

ERF 1027, 49 MUSSON STREET, EASTCLIFF, HERMANUS, OVERSTRAND MUNICIPAL AREA: APPLICATION FOR DEPARTURE: MESSRS WRAP PROJECT OFFICE ON BEHALF OF AL MCALPIN

Notice is hereby given in terms of Section 48 of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 (By-Law) that an application has been received for a **departure** in terms of Section 16(2)(b) of the By-Law in order to:

- relax the western lateral building line from 2m to 0m to accommodate the proposed garage;
- relax the southern street building line from 4m to 0m to accommodate the proposed garage, and
- relax the western lateral building line from 2m to 0m to accommodate the proposed change of use from the existing garage to storage and a pool room.

Full detail regarding the proposal is available for inspection during weekdays between 08:00 and 16:30 at the Division: Town and Spatial Planning at 16 Paterson Street, Hermanus and on the municipal webpage at the following link <https://www.overstrand.gov.za/document/town-spatial-planning/land-use-planning-applications/>. Any written comments may be submitted in accordance with the provisions of Sections 51 and 52 of the said By-Law to the Municipality (16 Paterson Street, Hermanus / (e) landuse@overstrand.gov.za) on or before **26 June 2026**, quoting your name, address and contact details, interest in the application and reasons for comments. Telephonic enquiries can be made to **Mr. P. Roux** at 028-313 8900. The Municipality may refuse to accept comments received after the closing date. Any person who cannot read or write may visit the Division: Town and Spatial Planning where a municipal official will assist them in order to formalize their comment.

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.

ERF 1027, MUSSONSTRAAT 49, EASTCLIFF, HERMANUS, OVERSTRAND MUNISIPALE AREA: AANSOEK OM AFWYKING: MNRE WRAP PROJECT OFFICE NAMENS AL MCALPIN

Kennis word hiermee gegee ingevolge Artikel 48 van die Overstrand Munisipaliteit Wysigingsverordening vir Munisipale Grondgebruikbeplanning, 2020 dat 'n aansoek ontvang is vir 'n **afwyking** ingevolge Artikel 16(2)(b) van die Verordening ten einde die:

- westelike lateraleboulyn vanaf 2m na 0m te verslap om die voorgestelde motorhuis te akkommodeer;
- suidelike straatboulyn vanaf 4m na 0m te verslap om die voorgestelde motorhuis te akkommodeer, en
- westelike lateraleboulyn vanaf 2m na 0m te verslap om die voorgestelde gebruikverandering van die bestaande motorhuis na 'n stoor- en swembad aantrekkamer te akkommodeer.

Volle besonderhede rakende die voorstel is beskikbaar vir inspeksie gedurende woensdae tussen 08:00 en 16:30 by die Afdeling: Stads- en Streekbeplanning, Hermanus en op die munisipale webtuiste by die volgende skakel <https://www.overstrand.gov.za/document/town-spatial-planning/land-use-planning-applications/>. Enige kommentaar op die voorstel moet skriftelik ingedien word in terme van Artikels 51 en 52 van die voorgeskrewe Verordening na die Munisipaliteit (Patersonstraat 16, Hermanus / landuse@overstrand.gov.za) voor of op **26 Junie 2026**, met die naam, adres en kontakbesonderhede, belang in die aansoek sowel as redes vir die kommentaar aangedui. Telefoniese navrae kan gerig word aan **Mnr. P. Roux** by 028-313 8900. Die Munisipaliteit mag weier om die kommentaar 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 formaliseer.

U aandag word gevestig op die Bepalings 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.

ISIZA 1027, 49 MUSSON STREET, EASTCLIFF, HERMANUS: ISICELO UKUTENXA: WRAP PROJECT OFFICE EGAMENI LIKA AL MCALPIN

Isaziso sinikwe apha ngokweCandelo lama-48 loMthetho kaMasipala oLungisiweyo we-Overstrand kuCwangciso lokuSetyenziswa koMhlaba kaMasipala, wowama-2020 (uMthetho kaMasipala), ukuba isicelo sifunyenwe sokutenxa ngokweCandelo 16(2)(b) loMthetho kaMasipala ukuze:

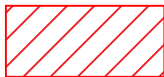
- ukucudisa umda wesakhiwo osecaleni osentshona ukusuka kwi-2m ukuya ku-0m ukulungiselela igaraji ecetywayo;
- ukucudisa umda wesakhiwo osemazantsi ukusuka kwisi-4m ukuya ku-0m ukulungiselela igaraji ecetywayo, kunye
- kucuthwe umda wesakhiwo osecaleni ongantshona ukusuka kwi-2m ukuya ku-0m ukulungiselela utshintsho olucetywayo losetyenziso ukusuka kwigaraji ekhoyo ukuya kwindawo yokugcina kunye negumbi lokubhukuda igumbi.

