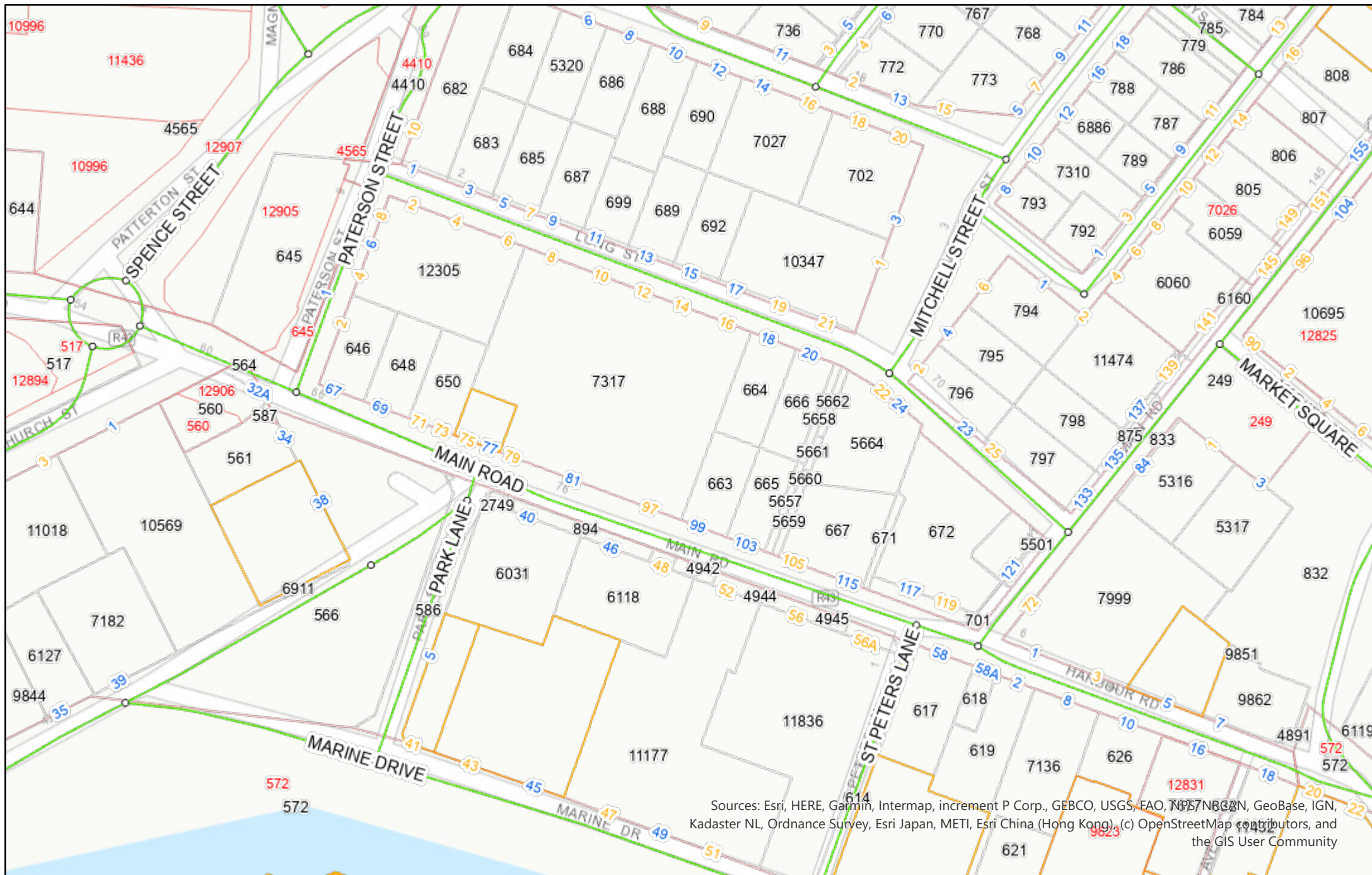


OVERSTRAND MUNICIPALITY	OVERSTRAND MUNISIPALITEIT	UMASIPALA WASE-OVERSTRAND
<u>ERF 7317, 81 MAIN ROAD, NORTHCLIFF, HERMANUS: APPLICATION FOR DEPARTURE: URBAN DYNAMICS ON BEHALF OF IPIC PROPERTIES (PTY) LIMITED</u> <u>[Ipic Hermanus Shopping Centre - Pick 'n Pay]</u> Notice is hereby given in terms of Sections 47 and 48 of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 (By-Law) of an application received for a departure in terms of Section 16(2)(b) of the By-Law to be read with Section 17.1.2.(c) of the Overstrand Municipality Land Use Scheme, 2020 to accommodate the proposed deviation from the required parking provision to provide 76,3 parking bays in lieu of the required 91,7 parking bays (shortfall of 15,5 parking bays). Full details regarding the proposals above are available for inspection during weekdays between 08:00 and 16:30 at the Division: Town and Spatial Planning, 16 Paterson Street, Hermanus and on the municipal webpage at the following link https://www.overstrand.gov.za/document/to-wn-spatial-planning/land-use-planning-applications/. Any comments must be in writing and reach the Municipality (16 Paterson Street, Hermanus / (e) landuse@overstrand.gov.za) on or before 23 October 2026, with your name, address, contact details, interest in the application and the reasons for comment. Telephonic inquiries can be made to the Principal Town Planner, Mrs. H. van der Stoep at 028-313 8900. The Municipality may refuse to accept comments after the closing date. Any person who cannot read or write can visit the Division: Town and Spatial Planning where they will be assisted by a municipal official in formulating their comments. <i>Please note that in terms of the Protection of Personal Information Act (POPIA), you will be entering into a public process and as such agree and consent to your name, surname, contact details and comment(s) may be disclosed / used in the (application) process.</i>	<u>ERF 7317, HOOFWEG 81, NORTHCLIFF, HERMANUS: AANSOEK OM AFWYKING: URBAN DYNAMICS NAMENS IPIC PROPERTIES (PTY) LIMITED</u> <u>[Ipic Hermanus Winkelsentrum - Pick 'n Pay]</u> Kennis word hiermee gegee ingevolge Artikels 47 en 48 van die Overstrand Munisipaliteit Wysigings-verordening vir Munisipale Grondgebruik-beplanning, 2020 (Verordening) van 'n aansoek ontvang vir 'n afwyking ingevolge Artikel 16(2)(b) van die Verordening met verwysing na Artikel 17.1.2.(c) van die Overstrand Munisipaliteit Grondgebruiks-beplanning Skema, 2020 om die voorgestelde afwyking vanaf die vereiste parkeervoorsiening te akkommodeer, ten einde 76,3 parkeerplekke te voorsien in plaas van die vereiste 91,7 parkeerplekke ('n tekort van 15,5 parkeerplekke). Besonderhede aangaande die voorstel lê ter insae gedurende weksdae tussen 08:00 en 16:30 by die Afdeling: Stads- en Streek-beplanning te Patersonstraat 16, Hermanus en op die munisipale webtuiste by die volgende skakel https://www.overstrand.gov.za/document/to-wn-spatial-planning/land-use-planning-applications/. Enige kommentaar moet skriftelik wees en die Munisipaliteit (Patersonstraat 16, Hermanus / (e) landuse@overstrand.gov.za) voor of op 23 Oktober 2026, met u naam, adres, kontak besonderhede, belang in die aansoek en die redes vir kommentaar. Telefoniese navrae kan gerig word aan die Hoofstadsbeplanner, Me. H. van der Stoep by 028-313 8900. Die Munisipaliteit mag weier om kommentare te aanvaar na die sluitingsdatum. Enige persoon wat nie kan lees of skryf nie kan die Afdeling: Stads- en Streekbeplanning besoek waar hul deur 'n munisipale amptenaar bygestaan sal word ten einde hul kommentaar te formuleer. <i>U aandag word gevestig op die Bepalinge van die "POPI" Wet, en aangesien u opmerking deel sal uitmaak van 'n openbare deelname proses, u derhalwe toestem dat u naam, van en kontakbesonderhede openbaar gemaak mag word.</i>	<u>ERF 7317, 81 MAIN ROAD, NORTHCLIFF, HERMANUS: ISICELO SOKUNDULUKA: URBAN DYNAMICS EGAMENI LIKA IPIC PROPERTIES (PTY) LIMITED</u> <u>[Ipic Hermanus Shopping Centre - Pick 'n Pay]</u> Isaziso sinikwa apha ngokweCandelo lama-47 nelama-48 loMthetho kaMasipala oLungisiweyo wase-Overstrand kuCwangciso lokuSetyenziswa koMhlaba kaMasipala, wowama-2020 (uMthetho kaMasipala) wesicelo esifunyenweyo sokunduluka ngokweCandelo le-16 (2)(b) loMthetho kaMasipala oza kufundwa kunye neCandelo 17.1.2.