

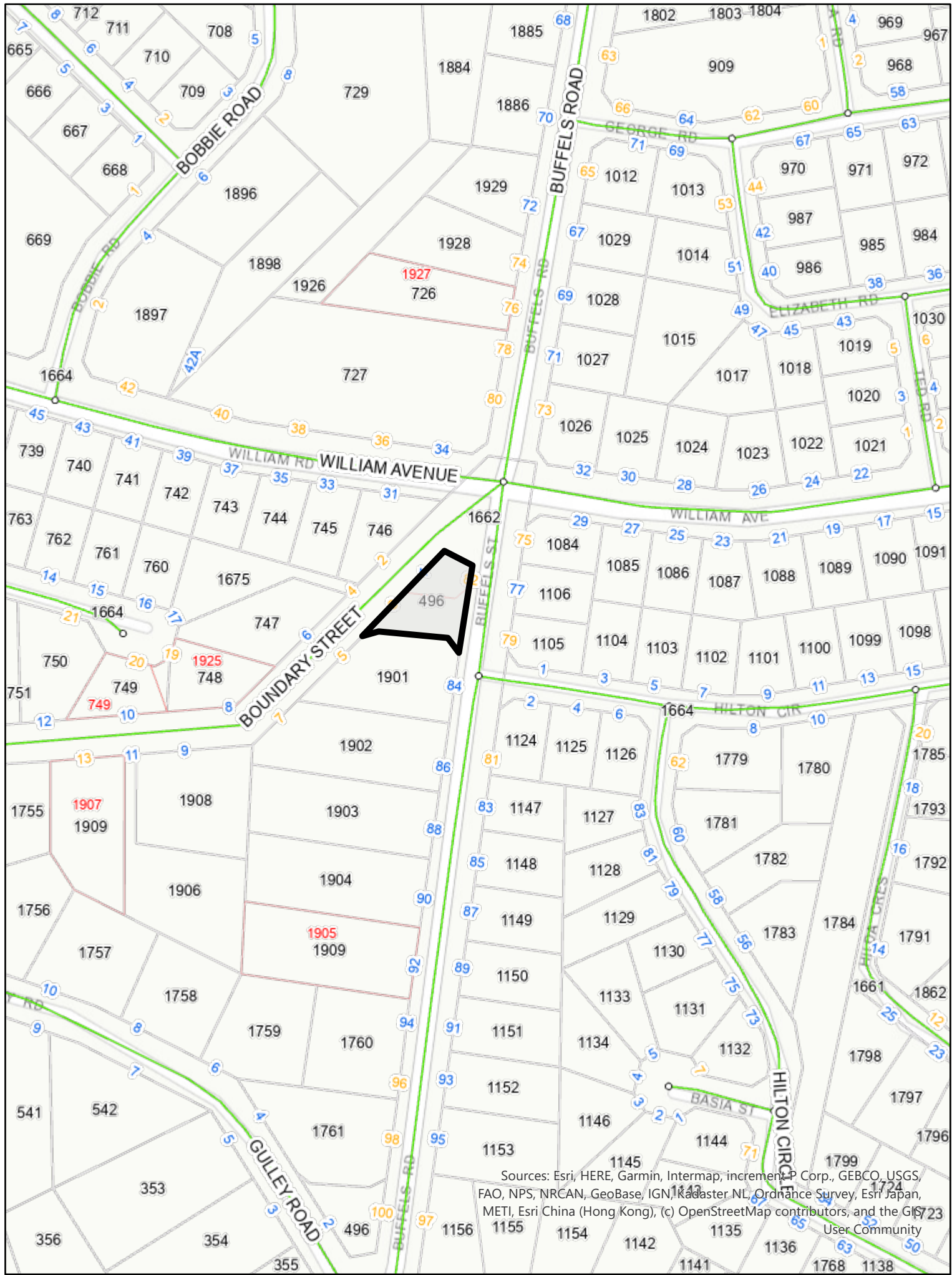


OVERSTRAND MUNICIPALITY	OVERSTRAND MUNISIPALITEIT	UMASIPALA WASE-OVERSTRAND
<p>REMAINDER ERF 496, 2 GULLEY ROAD, PRINGLE BAY: APPLICATION FOR SUBDIVISION, CLOSURE OF A PUBLIC PLACE, REZONING AND CONSOLIDATION: PLAN ACTIVE TOWN AND REGIONAL PLANNERS ON BEHALF OF PJ COLQUHOUN (EXECUTOR OF THE ESTATE OF THE LATE A COLQUHOUN) AND JA COLQUHOUN / OVERSTRAND MUNICIPALITY</p> <p>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), as well as the Local Government: Municipal Finance Management Act (Act 56 of 2003) (the Act) of the following applications, applicable to a portion of Remainder Erf 496, Pringle Bay, namely, the:</p> <ol style="list-style-type: none"> (a) subdivision of Remainder Erf 496, Pringle Bay in terms of Section 16(2)(d) of the By-Law into two portions namely; Portion A (±497m²) and the Remainder; (b) closure of a public place in terms of Section 16(2)(n) of the By-Law to accommodate the closure of the newly created portion A (a portion of Remainder Erf 496, Pringle Bay) (±497m²); (c) rezoning in terms of Section 16(2)(a) of the By-Law of the newly created portion A (a portion of Remainder Erf 496, Pringle Bay) (±497m²) from Transport Zone 2: Road and Parking (TR2) to Residential Zone I: Single Residential (SR1); and (d) consolidation in terms of Section 16(2)(e) of the By-Law of the newly rezoned portion A (a portion of Remainder Erf 496, Pringle Bay) (±497m²) with unregistered Erf 1762, Pringle Bay (±278m²) to create a single residential property of ±775m² in extent. <p>2. the Council's intention in terms of the Act to transfer the subdivided Portion A in 1. above to the owner of unregistered Erf 1762, Pringle Bay with the following details:</p> <p>Purchaser: JA Colquhoun Locality: Buffels Road, South of unregistered Erf 1762, Pringle Bay Size: ±497m² Purchase Price: R250.00/m² (VAT excluded) Purpose: To consolidate with unregistered Erf 1762, Pringle Bay</p> <p>Full details regarding the proposal in paragraphs 1.(a) (b), (c) and (d) above are available for inspection during weekdays between 08:00 and 16:30 at the Division: Town & Spatial Planning, 16 Paterson Street, Hermanus, at the Betty's Bay Library, Clarence Drive, Betty's Bay and on the municipal webpage at the following link https://www.overstrand.gov.za/document/town-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 26 June 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 028-3138900.</p> <p>Full details regarding the proposal in paragraph 2. above are available per appointment for inspection during weekdays between 08:00 and 16:30 at the Property Management Division, c/o Molteno and Viljoen Street, Onrustvriër. Any comment must be in writing, quoting your name, address and contact details, as well as your interest in the application and the reasons for comment, which comment must reach the Municipality (c/o Molteno and Viljoen Street, Onrustvriër / (e) merasmus@overstrand.gov.za) on or before 26 June 2026. Telephonic enquiries can be made to the Senior Administrative Officer, Mrs. M Erasmus at 028-316 5623.</p> <p>The Municipality may refuse to accept comments received after the closing date. Any persons who cannot read or write may visit the above appropriate Municipal Divisions where a Municipal official will assist them in formulating their comment.</p> <p><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></p>	<p>RESTANT ERF 496, GULLEYWEG 2, PRINGLEBAAI: AANSOEK OM ONDERVERDELING, SLUITING VAN 'N PUBLIEKE PLEK, HERSONERING EN KONSOLIDASIE : PLAN ACTIVE STADS- EN STREEKBEPLANNERS NAMENS PJ COLQUHOUN (EKSEKUTEUR VAN DIE BOEDEL VAN WYLE A COLQUHOUN) EN JA COLQUHOUN / OVERSTRAND MUNISIPALITEIT</p> <p>Kragtens Artikel 47 en 48 van die Overstrand Munisipaliteit Wysigingsverordening vir Munisipale Grondgebruikbeplanning, 2020 (Verordening), asook die Wet op Plaaslike Regering: Munisipale Finansiëlebestuur (Wet 56 van 2003) (die Wet), word hiermee kennis gegee van die onderstaande aansoek van toepassing op Restant Erf 496, Pringlebaai (die eiendom), naamlik:</p> <ol style="list-style-type: none"> (a) onderverdeling van Restant Erf 496, Pringlebaai ingevolge Artikel 16(2)(d) van die Verordening in twee gedeeltes, naamlik Gedeelte A (±497m²) en die Restant; (b) sluiting van 'n publieke plek ingevolge Artikel 16(2)(n) van die Verordening om die sluiting van die nuutgektepte gedeelte A ('n gedeelte van Restant Erf 496, Pringlebaai) (±497m²) te akkommodeer; (c) hersonering ingevolge Artikel 16(2)(a) van die Verordening van die nuutgektepte gedeelte A ('n gedeelte van Restant Erf 496, Pringlebaai) (±497m²) vanaf Vervoersone 2: Pad en Parkering (TR2) na Residensiële Sone 1: Enkel Residensiële (SR1); en (d) konsolidasie ingevolge Artikel 16(2)(e) van die Verordening van die nuut-hersoneerde gedeelte A ('n gedeelte van Restant Erf 496, Pringlebaai) (±497m²) met ongereistreerde Erf 1762, Pringlebaai (±278m²) om 'n enkele residensiële eiendom van ±775m² in grootte te skep. <p>2. die Raad se voorneme ingevolge die Wet om die onderverdeelde Gedeelte A in 1. hierbo oor te dra aan die eienaar van ongereistreerde Erf 1762, Pringlebaai met die volgende besonderhede:</p> <p>Koper: JA Colquhoun Ligging: Buffelsweg, Suid van die ongereistreerde Erf 1762, Pringlebaai Grootte: ±497m² Koopsom: R250.00/m² (BTW uitgesluit) Doel: Om te konsolideer met ongereistreerde Erf 1762, Pringlebaai</p> <p>Volle besonderhede rakende die voorstel in paragraaf 1.(a), (b), (c) en (d) hierbo is beskikbaar vir inspeksie gedurende woensdae tussen 08:00 en 16:30 by die Afdeling: Stads- en Streekbeplanning, Patersonstraat 16, Hermanus en by die Betty'sbaai Biblioteek, Clarenceylaan, Betty'sbaai, en op die munisipale webtuiste by die volgende skakel https://www.overstrand.gov.za/document/town-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 26 Junie 2026, met u naam, adres, kontak besonderhede, belang in die aansoek en die redes vir kommentaar. Telefoniese navrae kan gerig word aan die Hoof Stadsbeplanner, Me. H. Van der Stoep by 028-3138900. 