Iinkcukacha ezigcweleyo malunga nesi sindululo ziyafumaneka ukuze zihlolwe ngeentsuku zokusebenza ngamaxesha eveki phakathi kwentsimbi ye-08:00 kunye ne-16:30 kwiCandelo: loCwangciso lweDolophu noMhlaba kwa-16 Paterson Street, Hermanus nakwiphepha lewebhu likamasipala kweli khonkco lilandelayo <https://www.overstrand.gov.za/document/town-spatial-planning/land-use-planning-applications/>. Candelo lama-51 nelama-52 loMthetho kaMasipala oxeliweyo kuMasipala (16 Paterson Street, Hermanus / (e) landuse@overstrand.gov.za) ngomhla okanye ngaphambi koko **26 EyeSilimela 2026**, uaphula igama lakho, idilesi kunye neenkukacha zoqhagamshelwano, umda kwisicelo kunye nezizathu zezimvo. Imibuzo ngomnxeba ingenziwa **kuMnu. P. Roux** kule nombolo 028-313 8900. UMasipala unokwala ukwamkela izimvo ezifunyenwe emva komhla wokuvala. Nawuphi na umntu ongakwaziyo ukufunda okanye ukubhala angandwendwela iCandelo: loCwangciso lweDolophu kunye noMhlaba apho igosa likamasipala liya kuthi limncede ukuze abhale ngokusesikweni izimvo zakhe.

Nceda uqaphele ukuba ngokoMthetho woKhuseleko lweNgcaciso yoMntu (POPIA), uya kuba ungena kwinkqubo kawonke-wonke kwaye uyavuma kwaye uyavuma igama lakho, ifani, iinkcukacha zoqhagamshelwano kunye ne(ii) izimvo zinokuchazwa / zisetyenziswe kwinkqubo (yesicelo).