(c) leSikimu sokuSetyenziswa koMhlaba kuMasipala wase-Overstrand, Ngo-2020 ukulungiselela ukutenxa okucetywayo kulungiselelo olufunekayo lokupaka ukuze kubonelelwe ngeendawo zokupaka ezingama-76,3 endaweni yeendawo zokupaka ezifunekayo ezingama-91,7 (ukusilela kweendawo zokupaka eziyi-15,5). linkcukacha ezipheleleyo malunga nezi zindululo zingasentla ziyafumaneka ukuze zihlolwe phakathi evekini phakathi kwe-08:00 kunye ne-16:30 kwiCandelo: UCwangciso lweDolophu neSithuba, i-16 Paterson Street, iHermanus nakwiphepha lewebhu likamasipala kweli khonkco lilandelayo https://www.overstrand.gov.za/document/town-spatial-planning/land-use-planning-applications/. Nawaphi na amagqabantshintshi kufuneka abhalwe kwaye afikelele kuMasipala (16 Paterson Street, Hermanus / (e) landuse@overstrand.gov.za) ngomhla okanye ngaphambi komhla wama-23 kuOktober 2026, kunye negama lakho, idilesi, iinkcukacha zoqhagamshelwano, umdla kwisicelo kunye nezizathu zokuphawula. Imibuzo ye-Telephonic inokwenziwa kuMchwangciso weDolophu oyiNqununu, uNksk. H. van der Stoep ngo-028 313 8900. UMasipala usenokwala ukwamkela izimvo emva komhla wokuvala. Nawuphi na umntu ongakwaziyo ukufunda nokubhala angatyelela iCandelo: UCwangciso lweDolophu neSithuba apho aya kuncediswa ligosa likamasipala ekuqulunqeni izimvo zakhe. <i>Nceda uqaphele ukuba ngokoMthetho woKhuseleko loLwazi loBuqu (POPIA), uya kungena kwinkqubo yoluntu kwaye ngenxa yoko uvumelane kwaye uvume igama lakho, ifani, iinkcukacha zoqhagamshelwano kunye nezimvo (s) zinokubhengezwa /zisetenziswe inkqubo (isicelo).</i>
EW JANTJIES Acting Municipal Manager / Waarnemende Munisipale Bestuurder / Umphathi Kamasipala Obambeleyo PO Box / Posbus / Ibhokisi yePosi 20 HERMANUS 7200		

Notice no. / Kennisgewing nr. / Inothi si yeNomb: **197/2026**



Prepared By:



Prepared For:



ERF 7317, HERMANUS

APPLICATION FOR PERMANENT DEPARTURE

June 2026



URBAN DYNAMICS SOUTH CAPE PTY LTD

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SUBMITTED: JUNE 2026 (REV00)

AMENDED: JULY 2026 (REV01)

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ABBREVIATIONS

Amendment By-law:	Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020
OM:	Overstrand Municipality
OMLUS	Overstrand Municipality Land Use Scheme, 2020
OMSDF	Overstrand Municipality Spatial Development Framework, 2020
OMSGMS	Overstrand Municipal Spatial Growth Management Strategy, 2010
Subject property:	Erf 7317, Hermanus
SPLUMA:	Spatial Planning and Land Use Management Act, 16 of 2013
LUPA:	Land Use Planning Act, 2014

SECTION 1 INTRODUCTION

1.1. BACKGROUND & CONTEXTUAL INFORMATION

Urban Dynamics has been appointed by the owners of **Erf 7317 Hermanus**, hereafter referred to as the '*subject property*', with Powers of Attorney attached hereto as **Annexure A**, to undertake the required land use application relating to the loss of required parking bays. The *subject property* is known as the **IPIC Hermanus shopping centre** and forms part of the Hermanus CBD (Central Business District) area, as illustrated in **Figure 1** below. **No expansion of the shopping centre or intensification of land use rights is proposed as part of this application.**



Figure 1: Local Context

Historically, the shopping centre obtained the necessary land use approvals for its existing floor area and associated commercial activities, subject to the provision of parking bays partly being accommodated on the adjacent erf through a lease agreement. Municipal records indicate that the historical land use rights specifically provided for an additional 21 parking bays on the adjacent erf in support of the shopping centre development.

Historically, **Erf 7317 Hermanus** and the adjacent erf, **Erf 664 Hermanus**, functioned in an integrated manner with access to the parking bays on **Erf 664 Hermanus** via the entrance of **Erf 7317 Hermanus**, without a physical barrier between the properties, as seen in **Figure 2** below.