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.</p> <p>Volledige besonderhede rakende die voorstel in paragraaf 2 hierbo is per afspraak beskikbaar gedurende woensdae tussen 08:00 en 16:30 by die Eiendomsbestuur Afdeling, h/v Molteno- en Viljoenstraat, Onrustvriër. Enige kommentaar moet skriftelik wees, en u naam, adres, en kontakbesonderhede bevat, sowel as u belang in die aansoek en die redes vir kommentaar, welke kommentaar die Munisipaliteit (h/v Molteno- en Viljoenstraat, Onrustvriër / (e) merasmus@overstrand.gov.za) moet bereik voor of op 26 Junie 2026. Telefoniese navrae kan gerig word aan die Senior Administratiewe Beampte, Me. M Erasmus by 028-316 5623.</p> <p>Die Munisipaliteit mag weier om kommentare te aanvaar na die sluitingsdatum. Enige persone wat nie kan lees of skryf nie kan bogenoemde toepaslike Munisipale Afdelings besoek waar hul deur 'n munisipale amptenaar bygestaan sal word ten einde hul kommentaar te formuleer.</p> <p><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></p>	<p>INTSALELA YESIZA ERF 496, 2 GULLEY ROAD, PRINGLE BAY: ISICelo SOKUNGENISA UKWAHLULA-HLULA, UKULVALWA KWENDWO KAWONKAWONKE, UKUCANDA KWAKHONA NOKUYONDELELANISA: NGABAKWAPLAN ACTIVE TOWN NABACWANGCISI BENGINGQI EGAMENI LE PJ COLQUHOUN (UMLAWULUMFAFA WOMHLABA, IMPSHLS NELIFA LONGASEKHOOYO U. COLQUHOUN) AND JA COLQUHOUN / KUMASIPALA WASE-OVERSTRAND</p> <p>Kukhuthshwe isaziso oesingemiba yeSoloty lama47 nelama48 loMthethwana kaMasipala waseOverstrand OsiHloMelo soMthethwana kaMasipala NgeziCwanciso Zokusetyenziswa koMhlaba kaMasipala ku2020 (Umthethwana), kunye noRhulumente BaseKhaya: Umthetho NgoLawulo LwezeMalo kooMasipala (Umthetho 56 ka2003) (Umthetho) isicelo esi singezi zicelo zilandelayo, nezisebenziseka kwisohlo senxalenye yeNtsalela Isiza u-Erf 496, Pringle Bay, ebiwazi:</p> <ol style="list-style-type: none"> (a) ukwahlulahlula kwentsalela yeSiza uErf 496, Pringle Bay ngokwemiba yeSoloty le16(2)(d) loMthethwana ube zizohlo ezibini ezibizwa; Inxalenye A (±497m²) neNtsalela; (b) Ukuvalwa kwendawo kawonkewonke ngokwemiba yeSoloty le16(2)(n) loMthethwana ukulungiselela ukuvalwa kwexalenye esisohlolo esitsha eidlwe kukohlulwa kweixalenye A (inxalenye yeNtsalela u-Erf 496, Pringle Bay) (±497m²); (c) ukucandawa kwakhona ngokwemiba yeSoloty le16(2)(a) loMthethwana wesohlolo senxalenye esidaliweyo kwiNkxalenye A (isohlolo seNtsalela Erf 496, Pringle Bay) (±497m²) kwiZowuni yeZithuthi ekwaziwa ngeTransport Zone 2: Road and Parking (TR2) ibe elungisweyo yokuHlasa ekwaziwa ngeResidential Zone I: Indawo Enye elungisweyo Ukhulala Abantu Abaninzi - ekwaziwa ngeSingle Residential (SR1); kunye (d) nokuyondelelanisa ngokwemiba yeSoloty le16(2)(e) loMthethwana wesohlolo esinxalenye entsha ethe yadaleka ngokucandwa kwiNkxalenye A (isohlolo seNkxalenye yeNtsalela Erf 496, Pringle Bay) (±497m²) neSiza e- Erf 1762 engabhaliswanga, Pringle Bay (±278m²) ukudala indawo enye elungiselelwe ukhulala abantu abaninzi engama ±775m² ubukhulu. <p>2. Injongo yeBhunga ngokwemiba yeSoloty ukukhuphela isohlolo seNkxalenye A ku 1. Ochazwe ngasentla kumini wesiza esingabhaliswanga Isiza uErf 1762, Pringle Bay nemiba elandelayo:</p> <p>Umthengi: JA Colquhoun Ingingqi: Buffels Road, eMzantsi eSiza uErf 1762 esingabhaliswanga, Pringle Bay Ubungakakanani: ±497m² Ixabios Lokuthenga: R250.00/m² (VAT ibekelwe bucala) Injongo: Ukuyondelelanisa Isiza esingabhaliswanga uErf 1762, Pringle Bay</p> <p>Iinkcukacha ezipheleleyo mayela nesi siphakamsi kumhlathi 1.(a), (b), (c) no (d) ngentla ziyafumaneka ukuze zihlowe kwiintso zakhathakhi phakathi kwentsimbi ye-08:00 neye-16:30 kwiSebe: izicwangciso zeDolophu noBume neDawo, 16 Paterson Street, Hermanus, eBetty's Bay Library, Clarence Drive, Betty's Bay and on the municipal webpage at the following link https://www.overstrand.gov.za/document/town-spatial-planning/land-use-planning-applications/. Naziphi na izimvo mazibhalwe phantsi zifike kwaMasipala (16 Paterson Street, Hermanus / (e) landuse@overstrand.gov.za) ngomhla okanye ngaphambi komhla wama-26 Junie 2026, uchaze igama lakho, idilesi, iinkcukacha ofumaneka kuzo, umdla wakho kwesi sicelo nezizathu zokuhlomla kwakho. Imibuzo ngefowuni ingabuzwa KuMwangcisi weDolophu OyiNqununu, Nkskz. H. van der Stoep at 028-3138900.</p> <p>Iinkcukacha ezipheleleyo mayela nesi siphakamsi kumhlathi 2. ngentla ziyafumaneka ngokwenza idinga ukuze zihlowe phakathi ekvini phakathi kwentsimbi ye-08:00 neye-16:30 Pkwicadelo loLawulo Lwempahla, c/o Molteno and Viljoen Street, Onrustvriër. Naziphi na izimvo mazibhalwe phantsi, uchaze igama lakho, idilesi neenkukacha ofumaneka kuzo, kunye nomdla wakho kwesi sicelo nezizathu zokuhlomla kwakho, izimvo ezo mazifike kwaMasipala (c/o Molteno and Viljoen Street, Onrustvriër / (e) merasmus@overstrand.gov.za) ngomhla okanye ngaphambi kwama-26 Junie 2026. Imibuzo ngefowuni ingabuzwa kwiGosa elingobhala Omkhulu, Nkskz. M Erasmus kwa- 028-316 5623</p> <p>UMasipala angala ukwamkela izimvo ezifunyenwe emva komhla wokwala. Nabani na ongakwazi ukufunda okanye ukubhala angahambela kwiSebe likaMasipala ofanelekileyo nochazwe ngentla apho igosa likaMasipala liza kuncedda ukubhala uluvo lwakhe nokuhlomla ngokusetshethweni</p> <p><i>Nceda uqaphele ukuba ngokwemiba YeMthetho woKuseleko Lwengxelo Ngmntu (POPIA), uza kube ungeni kwinkqubo yoluntu ngoko ke uyavuma kwaye uvumelana nokusetyenziswa kwegama lakho, ifani, iinkcukacha ofumaneka kuzo noluvo/nezimvo/zingadizwa/zingasetyenziswa kwinkqubo yesicelo (kwisicelo).</i></p>

