-50 = 10 PARKING BAYS REMAINDER             |

|                                   |
|-----------------------------------|
| THERE FOR:                        |
| TOTAL PARKING DEVELOPED 60 BAYS   |
| TOTAL PARKING BAYS ON STREET 50   |
| 60-50 = 10 PARKING BAYS REMAINDER |
| ONE BAY REQUIRED FOR ACCESS TO    |
| ERF 369 THERE FOR 10 - 1 =        |
| <u>9 REMAINDER</u>                |

One (1) on-street parking bay will fall away to give access to Erf 369 Pringle Bay as indicated on the Developed Parking Bay Calculations Plan. From the above it is evident that there is still an excess amount of nine (9) parking spaces even when the parking calculation for Erf 369 Pringle Bay is included in the total on-street parking provision.

The parking bays were not constructed unlawfully in the road reserve by the owner of Erf 369 Pringle Bay since it was undertaken as part of the previous development of Erven 1861, 1889 and 366 Pringle Bay. The impact of the off-street parking will remain the same since all parking bays are already developed.

The parking bays are already in existence, meet municipal standards, and are underutilised relative to their originally approved capacity. Allocating them to Erf 369 maximises the return on the municipality's earlier approval and investment. Onsite provision is impractical due to site constraints. Attempting to provide parking bays within the 259m<sup>2</sup> erf would compromise the viability and functionality of the proposed development.

### **SERVICES**

All services on the subject property already exist. Additional services are not required and therefore the proposal will not have a negative impact on existing services that are provided by the Overstrand Municipality.

### **TITLE DEED**

Title Deed no. T370/2020 has no restrictions that need to be removed for this application to be approved.

### **SPATIAL PLANNING POLICIES**

#### Municipal Spatial Development Framework (MSDF)

The subject property is located within the Pringle Bay Business hub as demarcated in the Overstrand Municipality Spatial Development Framework (2020).

The zoning of the subject property is Business Zone 3 and will be retained. The primary land uses as defined in the property's zoning will be utilised and subsequently the land use is in line with the current zoning of the property and the forward planning frameworks mentioned above in this section.

#### Overstrand Municipal Growth Management Strategy (2010)

With reference to the Overstrand Growth Management Strategy the subject property falls within Planning Unit 3 that consists of the existing retail node of Pringle Bay.

With the proposal, the business use of the property will be retained and expanded. Therefore, the proposal falls within the prescribed guidelines for the specific area of Pringle Bay.

#### Heritage Value

Erf 369 Pringle Bay is not situated within the Heritage Protection Overlay Zone as determined by the Overstrand Municipality Growth Management Strategy (2010) and the Overstrand Municipality Spatial Development Framework (2020). The property is not earmarked for heritage conservation purposes in terms of the Overstrand Heritage Survey Report (2009).

The subject property is not associated with any important persons or groups or important events and activities. The subject property has no association with the history of slavery and is not used for living heritage.

Considering the above mentioned it is evident that the proposal to “buy-out” the area of the required number of parking bays will not have a negative impact on the heritage value of the subject property or the greater area of the Pringle Bay CBD.

#### Biophysical Environment

The proposal to “buy-out” the area of the required number of parking bays does not trigger any listed activities in terms of the National Environmental Management Act (NEMA), 1998 (Act no. 107 of 1998).

### **PLANNING PRINCIPLES**

#### Spatial Justice

Refers to the need to redress the past apartheid spatial development imbalances and aim for equity in the provision of access to opportunities, facilities, services and land. In the broadest sense, it seeks to promote the integration of communities and the creation of settlements that allow the poorest of the poor to access opportunities. In a spatially just settlement, opportunities and access are provided to those whose historical access and opportunities have been impeded by the practice of apartheid spatial planning. Land development procedures must include provisions that accommodate access to, and facilitation of, security of tenure and the incremental upgrading of informal areas. The principle of spatial justice is not applicable to this application.

#### Spatial sustainability

The proposal will provide the owner the opportunity to expand the business potential of the subject property located within the CBD that will be a great asset to the area. By expanding the floor area of the business, a number of job opportunities will be created in the area where it is much needed. The proposal will have no impact on the conservation worthy areas of the Pringle Bay CBD, and spatially the land use will be in keeping with the business character of the area.

#### Efficiency

The business erf is conveniently located within the Pringle Bay CBD where on-street parking bays are easily accessible that are located in the immediate vicinity since six additional parking bays were constructed in front of the subject property by the owners (as part of the 24 As Built parking bays in Peak Street). The last mentioned makes the subject property very accessible.

#### Spatial Resilience

in the context of land use management, entails creating adaptable, sustainable urban and rural environments that can withstand and recover from economic, environmental, and social shocks.

In this application, the proposed parking buy-out - allocating surplus, already-constructed parking bays in the road reserve to meet the requirements for Erf 369 - directly supports the principle of spatial resilience in several ways:

- The bays are already constructed, functional, and in surplus relative to existing developments. Allocating them to a new development avoids unnecessary duplication of infrastructure, thereby preserving financial, **spatial, and** environmental resources. This ensures that existing public assets continue to provide value, even as community needs change.
- By allowing an alternative parking arrangement rather than enforcing on-site provision, the Municipality demonstrates the flexibility needed in spatial plans and policies to respond to site constraints. This adaptive approach enables smaller or constrained properties to be developed productively, maintaining economic vitality without compromising infrastructure standards.
- Facilitating viable development on a small site contributes to local economic activity, potentially creating jobs and services that benefit the community.

This aligns with spatial resilience goals of supporting sustainable livelihoods, particularly in smaller towns where development opportunities are limited and sensitive to regulatory constraints.

- Constructing new parking infrastructure on constrained sites often leads to inefficient land use, unnecessary hard surfacing, and increased stormwater runoff. By reusing existing parking capacity, the proposal reduces these environmental impacts and preserves open or functional development space on the site.
- The allocation of surplus parking to a new development illustrates how infrastructure networks can adapt over time to changing demands, thereby increasing resilience to future shocks—whether economic (changes in demand) or environmental (climate adaptation and reduced land take).

#### Good Administration

Our Company is committed to the principle of good administration and will cooperate with the Overstrand Municipality to ensure a time efficient, uncomplicated land use planning process. The land use application will follow due process as stipulated in the relevant municipality's bylaw and related land use planning legislation. All measures will be taken to ensure an efficient and streamlined process within the applicable timeframes as stipulated by the Overstrand Municipality's By-law on Municipal Land Use Planning, 2020.

#### **CONCLUSION**

When this application is evaluated, it is important to take note of the following:

- The proposal falls within the existing land use tendencies in the area;
- The impact on services will be minimal;
- The proposal will not have a negative impact on the current character and land values of the surrounding erven;
- The proposal creates the possibility to extend a business that will create work opportunities within the CBD of Pringle Bay;
- The proposed application is in line with Spatial Planning Land Use Management Act, 2013 (SPLUMA) and the Land Use Planning Act, 2014 (LUPA).

**5. ADMINISTRATIVE COMPLIANCE**

| Methods of advertising                                                                                                                      |                | Date published  | Closing date for comments |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------------|-----------------|---------------------------|
| Local newspaper                                                                                                                             | <b>Yes</b>     | 16 October 2025 | 21 November 2025          |
| E-mail notices & site notice                                                                                                                | <b>Yes</b>     | 16 October 2025 | 21 November 2025          |
| Internal departments                                                                                                                        | <b>Yes</b>     | 16 October 2025 | 21 November 2025          |
| Ward councillor                                                                                                                             | <b>Yes</b>     | 16 October 2025 | 21 November 2025          |
| Total comments                                                                                                                              | <b>ONE (1)</b> |                 |                           |
| Total letters of support                                                                                                                    | <b>NONE</b>    |                 |                           |
| Was public participation undertaken in accordance with Section 46 - 50 of the By-Law on Municipal Land Use Planning?                        |                |                 | <b>Yes</b>                |
| Was the application processed correctly (if no, elaborate below):                                                                           |                |                 | <b>Yes</b>                |
| Is the proposal consistent with the principles referred to in Chapter 2 of SPLUMA and Chapter VI of LUPA? (can be elaborated further below) |                |                 | <b>Yes</b>                |

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

| Name             | Date received | Summary of comments                                                                                                                                                      |
|------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Building Control | 16/10/2025    | No objection. Must have at least one disabled parking 3,5m x 5m hard surfaced and hard surface access to building including ramp in compliance with parts of SANS 10600. |
| Fire Department  | 22/10/2025    | No objection subject to compliance with the provisions of SANS 10400-A, 10400-T:2024 and the By-Law relating to Fire Safety.                                             |
| Services Report  | 29/01/2025    | See Annexure F.                                                                                                                                                          |

**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 Pringle Bay Ratepayers' Association. A notice board was also placed on-site by the consultant.

One (1) letter of objection was received from **Pringle Bay Ratepayers' Association** (PBRA) during public participation. The applicant was provided with an opportunity to respond to the objections. See Annexures D and E respectively.

The objection, the applicant's reply and the Municipal Town Planner's response thereon can be summarized as follows:



## **OBJECTOR – PRINGLE BAY RATEPAYERS' ASSOCIATION**

---

### EXECUTIVE SUMMARY

- A:** *We have no objection to the present “Off Set” of the required number of parking bays against the historic supply by the applicant owner of 369 of the parking bays within the road reserve adjacent to erf 396.*
- B:** *Request for a Pringle Bay Parking Management Policy to be complied with.*
- C:** *Request that the policy comply with the Overstand Land Use Scheme.*
- D:** *Withholding of information.*

### **TOWN PLANNER'S RESPONSE**

- A:** Noted.
- B:** The Association can lodge such a request as a priority via the Ward or as an input to the IDP. In this way funds are allocated with a timeline for the project. for the project.
- C:** Noted.
- D:** The Municipality did respond to the request for additional information. The Association requested additional information on the information provided by the Municipality and requested the Association to apply for Access to Information as per e mail dated 6 November 2025. The Association did not respond to the request.

### **COMMENT 1: THE APPLICATION**

*We have no objection to the proposed “Off set” of parking bays against the historic “over supply” of parking bays within the road reserve as is proposed in the subject application to cater for the parking requirements related to the improvement and addition of the existing building on Erf 369.*

### **TOWN PLANNER'S RESPONSE**

Noted.

### **COMMENT 2: PREVIOUS PBRA SUBMISSIONS**

Previous submissions have been made regarding provisions of parking in Pringle Bay CBD. The following solution is a possibility:

### **“A POSSIBLE SOLUTION**

*We would submit that in the subject application and in general the provision of off-street parking in the Pringle Bay business node is an unsolvable problem, unless the Overstrand Municipality **willingly disregards** the provisions of the Overstrand Municipality Land Use Scheme, 2020.*

*Applying the decision which was taken by the Mayoral Committee on 28 December 2005 would be such a “willing disregard”. The decision was for a particular application in the Pringle Bay business node, stating that 50% of the parking requirements are to be provided on site and the remaining 50% be provided in the street reserves.*

*As mentioned in the present application, the erf is too small to provide the 50% onsite parking for the allowable bulk, and we suspect this will generally be the case for the other erven also, because of their small sizes.*

*And as we submit, buying up parking in front of other business owners and private residential erven or in the natural road reserves next to the nature reserve erven that serve for the rural character of PB, is in our opinion unacceptable.*

*We submit that, on the other hand, off-street parking requirements must have been introduced to provide extra parking in addition to the public parking in the road reserves, to reduce the pressure of increased footfall.*

*If the requirement of off-street parking is not practicable in PB as we suggest in 2 above, then some other restriction will have to apply to balance the available parking with the bulk that is related to the demand for parking.*

***Would it be a solution to conversely relate to the bulk that would be allowed, the number of parking that the owner can provide on his erf plus the number of diagonal street reserve parking directly adjoining his erf? Possibly this will balance the available parking with the bulk that is related to the demand for parking by restricting the bulk to a size in keeping with the village character of PB and discourage owners to build uncharacteristic overlarge building in a village character environment.***

*We would submit that the owners of erven in the PB business node should be amenable to the solution that we submit in 5.4, until such time as the OM is able to follow a public participation process to formulate a policy document for the Pringle Bay CBD Parking.”*

**1.1. We maintain our opinion and proposal as set out in Paragraph 2.1 above, and we further develop our proposal into two scenarios as per below:**

*The current application is further proof of the potentially unmanageable situation that the OM Planning Department is steering the provision of parking in the Pringle Bay CBD towards. We once again urge and request the OM PD to please prepare a properly motivated Parking Management Policy for the Pringle Bay CBD. We remain of the opinion that the current haphazard application in the absence of a proper applicable policy will only lead to unfair and inequitable parking provision.*

**A sample calculation:**

*The total erf area in the PB CBD = 20,237 m<sup>2</sup>*

**a) Potential Maximum Development Scenario:**

*Assuming 80% coverage at ground floor level and a first-floor coverage same as Ground Floor, and all coverage used as business floor space = 32379 m<sup>2</sup> @ 4 parking bays/100m<sup>2</sup> = 1295 bays.*

*The present so-called "Parking Master Plan" makes provision for approximately 300 bays and if these three hundred bays represent 50% of the provision, a shortfall of 348 bays in the 50% on-street provision is the reality. ( $1\,295 @ 50\% = 648$ .  $648 \text{ less } 300 = 348$ ) A 50:50 ratio is thus not equitable, nor is it fair.*

**b) Alternative Development Scenario:**

*Assuming 80% coverage at ground floor level and a first floor same as Ground Floor. With Ground Floor as Business and first floor as residential (as per the zoning scheme for Business Zone 3) =  $16\,190\text{m}^2 @ 4 \text{ parking bays}/100\text{m}^2$  and  $16\,190\text{m}^2 @ 2 \text{ parking bays}/100\text{m}^2 = 971 \text{ bays}$ .*

*The so-called present "Parking Master Plan" makes provision for approximately 300 bays, and if these three hundred bays represent 50% of the provision, a shortfall of 186 bays in the 50% on-street provision is the reality. A 50:50 ratio in even this development scenario is also thus not equitable, nor is it fair.*

*The OM PD should by now have come to the conclusion that the ratios the OM had approved in the past and is still today applying, is not fair and equitable.*

***The question thus is now whether the following Alternative Development Scenario would not be rather fairer and more equitable, namely:***

*To adapt the parking requirements to allow the 80% coverage in the accepted "small plot size" erven and to allow practically all parking requirements to be provided on-street (off-site) which will thus require amendment of the standard OM parking requirements specifically adapted to suit the reality in Pringle Bay. No dedicated/allocated parking per business erf, as is currently the perceived "policy", but to rather allow development of on-street parking as shared parking amongst all business in the CBD.*

*A simple calculation of the two above scenarios in 2.2(a) and (b) (there possibly may be other potential scenarios that the OM may have to consider before making a decision) results in:*

- *Maximum Development Scenario:* parking requirement of 0.95 parking bays/100m<sup>2</sup> instead of the current 4 parking bays/100m<sup>2</sup>
- *The Alternative Scenario:* for instance parking requirement of 1.5 parking bays/100m<sup>2</sup> for business area at ground floor and 0.4 parking bays/100m<sup>2</sup> for residential at first floor level instead of the current 4 and 2 parking bays/100m<sup>2</sup> respectively.

*A potential **General Parking Requirement** of 1 parking bay per 100m<sup>2</sup> to be provided on-street irrespective of whether business and/or residential space is developed in the current demarcated CBD area with no specific requirement for on-site parking will practically allow an 80% coverage of the business erven in the village. The policy, that we have been requesting since 2023, should then address the motivation and reasoning of such a parking requirement*

*The proposal has been requested since 2023 to no avail.*

**TOWN PLANNER'S RESPONSE**

The request for an updated or more equitable parking management plan is noted and should be registered as a project at Ward level. Pringle Bay falls under Ward 10, who submits on an annual basis various project, priority of the projects and allocated budget during the IDP process. During the process, the Ward must prioritise the projects, received from the various towns within the Ward and the allocate their budget towards the projects. This will ensure that the proposal is prioritised and taken up in the IDP.

1. Impact on street scape if each erf developed to its full capacity of 75% coverage, bulk of 1,5 and height of 2 storeys.
2. What will the impact be on parking provision in the Pringle Bay CBD should the parking ratios be down scaled?
3. The impact of different parking ratios for different uses on and erf and should the uses change to a use which has a higher parking ratio, how will that be dealt with? The Association suggestions to lower the parking ration is not feasible due to change of use under the Business 3 zoning. This is evident in the case of erf 422. An agreement was reached to be lenient on the parking requirement for the store areas on site, these areas have been converted into offices and parking requirements cannot be adhered. The Association indicated that there is not sufficient parking for the erf, however due to change of use of the buildings, the requirement cannot be met. It is thus not recommended to lowered parking ratio's as per the different scenarios.
4. The buyout of parking cannot be dismissed.

The Association should follow correct procedure to have the proposal captured to be prioritised under Ward 10 projects and budget allocation to be reflected in the IDP.