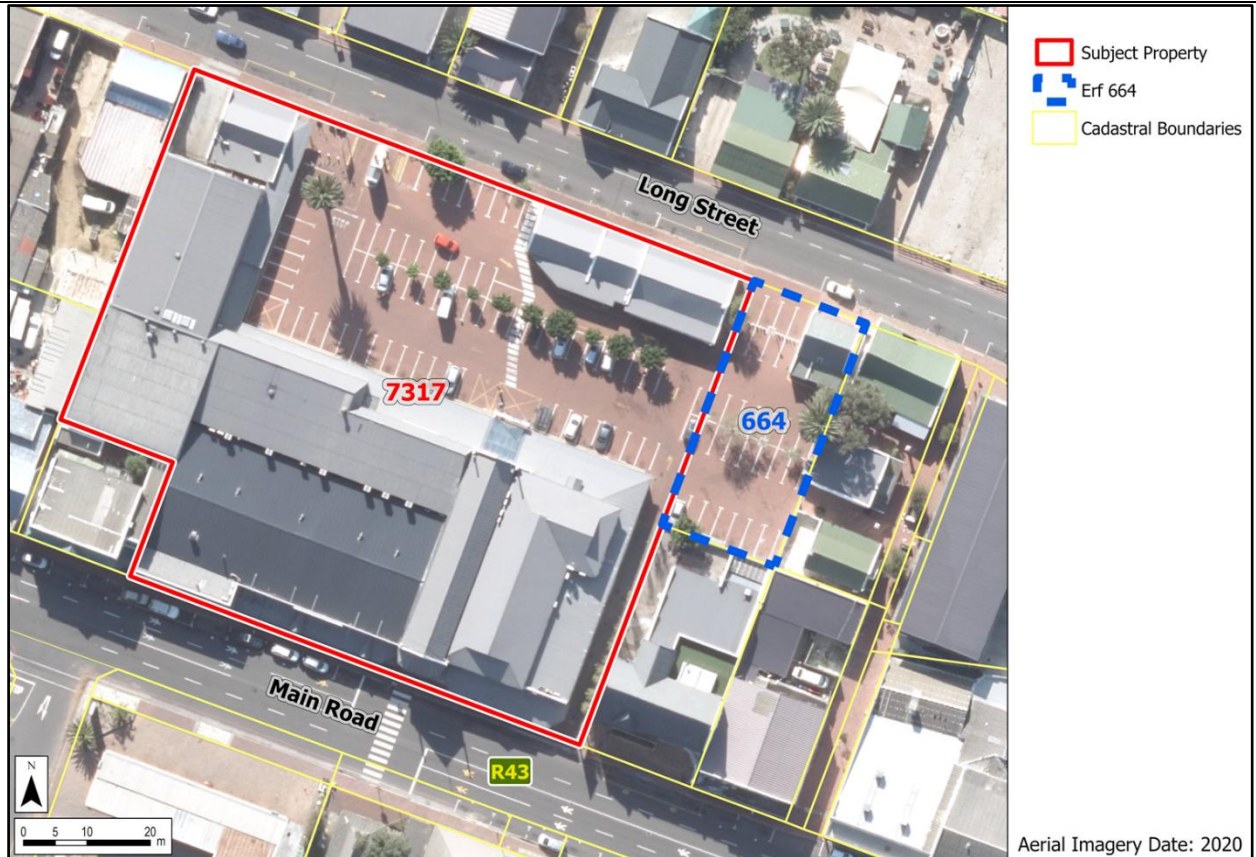


Figure 2: Local Context of Erf 664 Hermanus in relation to Erf 7317 Hermanus

The lease agreement relating to the parking arrangement on **Erf 664 Hermanus** lapsed during 2023, after the owners of **Erf 664 Hermanus** elected not to renew the agreement. Development activities have since commenced on Erf 644, including the erection of structures and a new boundary wall separating the properties as illustrated in **Figure 3** below.

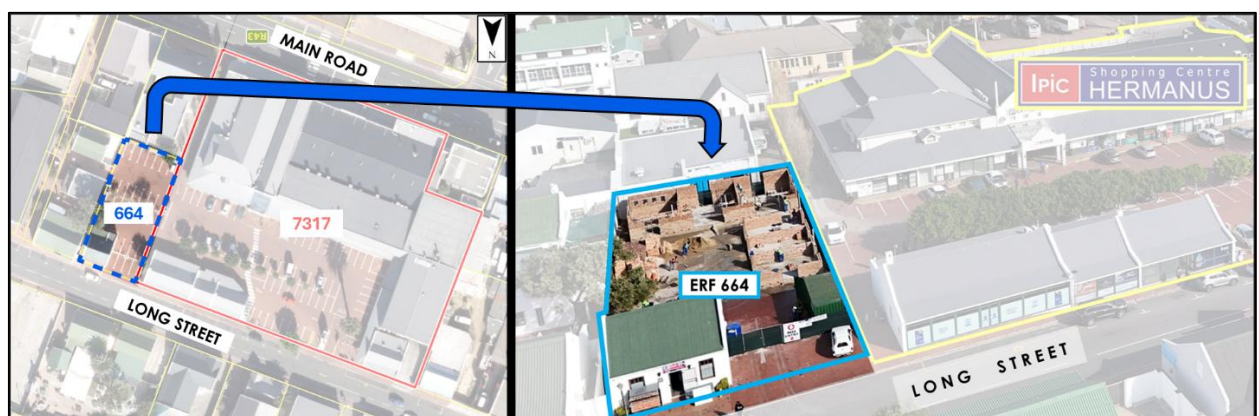


Figure 3: Recent development of Erf 664 Hermanus (adjacent Erf 7317 Hermanus)

As a result thereof, the parking bays historically allocated on **Erf 664 Hermanus** can no longer be utilised by the shopping centre on **Erf 7317 Hermanus**, thereby necessitating the current application for a Permanent Departure in respect of the parking bay shortfall.

The Overstrand Municipality (OM) requested that the owners establish the latest Gross Leasable Area (GLA) of the shopping centre to determine the applicable parking requirement. **Subsequent investigations and an updated Site Plan confirmed that the existing development results in a parking shortfall of only 15.5 parking bays.**

Importantly, no expansion of the shopping centre or intensification of land use rights is proposed as part of this application. The application merely seeks to regularise the historic loss of parking bays associated with the termination of the lease agreement over Erf 664 Hermanus.

1.2. PROPERTY INFORMATION

The *subject property's* relevant cadastral, ownership, and registration particulars are summarised in **Table 1** below.

Table 1: Property information of the subject property

Property description	Registered owner	Title deed	Extent
Erf 7317 Hermanus	IPIC Properties (Pty) Limited	T98173/2005	7 024 m ²

The *subject property* is situated within the Hermanus CBD and is directly accessible from the surrounding public road network. The surrounding area is characterised by a mix of commercial, retail, business, tourism and urban support land uses typically associated with a central business district.

1.3. CURRENT ZONING

The subject property is zoned **Business Zone 1: General Business Bulk Zone 1** in terms of the Overstrand Municipality Land Use Scheme (OMLUS) as illustrated in **Figure 4** below.



Figure 4: Status Quo Zoning Context

The existing zoning appropriately accommodates the current shopping centre and associated retail activities on the property. **No rezoning or additional development rights are proposed as part of this application.**



1.4. HISTORIC APPROVALS

Historic municipal documentation confirms that the *subject property* has been developed incrementally over time through various building plan approvals and land use approvals. Copies of the relevant approvals are attached as **Annexure D**.