Dr DGI O'Neill
Municipal Manager / Munisipale Bestuurder / Umphathi Kamasipala
 PO Box / Posbus / Ibhokisi yePost 20 HERMANUS 7200

Notice no. / Kennisgewing nr. / Inothi si yeNomb: **97/2026**





Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

**PROPOSED CLOSURE OF PUBLIC ROAD,
SUBDIVISION, REZONING AND CONSOLIDATION**

REMAINDER ERF 496 PRINGLE BAY

DIVISION: CALEDON

OVERSTRAND MUNICIPALITY

MOTIVATION REPORT

1. BACKGROUND

Plan Active Town & Regional Planners has been appointed by P.J. Colquhoun, the executor of the estate of the late A. Colquhoun and on behalf of J.A. Colquhoun, the owners of Remainder erf 496 Pringle Bay, to apply for the closure of a public road, subdivision, rezoning and consolidation of the subject property.

Plan Active Town Planners successfully subdivided and rezoned Remainder erf 496 Pringle Bay in 2021 to create ten (10) Residential Zone 1: Single Residential (SR1), road portions and a public open space portion. Refer to the decision letter dated 9 November 2021 attached.

Remainder erf 496 Pringle Bay is situated at 302 Buffels Road, Pringle Bay. The subject property abuts Boundary Road, Gulley Road and Buffels Road. Unregistered erf 1762 Pringle Bay is the most northern portion of Remainder erf 496 Pringle Bay. Refer to the locality plan attached.

The property owners want to obtain a portion of the unbuilt road (Boundary Road) to be subdivided and consolidated with their adjacent SR1 zoned property (unregistered erf 1762 Pringle Bay) to create a more viable (larger) SR1 zoned portion of land. Unregistered erf 1762 Pringle Bay is a mere 278m² in extent.