**COMMENT 3: THE LAND USE SCHEME DOES NOT PROVIDE FOR A PERMANENT DEPARTURE FROM OFF STREET REQUIREMENTS**

**Section 16 Municipal Land Use Planning By-law reads:**

**"16. Application for land use required**

- (1) No person may commence with, carry on or cause the commencement with or carrying on of land use, except for land use referred to in Section 26, without the approval of the Municipality in terms of Subsection (2).
- (2) The owner or a person authorised by the owner may apply in terms of Chapters IV and V to the Municipality for the following in relation to development of the land concerned:
  - (a) .....
  - (b) a permanent departure from the provisions of the land use scheme;
  - (c) a departure to use land on a temporary basis for which no provision is made in the land use scheme; "

*We draw the attention that the land use scheme does not provide for a permanent departure from the off-street parking requirements, because it expressly prescribes how alternative parking must be provided off-street elsewhere, in the form of amongst*

*others acquiring land from the OM in a parking facility. Public street reserves are not a parking facility in the ordinary meaning of the word.*

*We submit furthermore that, on the basis of the legal principle exclusio unius est exclusio alterius, because a departure could only be allowed on a temporary basis per (16(2)(c) to use the street reserves for off-street parking (being land on which no such provision for off-street parking is made in the scheme regulations), a permanent departure cannot be made on such land per 16 (2)(b) as is applied for.*

#### **TOWN PLANNER'S RESPONSE**

The Association is incorrect in the interpretation Section 16 of the By-Law. Section 16 is the types of applications and must be read with section 20. The latter gives context to the different types of land use applications.

The Overstrand Land Use Scheme determines the development parameters of each zoning category and provisos in certain In terms of Chapter 17, Section 17.1.2(c), Overstrand Land Use Scheme – enables an applicant to pay the Municipality the amount to the value of the parking to be provided in accordance with the zoning concerned.

This aspect was never raised in the comments from the Association in their response on the application of Erf 434.

#### **COMMENT 4: FURTHER COMMENTS AND CONCLUSION**

*4.1 The PBRA supports the improvement of the Pringle Bay CBD within the framework of the report by Messrs Planning Partnership dated 4 August 1995, which is also quoted by the applicant (and OM in their motivation presented to the Municipal Planning Tribunal Agenda of 26 June 2025, Item 4.3, page 93 where it states:*

*“In 1995, Planning Partnership (now Planning Partners) proposed to the former Hangklip-Kleinmond Council that parking in the CBD be provided within the road reserve):*

#### **Planning Partnership states:**

*“We support the suggestion that parking in the business centre is provided in the street reserve subject to certain conditions. We base our opinion on the following factors:*

- 1) Business development should be encouraged to locate in the business centre of Pringle Bay in order to produce a convenient focus for the community and because there are economic benefits to shop owners if they can congregate together. At the same time the business centre must be kept in a compact form and should not be allowed to spread out into the adjoining residential areas. This means that the existing erven which are zoned for business purposes should be used efficiently.*
- 2) Most of the business even are small in area and there is not enough space on site for adequate parking and the necessary buildings. To require on-site parking will result in inefficient development.*
- 3) It is desirable from an urban design perspective for shops to be located close to each other, to have continuity of walkways and canopies, and to incorporate similar architectural principles along the street elevation. If relatively large parking areas*

*are required on site, this will break up the urban form of the business centre, make it less attractive and more difficult to walk from one shop to another. Pedestrians will constantly have to cross parking area driveways and to step up and down onto the walkways. If parking is required on every business site, the shops will become scattered, and it will not be possible to link the centre together.*

- 4) *The road reserves in the Pringle Bay business centre are very wide and have more than enough space to accommodate the road carriageway, a sidewalk and on-street parking.*
- 5) *We do not believe that the nearby park or community sites should be allocated for parking because people are not likely to park there, and these sites have a better purpose.....”.*

#### 4.2 The PBRA has on 22 October 2025 requested copies as follows:

- 4.2.1 *Referencing the municipal Planning Tribunal Agenda of 26 June 2025, Item 4.3, page 95 where it states: “The development on Erf 434 Pringle Bay should therefore also be provided the opportunity to utilise the off- street parking as per the Pringle Bay CBD Master Parking Plan as per the Mayoral Committee decision letter, dated 29 December 2005”: We requested a copy of the referenced Mayoral Committee decision please.*
- 4.2.2 *Referencing the municipal Planning Tribunal Agenda of 26 June 2025, Item 4.3, page 96 where it states: “Considering the Mayoral Committee decision letter relating to the parking dated (28 December 2005)”: We requested a copy of the referenced Mayoral Committee decision please.*
- 4.2.3 *Based on the assumption that these two items are indeed the same (not confirmed by the OM) we can confirm that we have received on 4 November 2025, the following: It is our contention that the allocation of 50% on-site parking is not evident. It thus appears that ONLY 50% on-street parking was provided and we submit that it seems that the same is applicable to the erven owned and developed by the owner implicated by subject application.*
- 4.2.4 *Based hereon, we submit that our proposed parking requirement of 1 parking bay per 100m<sup>2</sup> outlined above is currently for all practical purposes already in effect.*
- 4.2.5 *We request fair and equitable allowances to all other property owners in the demarcated CBD area of Pringle Bay, which we have argued previously must be formulated and approved in an official policy.*
- 4.2.6 *We also requested on 6 November 2025, as follows: “... We please request copies of the Agenda Item in which the motivation and background was submitted to the Committee for consideration upon which they derived their decision as contained in the referenced MoM.”*
- 4.2.7 *On the same date we received the following reply: “....*
- 4.2.8 *Your email below for further additional information refers. You are hereby advised to apply for Access to Information.*

*We find it odd that the OM PD could partially provide us with the minutes of a meeting (refer to paragraph 4.2.3 above) dated 6 December 2005 and the report by Messrs Planning Partnership dated 4 August 1995 (refer to paragraph 4.1 above) and then to*

*withhold the complete information by requiring the PBRA to complete and submit the lengthy "Request for Access to Record" form at an unspecified cost (cost to be determined) in order to obtain the complete information.*

*We hereby again submit our request to provide the PBRA with a copy of the Agenda Item as per our e-mail request of 6 November 2025.*

*We furthermore submit that the OM PD has withheld information from the PBRA, thereby not allowing us to properly consider the subject application and furthermore not enabling us to submit a thorough and constructive response to your request for comment.*

*Due to this response of the OM PD, we hereby submit an official objection to the refusal of the OM PD to provide information based on an appropriate and legitimate request from a duly constituted civic association to enable a thorough and informed consideration and response to this application on behalf of their members.*

*Based hereon we have no other option, but to request that the application be put on hold until such time as the requested information has been provided to us upon which we will study same and revert.*

*4.3 We support the improvement of the Pringle Bay CBD as proposed by the applicant in the subject application within the framework of the report by Messrs Planning Partnership dated 4 August 1995, which is also quoted by the applicant (and OM in their report presented to the Municipal Planning Tribunal Agenda of 26 June 2025, Item 4.3, page 93) as per our point 4.1 above, and for it to be aligned with the Pringle Bay Village Strategic Framework which was accepted by the community at the PBRA AGM of December 2023.*

*4.4 Pending the outcome of our point 4.2.8 above, we request please that the application be put on hold.*

#### **TOWN PLANNER'S RESPONSE**

The history of the various approvals regarding parking requirements and buy -out of parking varies. In some cases, the 50/50% principle was applied e.g. that the owners must provide 50% of the parking requirements on site and the remainder off site. In other applications the applicants were allowed more than 50% of the required parking be provided off site. These applications were distributed to the Association during the application process, dated as far back as 2002 and thus the records of the applications and their comments should be available to the present Association. To gather all the information dated as far back as 1995, the Association was requested to request access to information as per the Promotion of access to Information Act, 2000 that states the process and fees applicable.

The request to put the application on hold is not a fair or viable request. The present application complies with the requirements pertain the buy-out of parking in terms of the Overstrand Land Use Scheme. It is unclear why this was not requested from the present Association in their comments for a similar situation applicable to Erf 434 Pringle Bay.

**APPLICANT'S RESPONSE****1. Nature and purpose of the application**

The application before the Municipality is made in terms of Section 16(2)(b) read with Section 17.1.2(c) of the Overstrand Municipal Land Use Planning By-Law (2020). The intention is not to obtain a permanent deviation from the parking requirements, but to allow for the lawful provision of six (6) off-site parking bays within the adjacent road reserve as an *alternative parking mechanism* permitted by the Scheme.

Section 17.1.2(c) explicitly provides alternatives where on-site parking cannot reasonably be provided due to physical constraints or other limiting factors, including:

- Provision of parking elsewhere,
- A monetary contribution to the Municipality, or
- A contribution to an approved municipal parking project.

The Overstrand Land Use Scheme therefore clearly envisages and enables the use of off-site parking solutions where warranted. The current proposal aligns strictly with this provision.

**TOWN PLANNER'S RESPONSE**

Noted and agreed with the applicant.

**APPLICANT'S RESPONSE****2. Historical and existing parking supply**

The objection repeatedly raises concerns regarding the existing “over-supply” or “shortfall” of parking in the wider Pringle Bay CBD. While we acknowledge the PBRA's broader policy concerns, these are separate from the current land use application, which relates specifically to:

- The redevelopment of Erf 369, and
- The requirement to provide six (6) parking bays associated with this erf.

The Municipality consistently assesses parking obligations per erf, in terms of the zoning and specific development proposal. Wider CBD-wide parking planning falls within municipal strategic planning processes, not the scope of a single land use application.

Importantly, the parking layout plan submitted with the application demonstrates:

- A total of 60 developed parking bays across the adjacent road reserves (Pass Road, Peak Road, Central Road).
- Only 50 bays are required for all affected erven collectively.
- After allocating the required on-street parking supply, a surplus of 10 bays remains.
- One bay is reserved for access to Erf 369, resulting in 9 surplus bays.

This confirms that sufficient parking capacity exists immediately adjacent to Erf 369, as illustrated on the attached plan and summarised in the parking calculation schedule.

**TOWN PLANNER'S RESPONSE**

Noted and will be discussed under the heading Evaluation.

**APPLICANT'S RESPONSE****3. Response to key issues raised in the objection****3.1 Alleged insufficiency of municipal parking policies**

The objection argues that the broader PB CBD suffers from unresolved parking shortages and that no updated policy framework exists.

**We respond as follows:**

- The current application is lodged in accordance with the applicable, in-force Land Use Scheme Regulations and By-Law.
- Section 17.1.2(c) is a legally operative mechanism and does not require additional policy clarification to be applied.
- The absence or updating of wider CBD parking policy cannot delay or invalidate an application that complies with existing statutory instruments.

Therefore, this concern, although noted, is not a valid land-use planning ground of objection to the current application.

**TOWN PLANNER'S RESPONSE**

Noted and agreed with the applicant.

**APPLICANT'S RESPONSE****3.2 Suggestion that the application be placed "on hold"**

The PBRA requests that the Municipality place the application on hold pending the provision of further information.

**We submit that:**

- All required documentation has been submitted, including motivation, parking plans, and calculations.
- The application complies with Section 38 (submission requirements) of the By-Law.
- No statutory basis exists to suspend the application, especially where the request relates to broader CBD-wide planning matters, not to the erf-specific development proposal.

**TOWN PLANNER'S RESPONSE**

Fairness, the basis of the alternative proposal of the Association should be made applicable to the application. The applicant followed all the correct procedures, and it would not be fair to put an application on hold for a policy to be investigated of which the outcome is unclear.

The proposal of the Association is not identified as a ward project in the IDP and thus not budgeted for. The implication is that once a project is identified, the project needs

to be prioritized and budgeted for, the outcome of the process thus unclear with no timeline.

### **APPLICANT'S RESPONSE**

#### **3.3 Concern regarding permanent use of road reserve parking**

The objection alleges that the Scheme does not allow the "permanent" allocation of on-street parking to a development. This is a misunderstanding of the applicable provision:

- Section 17.1.2(c) expressly enables the use of alternative parking mechanisms, including off-site parking.
- The parking remains public parking within the municipal road reserve; no exclusive use or privatisation of bays is sought.
- The application merely demonstrates that the off-site parking exists and is sufficient to satisfy the Scheme's requirements.

No permanent allocation of bays to the applicant is required or requested.

### **TOWN PLANNER'S RESPONSE**

One of the proviso's regarding the buy-out option of parking is that the parking bays may not be reserved. It serves as public parking.

### **APPLICANT'S RESPONSE**

#### **3.4 Traffic, Pedestrian Safety, and Broader CBD Impacts**

These concerns, raised in general terms, are noted but unsubstantiated.

The following applies:

- The proposal does not introduce new vehicular access points or remove existing pedestrian routes.
- The road reserve parking already exists and is in active use.

The proposed redevelopment of Erf 369 represents the appropriate infill and upgrading of an existing business property within the CBD. No credible evidence is provided that the small number of required bays (six) will create a measurable negative impact.

### **TOWN PLANNER'S RESPONSE**

All towns have public parking with a pedestrian sidewalk. Pringle Bay is no different and the CBD has already public parking in the road reserves which is in use. The fact that the specific erf request that parking be provided off street will have no impact on the development of public parking in the CBD, either from a developer or the Municipality.

**APPLICANT'S RESPONSE****4. Compliance with the Overstrand Land Use Scheme**

Erf 369 is zoned for business purposes, and the current development proposal adheres to all land use parameters, aside from the need to provide alternative parking. The municipality's Scheme explicitly allows a departure to permit off-site parking where on-site parking cannot reasonably be accommodated.

The application therefore:

- Meets the intent of the Scheme
- Aligns with the CBD structure and layout, where shared public parking areas are the prevailing pattern
- Ensures that the required parking is made available as per the municipal standards

Accordingly, the application complies with the legislative framework currently applicable to Pringle Bay.

**TOWN PLANNER'S RESPONSE**

The application followed due procedure as per legislative requirements.

**APPLICANT'S CONCLUSION**

We appreciate the PBRA's engagement and acknowledge their longstanding interest in CBD-wide planning matters. However, the concerns raised relate largely to broader policy issues, historical parking ratios, and town-wide infrastructure considerations. These cannot be used to prevent or delay a compliant, site-specific land use application.

The application:

- Meets all statutory requirements,
- Uses a mechanism fully contemplated by Section 17.1.2(c), and
- Demonstrates a surplus of available on-street parking immediately adjacent to the erf, supported by the technical plan submitted.

We therefore submit that the objection does not raise grounds that materially affect the merits of the application, nor does it identify any non-compliance with the Land Use Scheme or the By-Law.

**8. SUMMARY OF APPLICANT'S REPLY TO COMMENTS**

See Paragraph 7 above.

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

See Paragraph 7 above.

## 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**

The proposal relates to parking provision and will not in any way contribute to the perpetuation of the past apartheid spatial development imbalances.

#### **Spatial Sustainability**

The proposal is situated in the Central Business District of Pringle Bay and is for the buyout of parking. The parking will be located within the road reserve and not impact on any valuable agricultural land or environmentally sensitive and biodiversity rich areas.

#### **Efficiency**

The proposal is designed to optimally utilise the space available on the subject property.

#### **Spatial Resilience**

The proposed development will not lead to any economical and/or environmental shocks as the application will be compliant with the National Building Regulations and SANS.

#### **Good Administration**

Procedure was followed and with the required public participation process.

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

Same as Point 10.2 above.

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

It is not inconsistent with the SDF or the Overstrand Land Use Scheme.

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

N/A

**10.6 Impact on Municipal Engineering Services**

As discussed in point 7 of this report, the six (6) alternative parking bays will be provided within the road reserve. Engineering services will not impacted upon.

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

N/A

**10.8 Existing and proposed zoning comparisons and considerations**

The proposed application is to depart from the required number of on-site parking bays. The scheme makes provision for the deviation of parking bays by means of a departure application for which the applicant has applied.

The application is in line with the Overstrand Spatial documents.

**11. ADDITIONAL PLANNING EVALUATION FOR REMOVAL OF RESTRICTIONS**

N/A

**12. THE DESIRABILITY OF THE PROPOSAL****DEPARTURE OF PARKING REQUIREMENTS:**

The property is located within the CBD of Pringle Bay. The zoning is Business Zone 3: Local Business and the intention is to redevelop the erf. The proposed redevelopment land uses will consist of shops and a residential component.

**BACKGROUND:**

The Municipality approved an application of Erf 368 in 2002 to deviate from the requirement that parking must be provided onsite. The approval required that ten (10) parking bays must be provided by the applicant in the road reserve in Pass Road. The reason being that both Erf 368 and the adjacent Erf 364 had the same owner. The shops on Erf 368 required seven (7) parking bays that was provided on Erf 364.

The property (Erf 368) was sold, and the new owner did not have knowledge that the seven (7) parking bays of Erf 368 was located on Erf 364. Thus, in theory Erf 368 had no parking. Erf 1889 was created with the consolidation of Erf 368 and a portion of Erf 364 in 2012. The consolidation resulted Erf 1889 with an additional three (3) parking bays. Erf 1889 presently have 13 parking bays. The owner constructed 16 parking bays in Pass Road in lieu of the required 10 parking bays.

The applicant lodged an application in 2010 for the departure of the parking requirements of Erven 366 and 1861. The Council approved the application in 2011 with the condition that the applicant must construct 30 parking bays and an additional 522m<sup>2</sup> along Peak and Central Roads.

Between the 3 erven, the applicant constructed 60 parking bays, more than what has been required for the developments on the erven in terms of the Overstrand Land Use Scheme. The number of parking bays required for the development on Erven 366,

369, 1861 and 1889 amounts to 56 parking bays in terms of the Overstrand Land Use Scheme of which 6 parking bays are onsite and the remainder thereof is off site.