The OM's records indicate the following historic approvals relevant to this application, as summarised in **Table 2** below:

Table 2: Historic Land Use and Plan Approvals

Date:	Approval details:
1997	Existing shopping centre approved with 76 parking bays.
2003/2004	Departure approval granted incorporating parking on Erf 664 Hermanus.
2004	Approval based on parking ratio of 1.8 bays per 100m ² GLA.
2014	Approved plan reflected a total of 103 parking bays, of which 21 bays were accommodated on Erf 664 Hermanus.

The OM's records further confirm that the shopping centre development historically depended on the parking allocation situated on Erf 664 Hermanus. Therefore, a departure application is now required following the lapse of the lease agreement, to regularise the parking shortfall.



SECTION 2

APPLICATION INFORMATION

2.1. OVERVIEW OF THE PROPOSAL

The proposal herein is to undertake the necessary land use applications required to address the **parking shortfall following the lapsed lease agreement over Erf 664**.

Following the updated parking assessment undertaken by the project architect, the shopping centre currently provides approximately 76 parking bays, whereas approximately 91,5 parking bays are required based on the applicable parking ratio of 1.8 bays per 100m² GLA.

Accordingly, the application seeks approval for a parking shortfall of 15.5 parking bays.

The proposal does not involve:

- Any expansion of the existing shopping centre;
- Any increase in Gross Leasable Area (GLA);
- Any intensification of land use rights;
- Any changes to access arrangements onto public roads.

The application therefore solely relates to the loss of parking bays previously accommodated on the adjacent property (Erf 664 Hermanus).

To achieve the above objective, application is therefore made in terms of Section 16(2) of the **Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 (By-Law)** for the following:

Table 3: Description of the proposed land use application

a)	Permanent departure from the required parking provision to provide 76,3 parking bays in lieu of 91,7 parking bays (shortfall of 15,5 parking bays) in terms of Section 16(2)(b) of the By-Law.
----	--

2.2. EXISTING AND REQUIRED PARKING PROVISION

The revised parking calculation was based on the Municipality's historic acceptance of a parking ratio of **1.8 bays per 100m² GLA on Erf 7317 Hermanus**. The updated parking calculations prepared by the project architect are summarised IN **Table 4** below.

Table 4: Parking calculations

Erf Extent: 7 024 m ²		
Total GLA: 5 097.09 m ²		
Description	Calculation / Provision	Parking Bays
Parking Requirement	1.8 bays per 100 m ² GLA	91.74
Total Parking Provided		76.33
	Vehicle	74.00
	Motorcycle (8 spaces = 2 vehicle bays equivalent)	2.00
	Bicycle (2 spaces = 0.33 vehicle bays equivalent)	0.33
Parking Bay Shortfall	91.74 bays – 76.33 bays = 15.41 bays	15.41 ≈ 15.5

For further information relating to the parking calculations and GLA, refer to the proposed **Site Plan** attached as **Annexure F**.



2.3. PARKING UTILISATION STUDY

In order to assess the practical impact of the parking shortfall, the owners appointed engineers to undertake a **Parking Utilisation Study**.

The study analysed vehicle movements and parking utilisation on 11 April 2025, 12 April 2025, and 30 May 2025 and the findings of the **Parking Utilisation Study** are attached as **Annexure E**.

The study concludes that parking utilisation levels ranged between approximately 50% and 72% during peak periods as depicted in **Figure 5** below.

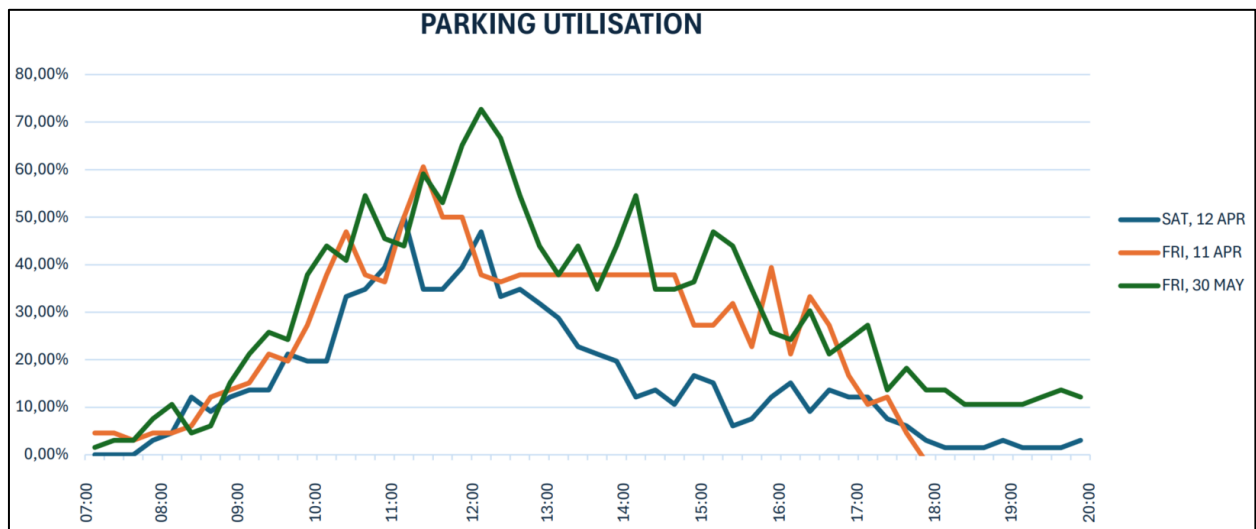


Figure 5: Parking Utilisation Study – Time of day (hours) vs. Utilisation (%)

The highest observed parking utilisation recorded during the study was approximately 72.73%, which clearly indicates that the existing parking supply is functioning adequately without reaching full capacity.

It is noted that the loss of 15.5 parking bays equates to approximately 16.85% of the required parking provision. Consequently, approximately 83.15% of the required parking provision remains available on the subject property.

Importantly, even with the reduced parking provision, the **Parking Utilisation Study** confirmed that the highest recorded utilisation remained substantially below the total parking capacity available on-site. The **Study** therefore demonstrates that the remaining parking supply continues to adequately accommodate the operational parking demand associated with the shopping centre.

Based on the findings of the **Parking Utilisation Study**, it can therefore be concluded that:

- the shopping centre continues to operate effectively despite the loss of parking bays;
- substantial parking capacity remains available during peak trading periods; and
- the proposed departure will not materially impact parking functionality or traffic circulation within the parking area of the subject property.

Accordingly, the **Parking Utilisation Study** provides strong empirical support for the approval of the proposed departure.



2.4. SURROUNDING PARKING AND ACCESSIBILITY

The *subject property* is situated within the Hermanus CBD where a substantial number of public parking bays are available within the surrounding street network and broader commercial area, as illustrated below in **Figure 6** below.