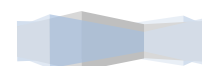
The road portion for acquisition was surveyed by Van Dyk Land Surveyors and is 497m² in extent. To acquire this portion of unregistered (unbuilt) road will allow our client to consolidate the road portion with unregistered erf 1762 Pringle Bay to create a SR1 zoned portion of ±775m².

An application was submitted to the Overstrand Municipality Property Devison for the acquisition of a portion of unbuilt Boundary Road (currently still a portion of Remainder erf 496 Pringle Bay). It is proposed to acquire a road portion of ±497m² in extent as depicted on the draft SG diagram (unregistered erf 1930 Pringle Bay). The portion will be subdivided, rezoned from Transport Zone 2 to Residential Zone 1: Single Residential and consolidated with unregistered erf 1762 Pringle Bay (278m²) to create a larger portion of land of 775m² for single residential use / development in future (draft SG diagram for unregistered erf 1931 Pringle Bay attached). The acquisition of land application was approved by Council – a copy of the decision letter issued by Property Administration dated 31 March 2025 is attached.

2. APPLICATION DETAILS

Application is made in terms of:

- Chapter 4, Section 16(2)(n) of the Overstrand Municipality's Amendment By-law on Municipal Land Use Planning, 2020, for the closure of a portion of the public road, Remainder erf 496 Pringle Bay;
- Chapter 4, Section 16(2)(d) of the Overstrand Municipality's Amendment By-law on Municipal Land Use Planning, 2020, for the subdivision of Remainder erf 496 Pringle Bay;
- Chapter 4, Section 16(2)(a) of the Overstrand Municipality's Amendment By-law on Municipal Land Use Planning, 2020, for the rezoning of Portion A, a portion of Remainder erf 496 Pringle Bay, (unregistered erf 1930 Pringle Bay) from Transport Zone 2 to Residential Zone 1;
- Chapter 4, Section 16(2)(e) of the Overstrand Municipality's Amendment By-law on Municipal Land Use Planning, 2020, for the consolidation of Portion A, a portion of Remainder erf 496 Pringle Bay, (unregistered erf 1930) with unregistered erf 1762 Pringle Bay.



3. NEED AND DESIRABILITY

3.1 PROPERTY DESCRIPTION

The portion of the Remainder erf 496 Pringle Bay is situated at 302 Buffels Road, Pringle Bay. The subject portion of the property abuts Boundary Road, Gulley Road and Buffels Road. Refer to the locality plan attached.

Remainder erf 496 Pringle Bay is 1,7734ha and held by Title Deed No T37359/2019 and T75711/2025.

The subject portions (portion of road and unregistered erf 1762 Pringle Bay) are vacant portions of land and are characterized by natural vegetation (Fynbos).

Remainder erf 496 Pringle Bay was rezoned and subdivided in 1991 to create erven 1755 to 1762 and a Remainder. The remainder portion consists of two portions of road and a public open space portion. Refer to a copy of the Overberg Regional Services Council's letter of consent dated 16 August 1991 with the approved subdivision plan attached thereto. Erven 1755 to 1760 were registered in the Deeds Office. Erven 1761 and 1762 remain unregistered single residential erven. The two portions of road depicted on the SG Diagram and approved subdivision plan were not transferred to the municipality and currently remains part of Remainder erf 496 Pringle Bay. Portions of Boundary Road and Gulley Road were also not closed, subdivided and rezoned to create a new residential erf (portion of Boundary Road and unregistered erf 1762 Pringle Bay) and a larger public open space portion to the south.

3.2 ZONING

Plan Active Town Planners successfully subdivided and rezoned Remainder erf 496 Pringle Bay in 2021 to create ten (10) Residential Zone 1: Single Residential (SR1), road portions and a public open space portion. Refer to the decision letter dated 9 November 2021 attached.

Surrounding properties are zoned for single residential and public road purposes.

3.3 LAND USE

Unregistered erf 1762 Pringle Bay (residential erf) and unregistered erf 1930 Pringle Bay (road portion) as per the draft diagram are currently vacant portions of land.

Land uses that surround the subject property are dwellings, vacant erven and public roads.

3.4 THE POTENTIAL OF THE PROPERTY

Unregistered erf 1762 Pringle Bay identified as a residential property, is only 278m² in extent. Given its limited size, and when taking into account the prescribed street and common boundary building lines applicable to the site, the developable area becomes significantly restricted. The residual developable footprint is so minimal that it renders the erf functionally and economically unfeasible for conventional single residential development.

In conjunction with this, Unregistered erf 1930 Pringle Bay, which forms part of Remainder Erf 496, is a vacant road portion situated along the northern boundary of the area. This portion of land is currently not utilised for access purposes and does not serve any of the adjacent residential properties. All neighbouring erven are already adequately serviced via a network of existing built and unbuilt roads, which are sufficient to provide legal and practical access without reliance on unregistered erf 1930 Pringle Bay.

The attached layout plans illustrate that Boundary Road can be effectively extended to the north-east, ensuring continuity of access in a manner that bypasses the subject road portion entirely. This further supports the position that the portion of Remainder erf 496 Pringle Bay in question is functionally redundant from an access and road network perspective.

Given this context, the alienation of the unused road portion - i.e., Unregistered erf 1930 - presents a logical and spatially sound opportunity to be consolidated with unregistered erf 1762 Pringle Bay.

This proposal reflects the potential of both unregistered erven when considered collectively, to enable a viable development opportunity, subject to successful alienation, rezoning and land use approval.

3.5 PROPOSAL

The following are proposed:

- The closure of a portion of public road, a portion of Remainder erf 496 Pringle Bay, of $\pm 497\text{m}^2$ in extent in terms of Chapter 4, Section 16(2)(n) of the Overstrand Municipality's Amendment By-law on Municipal Land Use Planning, 2020;
- The subdivision of Remainder erf 496 Pringle Bay in terms of Chapter 4, Section 16(2)(d) of the Overstrand Municipality's Amendment By-law on Municipal Land Use Planning, 2020, into two portions as follows:
 - Portion A (unregistered erf 1930): $\pm 497\text{m}^2$
 - Remainder: Extent unknown;
- The rezoning of Portion A, a portion of Remainder erf 496 Pringle Bay, (unregistered erf 1930 Pringle Bay) from Transport Zone 2: Road and Parking to Residential Zone 1: Single Residential, in terms of Chapter 4, Section 16(2)(a) of the Overstrand Municipality's Amendment By-law on Municipal Land Use Planning, 2020;
- The consolidation of Portion A, a portion of Remainder erf 496 Pringle Bay, of $\pm 497\text{m}^2$ with unregistered erf 1762 Pringle Bay of 278m^2 in terms of Chapter 4, Section 16(2)(e) of the Overstrand Municipality's Amendment By-law on Municipal Land Use Planning, 2020, to create a newly consolidated SR1 portion of $\pm 775\text{m}^2$ (unregistered erf 1931 Pringle Bay).