**EVALUATION:**

The applicant intends to redevelop Erf 369, which will result in the insufficient area available onsite to comply with the development parameters of the Overstrand Land Use Scheme for Business Zone 3.

**The proposed development of 148,82m<sup>2</sup> consisting of shops and residential component will require the following ratio:**

- 4/100m<sup>2</sup> GLA = 6 parking bays
- 2 x 1-bedroom flats at 1,5 parking bays/ flat = 3 parking bays.

A total of nine (9) parking bays is required for the redevelopment of which three (3) parking bays will be located onsite and the remainder thereof off site.

The owner has 10 parking bays in hand, as indicated in the motivation report, however one (1) parking bay will be lost to provide access to the erf. Thus the six (6) parking bays required will be the utilisation of the existing parking bays in Peak Road. The parking bays were constructed by the owner at own cost as per the 2011 approval. The parking has been available and utilised by the general public over the years.

Although the owner did construct the bays on request of the Municipality for the general public, the land value was never discounted. This aspect now has become relevant with the parking requirement of the redevelopment of erf 369.

**Section 17.1.2.(c) of the Overstrand Land Use Scheme states the following:**

*“Pay the Municipality the amount to the value of the parking to be provided in accordance with the zoning concerned, together with the construction cost, in cases where the provision of parking is precluded; in terms of other legislation or site-specific constraints a contribution is made to an approved Municipal parking fund or project for the provision of parking.”*

The area of extent relates to Section 17.1.3 *“for the purpose of determining the value of a parking bay, a minimum area of 25m<sup>2</sup> will be utilised”.*

**Note:**

*The principle for parking off-site in Pringle Bay is to be at the cost of the property owner/developer and that it be in line with the Parking Management Plan. Therefore, the calculation for parking buyout will not include construction cost, but only land value.*

The applicant did calculation by utilising the land value as per the Overstrand Valuation Role as indicated on the GIS system of the Overstrand Municipality. However, buyout of parking is always determined by a Valuer, appointed by the Municipality.

The Pringle Bay Ratepayers' Association in essence does not have an objection regarding the buyout of the parking bays but to the fairness of the present situation. It has made suggestions of a fairer and more equitable scenario to be investigated and put forward and that the application be on hold until such time this investigation has taken place and accepted as a parking policy for the CBD of Pringle Bay. The application cannot be put on hold since the application met all the requirements

presently in dealing with the buyout of parking in Pringle Bay. The Association did submit the concept in earlier applications; however, the correct channels should be followed to register the need for an update of the present parking plan via Ward 10. Such project has not been identified or registered in the IDP in Ward 10, Pringle Bay.

The following needs to be taken into consideration:

- ✚ A Masterplan for roads and paving was compiled by AVDM Consulting Engineers for the Municipality in 2008.
- ✚ The plan was the consequence of a comment received from the Pringle Bay Ratepayers' Association in 2002 regarding Erf 368 application for the buyout of parking.
- ✚ This was taken up with the Ward who allocated budget for such an investigation in the matter.

The Plan indicates the parking layout of the CBD of Pringle Bay and the materials to be used for the construction on the bays. The Municipality started to implement the Plan, but due to budgetary constraints the implementation was very slow. The buyout of parking was and is one method to implement the plan. The condition attached to any approval is that the parking bays must be constructed in accordance with the Plan, which entails the location of parking bays and the specific material used e.g. clay brick pavers. This ensured that parking is provided and accessible for the general population in Pringle Bay and not reserved for the business customers only. This uniformity has led to a unique and aesthetically pleasing CBD environment.

Pringle Bay CBD is the only town within the Overstrand Municipality that is distinctive with a strong identity and demarcated edge of the business hub, created by the uniform paving material used for the parking bays. It is easily readable and accessible for the older people in the community.

The present Parking Plan is still applicable to ensure the focus remain on place making and unique identity of the Pringle Bay CBD, the main question is the fairness of the present buyout process. The Association regard the present process as outdated and feels that a policy is needed in shaping the future CBD of Pringle Bay as a modern liveable centre for all age groups. The initiative is supported with due regard of following the correct procedure and budget allocation for projects in Ward 10.

This initiative however cannot hold applications at ransom, since the compilation of a policy timeline is depended on available budget, whether the Ward deemed it as a priority and the public participation process implications. At present all business owners has the option to apply for the buyout of parking if deemed necessary.

#### **VALUATION REPORT: HCB Certified Property Valuers**

| Basis                                        | Rate                 | Quantity      | Market value    |
|----------------------------------------------|----------------------|---------------|-----------------|
| Benchmark land-equivalent value              | R2 020/m²            | 150 m²        | R303 000        |
| Restricted parking-use value (50% deduction) | R1 010/m²            | 150 m²        | R151 500        |
| Income capitalisation approach               | R250/bay/month @ 12% | 6 bays        | R150 000        |
| Average of valuation approaches              | -                    | -             | R150 750        |
| <b>Rounded adopted market value</b>          | <b>-</b>             | <b>6 bays</b> | <b>R151 000</b> |

*The comparable-sales indication equates to R25 250 per parking bay after the 50% restricted-use adjustment. The income approach indicates R25 000 per bay. The reconciled adopted market value is R151 000 for all six bays.*

The buy-out for the six (6) constructed parking bays is determined at **R151 000-00 (excluding VAT)**.

The application for the buyout for the six (6) parking bays is supported.

### 13. RECOMMENDATION

1. that the objection be noted.
2. that the application in terms of Section 16(2)(b) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 read with Section 17.1.2.(c) of the Overstrand Municipality Land Use Scheme, 2020 on Erf 369, Pringle Bay for a departure for the provision of alternative and additional parking bays within the road reserve in order to deviate from the requirement to accommodate parking on site i.e. six (6) off-site parking bays, **be approved** in terms of the provisions of Section 61 of the By-Law, subject to the following conditions:
  - (a) that an amount of *R151 000-00 (excluding VAT)* be payable for the shortfall of six (6) parking bays within three (3) months from the final date of the decision or as per arrangement with the Municipality;
  - (b) that this approval is only for the development as indicated on the plan numbers JC5990/101 dated November 2024 and JC5990/120 dated February 2025, as submitted with the application;
  - (c) that an offsite parking layout plan be submitted to the Engineering Services Department to their satisfaction for the six (6) outstanding parking bays;
  - (d) that building plans be submitted to the Building Department of the Overstrand Municipality, and that any requirements by the Fire- and Building Departments at that stage be complied with;
  - (e) that the conditions in the Engineering Report (attached as Annexures F), be adhered to;
  - (f) that all other development parameters as prescribed in the relevant Land Use Scheme be complied with, and
  - (g) that this approval does not absolve the owner/applicant from compliance with any other relevant legislation.
3. that the applicant and objector be notified of its right of appeal in terms Section 78 of the Overstrand Municipality Amendment By-Law on Land Use Planning, 2020 with regard to the above decision.

**14. REASONS FOR RECOMMENDATION**

- ❖ The parking created within the road reserve along the eastern portion of the property results in a more accessible and practical parking layout.
- ❖ The Overstrand Municipality Land Use Scheme makes provision for alternative parking provision for which have been applied.
- ❖ The Mayoral Committee decision letter makes provision for a 50/50 principle relating to on-site and off-site parking. However, the viability of the 50/50 principle cannot be implemented on this site due to the shape of the site. The parking must rather be moved to a more viable scenario in terms of safety and manoeuvrability.
- ❖ The proposal to provide off-site parking is in line with the Pringle Bay CBD Parking Master Plan.
- ❖ The applicant has constructed more parking bays on request of the Municipality at own cost to the benefit of the public.

**15. ANNEXURES**

|             |                                   |
|-------------|-----------------------------------|
| Annexure A: | Locality Plan                     |
| Annexure B: | Motivation Report                 |
| Annexure C: | Site Development Plan             |
| Annexure D: | Objection/comments received       |
| Annexure E: | Applicant's response to objection |
| Annexure F: | Services Report                   |
| Annexure G: | Valuation Report                  |

**SIGNATURES****AUTHOR**

Name: **H VAN DER STOEP**

SACPLAN Reg No: **A/1708/2013**

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



Scale: NTS  
Drawing Nr: erf369\_1.dwg  
Date: AUGUST 2025

Plan Description:  
**LOCALITY MAP**

Property Description:  
**ERF 369  
PRINGLE BAY**

All distances approximate  
and subject to survey.  
**COPY RIGHT RESERVED**

**Plan Active**  
Stads- en Streetsbeplanners  
Town & Regional Planners

**PROPOSED DEPARTURE FOR  
ALTERNATIVE PARKING PROVISION**  
**ERF 369 PRINGLE BAY**  
**OVERSTRAND MUNICIPALITY**

**MOTIVATION REPORT**

**1. BACKGROUND**

N.M. Griffin, acting on behalf of Mandwana Trading 2 (Pty) Ltd, the registered owner of Erf 369 Pringle Bay, has appointed Plan Active Town Planners to submit an application for the departure in terms of Section 16(2)(b), read with Section 17.1.2.(c) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020, for the provision of alternative parking bays within the road reserve in order to deviate from the requirement to accommodate parking on site i.e. six (6) off-site parking bays for the development of erf 369 Pringle Bay.

On 9 January 2011, land use approval was granted for Erven 366 and 1861 Pringle Bay, authorising the property owner to construct 30 parking bays within the road reserve adjacent to the subject properties. These erven are located alongside Erf 369 Pringle Bay and are also owned by the applicant. Over time, the applicant has developed a total of 58 on-street parking bays to service developments on Erven 366, 1861, and 1889 Pringle Bay, with building plans approved accordingly.

Of the 60 parking bays developed, only 44 on-street bays were required to satisfy the parking demand associated with the abovementioned erven. Consequently, there is currently a surplus of 14 on-street parking bays located within the road reserve surrounding these properties.

The applicant now proposes to develop Erf 369 Pringle Bay, which has a total extent of 259m<sup>2</sup>. Due to the property's limited size, it is proposed that the existing

surplus parking bays already developed in the road reserve be allocated to accommodate the parking requirements of the proposed development on Erf 369. As these parking bays are already constructed, the proposal is to “buy out” the number of parking spaces that cannot feasibly be provided on-site, thereby meeting the parking provision requirements for the development of Erf 369 Pringle Bay.

## **2. APPLICATION DETAILS**

Application is made in terms of:

- Section 16(2)(b), read with Section 17.1.2.(c) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020, for the departure of erf 369 Pringle Bay for the provision of alternative parking bays within the road reserve in order to deviate from the requirement to accommodate parking on site i.e. six (6) off-site parking bays for the development of erf 369 Pringle Bay. Section 17.1.2(c) of the Overstrand Municipality Land Use Scheme Regulations that read as follows:

*Alternative Parking Provision: c) pay the Municipality the amount to the value of the parking to be provided in accordance with the zoning concerned, together with the construction cost, in cases where the provision of parking as precluded in terms of other legislation or site-specific constraints or a contribution is made to an approved Municipal parking fund or project for the provision of parking.*

## **3. DESIRABILITY**

### **3.1 PROPERTY DESCRIPTION**

The subject property is situated at 30 Peak Road / 7 Pass Road, on the corner of Peak Road and Pass Road within the Pringle Bay Central Business District and is currently developed. Refer to the aerial photograph below:





*Image 1: Aerial photograph of erf 369 Pringle Bay*

The subject property is 259m<sup>2</sup> in extent and held by title deed no. T370/2020.

### **3.2 ZONING**

Erf 369 Pringle Bay is zoned Business Zone 3: Local Business.

Adjoining properties are also zoned as Business Zone 3: Local Business with residential erven to the North and West side of the subject property. Refer to the zoning map abstract below:

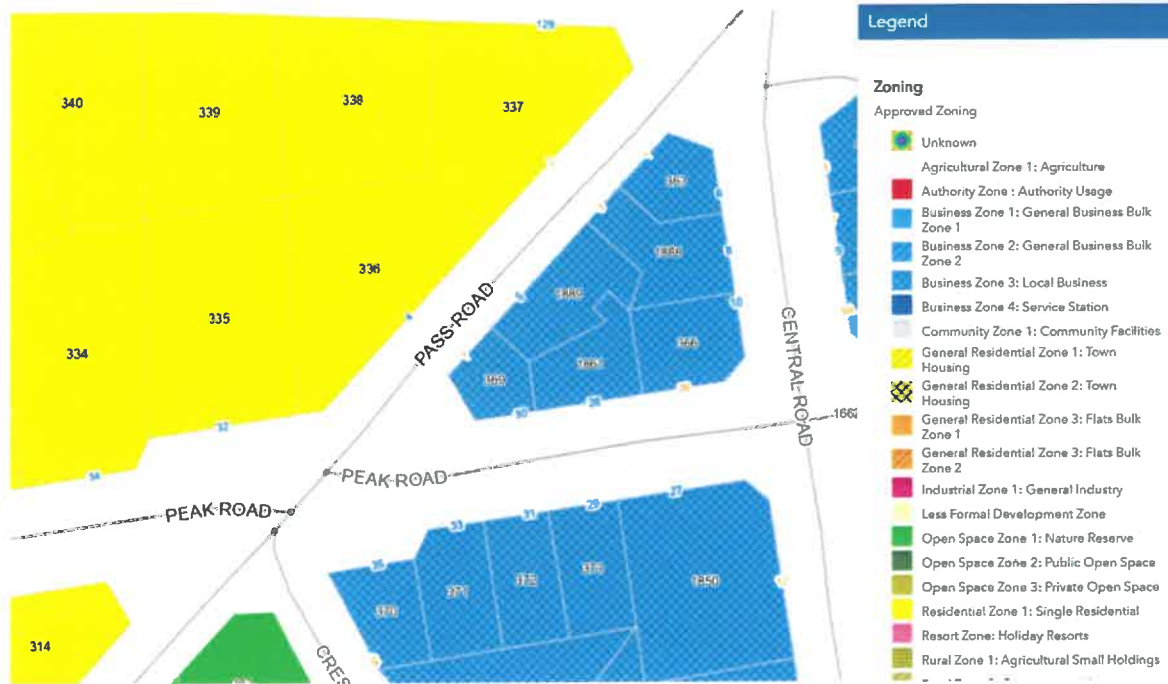


Image 2: Zoning map

### 3.3 LAND USE

Erf 369 Pringle Bay is currently developed. The building is used for business purposes; a shop (service provider) is established on the subject erf.

Land uses of erven situated North-East, East and South, surrounding the subject property, are all business related uses within the Pringle Bay Central Business District. Land uses to the North and West are predominantly single residential.

### 3.4 PROPOSAL

Application is made for the provision of alternative parking for the proposed development on erf 369 Pringle Bay in terms of:

- Section 16(2)(b), read with Section 17.1.2.(c) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020, for the departure of erf 369 Pringle Bay for the provision of alternative parking bays within the road reserve in order to deviate from the requirement to accommodate parking on site

i.e. six (6) off-site parking bays for the development of erf 369 Pringle Bay. Section 17.1.2(c) of the Overstrand Municipality Land Use Scheme Regulations that read as follows:

*Alternative Parking Provision: c) pay the Municipality the amount to the value of the parking to be provided in accordance with the zoning concerned, together with the construction cost, in cases where the provision of parking as precluded in terms of other legislation or site-specific constraints or a contribution is made to an approved Municipal parking fund or project for the provision of parking.*

On 9 January 2011, land use approval was granted for Erven 366 and 1861 Pringle Bay, authorising the property owner to construct 30 parking bays within the road reserve adjacent to the subject properties. These erven are located alongside Erf 369 Pringle Bay and are also owned by the applicant. Over time, the applicant has developed a total of 60 on-street parking bays to service developments on Erven 366, 1861, and 1889 Pringle Bay, with building plans approved accordingly. Refer to the developed parking bays plan below:

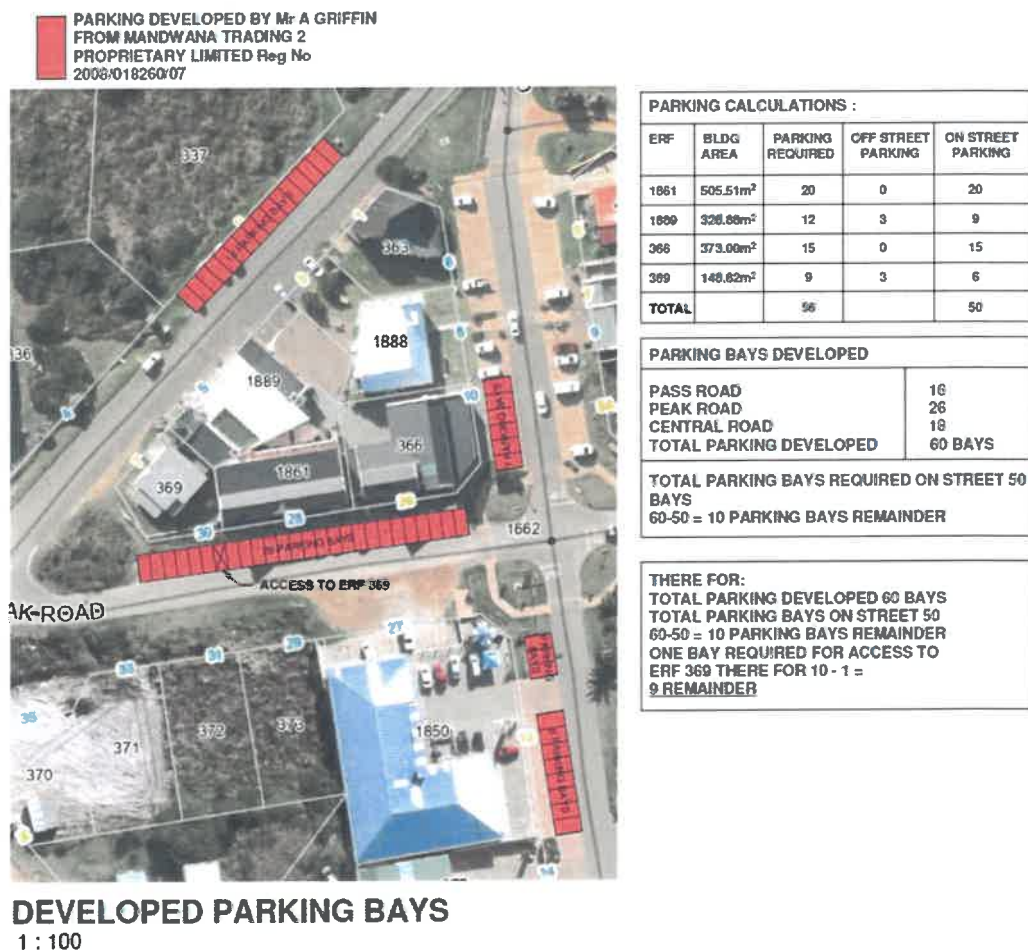


Image 3: Developed parking bays for erven 1861, 1889, 366 and 369 Pringle Bay

Of the 60 parking bays developed, only 44 on-street bays were required to satisfy the parking demand associated with the abovementioned erven. Consequently, there is currently a surplus of 14 on-street parking bays located within the road reserve surrounding these properties.