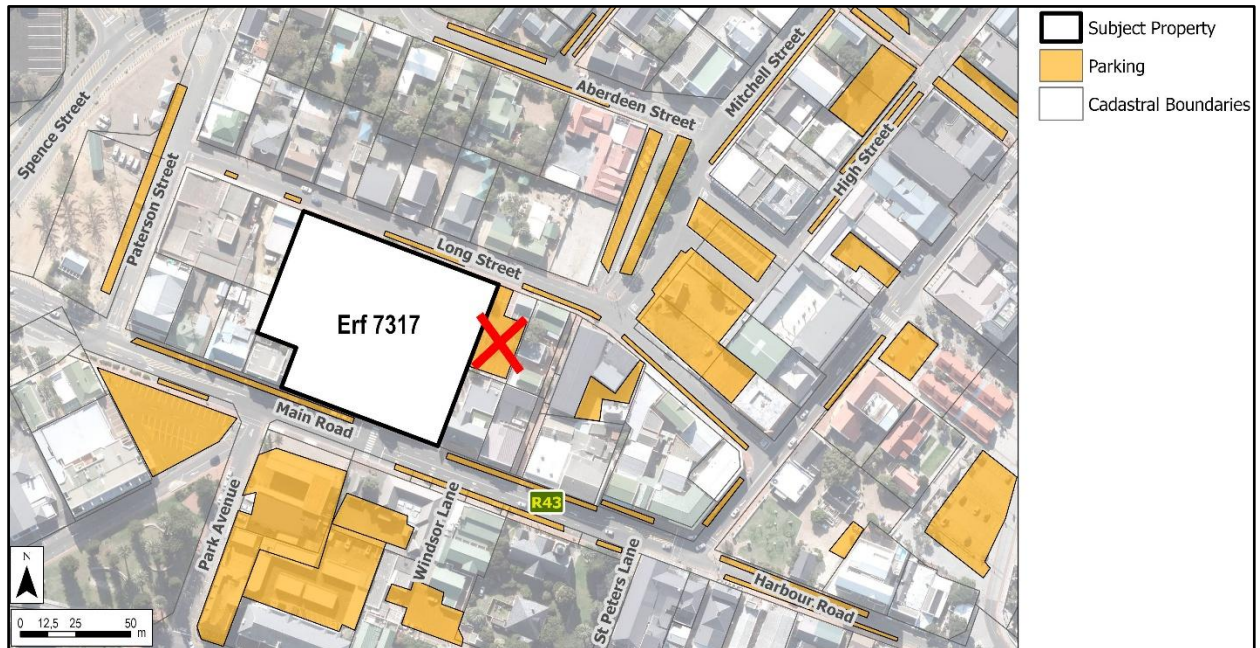


Figure 6: Surrounding Public Parking Context

The shopping centre benefits from direct access to surrounding public roads, walkability within the CBD environment, proximity to surrounding commercial activities and availability of public on-street parking within the vicinity of the property.

The *subject property* therefore forms part of an integrated urban commercial environment where parking demand is distributed across both private and public parking resources.

SECTION 3 MOTIVATION & DESIRABILITY

3. APPLICATION MOTIVATION

As motivated throughout this report, the proposal does not introduce additional development rights or increase the approved development Gross Leasable Area (GLA). Instead, the proposal facilitates a permanent departure from the required parking provision of previously approved land use rights to accommodate the loss of parking bays historically located on **Erf 664 Hermanus**.

Subsequently, the approved development rights remain unchanged while enabling the permanent departure relating to the loss of 15,5 parking bays.

The proposal is motivated individually in the following applicable **subsections below**.

3.1 CHARACTER OF THE AREA

The subject property is situated within the established Hermanus CBD, characterised by retail shops, commercial buildings, offices, tourism-related activities, restaurants, and other uses typical of central business district areas.

The existing shopping centre has been operational for many years and remains entirely compatible with the surrounding urban context and the proposal does not introduce a new land use or alter the character of the area in any manner.

The proposed departure therefore merely regularises an existing operational circumstance associated with the historic parking arrangement.

3.2 ENGINEERING SERVICES AND TRAFFIC IMPACT

The proposal will not place any additional burden on municipal engineering services infrastructure.

No increase in water demand, sewer generation, electricity consumption, or traffic generation is anticipated as part of this application. **The existing road network and access arrangements remain unchanged.**

Furthermore, the Parking Utilisation Study confirms that traffic circulation and parking functionality remain acceptable despite the parking shortfall.

3.3 ALTERNATIVE PARKING PROVISION (CHAPTER 17 OF OMLUS)

Section 17.1.2 of the *Overstrand Municipal Land Use Scheme (OMLUS)* makes provision for alternatives to comply with the prescribed off-street parking requirements. In this regard, the *OMLUS* provides that an owner may, subject to the approval of the Municipality, utilise alternative mechanisms in circumstances where all required parking bays cannot be provided on-site.

The *subject property* was assessed against the available alternatives contained in Chapter 17 of the *OMLUS* in relation to the 15.5 parking bay shortfall applicable to the *subject property*.



Accordingly, the three (3) alternative options provided for in Section 17.1.2 (a-c) of the OMLUS were considered and evaluated in the context of the *subject property* and surrounding CBD environment. The assessment of the respective alternatives is summarised in **Table 5** below.

Table 5: Assessment of Alternative Parking Provision in terms of Chapter 17.1.2 of the OMLUS

Alternative Option	Comment
a) Provision of parking on another property 	Historically, a portion of the required parking bays were accommodated on the adjacent Erf 664 Hermanus through a lease agreement. However, the lease agreement lapsed during 2023 after the owners of Erf 664 elected <u>not</u> to renew the agreement. Furthermore, Erf 664 has subsequently been developed and is no longer accessible from the <i>subject property</i> due to the erection of a boundary wall. It is therefore no longer feasible or practical to <u>accommodate the parking shortfall on an adjacent property.</u>
b) Provision of structured or alternative parking facilities 	The construction of additional structured parking facilities on the <i>subject property</i> is not considered practical or reasonable, particularly considering the relatively limited parking shortfall of only 15.5 bays. In addition, the Parking Utilisation Study confirmed that <u>the existing parking supply is already operating adequately without reaching full capacity,</u> thereby not warranting significant infrastructural intervention.
c) Municipality accepting the reduced parking provision / alternative arrangement 	This option is considered the most appropriate in the context of the <i>subject property</i> . The Parking Utilisation Study demonstrated that peak parking utilisation only reached ±72.73% , <u>indicating that sufficient parking capacity remains available despite the parking shortfall.</u> Furthermore, the <i>subject property</i> is situated within the Hermanus CBD where additional public parking opportunities exist within the surrounding area. The proposal therefore represents a practical and site-specific solution which will not materially impact parking functionality, traffic circulation or the surrounding area.

Based on the assessment undertaken, it is submitted that **Option 17.1.2.(c)** represents the most appropriate and reasonable mechanism applicable to the *subject property* and it is submitted that the proposed departure, read together with the findings of the **Parking Utilisation Study** and the surrounding CBD context, provides sufficient motivation for the OM to support the reduced parking provision applicable to the *subject property*.