The potential of the subject property is discussed in detail in *Section 3.4 Potential of the property*.

When the proposed land use application for Remainder erf 496 Pringle Bay was considered, cognisance was taken of the following criteria:

- previous subdivision approvals issued for the subject property;
- land acquisition approval issued for the subject property;
- physical characteristics of the subject property;
- surrounding and minimum erf sizes;
- accessibility to the subject properties;
- impact on the character of the area;
- erf shapes;
- applicable spatial planning policies and densification guidelines.

The registered property owners intend to acquire a portion of unbuilt municipal road reserve (Boundary Road) in order to consolidate it with their adjacent Residential Zone 1 (SR1) property, identified as Unregistered erf 1762 Pringle Bay, which currently measures only 278m² in extent. Due to its limited size, the existing erf is not viable for meaningful single residential development when considering applicable building line restrictions.

The portion of road identified for acquisition has been surveyed by Van Dyk Land Surveyors and measures approximately 497m² in extent. Incorporating this road portion with Unregistered erf 1762 will result in a consolidated SR1-zoned land parcel of approximately 775m², thereby creating a functional and viable property suitable for future residential development.

An application for the acquisition of this unused section of Boundary Road, which currently still forms part of Remainder Erf 496, Pringle Bay, has already been submitted and approved by Council (decision letter dated 31 March 2025 attached). It is proposed that this 497m² portion, depicted on the draft Surveyor-General diagram as Unregistered Erf 1930, Pringle Bay, be subdivided, rezoned to Residential Zone 1: Single Residential, and then consolidated with Unregistered Erf 1762.

This proposal will result in the creation of a new, more viable single residential erf, to be known as Unregistered erf 1931 Pringle Bay, measuring approximately 775m² in extent (see attached draft SG diagram).

First, to give effect to the approval from Property Administration, it is proposed to subdivide Remainder erf 496 Pringle Bay as follows:

TOTAL AREA	1,7734ha
AREAS FOR SUBDIVISION	Portion A (unregistered erf 1930): $\pm 497\text{m}^2$ Remainder: Unknown
OWNER	Overstrand Municipality
TITLE DEED	T37359/2019

Secondly, an application is submitted for the rezoning of Portion A, a portion of Remainder erf 496 Pringle Bay, from Transport Zone 2: Roads and Parking to Residential Zone I: Single Residential - the same zoning as unregistered erf 1762 Pringle Bay.

Lastly, it is proposed to consolidate Portion A, a portion of Remainder erf 496 Pringle Bay, (unregistered erf 1930 Pringle Bay) with unregistered erf 1762 Pringle Bay as follows:

TOTAL EXTENT OF CONSOLIDATION (unregistered erf 1931 Pringle Bay)	$\pm 775\text{m}^2$
PROPOSED CONSOLIDATION	Portion A (unregistered erf 1930): $\pm 497\text{m}^2$ Unregistered erf 1762: 278m^2

Refer to the Subdivision and Consolidation Plan below and attached:



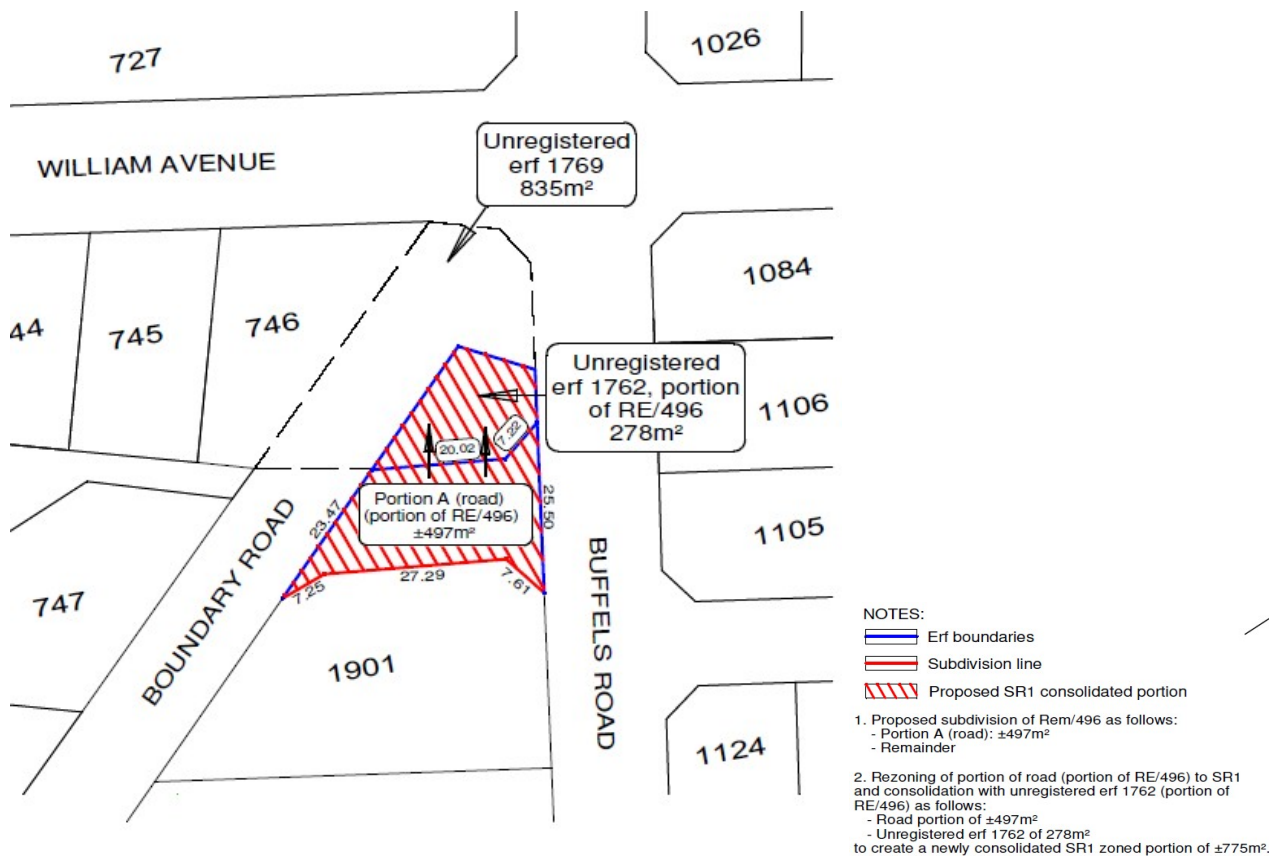


Image 1: Subdivision & consolidation plan for Remainder erf 496 Pringle Bay

Copies of the draft diagrams compiled for unregistered erven 1930 and 1931 Pringle Bay and the SG diagram for unregistered erf 1762 Pringle Bay are also attached.