The applicant now proposes to develop Erf 369 Pringle Bay, which has a total extent of 259m<sup>2</sup>. Due to the property's limited size, it is proposed that the existing surplus parking bays already developed in the road reserve be allocated to accommodate the parking requirements of the proposed development on Erf 369. As these parking bays are already constructed, the proposal is to "buy out" the number of parking spaces that cannot feasibly be provided on-site, thereby meeting the parking provision requirements for the development of Erf 369 Pringle Bay.

It is proposed to alter and add to the existing building on erf 369 Pringle Bay to develop two shops, a lobby, a storeroom, ablutions and lift on ground floor level and two one-bedroom apartments on first floor level. Each apartment will consist of a bedroom, kitchen, living and dining area and a bathroom. The proposed redevelopment of erf 369 Pringle Bay will meet all land use requirements.



| BASE LINE CALCULATIONS     |       |
|----------------------------|-------|
| HIGHEST SURVEY POINT (HSP) | 21074 |
| LOWEST SURVEY POINT (LSP)  | 21058 |
| BASE LINE                  | 21066 |
| MAXIMUM HEIGHT             | 31566 |

| FLOOR FACTOR                                                                                                                                                                                                                                                                                                                     |            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| <b>FLOOR FACTOR 1.5</b><br><b>SITE AREA 259.01m<sup>2</sup></b><br><b>THUS 259.01x1.5 = 388.52m<sup>2</sup> ALLOWABLE AREA</b><br><br><b>FLOOR AREAS 355.06m<sup>2</sup> - 6.87m<sup>2</sup> = 348.19m<sup>2</sup></b><br><b>( STAIR AREA BOTH FLOORS 13.74 / 2 = 6.87m<sup>2</sup>)</b><br><b>THUS ALLOWABLE COVERAGE = 75%</b> |            |
| COVERAGE                                                                                                                                                                                                                                                                                                                         |            |
| BUILDING FOOT PRINT                                                                                                                                                                                                                                                                                                              | 188.88 Sqm |
| SITE AREA                                                                                                                                                                                                                                                                                                                        | 259.01 Sqm |
| % COVERAGE                                                                                                                                                                                                                                                                                                                       | 72.92 %    |

| AREAS                 | SQUARE METERS     |
|-----------------------|-------------------|
| SITE AREA             | 259.01 Sqm        |
| EXISTING BUILDING     | 83.90 Sqm         |
| PROPOSED WORK         |                   |
| GROUND FLOOR PLAN     | 105.12 Sqm        |
| FIRST FLOOR PLAN      | 166.05 Sqm        |
| <b>TOTAL NEW WORK</b> | <b>271.17 Sqm</b> |

Refer to the site development plan that includes the site plan, floor layout plans, sections and elevations for the redevelopment of erf 369 Pringle Bay.

However, sufficient parking for the redevelopment of the site cannot be provided on-site. The parking calculations for the GLA and number of flats are as follows:

| PARKING CALCULATIONS                                                                                                                                  |                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| <b>GLA - SHOPS, ENTRANCE LOBBY &amp; STORE = 148.82m<sup>2</sup></b><br><b>EXCLUDING LIFT, ABLUTIONS, &amp; STAIRCASE (ONLY ONCE)</b><br><b>THUS:</b> |                                 |
| 148.82/100 = 1.488 x 4 BAYS = 5.95 THEREFOR =                                                                                                         | <b>6 PARKING BAYS</b>           |
| 2x FLATS x 1.5 PARKING BAYS PER FLAT =                                                                                                                | <b>3 PARKING BAYS</b>           |
| PARKING BAYS OFF STREET :                                                                                                                             | <b>3 PARKING BAYS</b>           |
| <b>TOTAL PARKING BAYS NEEDED 6 + 3 = 9 - 3 =</b>                                                                                                      | <b>6 ON STREET PARKING BAYS</b> |

Currently the Land Use Scheme prescribes that 4 parking bays per 100m<sup>2</sup> GLA and 1,5 parking bays per flat be provided onsite. With reference to Section 17.1.2(c) alternative parking can be provided. The last-mentioned section read as follows:

*“c) pay the Municipality the amount to the value of the parking to be provided in accordance with the zoning concerned, together with the construction cost, in cases where the provision of parking as precluded in terms of other legislation or site-specific constraints or a contribution is made to an approved Municipal parking fund or project for the provision of parking.”*

The GLA of 148,82m<sup>2</sup> for the shop on ground floor level requires a total amount of 5,95 parking spaces to be provided on-site. Two one-bedroom apartments require a total amount of 3 parking spaces. The site plan for erf 369 Pringle Bay indicates that three (3) parking spaces can be provided for on-site (numbered as parking bays no. 1-3 on the site plan). Parking bays no. 4-9 (i.e. six parking bays) are already developed but was never “bought out” by our client. Due to the configuration of the site and the extent of the erf, the owner has no other choice than to “buy-out” the additional parking bays required in terms of Section 17.1.2(c) to redevelop erf 369 Pringle Bay for shop purposes on ground floor level and two apartments on first floor level. The parking bays provided within the road reserve (parking bays no. 4-9) are in line with the character of provision of parking space within the CBD and were constructed in the same manner.

It is therefore proposed that the land be evaluated in order to determine the cost of the six (6) parking bays required that cannot be accommodated on the site in terms of Section 17.1.2(c) excluding the construction costs be considered. The owner already constructed 10 parking bays in excess in the road reserve at their cost. In terms of the Overstrand Municipality the formula to determine the value of a parking bays is as follows:

- 1 parking bay constitutes (25m<sup>2</sup> x 6 required bays);
- = (150m<sup>2</sup>) x (value of the land per m<sup>2</sup>).

#### **Calculation for 6 parking bays**

25m<sup>2</sup> (1 parking bay) x (R520 000 **Land value** + 259m<sup>2</sup> **total area**)

=R50 193.05 per bay x 6

**= R301 158.30**

The figure for the Land Value was obtained from the Overstrand Municipal GIS system as set out in the insert below:

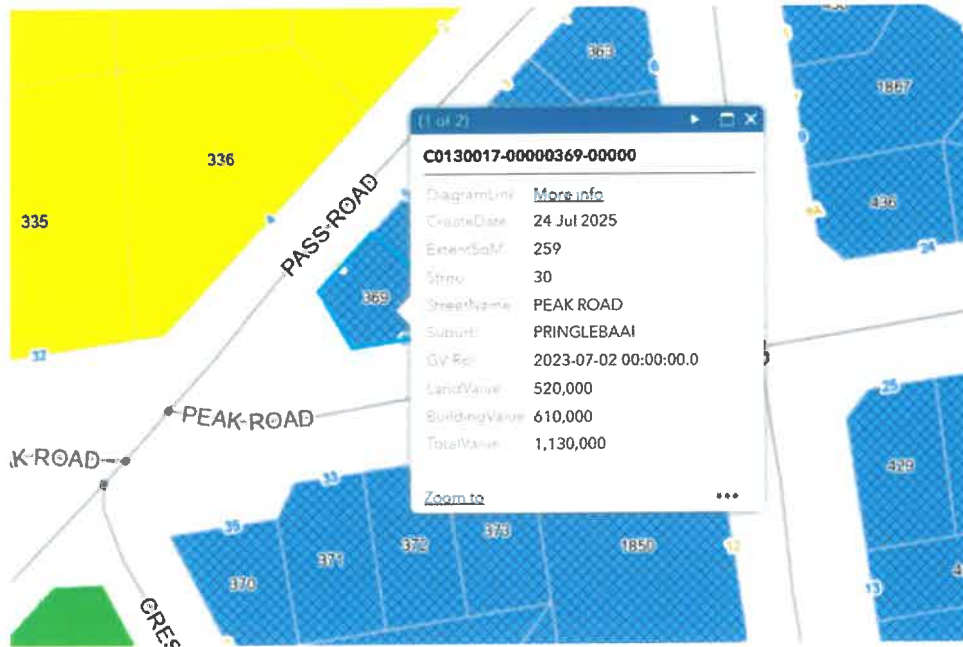
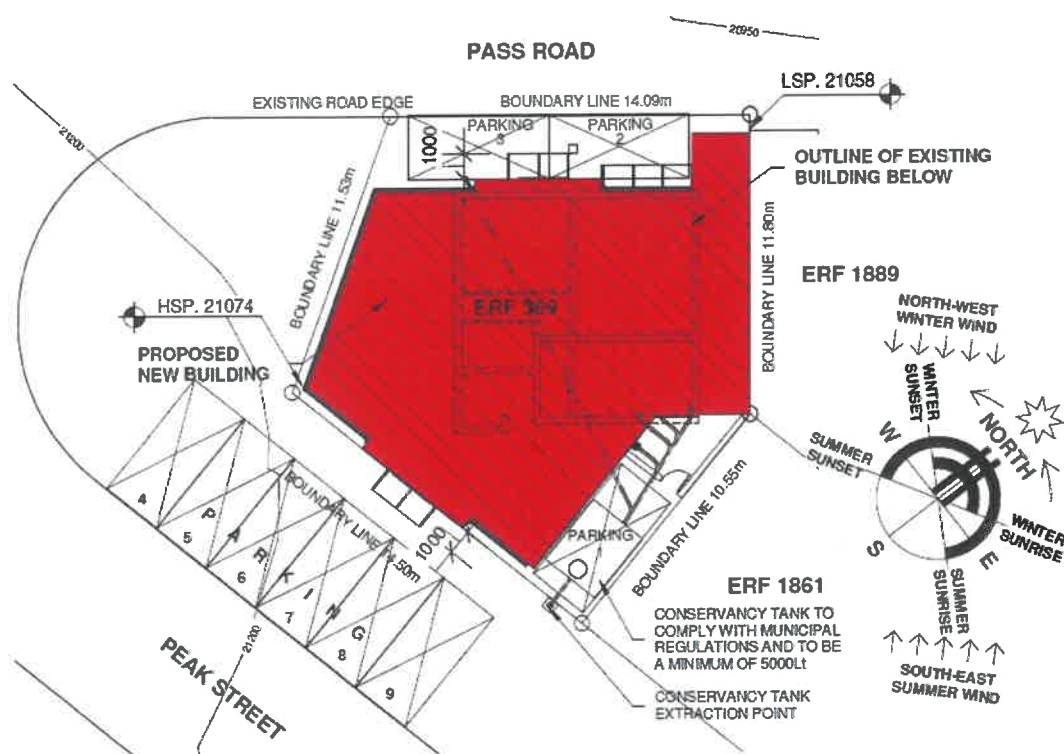


Image 4: Land Value

Once this application is approved the final value payable will be determined.

It is important to note that the parking bays have already been constructed and therefore no construction costs are required to be paid to the municipality. Refer to the site plan below:





## SITE PLAN

1 : 200

Image 5: Site plan for erf 369 Pringle Bay

The business erven in Pringle Bay are very small in extent and it is difficult to accommodate the required parking bays on-site. The proposed Master Plan for the Pringle Bay CBD proposed on-street parking bays within certain road reserves.

The paving used for the construction of the parking bays is in line with the character of the area and from a visual point of view of the Pringle Bay CBD the same pavers were used for the construction thereof.

### 3.5 ACCESS & PARKING

Access to the subject property is from Pass Road and Peak Street, Pringle Bay, and will be retained.

With the proposed redevelopment of the subject property, a total of 9 parking bays need need to be provided in terms of the parking ratio applicable to the proposal for the subject property. Only 3 parking bays can be accommodated on-site and therefore the proposal to buy out the shortfall of 6 parking bays is as tabled below:

1. Parking calculations for erf 369 Pringle Bay

**PARKING CALCULATIONS**

GLA - SHOPS, ENTRANCE LOBBY & STORE = 148.82m<sup>2</sup>  
 EXCLUDING LIFT, ABLUTIONS, & STAIRCASE (ONLY ONCE)  
 THUS:

$148.82/100 = 1.488 \times 4 \text{ BAYS} = 5.95$  THEREFOR = 6 PARKING BAYS  
 2x FLATS x 1.5 PARKING BAYS PER FLAT = 3 PARKING BAYS  
 PARKING BAYS OFF STREET : = 3 PARKING BAYS

TOTAL PARKING BAYS NEEDED  $6 + 3 = 9 - 3 =$  6 ON STREET PARKING BAYS

2. Parking calculations for erven 1861, 1889, 366 and 369 Pringle Bay:

| PARKING CALCULATIONS : |                      |                  |                    |                   |
|------------------------|----------------------|------------------|--------------------|-------------------|
| ERF                    | BLDG AREA            | PARKING REQUIRED | OFF STREET PARKING | ON STREET PARKING |
| 1861                   | 505.51m <sup>2</sup> | 20               | 0                  | 20                |
| 1889                   | 328.88m <sup>2</sup> | 12               | 3                  | 9                 |
| 366                    | 373.00m <sup>2</sup> | 15               | 0                  | 15                |
| 369                    | 148.82m <sup>2</sup> | 9                | 3                  | 6                 |
| TOTAL                  |                      | 56               |                    | 50                |

**PARKING BAYS DEVELOPED**

|                         |         |
|-------------------------|---------|
| PASS ROAD               | 16      |
| PEAK ROAD               | 26      |
| CENTRAL ROAD            | 18      |
| TOTAL PARKING DEVELOPED | 60 BAYS |

TOTAL PARKING BAYS REQUIRED ON STREET 50 BAYS  
 $60 - 50 = 10$  PARKING BAYS REMAINDER

THERE FOR:  
 TOTAL PARKING DEVELOPED 60 BAYS  
 TOTAL PARKING BAYS ON STREET 50  
 $60 - 50 = 10$  PARKING BAYS REMAINDER  
 ONE BAY REQUIRED FOR ACCESS TO  
 ERF 369 THERE FOR  $10 - 1 =$   
9 REMAINDER

One on-street parking bay will fall away to give access to erf 369 Pringle Bay (as indicated on the Developed Parking Bay Calculations Plan. From the above it is evident that there is still an excess amount of 9 parking spaces even when the parking calculation for erf 369 Pringle Bay is included in the total on-street parking provision.

The parking bays were not constructed unlawfully in the road reserve by the owner of Erf 369 Pringle Bay since it was undertaken as part of the previous development of erven 1861, 1889 and 366 Pringle Bay. The impact of the off-street parking will remain the same since all parking bays are already developed.

The parking bays are already in existence, meet municipal standards, and are underutilised relative to their originally approved capacity. Allocating them to Erf 369 maximises the return on the municipality's earlier approval and investment. On-site provision is impractical due to site constraints. Attempting to provide parking bays within the 259m<sup>2</sup> erf would compromise the viability and functionality of the proposed development.

### 3.6 SERVICES

All services on the subject property already exist. Additional services are not required and therefore the proposal will not have a negative impact on existing services that are provided by the Overstrand Municipality. The application constitutes an application to pay the Overstrand Municipality the amount to the value of 6 parking bays as mentioned above under Section 3.4 & 3.5.

### 3.7 TITLE DEED

The Title Deed no. T370/2020 has no restrictions that need to be removed for this application to be approved.

### 3.8 FORWARD PLANNING

- **Overstrand Municipal Growth Management Strategy (2010)**

With reference to the Overstrand Growth Management Strategy the subject property falls within Planning Unit 3 that consists of the existing retail node of Pringle Bay.

With the proposal, the business use of the property will be retained and expanded. Therefore, the proposal falls within the prescribed guidelines for the specific area of Pringle Bay.