3.4 DESIRABILITY OF THE PROPOSAL

In terms of the **OM Amendment By-Law**, read together with Section 42 of the **Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA)** and Chapter VI of the **Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA)**, the desirability of the proposal must be assessed in relation to the surrounding context, applicable spatial planning policies, and relevant planning principles. The proposed parking departure has therefore been assessed against the applicable forward planning documents, land use management framework and planning principles.

1) Overstrand Municipality Spatial Development Framework (MSDF)

As illustrated in **Figure 7** below, the *subject property* is situated within the established Hermanus urban area and forms part of the existing CBD. The proposal does not involve any additional development rights, expansion of the shopping centre or intensification of land use.

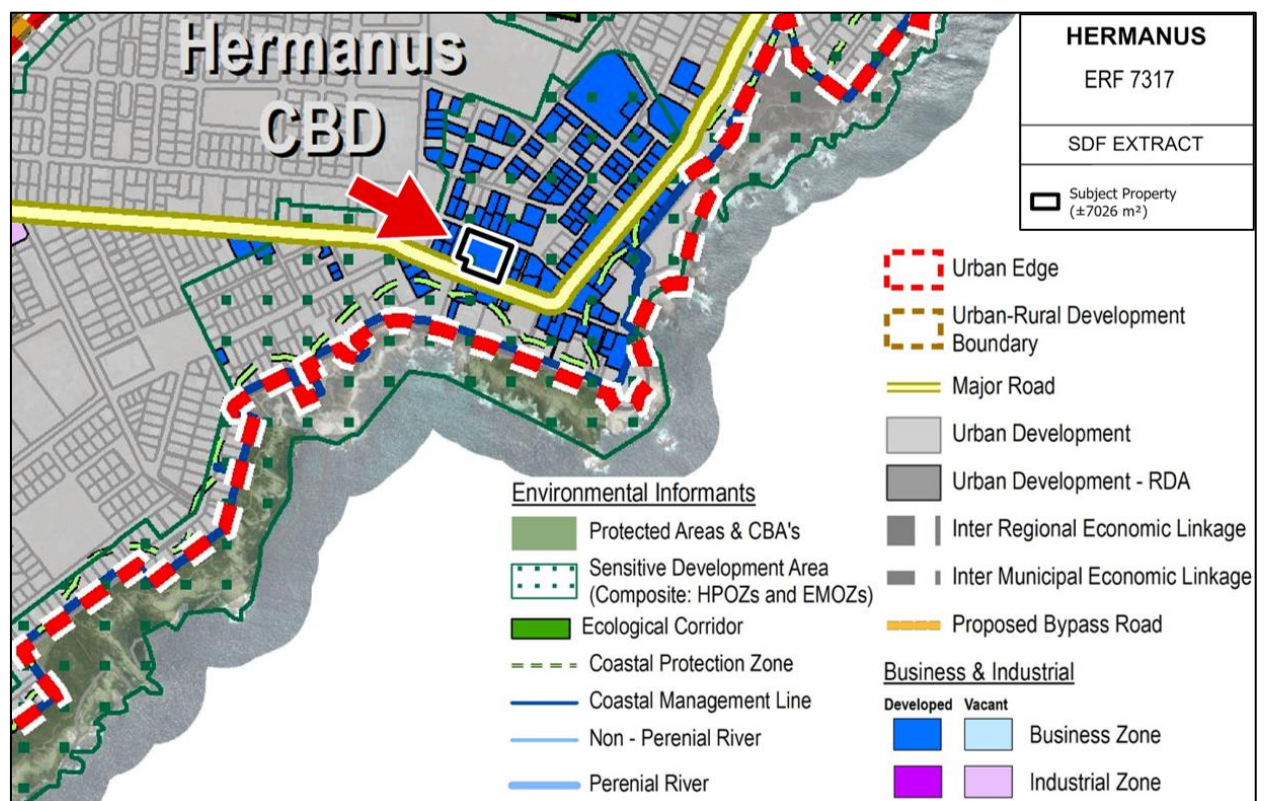


Figure 7: MSDF Context

The existing commercial use remains unchanged and is therefore consistent with the spatial intent of the MSDF to support existing urban development within the municipal urban footprint.

2) Overstrand Municipality Spatial Growth Management Strategy (OMSGMS);

As illustrated in **Figure 8** on the following page, the *subject property* is located within the Hermanus CBD and an area identified for economic activity and compact urban development. The proposal arises solely from the loss of historic parking following the termination of a lease agreement over the adjoining property and does not introduce additional floor area or increase development intensity. The **Parking Utilisation Study** further demonstrates that the existing parking provision continues to operate adequately despite the reduced parking supply.

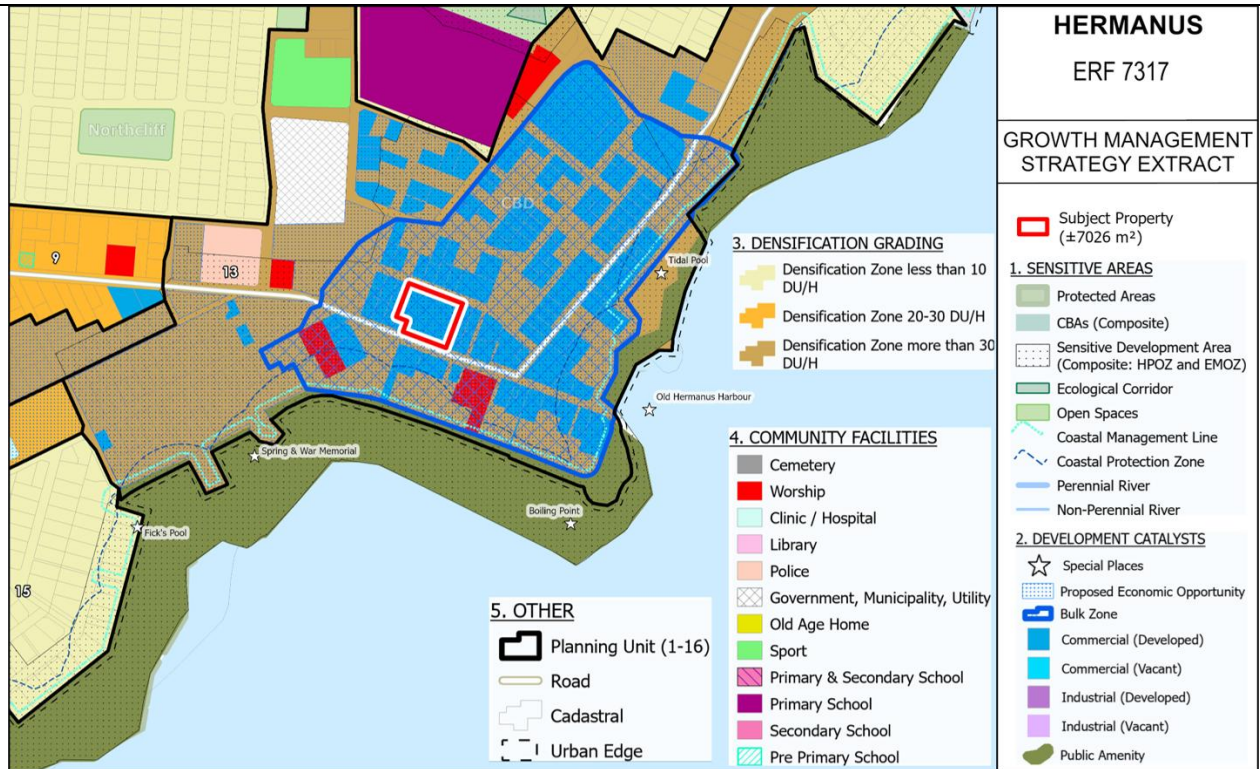


Figure 8: OMSGMS Context

The proposal is therefore considered consistent with the objectives of promoting efficient utilisation of existing urban land and supporting continued economic activity within the CBD.