The portion to be acquired is a portion of road reserve and due to the locality, shape, intended use and size of this portion of road, it cannot be developed independently, and thus it can be classified as a non-viable property. Overstrand Municipality's Property Administration Department confirmed that non-viable property can in terms of the current Administration of Immovable Property Policy be alienated directly to an adjoining property owner, subject to certain conditions. It must be mentioned that one adjoining property owner had to consent to this alienation. Mr V.M. Casimiro, the registered owner of erf 1901 Pringle Bay, gave his letter of no objection to the proposed alienation of the portion of road (letter of no objection dated 25 April 2025 attached).

Special conditions were specified with reference to the approval of the sale of a portion of Remainder erf 496 Pringle Bay. Some of the conditions worth noting:

2. *that it be noted that the direct alienation is possible as the said portion of Remainder Erf 496 Pringle Bay can be classified as a non-viable property;*
3. *that the abovementioned approval in principle be subject to a public participation process being followed at the cost of the Applicants due to the non-viability of the Property;*
4. *that it be noted that a condition for the alienation will be that the said portion of Remainder Erf 496 Pringle Bay must be consolidated with the adjoining property, being unregistered Erf 1762 Pringle Bay;*
5. *that no structures of any kind may be erected on the said portion of Remainder Erf 496 Pringle Bay, which condition must be registered against the title deed of the consolidated property;*
6. *that the alienation of said portion of Remainder Erf 496 Pringle Bay be subject to a suspensive condition that the applicant/purchaser obtains approval for all the required land use rights, which include, the closure of public place (road), rezoning, subdivision, consolidation, as well as any environmental and related approvals;*

From the above it is evident that the municipality considers the portion for alienation as a non-viable property. No buildings or structures may be constructed on Portion A, a portion of Remainder erf 496 Pringle Bay, (unregistered erf 1930 Pringle Bay) after subdivision, rezoning and consolidation has taken place. In addition, the portion to be alienated is not required for the provision of basic municipal services.

The incorporation of this road portion with Unregistered Erf 1762 will result in a consolidated Residential Zone 1 (SR1) land parcel of approximately 775m², thereby establishing a more functional and developable property suitable for future single residential use.

In addition, the proposed land use application for Remainder erf 496 Pringle Bay will also take the burden from the municipality for the maintenance of this portion of the public street.

The proposed rezoning and subdivision of Remainder erf 496 Pringle Bay are not in contrast to the existing land use tendencies in the surrounding environment and we therefore do not foresee any problems with the proposed application.

3.6 ECONOMIC IMPACT

The proposed public street closure, subdivision, rezoning and consolidation will not adversely affect the future land use potential of Remainder erf 496 Pringle Bay. The road portion identified for closure and acquisition (Portion A / Unregistered erf 1930

Pringle Bay) is considered a non-viable remnant of vacant land with no current or anticipated utility in the municipal road network. Its alienation will therefore have no detrimental effect on the value or use of surrounding properties and is not expected to negatively influence property values in the area.

From an economic perspective, the proposed land use application will have a low impact on the local economy, as it does not introduce any significant change in land use intensity or infrastructure demand. However, it facilitates compliance with the conditions of Council's prior approval for the acquisition of a portion of public street, thereby regularising land ownership and improving the development potential of an otherwise constrained residential erf.

Furthermore, the application yields a financial benefit to the municipality, as the sale of this unused and unconstructed road portion will generate revenue. This is in contrast to its current status as undeveloped public land, which offers no income potential and holds no strategic value in terms of existing or future road planning for the area.

The proposal promotes the efficient and economically responsible use of municipal land while enabling sustainable and compliant residential development.

3.7 SOCIAL IMPACT

The proposed closure of a portion of unbuilt public street, along with the associated subdivision, rezoning, and consolidation, is expected to have a low but positive impact on the social status quo of the surrounding area.

Facilitating the acquisition of this unused road portion - and in turn approving the related land use application - will contribute to enhancing the overall urban environment. It will eliminate potential maintenance and safety concerns often associated with unconstructed municipal road reserves, particularly those adjacent to residential properties. This proactive approach to land management supports improved spatial order and contributes to the sense of care and investment in the local neighbourhood.



Overall, the application is expected to be beneficial to the area by improving land use efficiency, reducing potential municipal maintenance responsibilities, and reinforcing the residential character of the neighbourhood. No adverse social impacts are anticipated.

3.8 COMPATIBILITY WITH SURROUNDING LAND USES

The subject properties are situated in a residential area. Only the road portion will be subdivided and rezoned to allow the consolidation with the neighbouring unregistered erf 1762 Pringle Bay. The zoning of the newly consolidated erf will be SR1 therefore the proposed land use application is compatible with the surrounding land uses. In addition, the proposed erf size of $\pm 775\text{m}^2$ after road closure, subdivision, rezoning and consolidation is still compatible with surrounding erf sizes (when considering that the existing extent of unregistered erf 1762 Pringle Bay is a mere 278m^2).

The proposal to close a portion of public street, subdivide, rezone and consolidate the road portion (Portion A / unregistered erf 1930 Pringle Bay) with unregistered erf 1762 Pringle Bay will not result in any erven in the immediate vicinity to be land locked. All erven in the immediate vicinity will retain their existing accesses.

In addition, no new structures will be allowed on the road portion to be closed once it has been consolidated as previously discussed. The look and feel of the proposed land use are in line with the general look and feel of the existing residential character of the area. Thus, there will be no impact on the character of the area.

The proposal will not hinder general coastal access. It must be noted that there is access to the coastal area close enough - approximately 80 metres further on to the east and west. Thus, the public is not being denied access to the coastal area.

According to the development rules of the Overstrand Municipal Zoning Scheme Regulations (2020) the subdivision, rezoning and consolidation will allow for the development rules for erven $>400\text{m}^2$ to apply to the newly created SR1 portion. The proposed application will therefore maintain the existing development parameters that apply to the existing residential erven in the immediate vicinity.



3.9 IMPACT ON EXTERNAL ENGINEERING SERVICES

All engineering services required for the proposed development will be provided to the satisfaction of the Overstrand Municipality.

It is important to note that the proposal does not involve the creation of any new land portions, but rather the consolidation of existing and acquired land parcels. As such, the proposal will have no adverse impact on the scale, capacity, or utilisation of the existing municipal services.

Given that no increase in land use intensity is proposed, no additional loading on the existing civil infrastructure network - including water, sewer, stormwater, and electricity - is anticipated.