- **Overstrand Municipality Spatial Development Framework (2020)**

The subject property is located within the Pringle Bay Business hub as demarcated in the Overstrand Municipality Spatial Development Framework (2020).

The zoning of the subject property is Business Zone 3 and will be retained. The primary land uses as defined in the property's zoning will be utilised and subsequently the land use is in line with the current zoning of the property and the forward planning frameworks mentioned above in this section.

### 3.9 OTHER RELEVANT LEGISLATION FOR CONSIDERATION OF THE APPLICATION

#### 3.9.1 HERITAGE VALUE

Erf 369 Pringle Bay is not situated within the Heritage Protection Overlay Zone as determined by the Overstrand Municipality Growth Management Strategy (2010) and the Overstrand Municipality Spatial Development Framework (2020). The property is not earmarked for heritage conservation purposes in terms of the Overstrand Heritage Survey Report (2009).



The subject property is not associated with any important persons or groups or important events and activities. The subject property has no association with the history of slavery and is not used for living heritage.

Considering the above mentioned it is evident that the proposal to “buy-out” the area of the required number of parking bays will not have a negative impact on the heritage value of the subject property or the greater area of the Pringle Bay CBD.

### **3.9.2 IMPACT ON THE BIOPHYSICAL ENVIRONMENT**

The proposal to “buy-out” the area of the required number of parking bays does not trigger any listed activities in terms of the National Environmental Management Act (NEMA), 1998 (Act no. 107 of 1998).

### **3.10 PLANNING PRINCIPLES**

The planning principles of spatial justice, spatial sustainability, efficiency and spatial resilience of this application can be described as follows:

**Spatial justice** refers to the need to redress the past apartheid spatial development imbalances and aim for equity in the provision of access to opportunities, facilities, services and land. In the broadest sense, it seeks to promote the integration of communities and the creation of settlements that allow the poorest of the poor to access opportunities. In a spatially just settlement, opportunities and access are provided to those whose historical access and opportunities have been impeded by the practice of apartheid spatial planning. Land development procedures must include provisions that accommodate access to, and facilitation of, security of tenure and the incremental upgrading of informal areas. The principle of spatial justice is not applicable to this application.

**Spatial sustainability:** The proposal will provide the owner the opportunity to expand the business potential of the subject property located within the CBD that will be a great asset to the area. By expanding the floor area of the business, a number of job opportunities will be created in the area where it is much needed. The proposal will have no impact on the conservation worthy areas of the Pringle Bay CBD, and spatially the land use will be in keeping with the business character of the area.

**Efficiency:** The business erf is conveniently located within the Pringle Bay CBD where on-street parking bays are easily accessible that are located in the immediate vicinity since six additional parking bays were constructed in front of the subject property by the owners (as part of the 24 As Built parking bays in Peak Street). The last mentioned makes the subject property very accessible.

**Spatial resilience** in the context of land use management, entails creating adaptable, sustainable urban and rural environments that can withstand and recover from economic, environmental, and social shocks. In this application, the proposed parking buy-out - allocating surplus, already-constructed parking bays in the road reserve to meet the requirements for Erf 369 - directly supports the principle of spatial resilience in several ways:

- The bays are already constructed, functional, and in surplus relative to existing developments. Allocating them to a new development avoids unnecessary duplication of infrastructure, thereby preserving financial, spatial, and environmental resources. This ensures that existing public assets continue to provide value, even as community needs change.
- By allowing an alternative parking arrangement rather than enforcing on-site provision, the Municipality demonstrates the flexibility needed in spatial plans and policies to respond to site constraints. This adaptive approach enables smaller or constrained properties to be developed productively, maintaining economic vitality without compromising infrastructure standards.
- Facilitating viable development on a small site contributes to local economic activity, potentially creating jobs and services that benefit the community. This aligns with spatial resilience goals of supporting sustainable livelihoods, particularly in smaller towns where development opportunities are limited and sensitive to regulatory constraints.

- Constructing new parking infrastructure on constrained sites often leads to inefficient land use, unnecessary hard surfacing, and increased stormwater runoff. By reusing existing parking capacity, the proposal reduces these environmental impacts and preserves open or functional development space on the site.
- The allocation of surplus parking to a new development illustrates how infrastructure networks can adapt over time to changing demands, thereby increasing resilience to future shocks—whether economic (changes in demand) or environmental (climate adaptation and reduced land take).

**Good administration:** Our Company is committed to the principle of good administration and will cooperate with the Overstrand Municipality to ensure a time efficient, uncomplicated land use planning process. The land use application will follow due process as stipulated in the relevant municipality's bylaw and related land use planning legislation. All measures will be taken to ensure an efficient and streamlined process within the applicable timeframes as stipulated by the Overstrand Municipality's By-law on Municipal Land Use Planning, 2020.

#### 4. **RECOMMENDATION**

When this application is evaluated, it is important to take note of the following:

- The proposal falls within the existing land use tendencies in the area;
- The impact on services will be minimal;
- The proposal will not have a negative impact on the current character and land values of the surrounding erven;
- The proposal creates the possibility to extend a business that will create work opportunities within the CBD of Pringle Bay;
- The proposed application is in line with Spatial Planning Land Use Management Act, 2013 (SPLUMA) and the Land Use Planning Act, 2014 (LUPA).

With regards to the above mentioned it would be appreciated if the proposal would be considered favourably for Erf 369 Pringle Bay.




**PROFESSIONAL SENIOR ARCHITECTURAL TECHNOLOGIST**  
**JOHAN CHRISTIAN WEIDEMAN**  
 13223 PM (Africa) Johannesburg on 24 Oct 2024

1 : 200

PARKING DEVELOPED BY MR A GRIFFIN  
FROM MANDWANA TRADING 2  
PROPRIETARY LIMITED Reg No  
2008/018260/07



DEVELOPED PARKING BAYS

1 : 100

| PARKING CALCULATIONS : |                      |                  |                    |                   |
|------------------------|----------------------|------------------|--------------------|-------------------|
| ERF                    | BLDG AREA            | PARKING REQUIRED | OFF STREET PARKING | ON STREET PARKING |
| 1861                   | 505.51m <sup>2</sup> | 20               | 0                  | 20                |
| 1889                   | 328.88m <sup>2</sup> | 12               | 3                  | 9                 |
| 366                    | 373.00m <sup>2</sup> | 15               | 0                  | 15                |
| 369                    | 148.82m <sup>2</sup> | 9                | 3                  | 6                 |
| TOTAL                  |                      | 56               |                    | 50                |

| PARKING BAYS DEVELOPED                        |         |  |
|-----------------------------------------------|---------|--|
| PASS ROAD                                     | 16      |  |
| PEAK ROAD                                     | 26      |  |
| CENTRAL ROAD                                  | 18      |  |
| TOTAL PARKING DEVELOPED                       | 60 BAYS |  |
| TOTAL PARKING BAYS REQUIRED ON STREET 50 BAYS |         |  |
| 60-50 = 10 PARKING BAYS REMAINDER             |         |  |

THERE FOR:  
TOTAL PARKING DEVELOPED 60 BAYS  
TOTAL PARKING BAYS ON STREET 50  
60-50 = 10 PARKING BAYS REMAINDER  
ONE BAY REQUIRED FOR ACCESS TO  
ERF 369 THERE FOR 10 - 1 =  
9 REMAINDER

Owner :   
Architectural Designer :   
Reg No. ST1302

Project :  
**SHOPS PRINGLE BAY**  
PROPOSED ALTERATIONS AND ADDITIONS ON ERF  
369 PASS ROAD 30 PRINGLE BAY FOR MANDWANA  
TRADING 2 PROPRIETARY LIMITED Reg No  
2008/018260/07

Drawing Title  
**COUNCIL DRAWINGS  
PARKING BAY  
CALCULATIONS**  
Date : FEB 2025 Drawn by : JW  
Scale : 1 : 100 Sheet Size : A3  
Project number **JC5990/120** **A**

**J.C. WEIDEMAN**  
(PrsArchT)  
Cell. 082 717 616 8  
jc.weideman@gmail.com

  
PROFESSIONAL SENIOR ARCHITECTURAL  
TECHNOLOGIST  
**JOHAN CHRISTIAN WEIDEMAN**  
12123 PM (A)FICA Johannesburg on 24 Oct 2024



**PRINGLE BAY RATEPAYERS' ASSOCIATION**  
**INGLEBAAI BELASTINGBETALERSVERENIGING**

SARS Reg. 9101/138/16/3

NPO Reg. 214-205

[www.pringlebayratepayers.co.za](http://www.pringlebayratepayers.co.za)

P O Box 409, Pringle Bay, 7196 / Posbus 409, Pringlebaai, 7196

Chairman / Voorsitter: [chairman@pringlebayratepayers.co.za](mailto:chairman@pringlebayratepayers.co.za) / Tel: 084 222 1242

18 November 2025

The Municipal Manager  
 OVERSTRAND MUNICIPALITY  
 PO BOX 20  
 HERMANUS  
 7200

PER EMAIL: [loretta@overstrand.gov.za](mailto:loretta@overstrand.gov.za)

**SUBJECT: ERF 369, 30 PEAK ROAD, PRINGLE BAY: APPLICATION FOR DEPARTURE: PLAN ACTIVE TOWN AND REGIONAL PLANNERS ON BEHALF OF MANDWANA TRADING 2 (PTY) LTD: PBRA COMMENTS PARKING PROVISION**

**PREAMBLE**

I, the undersigned, ALBERT WILLEM VORSTER (Identity no. 611004 5027 084) in my representative capacity as Vice Chairman of the PRINGLE BAY RATEPAYERS' ASSOCIATION (hereafter referred to as PBRA, being a separate legal entity having a constitution, in terms of which it has a right, inter alia, to sue and to be sued), on behalf of our members who have granted a mandate to the PBRA to, amongst others, oppose consent use applications and changes to title deed restrictions, hereby wishes to submit comments on behalf of the PBRA regarding the application.

**ORGANISATION**

The Pringle Bay Ratepayers' Association (PBRA) was started in 1967 by the first property owners of Pringle Bay to represent the interests of ratepayers and residents. Today it is a registered Non-Profit, Public Benefit Organisation.

Our primary functions are to liaise with the Overstrand Municipality, with whom we enjoy a close relationship and to support local environmental conservation. We represent the community on the local Ward Committee and other consultative bodies. We maintain close contact with local authorities and service providers, particularly on matters affecting ratepayers and residents.

The PBRA represents the ratepayers within the declared Urban Edge. This currently constitutes approximately 1,800 properties (erven) of which approximately 1,200 are developed (thus having a habitable structure erected on it for either residential or business purposes).



## EXECUTIVE SUMMARY

- A. We have no objection to the present proposed “off-set” of the required number of parking bays against the existing historic supply by the applicant owner of erf 369 of parking bays within the road reserve adjacent to erf 369. This is as is proposed in the subject application to cater for the parking requirements related to the improvement and addition of the existing building on erf 369. Refer to Paragraph 1 below.

**It is in our opinion not necessary for this application to consider the “over-supply” by the applicant owner elsewhere in the business node.**

**However, as per Paragraph D below, we request the application to be put on hold until such a time as the OM PD has supplied us with the information that we have requested .**

- B. We once again request the compilation of an official Parking Management Policy for Pringle Bay CBD in which the **Parking Requirements** for the provision of parking bays is fair and equitable, irrespective of whether business and/or residential space is developed, to allow for an 80% coverage of the business erven in the village. Refer to paragraph 2 below. **Accordingly, we please request the OM Planning Department to assist Pringle Bay by submitting a recommendation to the portfolio committee that such a Parking Management Policy be compiled.**
- C. We furthermore maintain our previous submissions that the requested policy must comply with the Municipal Land Use Planning by-laws as well as the Scheme Regulations, as we have pointed out previously and which is again pointed out in paragraph 3 below.
- D. Please see Paragraph 4.2.8 below: We object to the response of the OM PD department to withhold information based on an appropriate and legitimate request from a duly constituted civic association enabling a thorough and informed consideration and response to this application on behalf of their members. **Based hereon we have no other option but to request that the application be put on hold until such time as the requested information has been provided to the PBRA upon which we will study same and revert.**

## 1. THE APPLICATION

“Application is made in terms of:

- Section 16(2)(b), read with Section 17.1.2.(c) of the Overstrand Municipality:

Amendment By-Law on Municipal Land Use Planning, 2020, for the departure of erf 369 Pringle Bay for the provision of alternative parking bays within the road reserve in order to deviate from the requirement to accommodate parking on site i.e. six (6) off-site parking bays for the development of erf 369 Pringle Bay.



Section 17.1.2(c) of the Overstrand Municipality Land Use Scheme Regulations that read as follows:

*Alternative Parking Provision: c) pay the Municipality the amount to the value of the parking to be provided in accordance with the zoning concerned, together with the construction cost, in cases where the provision of parking as precluded in terms of other legislation or site-specific constraints or a contribution is made to an approved Municipal parking fund or project for the provision of parking. "*

The Proposal is for:

"It is proposed to alter and add to the existing building on erf 369 Pringle Bay to develop two shops, a lobby, a storeroom, ablutions and lift on ground floor level and two one- bedroom apartments on first floor level. Each apartment will consist of a bedroom, kitchen, living and dining area and a bathroom. The proposed redevelopment of erf 369 Pringle Bay will meet all land use requirements. "

Our understanding is that: To enable conformance to Overstrand Land Use Scheme requirements for the provision of parking, the application is in fact for the acceptance/approval of the redistribution of on-street parking already provided by, and paid for, by the developer to cover a similar arrangement now applied for but related to a conglomerate of erven owned by the applicant merely to cover the requirements of the proposed additions to an existing development also owned by the applicant. THUS, to off-set the parking requirements for the additions to erf 369 against the previously oversupply of parking related to other erven owned by the same entity. It is motivated as follows:

*"On 9 January 2011, land use approval was granted for Erven 366 and 1861 Pringle Bay, authorising the property owner to construct 30 parking bays within the road reserve adjacent to the subject properties. These erven are located alongside Erf 369 Pringle Bay and are also owned by the applicant. Over time, the applicant has developed a total of 60 on-street parking bays to service developments on Erven 366, 1861, and 1889 Pringle Bay, with building plans approved accordingly.*

*Of the 60 parking bays developed, only 44 on-street bays were required to satisfy the parking demand associated with the abovementioned erven. Consequently, there is currently a surplus of 14 on-street parking bays located within the road reserve surrounding these properties.*

*The applicant now proposes to develop Erf 369 Pringle Bay, which has a total extent of 259m<sup>2</sup>. Due to the property's limited size, it is proposed that the existing surplus parking bays already developed in the road reserve be allocated to accommodate the parking requirements of the proposed development on Erf 369. As these parking bays are already constructed, the proposal is to "buy out" the number of parking spaces that cannot feasibly be provided on-site, thereby meeting the parking provision requirements for the development of Erf 369 Pringle Bay. "*



We have no objection to the proposed “off-set” of parking bays against the historic “over-supply” of parking bays within the road reserve as is proposed in the subject application to cater for the parking requirements related to the improvement and addition of the existing building on erf 369.

## 2. PREVIOUS PBRA SUBMISSIONS

2.1. We draw the attention to the OM Planning Department (and the Overstrand Municipal Planning Tribunal) our previous submission regarding the provision of parking in Pringle Bay CBD:

- PBRA - Erf 363 PBRA Comments (FINAL).pdf dated 11 October 2023
- PBRA - Erf 363 - APPEAL to MPT Decision - FINAL - 29 June 2024.pdf dated 29 June 2024
- PBRA Erf 434 - PBRA Comments (FINAL - 8 APRIL 2024).pdf dated 8 April 2024

We have previously suggested the following possible solution, to which, until today, we have had no reply from the OM:

### ***“A POSSIBLE SOLUTION***

*We would submit that in the subject application and in general the provision of off-street parking in the Pringle Bay business node is an unsolvable problem, unless the Overstrand Municipality **willingly disregards** the provisions of the Overstrand Municipality Land Use Scheme, 2020.*

*Applying the decision which was taken by the Mayoral Committee on 28 December 2005 would be such a “willing disregard”. The decision was for a particular application in the Pringle Bay business node, stating that 50% of the parking requirements are to be provided on site and the remaining 50% be provided in the street reserves.*

*As mentioned in the present application, the erf is too small to provide the 50% on-site parking for the allowable bulk, and we suspect this will generally be the case for the other erven also, because of their small sizes.*

*And as we submit, buying up parking in front of other business owners and private residential erven or in the natural road reserves next to the nature reserve erven that serve for the rural character of PB, is in our opinion unacceptable.*

*We submit that, on the other hand, off-street parking requirements must have been introduced to provide extra parking in addition to the public parking in the road reserves, to reduce the pressure of increased footfall.*

*If the requirement of off-street parking is not practicable in PB as we suggest in 2 above, then some other restriction will have to apply to balance the available parking with the bulk that is related to the demand for parking.*



*Would it be a solution to conversely relate to the bulk that would be allowed, the number of parking that the owner can provide on his erf plus the number of diagonal street reserve parking directly adjoining his erf? Possibly this will balance the available parking with the bulk that is related to the demand for parking by restricting the bulk to a size in keeping with the village character of PB and discourage owners to build uncharacteristic overlarge building in a village character environment.*

*We would submit that the owners of erven in the PB business node should be amenable to the solution that we submit in 5.4, until such time as the OM is able to follow a public participation process to formulate a policy document for the Pringle Bay CBD Parking."*

**2.2. We maintain our opinion and proposal as set out in Paragraph 2.1 above, and we further develop our proposal into two scenarios as per below:**

The current application is further proof of the potentially unmanageable situation that the OM Planning Department is steering the provision of parking in the Pringle Bay CBD towards. We once again urge and request the OM PD to please prepare a properly motivated Parking Management Policy for the Pringle Bay CBD. We remain of the opinion that the current haphazard application in the absence of a proper applicable policy will only lead to unfair and inequitable parking provision.