Plan 1: Locality Plan

Erf 1027 - Hermanus



Subject property

Plan prepared by: Thian Jansen

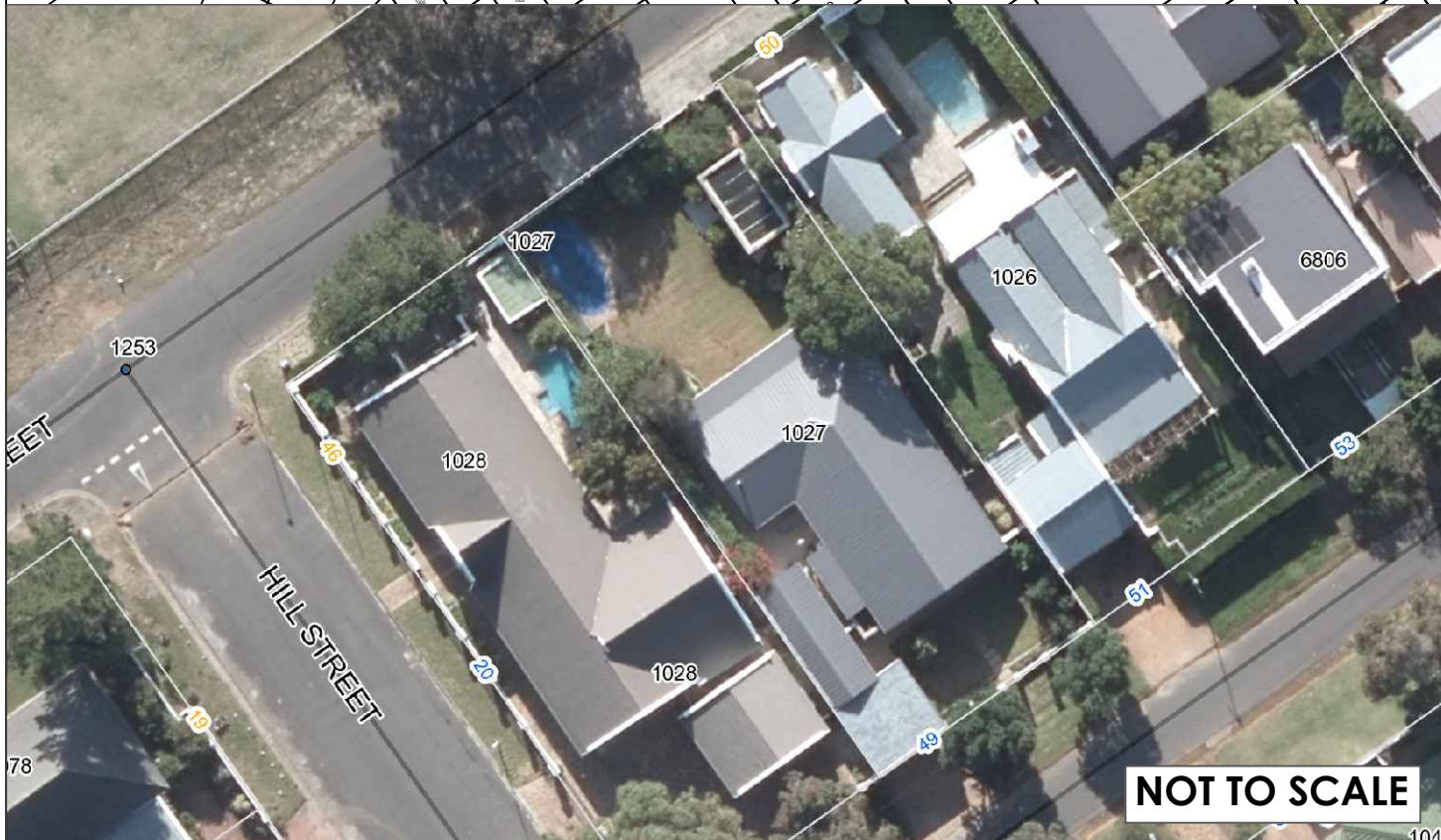
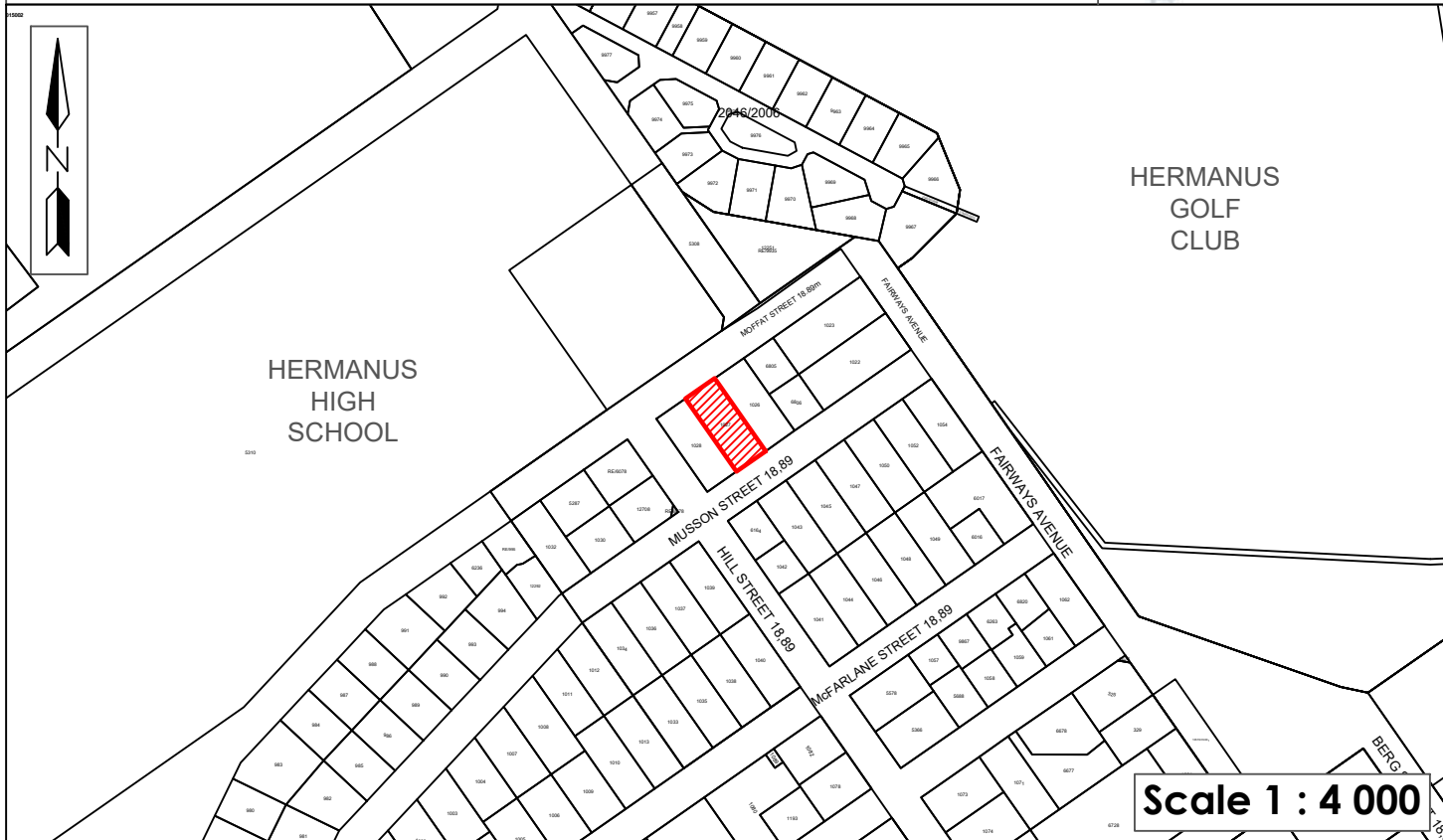
Tel: 028 313 1411