3.10 IMPACT ON SAFETY, HEALTH AND WELLBEING OF SURROUNDING COMMUNITY

The proposed closure of a portion of public road, along with the subdivision, rezoning and consolidation, is not anticipated to have any negative impact on the general safety or wellbeing of the surrounding community. On the contrary, the proposal may yield positive social outcomes.

It is expected that, following consolidation, the newly created erf will accommodate a single residential dwelling, resulting in the occupation of the land by a family rather than leaving the site vacant and exposed to vagrancy or other undesirable activities. Vacant and unmanaged portions of land frequently attract illegal dumping, trespassing, or anti-social behaviour, and thus pose a greater potential risk to community safety than a secured and legally developed residential property.

The future development of a dwelling on the consolidated erf will be subject to compliance with all applicable municipal land use parameters and construction regulations. This includes adherence to building safety standards, environmental



requirements, and noise control regulations, all of which serve to ensure safe construction practices and to minimise disruption to neighbouring properties.

Importantly, the proposed land use is residential in nature and is not associated with any noxious or industrial activity that may result in harmful emissions, excessive noise, or other negative externalities. As such, the application poses no risk to public health.

3.11 IMPACT ON HERITAGE

The application does not involve changing the character of a site larger than 5 000m². Consequently, the proposed land use application does not trigger Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999).

Remainder erf 496 Pringle Bay is not situated within the Heritage Protection Overlay Zone (HPOZ) identified for Pringle Bay. It is however situated within the Heritage Overlay Zone: Local Conservation Zone (A1). Local Conservation Zones are typically designated to protect and manage areas of cultural, architectural, or historical importance, often focusing on preserving streetscape rhythm, building typology, and open space relationships. In this case, the road portion identified for closure is:

- Unconstructed and currently unused in the functional road network;
- Not associated with any heritage infrastructure; and
- Not integral to the historic urban grain or circulation pattern of the area.

Its closure and incorporation into an adjacent erf will not alter any contributing heritage elements of the streetscape or broader conservation environment.

The impact on the visual landscape of the area will be kept to a minimum since the future dwelling on the newly consolidated portion (unregistered erf 1931 Pringle Bay) will be developed in line with the zoning parameters for Residential Zone I: Single Residential.



From the above it is evident that the proposed application does not encompass any heritage significance and therefore the impact on the heritage value of the area will be kept to a minimum.

3.12 IMPACT ON THE BIOPHYSICAL ENVIRONMENT

The proposed closure of a portion of public road, subdivision, rezoning and consolidation (land use application) do not trigger any listed activities in terms of the National Environmental Management Act (NEMA), 1998 (Act no. 107 of 1998).

The subject property does not fall within the Overstrand Environmental Management Overlay Zone (EMOZ).

3.13 TRAFFIC IMPACT, PARKING AND ACCESS

The subject property abuts roads on its northern, eastern and north-western erf boundaries. The newly consolidated portion will all be able to take access from either Boundary Road or Buffels Road as depicted on the subdivision and consolidation plan. The exact position of the access point / gate will only be determined once building plans are available and submitted in future for the newly consolidated portion (unregistered erf 1931 Pringle Bay). Buffels Road is an existing tarred road. The portion of Boundary Road to abutting the newly consolidated portion, is currently unconstructed.

The impact on the traffic of Pringle Bay and the immediate area will be kept to a minimum since the proposal is in line with the status quo for the area and since no new SR1 zoned portions are proposed.

The development of the newly consolidated portion after subdivision, rezoning and consolidation will comply with the relevant scheme regulations' parking requirements – i.e. at least two parking bays / garages must be provided for on site.



3.14 TITLE DEED

With the previous land use application in 1991 the title deed conditions that prohibited certain land uses as well as the subdivision of the property, and conditions that specified stricter building lines and less restrictive coverage were removed. The title deed condition that stipulates that no wood or iron buildings may be constructed on the subject property was also removed with the land use application in 2021 (see endorsement on page 6 of title deed no. T37359/2019).

Title deed no. T37359/2019 and T75711/2025 therefore have no restrictions that need to be removed for this application to be approved. A conveyancer's certificate is not included with this application since the title deed is straight forward.

There is no bond registered against Remainder erf 496 Pringle Bay.

3.15 FORWARD PLANNING AND LAND USE DOCUMENTS

3.15.1 OVERSTRAND SPATIAL DEVELOPMENT FRAMEWORK (2020)

The Overstrand Spatial Development Framework (2020) earmarks the area where Remainder erf 496 Pringle Bay is situated, for urban development purposes. The zoning and use of the newly consolidated property will remain unchanged (Residential Zone I: Single Residential for single residential use). As a result, the impact of the proposed road closure, subdivision, rezoning and consolidation on the spatial integrity of the area will be minimal and is therefore consistent with the Overstrand SDF (2020).

3.15.2 OVERSTRAND MUNICIPAL GROWTH MANAGEMENT STRATEGY (2010)

The Overstrand Municipal Growth Management Strategy (OMGMS, 2010) specifies that Remainder erf 496 Pringle Bay forms part of Planning Unit no. 2. This planning

unit stipulates that the status quo of the area (i.e. single residential) must be maintained.

The Overstrand Municipality's densification policy establishes the principle of incremental densification in an established residential area if it does not have a detrimental impact on its character. It is important to enhance and protect the character of the existing low-density residential areas such as Pringle Bay, while still sensitively densifying where appropriate. This ensures that a wide range of erf sizes and types of development are available, not only within Pringle Bay, but also within the entire Greater Hermanus area.

This application does however not propose to create any additional portions, nor does it propose the construction of an additional dwelling unit on the subject property. The density / status quo will therefore remain unchanged. The layout of the newly consolidated single residential erf is practical in respect to access, developable areas, connecting to bulk services and the installation of services.

From the above it is evident that the proposed road closure, subdivision, rezoning and consolidation adhere to the spatial planning policies for the Pringle Bay area and subsequently fall within the existing planning for the Pringle Bay area.

The proposal will promote land development in a location that is sustainable. The proposed subdivision, rezoning and consolidation are to an improved erf within an established residential area and therefore will not impact on urban sprawl or upon a sensitive environment.

3.16 PLANNING PRINCIPLES

The planning principle of spatial resilience does not apply to this application.

Spatial justice: This principle addresses the need to address the past imbalances regarding opportunity. This application is for erven as per the establishment of the



existing Rooi Els Township and this principle does therefore not apply to this application.

Spatial sustainability: The newly consolidated property is developed in line with the Residential Zone I: Single Residential land use parameters as stipulated in the Land Use Scheme. Any future proposal that deviates from the SR1 parameters, will have to follow a separate land use application. In addition, the proposed closure of a portion of public street, subdivision, rezoning and consolidation will be in line with the layout pattern and erf sizes applicable to the area. The proposed land use application is to an improved erf within an established residential area and therefore will not impact on urban sprawl, or upon a sensitive environment.