A sample calculation:

The total erf area in the PB CBD = 20,237 m<sup>2</sup>

**a) Potential Maximum Development Scenario:**

Assuming 80% coverage at ground floor level and a first floor coverage same as Ground Floor, and all coverage used as business floor space = 32 379 m<sup>2</sup> @ 4 parking bays/100m<sup>2</sup> = 1 295 bays.

The present so-called "Parking Master Plan" makes provision for approximately 300 bays and if these three hundred bays represent 50% of the provision, a shortfall of 348 bays in the 50% on-street provision is the reality. (1 295 @50%= 648. 648 less 300 = 348) A 50:50 ratio is thus not equitable, nor is it fair.

**b) Alternative Development Scenario:**

Assuming 80% coverage at ground floor level and a first floor same as Ground Floor. With Ground Floor as Business and first floor as residential (as per the zoning scheme for Business Zone 3) = 16 190m<sup>2</sup> @ 4 parking bays/100m<sup>2</sup> and 16 190m<sup>2</sup> @ 2 parking bays/100m<sup>2</sup> = 971 bays

The so-called present "Parking Master Plan" makes provision for approximately 300 bays, and if these three hundred bays represent 50% of the



provision, a shortfall of 186 bays in the 50% on-street provision is the reality. A 50:50 ratio in even this development scenario is also thus not equitable, nor is it fair.

The OM PD should by now have come to the conclusion that the ratios the OM had approved in the past and is still today applying, is not fair and equitable.

**The question thus is now whether the following Alternative Development Scenario would not be rather fairer and more equitable, namely:**

To adapt the parking requirements to allow the 80% coverage in the accepted "small plot size" erven and to allow practically all parking requirements to be provided on-street (off-site) which will thus require amendment of the standard OM parking requirements specifically adapted to suit the reality in Pringle Bay. No dedicated/allocated parking per business erf, as is currently the perceived "policy", but to rather allow development of on-street parking as shared parking amongst all business in the CBD.

A simple calculation of the two above scenarios in 2.2(a) and (b) (there possibly may be other potential scenarios that the OM may have to consider before making a decision) results in:

- Maximum Development Scenario: parking requirement of 0.95 parking bays/100m<sup>2</sup> instead of the current 4 parking bays/100m<sup>2</sup>
  - The Alternative Scenario: for instance parking requirement of 1.5 parking bays/100m<sup>2</sup> for business area at ground floor and 0.4 parking bays/100m<sup>2</sup> for residential at first floor level instead of the current 4 and 2 parking bays/100m<sup>2</sup> respectively.
- c) A potential **General Parking Requirement** of 1 parking bay per 100m<sup>2</sup> to be provided on-street irrespective of whether business and/or residential space is developed in the current demarcated CBD area with no specific requirement for on-site parking will practically allow an 80% coverage of the business erven in the village. The policy, that we have been requesting since 2023, should then address the motivation and reasoning of such a parking requirement.

**3. We furthermore maintain our submission that the requested policy must comply with the Municipal Land Use Planning by-laws as well as with the Scheme Regulations, as we have pointed out previously namely as per below. The requested policy will therefore have to be formulated uniquely for PB so that it is not in conflict with the sections below. We will gladly assist with the formulation.**

3.1. Section 16 Municipal Land Use Planning By-law reads;

*"16. Application for land use required*



*(1) No person may commence with, carry on or cause the commencement with or carrying on of land use, except for land use referred to in Section 26, without the approval of the Municipality in terms of Subsection (2).*

*(2) The owner or a person authorised by the owner may apply in terms of Chapters IV and V to the Municipality for the following in relation to development of the land concerned:*

*(a) .....*

*(b) a permanent departure from the provisions of the land use scheme;*

*(c) a departure to use land on a temporary basis for which no provision is made in the land use scheme; "*

3.2. We draw the attention that the land use scheme does not provide for a permanent departure from the off-street parking requirements, because it expressly prescribes how alternative parking must be provided off-street elsewhere, in the form of amongst others acquiring land from the OM in a parking facility. Public street reserves are not a parking facility in the ordinary meaning of the word.

3.3. We submit furthermore that, on the basis of the legal principle *exclusio unius est exclusio alterius*, because a departure could only be allowed on a **temporary basis** per (16(2)(c) to use the street reserves for off-street parking (being land on which no such provision for off-street parking is made in the scheme regulations), a **permanent departure** cannot be made on such land per 16 (2)(b) as is applied for.

#### 4. OUR FURTHER COMMENTS AND CONCLUSION

4.1. The PBRA supports the improvement of the Pringle Bay CBD within the framework of the report by Messrs Planning Partnership dated 4 August 1995, which is also quoted by the applicant (and OM in their motivation presented to the Municipal Planning Tribunal Agenda of 26 June 2025, Item 4.3, page 93 where it states: "*In 1995, Planning Partnership (now Planning Partners) proposed to the former Hangklip-Kleinmond Council that parking in the CBD be provided within the road reserve*):

Planning Partnership states:

*"We support the suggestion that parking in the business centre is provided in the street reserve subject to certain conditions. We base our opinion on the following factors:*

*1) Business development should be encouraged to locate in the business centre of Pringle Bay in order to produce a convenient focus for the community and because there are economic benefits to shop owners if they can congregate together. At the same time the business centre must be kept in a compact form and should not be allowed to spread out into the adjoining residential areas. This*



*means that the existing erven which are zoned for business purposes should be used efficiently.*

- 2) Most of the business even are small in area and there is not enough space on site for adequate parking and the necessary buildings. To require on-site parking will result in inefficient development*
- 3) It is desirable from an urban design perspective for shops to be located close to each other, to have continuity of walkways and canopies, and to incorporate similar architectural principles along the street elevation. If relatively large parking areas are required on site, this will break up the urban form of the business centre, make it less attractive and more difficult to walk from one shop to another. Pedestrians will constantly have to cross parking area driveways and to step up and down onto the walkways. If parking is required on every business site, the shops will become scattered, and it will not be possible to link the centre together.*
- 4) The road reserves in the Pringle Bay business centre are very wide and have more than enough space to accommodate the road carriageway, a sidewalk and on-street parking.*
- 5) We do not believe that the nearby park or community sites should be allocated for parking because people are not likely to park there, and these sites have a better purpose.*

*...."*

4.2. The PBRA has on 22 October 2025 requested copies as follows:

- 4.2.1. Referencing the municipal Planning Tribunal Agenda of 26 June 2025, Item 4.3, page 95 where it states: *"The development on Erf 434 Pringle Bay should therefore also be provided the opportunity to utilise the off- street parking as per the Pringle Bay CBD Master Parking Plan as per the Mayoral Committee decision letter, dated 29 December 2005"*: We requested a copy of the referenced Mayoral Committee decision please.
- 4.2.2. Referencing the municipal Planning Tribunal Agenda of 26 June 2025, Item 4.3, page 96 where it states: *"Considering the Mayoral Committee decision letter relating to the parking dated (28 December 2005)"*: We requested a copy of the referenced Mayoral Committee decision please.
- 4.2.3. Based on the assumption that these two items are indeed the same (not confirmed by the OM) we can confirm that we have received on 4 November 2025, the following:



31

# MINUTES OF THE MAYORAL COMMITTEE MEETING 6 DECEMBER 2005

## 14. PRINGLE BAY: APPLICATION FOR PARKING WITHIN THE ROAD RESERVE: CENTRAL BUSINESS DISTRICT: ERF 1867

15/3/10/R  
P Bezuidenhout (028) 271 8107 Hangklip-Kleinmond Administration

### EXECUTIVE SUMMARY

To submit the application for parking within the road reserve adjacent to Erf 1867, Central Road, Pringle Bay, for consideration.

### RESOLVED (NEM CON)

1. that a 50/50 principle be accepted regarding parking requirements in the central business district of Pringle Bay. In other words, the applicant must provide 50% of the required parking on the premises and the rest (which will include a 1,5m wide sidewalk) be built within the road reserve at the applicant's own cost to the satisfaction of council, and
2. that the application of the owner of Erf 1867 Central Road, Pringle Bay, be handled in accordance with paragraph 1 above.

We have also received a copy of the referenced decision letter:

Navors  
Berekening P Bezuidenhout  
Verwysing  
Referensie 15/3/10/R  
Datum  
Date 23 Desember 2005



HANGKLIP-KLEINMOND  
ADMINISTRASIE ADMINISTRATION

Pringlebaai Kleinmond  
Posbus 1  
PRINGLEBAAI  
7196

Vir aandag: Mev A Braytenbech Faksa: 273 8256

Geagte Mev

AANSOEK OM PARKERING BINNE PADRESERVE : ERF 1867, PRINGLEBAAI

U aansoek in verband met bogenoemde het betrekking.

Die aansoek het voor die Burgemeesterstokomitee geding en daar is besluit dat u 50% van die vereiste parkeerromtes op perseel moet verskaf en die res (wat 'n 1,5m sygaardjie insluit) op eie koste binne die padreserwe tot genees van die Raad moet bou.

Alvorens enige bouplanne goedgekeur word, word u skriftelike bevestiging verlang dat die vereiste parkeerromtes op eie koste binne die padreserwe tot bevrediging van die Raad gebou sal word en saam met die geboue voltooi sal wees.

Die uwe

  
MUNISIPALE BESTUURDER

aa Operasionele Bestuurder (Hangklip-Kleinmond)  
Bou-inspekteur (Mnr L Nel)

Vir  
Faks/Fax  
E-pos/E-mail  
(028) 271 8107  
(028) 271-4100  
bezuidenhout@overstrand.gov.za

Pringlebaai/Kleinmond  
7196



- 4.2.4. It is our contention that the allocation of 50% on-site parking is not evident. It thus appears that ONLY 50% on-street parking was provided and we submit that it seems that the same is applicable to the erven owned and developed by the owner implicated by subject application.
- 4.2.5. Based hereon, we submit that our proposed parking requirement of 1 parking bay per 100m<sup>2</sup> outlined above is currently for all practical purposes already in effect.
- 4.2.6. We request fair and equitable allowances to all other property owners in the demarcated CBD area of Pringle Bay, which we have argued previously must be formulated and approved in an official policy.
- 4.2.7. We also requested on 6 November 2025, as follows: *"... We please request copies of the Agenda Item in which the motivation and background was submitted to the Committee for consideration upon which they derived their decision as contained in the referenced MoM."*

On the same date we received the following reply:

"....

*Your email below for further additional information refers. You are hereby advised to apply for Access to Information.*

..."

- 4.2.8. We find it odd that the OM PD could partially provide us with the minutes of a meeting (refer to paragraph 4.2.3 above) dated 6 December 2005 and the report by Messrs Planning Partnership dated 4 August 1995 (refer to paragraph 4.1 above) and then to withhold the complete information by requiring the PBRA to complete and submit the lengthy "Request for Access to Record" form at an unspecified cost (cost to be determined) in order to obtain the complete information.

We hereby again submit our request to provide the PBRA with a copy of the Agenda Item as per our e-mail request of 6 November 2025.

We furthermore submit that the OM PD has withheld information from the PBRA, thereby not allowing us to properly consider the subject application and furthermore not enabling us to submit a thorough and constructive response to your request for comment.

Due to this response of the OM PD, we hereby submit an official objection to the refusal of the OM PD to provide information based on an appropriate and legitimate request from a duly constituted civic association to enable a thorough and informed consideration and response to this application on behalf of their members.



**Based hereon we have no other option, but to request that the application be put on hold until such time as the requested information has been provided to us upon which we will study same and revert.**

- 4.3. We support the improvement of the Pringle Bay CBD as proposed by the applicant in the subject application within the framework of the report by Messrs Planning Partnership dated 4 August 1995, which is also quoted by the applicant (and OM in their report presented to the Municipal Planning Tribunal Agenda of 26 June 2025, Item 4.3, page 93) as per our point 4.1 above, and for it to be aligned with the Pringle Bay Village Strategic Framework which was accepted by the community at the PBRA AGM of December 2023.
- 4.4. **Pending the outcome of our point 4.2.8 above, we request please that the application be put on hold.**

We sincerely request that you will please be so kind to acknowledge receipt of our objection and to take the necessary steps outlined above.

Kind regards

---

**AW Vorster**

Obo: Pringle Bay Ratepayers' Association

**ANNEXURES**

**ANNEXURE A: PRINGLE BAY RATEPAYERS' ASSOCIATION: LOCUS STANDI AND INTEREST IN THE MATTER**



## **ANNEXURE A:**

### **1. PRINGLE BAY RATEPAYERS' ASSOCIATION: LOCUS STANDI AND INTEREST IN THE MATTER**

- 1.1. The Pringle Bay Ratepayers' Association (PBRA) was started in the late 1960s by the first residents of Pringle Bay to represent the interests of ratepayers and residents. Today it is a registered Non-Profit, Public Benefit Organisation.

Our primary functions are to liaise with the Overstrand Municipality, with whom we enjoy a close relationship and to support local environmental conservation. We represent the community on the local Ward Committee and other consultative bodies. We maintain close contact with local authorities and service providers, particularly on matters affecting ratepayers and residents.

The PBRA represents the ratepayers within the declared Urban Edge. This currently constitutes approximately 1,800 properties (erven) of which approximately 1,200 are developed (thus having a habitable structure erected on it either for residential or business purposes).

- 1.2. It is settled law that every property owner in Pringle Bay irrespective of his interest otherwise in the subject application, has a legitimate expectation, enshrined in the Constitution and as confirmed in the legal precedent by the Constitutional Court below that the MPT will follow due process with any land use application, including the present.

The precedent set by the Constitutional Court in *Trustees of the Simcha Trust v Da Cruz and Others; City of Cape Town v Da Cruz and Others* [2018] ZACC 8 has the force of law.

The Constitutional Court decided as follows:

*"27] The concept of legitimate expectation finds its origins in administrative law. In Traub, the then Appellate Division cited with approval the following passage from a judgment of an English Court:*

*'But even where a person claiming some benefit or privilege has no legal right to it, as a matter of private law, he may have a legitimate expectation of receiving the benefit or privilege, and, if so, the courts will protect his expectation by judicial review as a matter of public law. Legitimate, or reasonable, expectation may arise either from an express promise given on behalf of a public authority or from the existence of a regular practice which the claimant can reasonably expect to continue.'*

- 1.3. As such, irrespective of having a pecuniary (see following paragraph) or proprietary interest which is adversely affected, an objection or appeal by the Pringle Bay Ratepayers' Association will demonstrate to the Municipal Planning Tribunal or Appeal Authority that the right of its members to due process will be adversely



affected by a decision of the MPT by not meeting their legitimate expectations to follow due process in land use applications.

The members of the Pringle Bay Ratepayers' Association need not be affected in the pecuniary or financial sense in order to be an interested person.

In BEF (Pty) Ltd v Cape Town Municipality 1983 (2) SA 387 (C) at 401 Grosskopf J stated:

*"The purpose to be pursued in the preparation of a scheme suggests to me that a scheme is intended to operate, not in the general public interest, but in the interest of the inhabitants of the area covered by the scheme, or at any rate those inhabitants who would be affected by a particular provision. And by 'affected' I do not mean damnified in a financial sense. 'Health, safety, order, amenity, convenience and general welfare' are not measurable in financial terms. Buildings which do not comply with the scheme may have no financial effect on neighbouring properties, or may even enhance their value, but may nevertheless detract from the amenity of the neighbourhood and, if allowed to proliferate, may change the whole character of the area."*

Our reference: PA24045/ML

Your reference: 369 KPRB

Application ID: 5071/2025

1 December 2025

**THE MUNICIPAL MANAGER**  
**OVERSTRAND MUNICIPALITY**  
**P.O. BOX 20**  
**HERMANUS**  
**7200**

**FOR ATTENTION: MS.HANNEEN VAN DER STOEP**

Sir

**PROPOSED DEPARTURE FOR ALTERNATIVE PARKING PROVISION: ERF 369 PRINGLE BAY**

- **Mandwana Trading 2 (Pty) Ltd**

We acknowledge receipt of the objection submitted by the Pringle Bay Ratepayers' Association (PBRA) dated 18 November 2025, relating to the application for the provision of alternative parking for the redevelopment of erf 369 Pringle Bay. We hereby provide our response to the matters raised.

**1. Nature and purpose of the application**

The application before the Municipality is made in terms of Section 16(2)(b) read with Section 17.1.2(c) of the Overstrand Municipal Land Use Planning By-Law (2020). The intention is not to obtain a permanent deviation from the parking requirements, but to allow for the lawful provision of six (6) off-site parking bays within the adjacent road reserve as an *alternative parking mechanism* permitted by the Scheme.