3) Overstrand Municipality Land Use Scheme (OMLUS)

The proposal has been assessed against the parking provisions contained in *Chapter 17* of the OMLUS. As motivated in **Section 3.3** of this report, the alternative parking provision options were considered, and the proposed permanent departure represents the most appropriate and practical solution in the circumstances, having regard to the operational performance of the existing shopping centre and the surrounding CBD context.

4) SPLUMA and LUPA planning principles.

The application is assessed against the planning and development principles contained in *Section 42* of SPLUMA and *Chapter VI* of LUPA.

Table 6: Assessment of proposal in terms of SPLUMA principles

Principle	Motivation
Spatial Justice	✓ The proposal supports continued access to commercial and employment opportunities within the CBD.
Spatial Sustainability	✓ The proposal supports existing urban development within an established CBD environment without urban sprawl.
Efficiency	✓ Existing infrastructure and established commercial investment are utilised efficiently.
Spatial Resilience	✓ The proposal supports the continued economic sustainability of the shopping centre and surrounding CBD.
Good Administration	✓ The application regularises the historic parking situation in a transparent and appropriate manner.
✓ The proposal is therefore considered consistent with the applicable planning principles contained in SPLUMA and LUPA.	



The proposal is therefore considered consistent with the principles of spatial justice, spatial sustainability, efficiency, spatial resilience and good administration.

5) Overall Desirability

a) Existing Rights already exercised

The shopping centre and associated commercial activities have already received the necessary land use and building plan approvals over time. The application therefore does not seek additional rights or development intensity.

b) Minimal Practical Impact

The **Parking Utilisation Study** clearly demonstrates that the existing parking supply remains sufficient for the operational needs of the centre. Even during peak periods, parking utilisation remained well below full capacity.

c) CBD Context

The *subject property* is located within a highly accessible CBD environment where shared parking patterns naturally occur, pedestrian accessibility is promoted, and public parking opportunities are readily available nearby.

d) No Traffic Intensification

No increase in traffic generation is expected as no expansion of floor area or new land uses are proposed. No increase in engineering service demand or environmental impacts will result from the proposal.

e) Conclusion

The proposal represents a logical and practical planning response to the lapse of the historic lease agreement over **Erf 664 Hermanus**. The departure merely formalises a situation that already exists in practice.

6) Overall Conclusion

The proposal supports the objectives of the applicable forward planning documents by:

- ✓ Supporting existing commercial investment within the urban core (Hermanus CBD);
- ✓ Promoting the efficient use of established urban land and infrastructure;
- ✓ Reinforcing compact urban development patterns; and
- ✓ Maintaining the continued economic viability of an established commercial centre.

To conclude, the proposal is considered desirable and does not undermine any applicable spatial planning policy or development objective.

SECTION 4

CONCLUSION AND RECOMMENDATION

4.1. CONCLUSION

This application seeks approval for a Permanent Departure relating to a parking shortfall of 15.5 parking bays on **Erf 7317 Hermanus**. The parking shortfall arose due to the lapse of a historic lease agreement over **Erf 664 Hermanus**, upon which part of the approved parking allocation historically relied.

The application does not propose any additional development rights, no expansion of the existing shopping centre, no increase in floor area, nor intensified land use activities.

Importantly, the **Parking Utilisation Study** demonstrates that the existing parking supply remains adequate in practice, with utilisation levels ranging between approximately 50% and 72%. However, even with the reduced parking provision, the **Parking Utilisation Study** confirmed that the highest recorded utilisation remained substantially below the total parking capacity available on-site.

The proposal is therefore considered reasonable, desirable and appropriate within the context of the Hermanus CBD.

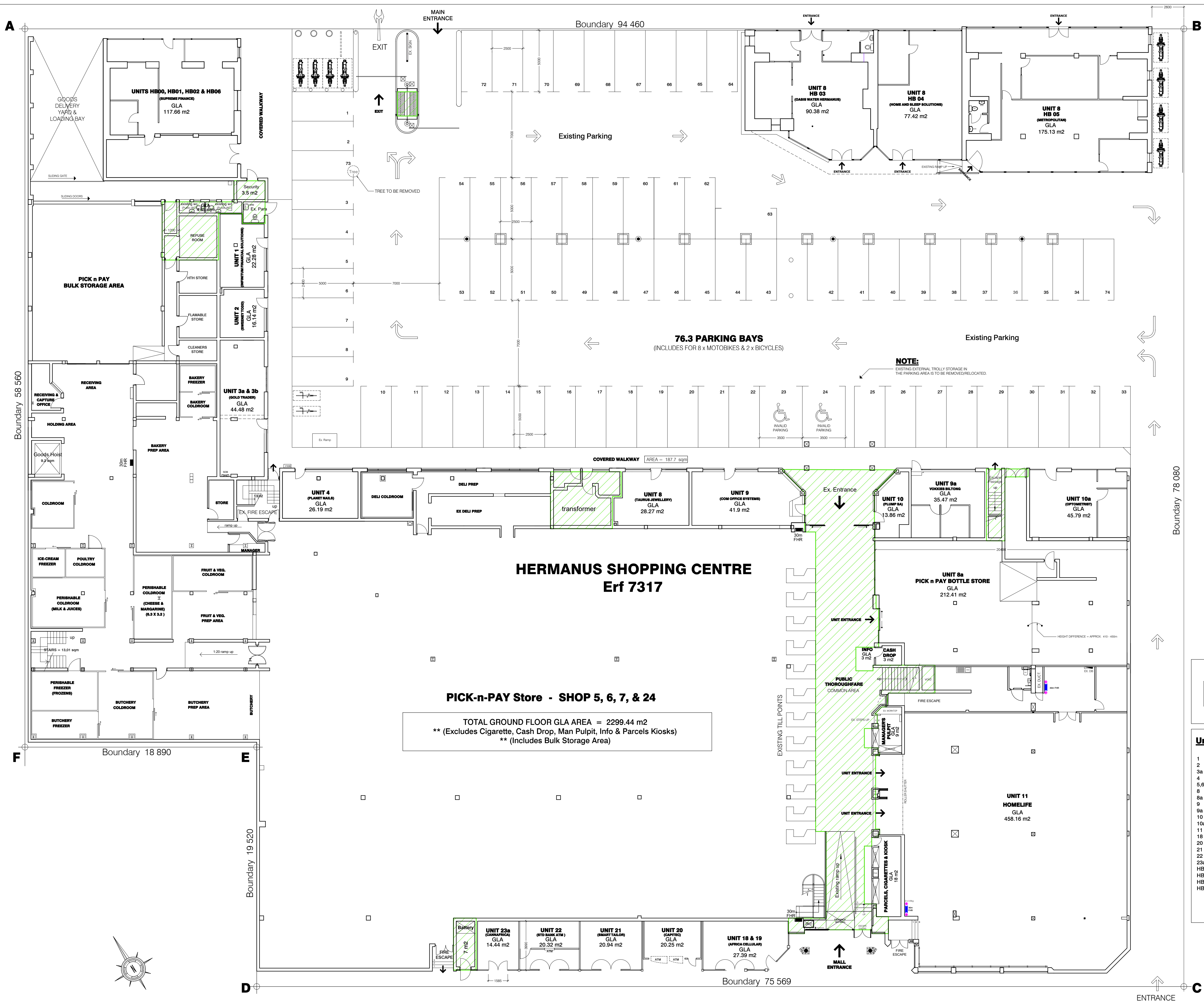
Based on the above considerations, **the proposal is considered appropriate, desirable and consistent with sound spatial planning and land use management principles**. It is therefore respectfully submitted that the application should be **supported** by the Overstrand Municipality.