It is submitted that the newly consolidated residential erf is compatible with the character of the area and will not impact negatively on the existing rights of anyone else as motivated in this report. The impact on the biophysical environment will also be kept to a minimum (i.e. no impact on natural, heritage or agricultural resources). Furthermore, the proposed application will have no adverse impact on the spatial sustainability of the area and is in keeping with the existing residential area as discussed in this report.

Efficiency: The Property Administration department confirmed that this portion of public road is a non-viable portion of a street that is $\pm 497\text{m}^2$ in extent. This portion of the public street has no function as a street and is not required for the upgrading and / or installation of municipal services in future. The property can be utilised much better by the neighbouring landowners by incorporating it with their property. Subsequently, the Overstrand Municipality will not have the burden to upkeep the road reserve. The Overstrand Municipality also gains from a financial point of view since a portion of Remainder erf 496 Pringle Bay is purchased from the Overstrand Municipality at market value.

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 provincial and national land use planning legislation. All measures will be taken to

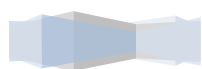
ensure an efficient and streamlined process within the applicable timeframes as stipulated by the Overstrand Municipality's Amendment By-law on Municipal Land Use Planning, 2020.

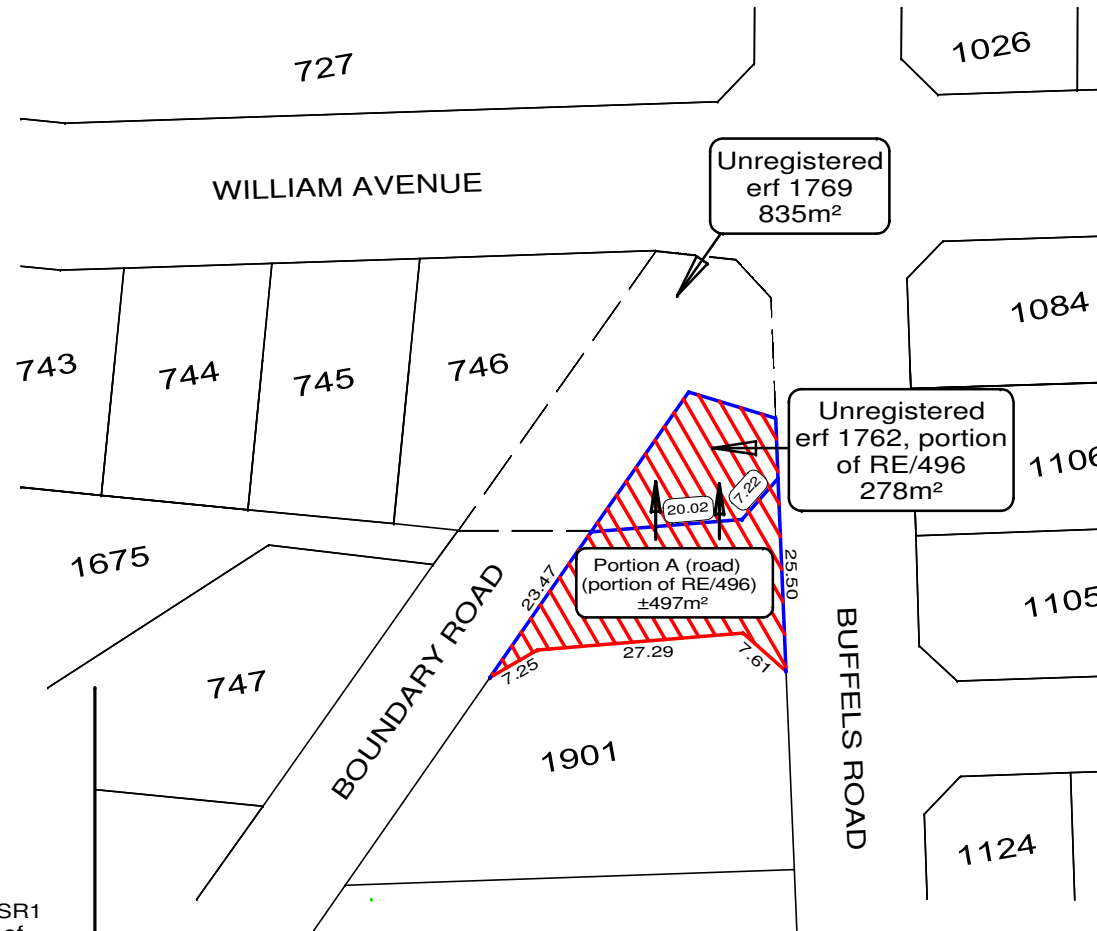
4. RECOMMENDATION

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




- This application is to incorporate a non-viable portion of a public street that is $\pm 497\text{m}^2$ in extent with an adjoining residential erf that will result in a consolidated SR1-zoned land parcel of approximately 775m^2 , thereby creating a functional and viable property suitable for future residential development;
- All services already exist. Additional services will not be required;
- The proposed public street closure, subdivision, rezoning and consolidation are compatible with the existing built character of the area;
- The proposed portion of public street closure, subdivision, rezoning and consolidation will not have a negative impact on the land values of the surrounding erven;
- The Overstrand Municipality gains capital since a portion of Remainder erf 496 Pringle Bay is purchased from the municipality at market value;
- The municipality will be alleviated from the burden of upkeeping a portion of street (road reserve) that has no function as a public street;
- The proposed portion of public street closure, subdivision, rezoning and consolidation will not have a negative impact on the surrounding land uses in the area;
- The proposal is compatible with the existing built character of the area;
- Impact on the traffic will be kept to a minimum;
- There are no heritage aspects that will negatively impact the application;
- There are no environmental aspects that will negatively impact the application and the application will not have a negative impact on any environmental factors;
- The proposal is compatible with the spatial planning strategies for the area;
- The application is fully compliant with the applicable planning principles described in the LUPA (2014) and SPLUMA (2013).

With regards to the above mentioned it would be appreciated if the Overstrand Municipality would approve the public street closure, subdivision, rezoning and consolidation applicable to Remainder erf 496 Pringle Bay.





NOTES:

-  Erf boundaries
-  Subdivision line
-  Proposed SR1 consolidated portion

1. Proposed subdivision of Rem/496 as follows:
 - Portion A (road): ±497m²
 - Remainder
2. Rezoning of portion of road (portion of RE/496) to SR1 and consolidation with unregistered erf 1762 (portion of RE/496) as follows:
 - Road portion of ±497m²
 - Unregistered erf 1762 of 278m²
 to create a newly consolidated SR1 zoned portion of ±775m².