Section 17.1.2(c) explicitly provides for alternatives where on-site parking cannot reasonably be provided due to physical constraints or other limiting factors, including:

- Provision of parking elsewhere,
- A monetary contribution to the Municipality, or
- A contribution to an approved municipal parking project.

The Overstrand Land Use Scheme therefore clearly envisages and enables the use of off-site parking solutions where warranted. The current proposal aligns strictly with this provision.

**2. Historical and existing parking supply**

The objection repeatedly raises concerns regarding the existing "over-supply" or "shortfall" of parking in the wider Pringle Bay CBD. While we acknowledge the PBRA's broader policy concerns, these are separate from the current land use application, which relates specifically to:

- The redevelopment of Erf 369, and
- The requirement to provide six (6) parking bays associated with this erf.

The Municipality consistently assesses parking obligations per erf, in terms of the zoning and specific development proposal. Wider CBD-wide parking planning falls within municipal strategic planning processes, not the scope of a single land use application.

2/3

Importantly, the parking layout plan submitted with the application demonstrates:

- A total of 60 developed parking bays across the adjacent road reserves (Pass Road, Peak Road, Central Road).
- Only 50 bays are required for all affected erven collectively.
- After allocating the required on-street parking supply, a surplus of 10 bays remains.
- One bay is reserved for access to Erf 369, resulting in 9 surplus bays.

This confirms that sufficient parking capacity exists immediately adjacent to Erf 369, as illustrated on the attached plan and summarised in the parking calculation schedule.

### **3. Response to key issues raised in the objection**

#### **3.1 Alleged insufficiency of municipal parking policies**

The objection argues that the broader PB CBD suffers from unresolved parking shortages and that no updated policy framework exists. We respond as follows:

- The current application is lodged in accordance with the applicable, in-force Land Use Scheme Regulations and By-Law.
- Section 17.1.2(c) is a legally operative mechanism and does not require additional policy clarification to be applied.
- The absence or updating of wider CBD parking policy cannot delay or invalidate an application that complies with existing statutory instruments.

Therefore, this concern, although noted, is not a valid land-use planning ground of objection to the current application.

#### **3.2 Suggestion that the application be placed “on hold”**

The PBRA requests that the Municipality place the application on hold pending the provision of further information. We submit that:

- All required documentation has been submitted, including motivation, parking plans, and calculations.
- The application complies with Section 38 (submission requirements) of the By-Law.
- No statutory basis exists to suspend the application, especially where the request relates to broader CBD-wide planning matters, not to the erf-specific development proposal.

#### **3.3 Concern regarding permanent use of road reserve parking**

The objection alleges that the Scheme does not allow the “permanent” allocation of on-street parking to a development. This is a misunderstanding of the applicable provision:

- Section 17.1.2(c) expressly enables the use of alternative parking mechanisms, including off-site parking.
- The parking remains public parking within the municipal road reserve; no exclusive use or privatisation of bays is sought.
- The application merely demonstrates that the off-site parking exists and is sufficient to satisfy the Scheme’s requirement.

No permanent allocation of bays to the applicant is required or requested.

#### **3.4 Traffic, Pedestrian Safety, and Broader CBD Impacts**

These concerns, raised in general terms, are noted but unsubstantiated. The following applies:

- The proposal does not introduce new vehicular access points or remove existing pedestrian routes.
- The road reserve parking already exists and is in active use.
- The proposed redevelopment of Erf 369 represents the appropriate infill and upgrading of an existing business property within the CBD.

No credible evidence is provided that the small<sup>63</sup> number of required bays (six) will create a measurable negative impact.

3/3

#### **4. Compliance with the Overstrand Land Use Scheme**

Erf 369 is zoned for business purposes, and the current development proposal adheres to all land use parameters, aside from the need to provide alternative parking. The municipality's Scheme explicitly allows a departure to permit off-site parking where on-site parking cannot reasonably be accommodated.

The application therefore:

- Meets the intent of the Scheme
- Aligns with the CBD structure and layout, where shared public parking areas are the prevailing pattern
- Ensures that the required parking is made available as per the municipal standards

Accordingly, the application complies with the legislative framework currently applicable to Pringle Bay.

#### **5. Conclusion**

We appreciate the PBRA's engagement and acknowledge their longstanding interest in CBD-wide planning matters. However, the concerns raised relate largely to broader policy issues, historical parking ratios, and town-wide infrastructure considerations. These cannot be used to prevent or delay a compliant, site-specific land use application. The application:

- Meets all statutory requirements,
- Uses a mechanism fully contemplated by Section 17.1.2(c), and
- Demonstrates a surplus of available on-street parking immediately adjacent to the erf, supported by the technical plan submitted.

We therefore submit that the objection does not raise grounds that materially affect the merits of the application, nor does it identify any non-compliance with the Land Use Scheme or the By-Law.

We respectfully request that the Municipality proceed with the processing and consideration of the application.

Yours faithfully



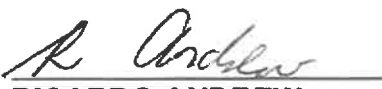
**M. LERM Pr. Pln. (A/158/2009)**  
**PLAN ACTIVE**

**COMMENTS FROM THE PROJECT MANAGEMENT DIVISION FOR:  
APPLICATION FOR DEPARTUE: ERF 369, PRINGLE BAY(5071/2025)**

|                   |   |                     |
|-------------------|---|---------------------|
| Electricity       | : | Eskom Area          |
| Water             | : | Refer to conditions |
| Sewer             | : | Refer to conditions |
| Stormwater        | : | Refer to conditions |
| Roads and traffic | : | Refer to conditions |

**Conditions:**

1. that only the existing water and sewerage connections will be available to the development, should larger capacity in any of these services be required, the upgrading will be at the owner's cost;
2. 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*;
3. 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: Kleinmond for written approval;
4. that any additional and / or extended vehicle entrances will be for the owner's account;
5. that no reservation of on-street parking be allowed;
6. that stormwater discharged from higher lying properties and generated in the catchment area of the property be allowed to drain freely through the property;
7. that stormwater reticulation and connection(s) to the municipal system be provided at the owners cost, if require.

  
**RICARDO ANDREW**  
**PRINCIPAL TECHNOLOGIST:**  
**DEVELOPMENT CONTROL**

29/01/2025  
**DATE**



## **VALUATION REPORT**

**MARKET VALUE OF SIX OFF-SITE PARKING BAYS**

**MUNICIPAL COMMONAGE**

**ADJACENT TO ERF 369, PRINGLE BAY**

**DATE OF VALUATION: 1 AUGUST 2026**

**HELEN LOUWRENS - CANDIDATE VALUER NO. 8720/1**

**UNDER SUPERVISION OF HC BOTHA - PROFESSIONAL VALUER NO. 5601**

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7600

## VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY

### LIMITATIONS AND RESTRICTIONS

This valuation report has been made with the following general assumptions:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the relevant property interests is assumed to be good and marketable unless otherwise stated.
2. The property interests considered are assumed free and clear of liens or encumbrances unless otherwise stated.
3. Responsible ownership and competent property management are assumed.
4. The information furnished by the client, applicant, municipality and other sources is believed to be reliable. However, no warranty is given for its accuracy.
5. All engineering information is assumed to be correct. The plans and illustrative material in this report are included only to assist the reader in visualising the property and parking arrangement.
6. It is assumed that there are no hidden or unapparent conditions of the land, road reserve/commonage or services that would adversely affect utility or value. No responsibility is assumed for such conditions or for arranging engineering studies.
7. It is assumed that there is full compliance with all applicable national, provincial and local environmental legislation unless non-compliance is stated and considered in this report.
8. It is assumed that all applicable zoning, land-use and development restrictions have been complied with, except for the departure and alternative-parking application specifically identified in this report.
9. It is assumed that all required municipal, planning and administrative approvals can be obtained for the proposed alternative parking / parking buy-out arrangement.
10. It is assumed, on the basis of the client instruction, that the six off-site parking bays are situated on municipal commonage / road reserve under the control of Overstrand Municipality.

### LIMITING CONDITIONS

1. The allocation between land value, parking-bay equivalent area and the concluded parking buy-out value is made solely for the stated client instruction and must not be used independently for another purpose.
2. Possession of this report does not carry with it the right of publication. It may be used only by the party to whom it is addressed, for the stated purpose, and only in its entirety.
3. The valuers are not required to provide further consultation, testimony or court attendance unless separate arrangements have been made.
4. Neither all nor part of the contents of this report, including the market value conclusion and the identity of the valuers, may be disseminated through advertising, public relations or other media without prior written consent.
5. This valuation has been prepared on the basis that full disclosure of all information and facts that may affect the valuation has been made.
6. Reliance on this report by any third party cannot be regarded as reasonable and no responsibility to any third party is accepted.
7. The valuers have no personal interest in the subject property or transaction.
8. In the unlikely event of loss caused by proven negligence, the aggregate damages recoverable against the valuer shall not exceed the fee charged for this service.



Hendrik Coenraad Botha  
Professional Valuer No. 5601

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7600

**VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY****1. INTRODUCTION**

I, Helen Louwrens, registered as a Candidate Valuer with the South African Council for the Property Valuers Profession under registration number 8720/1, prepared this valuation under the supervision and control of Hendrik Coenraad Botha, Professional Valuer, registration number 5601. The supervisor has reviewed the work and accepts responsibility for the valuation opinion expressed herein.

- See Annexure 1 for the Valuer Certificates.

**1.1 Instruction**

An instruction dated 15 April 2026 was received from Loretta Gillion of Overstrand Municipality to determine the market value of six off-site parking bays required for the departure application on Erf 369, Pringle Bay. Nine bays are required in total; three can be provided on-site and six are proposed on municipal commonage / road reserve.

- See Annexure 2 for the client instruction.

**1.2 Purpose of Valuation**

The purpose is to determine the market value of the land-equivalent attributable to the six off-site parking bays for the alternative-parking / parking buy-out arrangement, excluding construction costs.

**1.3 Date of Valuation**

The date of valuation is 19 August 2026.

**1.4 Date and Basis of Inspection**

Subject Property was inspected by Helen Louwrens, candidate valuer, on 4 September 2026.

**2. TITLE DEED AND PROPERTY DESCRIPTION****2.1 Title Deed**

The title deed for the municipal commonage / road reserve was not supplied. The planning motivation records Erf 369 under Title Deed T370/2020.

**2.2 Description**

The subject comprises six existing off-site parking bays on municipal commonage / road reserve adjoining Erf 369, 30 Peak Road / 7 Pass Road, Pringle Bay CBD.

**2.3 Owner**

The parking area is treated as municipal land under the jurisdiction and control of Overstrand Municipality, as advised in the instruction.

**2.4 Extent**

The municipal formula adopts 25 m<sup>2</sup> per parking bay. Six bays therefore represent a 150 m<sup>2</sup> land-equivalent area for valuation purposes; this is not a surveyed or transferable parcel.

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplain,  
Stellenbosch, 7600

**VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY****2.5 Purchase Price**

Not applicable. The instruction concerns a parking buy-out / contribution, not transfer of the municipal commonage / road reserve.

**2.6 Surveyor General Information**

The supplied site and developed-parking plans are included in the annexures. The cadastral boundaries of the commonage / road reserve were not supplied.

**2.7 Title Conditions**

The title conditions applicable to the municipal commonage / road reserve were not supplied and are not separately considered in this report.

**3. LOCAL, PROVINCIAL AND CENTRAL GOVERNMENT INFORMATION****3.1 Local Authority**

The subject property and parking area fall within the jurisdiction of Overstrand Municipality in the Western Cape Province.

**3.2 Zoning and Permitted Use**

Erf 369 is recorded as Business Zone 3: Local Business. The six bays are within the adjacent municipal road reserve / commonage. The application is made under Section 16(2)(b), read with Section 17.1.2(c), for alternative off-site parking.

**3.3 Specific Planning and Valuation Conditions**

- Nine parking bays are required for Erf 369; three are on-site and six are required off-site.
- The planning plans identify the required off-site parking as bays 4-9 within the adjacent municipal road reserve / commonage.
- Section 17.1.2(c) provides for payment of the value of the parking to be provided, together with construction cost where applicable.
- The planning motivation states that the bays are already constructed; construction cost is therefore excluded from this valuation.
- The municipal parking formula adopts 25 m<sup>2</sup> per bay, giving a total land-equivalent area of 150 m<sup>2</sup> for six bays.
- Comparable vacant-land sales are adopted as the primary market evidence. As the 150 m<sup>2</sup> parking-equivalent area is smaller than each comparable property, the supplied Formula smaller methodology is applied to adjust the sale rates for size.

**4. PHYSICAL DESCRIPTION****4.1 Land and Locality**

The existing surfaced parking bays lie in the established Pringle Bay CBD on municipal commonage / road reserve adjoining Erf 369, within a predominantly local-business node.

**4.2 Parking Layout and Statistics**

The plans identify six off-site bays for Erf 369. At 25 m<sup>2</sup> per bay, the total land-equivalent area adopted for valuation is 150 m<sup>2</sup>.

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7600

**VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY**

| Parking statistic          | Basis                              | Calculation               | Result                 |
|----------------------------|------------------------------------|---------------------------|------------------------|
| Number of bays             | Planning application               | -                         | 6 bays                 |
| Nominal bay area           | Municipal parking formula          | 25 m <sup>2</sup> per bay | 25 m <sup>2</sup> /bay |
| Total land-equivalent area | 6 bays x 25 m <sup>2</sup>         | 150 m <sup>2</sup>        | 150 m <sup>2</sup>     |
| Location / use             | Municipal commonage / road reserve | Existing off-site parking | Parking buy-out        |

- See Annexures 3 and 4 for the site plan and developed-parking layout.

## 5. MARKET ANALYSIS

The instruction does not concern the sale of the commonage / road reserve itself, but the determination of the market-value contribution attributable to six off-site parking bays. The Municipality's alternative-parking formula converts the parking requirement to a 150 m<sup>2</sup> land-equivalent area. Market value is first established from comparable vacant-land sales in Pringle Bay, with appropriate recognition of the subject's smaller size. A 50% downward adjustment is then applied to reflect the subject's limited parking-only use, non-transferability and commonage / road-reserve context. An Income Capitalisation Method is applied as a secondary valuation approach, based on a market-related rental of R250 per parking bay per month and a 12% capitalisation rate, with no vacancy allowance.

Sales 1-4 from are used as the primary market evidence. All four transactions are recent vacant-land sales within approximately 1.3 km of 30 Peak Road and occurred between 14 April and 12 June 2026. Because the comparable erven are substantially larger than the 150 m<sup>2</sup> parking-equivalent area, a size adjustment is required before reconciliation.

## 6. METHOD OF VALUATION

Two valuation approaches are applied. Firstly, a comparable-sales / land-equivalent approach is adopted. The four selected Pringle Bay vacant-land sales are analysed on a Rand per square metre basis and adjusted to the 150 m<sup>2</sup> subject equivalent using the supplied Formula smaller methodology, which increases the unit rate by a factor of 1.10 for each halving in land area. Logarithmic interpolation is used for non-exact halvings. The reconciled benchmark land rate is applied to 150 m<sup>2</sup> (6 bays x 25 m<sup>2</sup>), after which a 50% restricted-use deduction is applied, retaining 50% of the benchmark value for the parking-only interest. Secondly, the Income Capitalisation Method is applied using an adopted rental of R250 per bay per month, no vacancy allowance and a 12% capitalisation rate. Construction cost is excluded because the supplied planning documents state that the bays are already constructed.

## 7. ESTABLISHMENT OF LAND VALUE AND PARKING BAY VALUE

### 7.1 Highest and Best Use

The highest and best use relevant to this instruction is the continued use of the municipal commonage / road reserve for lawful public-road and parking purposes, with six existing bays allocated to satisfy the alternative-parking requirement for Erf 369 subject to

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7500

## VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY

municipal approval. No ownership or exclusive real right in the commonage is assumed to transfer to the applicant.