4.2. RECOMMENDATION

Following the above assessment and based on the motivation contained in this report, it is respectfully submitted that the application in respect of **Erf 7317 Hermanus**, as outlined in **Table 3** of this report, complies with the applicable planning legislation of the OM and the applicable development principles. Approval of the land use application for the proposal is therefore recommended.

It is respectfully recommended that the *Overstrand Municipality* approve the application for a Permanent Departure relating to the parking provision applicable to **Erf 7317 Hermanus**.

Relevant supporting historic municipal records and parking utilisation findings are contained in the attached documentation.



SITE PLAN SHOWING GROUND FLOOR LEVEL

SCALE = 1 : 150

THE DESIGN ON THIS DRAWING REMAINS THE PROPERTY OF
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ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON
 SITE PRIOR TO COMMENCEMENT OF ANY WORK.

REVISIONS

REV	DATE	DESCRIPTION	BY
A	23/02/2020	BEGIN TO DRAW UP THE SITE PLAN.	AJW
B	16/03/2020	ADD GLA & UNIT LEGEND AND UPDATE DEVELOPMENT DATA. INDICATE ALL AREAS NOT INCLUDED IN THE GLA CALCULATIONS.	AJW
C	20/04/2020	FINALISE THE PLAN & PARKING BAY REQUIREMENTS.	AJW
D	03/07/2020	ADJUSTMENTS TO PARKING BAYS.	AJW
E	13/07/2020	MINOR CALCULATION ADJUSTMENTS.	AJW

DEVELOPMENT DATA:

MUNICIPAL REQUIREMENTS:

CURRENT ZONING -
 BUSINESS ZONE 1: GENERAL BUSINESS BULK ZONE 1

EXISTING DEVELOPMENT DATA:

COVERAGE ALLOWED - 100% (ACTUAL COVERAGE = 4,444 sqm - 63%)
 EXISTING PARKING BAYS - 75 BAYS
 HEIGHT ALLOWED - 14m (ACTUAL HEIGHT = 10.9m)
 FLOOR FACTOR - 3.0
 TOTAL BULK = 5,500.18 sqm
 TOTAL BULK ALLOWED = 21,072 sqm
 COMMON BOUNDARY BUILDING LINE - 0.0
 STREETLINE SETBACK - 0m. FOURTH STOREY SETBACK 4.5m
 GROSS LETTABLE AREA (GLA) = 5,097.09 sqm

ERF AREA = 7,024 sqm

PARKING BAY REQUIREMENTS:

PARKING BAY REQUIREMENT AS PER EXISTING APPROVAL:
 * 1.8 BAYS PER 100sqm OF GLA

GROUND FLOOR GLA = 3,841.32 sqm
 FIRST FLOOR GLA = 1255.77 sqm
 TOTAL GLA = 5097.09 sqm (Shops & Offices)
 ie: 91.74 bays required @ 1.8 Bays per 100sqm GLA

* TOTAL BAYS REQUIRED = 91.74 BAYS

* ACTUAL BAYS PROVIDED = 74 BAYS
 * TOTAL No OF MOTORBKES = 8 (EQUATES TO 2 BAYS)
 * TOTAL No OF MICYCLES = 2 (EQUATES TO 0.33 BAYS)
 * TOTAL No OF PARKING BAYS PROVIDED = 76.33 BAYS
 * PARKING BAY SHORTFALL = 15.41 BAYS (i.e. 15.5 bays)

DRAWING STATUS:
 FOR APPROVAL
 FOR HOA SUBMISSION
 FOR COUNCIL SUBMISSION
 FOR TENDER
 FOR CONSTRUCTION
 FOR CLIENT
 FOR SITE

CLIENT: IPIC PROPERTIES (Pty) Ltd

SIGNATURE: _____

GLA LEGEND:

TOTAL GROUND FLOOR GLA = 3841.32 m²

** EXCLUDES 1ST FLOOR OFFICES

Unit No.	Name of Tenant	GLA * (m ²)
1	INFINITUM FINANCIAL SOLUTIONS	22.28
2	SWEENEY TODD	16.14
3a & 3b	GOLD TRADER	44.48
4	PLANET NAILS	26.19
5, 6, 7, 8a & 24	PICK N PAY FAMILY STORE	2299.44
8	TAURUS JEWELLERY	28.27
8a	PICK N PAY BOTTLE STORE	212.41
9	COM OFFICE SYSTEMS	41.9
9a	VOKKIES BILTONG	35.47
10	PLUMP SA	13.86
10a	OPTOMETRIST	45.79
11	HOMELIFE	458.16
18 & 19	AFRICA CELLULAR	27.39
20	ATM CAPITEC	20.25
21	SMART TAILOR	20.94
22	ATM STANDARD BANK	20.32
23a	CANNAFRICA	14.44
HB 00, 01, 02, 06	SUPREME FINANCE	117.66
HB 03	OASIS WATER HERMANUS	90.38
HB 04	HOME & SLEEP SOLUTIONS	77.42
HB 05	METROPOLITAN	175.13
	PARCELS & CIGARETTE KIOSK	18
	MANAGERS PULPIT	9
	CASH DROP & INFO	6

PROJECT:
 ERF No: 7317
 MAIN STREET - HERMANUS

DRAWING TITLE:

**SITE PLAN -
 GROUND FLOOR**

DRAWN BY: AJW
 CHECKED BY:

SCALE: 1 : 150

DATE: 13/07/2020

REVISION: E

DWG NO: IPICHERM