Email: admin@wrapgroup.co.za

Office 3, Oakwood, 10 Dirkie Uys Street Hermanus, 7200



Project Office
Town Planning & Project Management





1. PROPERTY DETAILS

Property description	Erf 1027 Hermanus
Extent	892m ²
Zoning	Residential Zone 1: Single Residential (SR1)
Title Deed	T37259/2008

2. EXECUTIVE SUMMARY

Erf 1027, Hermanus, hereafter referred to as the subject property, is situated at 49 Musson Street, Westcliff, Hermanus, as illustrated in **Plan 1: Locality Plan**. The property is located within an established residential area and is developed with a single dwelling house and ancillary structures.

The current owners acquired the property in 2008 and have undertaken previous renovations. They are currently in the process of implementing a second phase of improvements to enhance the functionality of the property in line with their residential needs, without introducing any additional land use rights.

The proposal includes the addition of a new double garage in the position of the approved carport, as well as the conversion of the existing single garage into storage and a pool room. These changes represent a logical upgrade to existing structures and do not significantly increase the building footprint or intensity of use. Minor internal renovations to the dwelling house are also proposed.

The existing carport and single garage encroach over the prescribed building lines. As the carport is located on the boundary line and the existing garage is affected by a change in use, departures from the applicable building lines are required.

WRAP Project Office was appointed to submit the necessary land use application to apply for these proposed encroachments and facilitate the proposed improvements. The application therefore seeks to apply to convert that will enable reasonable upgrades to the property. Refer to **Annexure A: Power of Attorney**.

The property is zoned Residential Zone 1: Single Residential, with surrounding properties similarly zoned and developed. The area is well established and residential in character, with building line encroachments not uncommon. The proposal is therefore considered consistent with the prevailing development pattern and is unlikely to result in any adverse impacts on surrounding properties.

3. PROCEDURE TO ACHIEVE THE OWNERS' INTENT

This application is submitted in terms of the By-Law and consists of two components:

3.1 Permanent departure from the western side building line and the southern street building line, from 2m to 0m and 4m to 0m respectively, to accommodate the proposed garage.

As mentioned, the current owners acquired the property in 2008. Prior to this, the previous owners obtained approval in 1999 for the construction of a carport along the Musson Street boundary. The carport was subsequently constructed and has existed in this position for over two decades, forming an established and accepted component of the streetscape. Refer to **Annexure C – Approved Building Plans**