### 7.2 Comparable Vacant-Land Sales and Size Adjustment

The following recent vacant-land sales from the HCB CMA schedule are used. The subject equivalent area of 150 m<sup>2</sup> is smaller than all four sales; accordingly the Formula smaller size adjustment is applied to each transaction.

| Sale | Comparable property                      | Sale date  | Extent               | Sale price | Original R/m <sup>2</sup> | Adjusted R/m <sup>2</sup> |
|------|------------------------------------------|------------|----------------------|------------|---------------------------|---------------------------|
| 1    | Erf 1616 - 15 Caesar Road, Pringle Bay   | 12/06/2026 | 600 m <sup>2</sup>   | R1 160 000 | R1 933/m <sup>2</sup>     | R2 339/m <sup>2</sup>     |
| 2    | Erf 1208 - 5 Edward Road, Pringle Bay    | 11/05/2026 | 2 227 m <sup>2</sup> | R3 100 000 | R1 392/m <sup>2</sup>     | R2 017/m <sup>2</sup>     |
| 3    | Erf 562 - 7 Clarence Road, Pringle Bay   | 30/04/2026 | 1 080 m <sup>2</sup> | R3 200 000 | R2 963/m <sup>2</sup>     | R3 887/m <sup>2</sup>     |
| 4    | Erf 275 - 151 Hangklip Road, Pringle Bay | 14/04/2026 | 1 559 m <sup>2</sup> | R2 650 000 | R1 700/m <sup>2</sup>     | R2 346/m <sup>2</sup>     |

*Size adjustment formula: Adjusted rate = Sale rate  $\times 1.10^{\lceil \log_2(\text{sale extent} / 150 \text{ m}^2) \rceil}$ . No separate time adjustment is applied because all four sales occurred within approximately four months of the 1 August 2026 valuation date and no quantified evidence of short-term market movement was supplied.*

| Adjusted rate range            | Median adjusted rate  | Benchmark land rate   | Benchmark 150 m <sup>2</sup> value |
|--------------------------------|-----------------------|-----------------------|------------------------------------|
| R2 017 - R3 887/m <sup>2</sup> | R2 342/m <sup>2</sup> | R2 020/m <sup>2</sup> | R303 000                           |

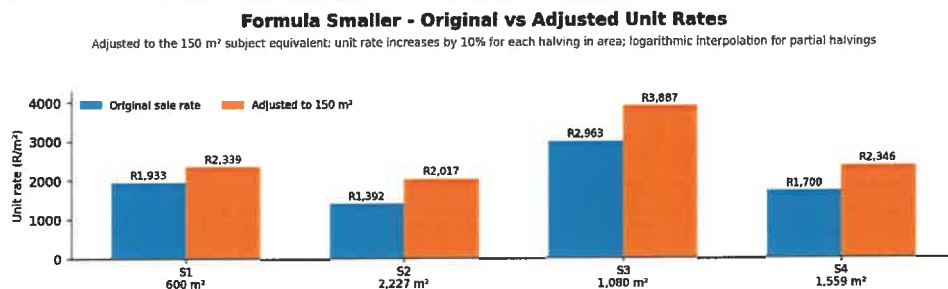


*Figure 1: Formula smaller adjustment applied to Sales 1-4. The graph compares each original unit rate with its adjusted indication at the 150 m<sup>2</sup> subject equivalent, before the separate restricted-use adjustment.*

The size-adjusted indications range from approximately R2 017/m<sup>2</sup> to R3 887/m<sup>2</sup>. Sales 1 and 4 provide closely grouped indications of approximately R2 339/m<sup>2</sup> and R2 346/m<sup>2</sup>, while Sale 3 is materially higher. Sale 2 provides the lowest adjusted indication at approximately R2 017/m<sup>2</sup>. The reconciled benchmark rate is therefore rounded to R2 020/m<sup>2</sup> before considering the subject-specific use restriction. As the subject is municipal commonage / road reserve limited to parking use only, is not a conventional transferable

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7600

## VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY

vacant erf, and cannot be independently developed with the broader utility enjoyed by the comparable residential land, a 50% downward adjustment is applied. This retains 50% of the benchmark rate and results in an adjusted parking-use rate of R1 010/m<sup>2</sup>.

**Restricted-use parking value: R2 020/m<sup>2</sup> x 50% = R1 010/m<sup>2</sup>; 150 m<sup>2</sup> x R1 010/m<sup>2</sup> = R151 500.**

### 7.3 Planning Context and Reasonableness Test

The planning documents confirm that the six bays are already constructed within the road reserve / commonage and are identified as bays 4-9 for the Erf 369 development. The comparable sales are conventional vacant erven with materially broader transferable and development utility than the subject parking-equivalent area. The 50% deduction expressly reflects the subject's parking-only use, municipal commonage / road-reserve status and lack of independent development potential. As a secondary reasonableness check, the previously supplied municipal GIS land rate of approximately R2 008/m<sup>2</sup> is closely aligned with the reconciled benchmark rate of R2 020/m<sup>2</sup> before the restricted-use adjustment.

### 7.4 Income Capitalisation Method

As a secondary valuation approach, the income-producing potential of the six parking bays is capitalised. A market-related rental of R250 per parking bay per month is adopted. No vacancy allowance is applied, as the valuation assumes the six bays are fully available for the intended parking use. A capitalisation rate of 12% is adopted having regard to the restricted nature of the parking interest and the limited rights associated with municipal commonage / road-reserve land.

**Income calculation: 6 bays x R250/month = R1 500/month; annual gross income = R18 000. At a 12% capitalisation rate, the indicated capital value is R18 000 / 0.12 = R150 000.**

### 7.5 Market Value Conclusion

Having regard to Sales 1-4, the Formula smaller size adjustment, the 150 m<sup>2</sup> land-equivalent area, and the significant restriction arising from parking-only use on municipal commonage / road reserve, the benchmark land-equivalent value of R303 000 is adjusted downward by 50%. The resulting value under the comparable-sales approach is R151 500. The income capitalisation approach indicates R150 000. The arithmetic average of the two approaches is R150 750, which is rounded to an adopted market value of R151 000.

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7500

**VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY**

| Basis                                           | Rate                  | Quantity           | Market value    |
|-------------------------------------------------|-----------------------|--------------------|-----------------|
| Benchmark land-equivalent value                 | R2 020/m <sup>2</sup> | 150 m <sup>2</sup> | R303 000        |
| Restricted parking-use value<br>(50% deduction) | R1 010/m <sup>2</sup> | 150 m <sup>2</sup> | R151 500        |
| Income capitalisation approach                  | R250/bay/month @ 12%  | 6 bays             | R150 000        |
| Average of valuation approaches                 | -                     | -                  | R150 750        |
| <b>Rounded adopted market value</b>             | -                     | <b>6 bays</b>      | <b>R151 000</b> |

The comparable-sales indication equates to R25 250 per parking bay after the 50% restricted-use adjustment. The income approach indicates R25 000 per bay. The reconciled adopted market value is R151 000 for all six bays.

The concluded amount is exclusive of VAT and excludes construction costs. The planning motivation states that the relevant parking bays have already been constructed and that no construction cost is required to be paid to the Municipality.

The conclusion is subject to municipal approval of the departure / alternative-parking arrangement and confirmation that the six-bay requirement and 25 m<sup>2</sup> per-bay land-equivalent formula remain applicable when the final contribution is determined.

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7600

**VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY****8. CERTIFYING OF VALUE**

I hereby certify that the subject parking requirement has been identified from the information supplied and that the relevant planning information, comparable market sales and parking calculations have been considered to determine the market value for the stated purpose and conditions.

Accordingly, in my opinion, to the best of my knowledge, skill and expertise, having regard to both the comparable-sales approach and the income capitalisation approach, the market value attributable to the six off-site parking bays on municipal commonage / road reserve adjacent to Erf 369, Pringle Bay, as at 1 August 2026, is:

**R151 000-00, EXCLUDING VAT**

**(Reconciled from R151 500 under the comparable-sales approach and R150 000 under the income capitalisation approach; arithmetic average R150 750, rounded to R151 000)**



**Helen Louwrens**  
**Candidate Valuer**  
**Registration No. 8720/1**

Date of signature: 19 August 2026



**Hendrik Coenraad Botha**  
**Professional Valuer**  
**Registration No. 5601**

Date of signature: 19 August 2026

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbvat.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7600

**VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY****9. CAVEATS****9.1 Valuation Standard**

This valuation has been prepared in accordance with generally accepted South African valuation practice and the professional obligations applicable to registered property valuers.

**9.2 Statutory and Planning Approvals**

The conclusion assumes that the departure / alternative-parking application can lawfully be approved and implemented, that the parking bays are situated on municipal commonage / road reserve available for the intended arrangement, and that Sales 1-4 are bona fide arm's-length market transactions. Any material change in these assumptions may require reconsideration of the valuation.

**9.3 Confidentiality**

This report is produced exclusively for Overstrand Municipality for the stated parking-bay market-value / buy-out purpose. No responsibility is accepted to any party other than the client.

**9.4 Non-Publication**

Neither the whole nor any part of this report, nor any reference thereto, may be published or included in another document without prior written approval of the form and context in which it will appear.

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7600

**VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY****10. Annexures:****ANNEXURE 1 - VALUER CERTIFICATES**

**SOUTH AFRICAN COUNCIL FOR THE  
PROPERTY VALUERS PROFESSION**

*This is to certify that*

**HELEN LOUWRENS**

is registered as

**Candidate Valuer**

subject to the following condition(s):

A CANDIDATE VALUER MAY NOT CANVASS OR SOLICIT PROPERTY VALUATION WORK OR ADVERTISE HIS/HER PROFESSIONAL SERVICES; SHALL ACCEPT AN INSTRUCTION TO PERFORM SUCH WORK ONLY FROM HIS/HER SUPERVISOR OR ANOTHER PROFESSIONAL IN ACCORDANCE WITH RULE 16 OF THE RULES FOR THE PROPERTY VALUERS PROFESSION, 2020.

ALL WORK IN PROPERTY VALUATION MUST BE PERFORMED UNDER THE SUPERVISION AND CONTROL OF A PROFESSIONAL OR A SINGLE RESIDENTIAL PROPERTY ASSESSOR ("SUPERVISOR"), WHICH WORK MUST BE SIGNED BY THE CANDIDATE AND COUNTER-SIGNED BY THE SUPERVISOR TO CERTIFY THAT THE WORK HAS BEEN DONE UNDER HIS/HER SUPERVISION AND CONTROL, BEFORE SUBMISSION THEREOF TO THE CLIENT.



DATE OF REGISTRATION AS CANDIDATE VALUER: 25 April 2025

DATE OF ISSUE: May 1, 2026

PERIOD OF VALIDITY: 01 May 2026 – 01 May 2027

JF Cloete  
President



REGISTRATION No: 8720/1

ND Naidoo  
Registrar

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7500

## ANNEXURE 1 - VALUER CERTIFICATES (CONTINUED)

**SOUTH AFRICAN COUNCIL FOR THE  
PROPERTY VALUERS  
PROFESSION**

This is to certify that

**HENDRIK COENRAAD BOTHA**

is registered as

***Professional Valuer*****In terms of section 20(2)(a) of the  
Property Valuers Profession Act, 2000****DATE OF REGISTRATION AS: Professional Valuer: 28 January 2020****DATE OF ISSUE: 25 July 2024****PERIOD OF VALIDITY: 1 July 2024 - 30 June 2029**  
**JF Cloete  
President****REGISTRATION No: 5601**  
**ND Naidoo  
Registrar***Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7600

**VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY****ANNEXURE 2 - CLIENT INSTRUCTION AND PLANNING BASIS**

From: Loretta Gillion  
Sent: Wednesday, 15 April 2026 09:18  
To: 'Helen Louwrens' <[helen@hcbval.co.za](mailto:helen@hcbval.co.za)>; 'Coenraad Botha' <[coenraad@hcbval.co.za](mailto:coenraad@hcbval.co.za)>  
Cc: Hanneen van der Stoep <[hvdstoep@overstrand.gov.za](mailto:hvdstoep@overstrand.gov.za)>  
Subject: Valuation Request - Erf 369 Pringle Bay

Dear Helen

An application was received on Erf 369 Pringle Bay for a departure in terms of Section 16(2)(b), read with Section 17, 1.2.(c) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 to deviate from the required 9 parking bays on site in order to provide six (6) off-site parking bays.

We herewith request a quotation to determine the market value of the parking bays.

Should you need any further details, feel free to contact Ms Hanneen van der Stoep (Senior Town Planner) in this regard.

Regards

**Loretta Gillion**  
Administrative Officer: Town & Spatial Planning  
Directorate: Planning & Development, Overstrand Municipality, Hermanus  
A: 16 Paterson Street, Hermanus, 7200 P: P O Box 20  
T: 028 313 8900 | E: [loretta@overstrand.gov.za](mailto:loretta@overstrand.gov.za)

*Valuations done right*

022 125 0193 or  
083 663 2140  
[admin@hcbval.co.za](mailto:admin@hcbval.co.za)

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7600

## ANNEXURE 3 - SITE PLAN AND OFF-SITE PARKING BAYS

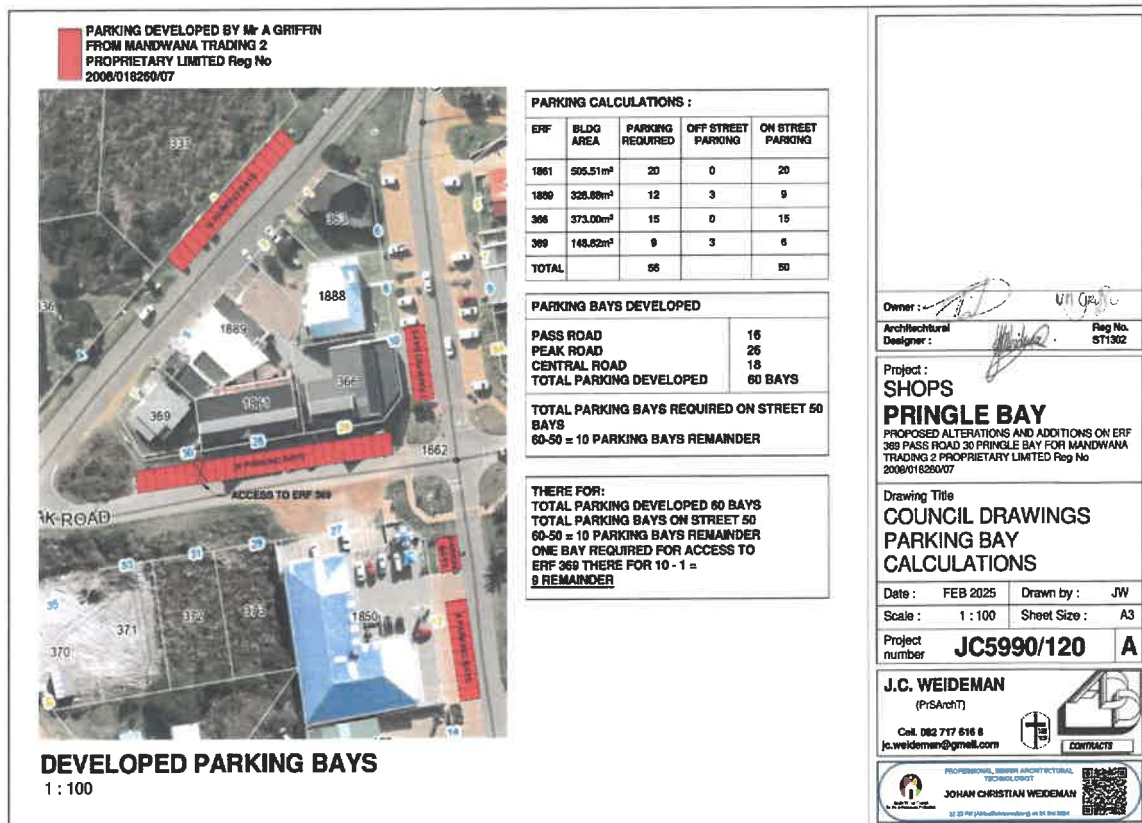


**Image 5: Site plan for erf 369 Pringle Bay**

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7800

## VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY

## ANNEXURE 4 - DEVELOPED PARKING BAYS / COMMONAGE CONTEXT



Developed parking-bay plan supplied with the Erf 369 planning application, identifying existing parking in Peak Road, Pass Road and Central Road.

The plan is reproduced for identification and parking-context purposes. The valuation concerns the six off-site bays attributed to Erf 369 and does not create or transfer any exclusive real right over municipal commonage / road reserve.

*Valuations done right*

022 125 0193 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7600

**VALUATION REPORT - SIX OFF-SITE PARKING BAYS ADJACENT TO ERF 369 PRINGLE BAY****ANNEXURE 5 - MARKET VALUE VALUATION CERTIFICATE****Valuation Certificate**

|                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Client</b>                  | Overstrand Municipality                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Property / Parking</b>      | Six off-site parking bays on municipal commonage / road reserve adjacent to Erf 369                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Title Deed Number</b>       | Commonage / road reserve: not supplied; Erf 369: T370/2020 (background)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Area / Town</b>             | Pringle Bay, Western Cape                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Owner</b>                   | Overstrand Municipality - municipal commonage / road reserve                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Date of Valuation</b>       | 1 August 2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Reference Number</b>        | Erf 369 Pringle Bay - Parking Buy-Out Valuation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Market Valuation Amount</b> | R151 000 (excluding VAT)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Zoning / Usage</b>          | Off-site parking on municipal commonage / road reserve; Erf 369: Business Zone 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Comments</b>                | 6 bays x 25 m <sup>2</sup> = 150 m <sup>2</sup> equivalent area. Sales 1-4 from the HCB CMA vacant-land schedule were size-adjusted using Formula smaller. Benchmark rate R2 020/m <sup>2</sup> and benchmark value R303 000. A 50% deduction was applied for parking-only use on municipal commonage / road reserve, resulting in R151 500 under the comparable-sales approach. The income capitalisation approach, using R250 per bay per month, no vacancy allowance and a 12% capitalisation rate, indicates R150 000. The arithmetic average is R150 750, rounded to an adopted market value of R151 000. Construction costs excluded. |

This Valuation Certificate must be read in conjunction with the attached Valuation Report.

**Helen Louwrens**  
Candidate Valuer  
Registration No. 8720/1

**Hendrik Coenraad Botha**  
Professional Valuer  
Registration No. 5601

*Valuations done right*

022 125 0153 or  
083 663 2140  
admin@hcbval.co.za

Unit 1, 21 Mark Street,  
Markplein,  
Stellenbosch, 7600