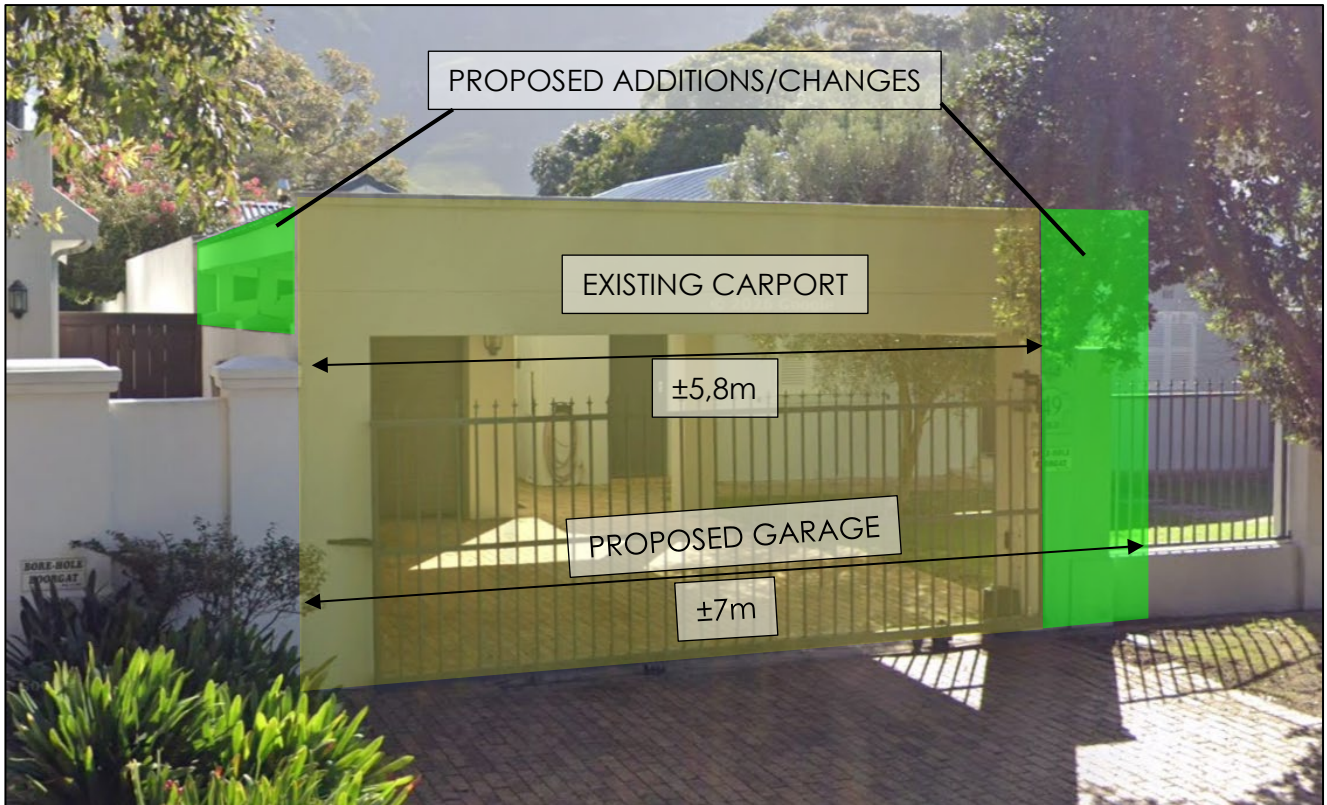


Figure 1: Approved and Existing Carport indicating proposed additions.

The long-standing presence of the structure is a key consideration, as it has become integrated into the spatial and visual character of the area over time. The absence of any known objections or adverse impacts since its construction further supports the appropriateness of its current position.

The current proposal entails enclosing the existing carport, of which one side is already positioned adjacent to a 2,1m high boundary wall, and extending the structure slightly to accommodate two vehicles. The originally approved carport measures approximately 5,8m in width, and the proposal seeks to increase this to 7,0m through a modest extension of 1,2m. This extension is minor in nature and is necessary to ensure the practical and functional accommodation of two modern vehicles, which are generally larger than those at the time of the original approval.

Importantly, the proposal does not introduce a new encroachment into the street building line, but rather formalises, regularises, and improves an existing, long-established structure. In this regard, the application is not seeking to create a new planning precedent, but rather to acknowledge and appropriately upgrade an existing condition that has already been assimilated into the built environment.

From an architectural and urban design perspective, the proposed garage has been carefully considered to ensure that it contributes positively to the streetscape. The street-facing elevation will retain a similar visual appearance to the existing carport through the inclusion of a parapet wall above the garage door, effectively concealing the roof slope. This design approach ensures a clean and uniform street interface, reducing visual bulk and maintaining a residential scale consistent with the surrounding context. The intervention is therefore not only neutral in impact but is expected to enhance the overall appearance of the property.

In addition, the proposal represents an improvement in terms of built form quality and functionality. The conversion from an open carport to an enclosed garage enhances security, weather protection, and usability for the residents, which aligns with contemporary residential standards. These improvements are achieved without materially increasing the intensity of use or altering the primary residential character of the property.

The structure will remain within acceptable height parameters and will not dominate the streetscape or result in any overshadowing or visual intrusion. The existing siting of the carport on the boundary further demonstrates that this location is appropriate in relation to the overall layout of the property, allowing for efficient use of space while retaining adequate private open space and maintaining the amenity of the dwelling.

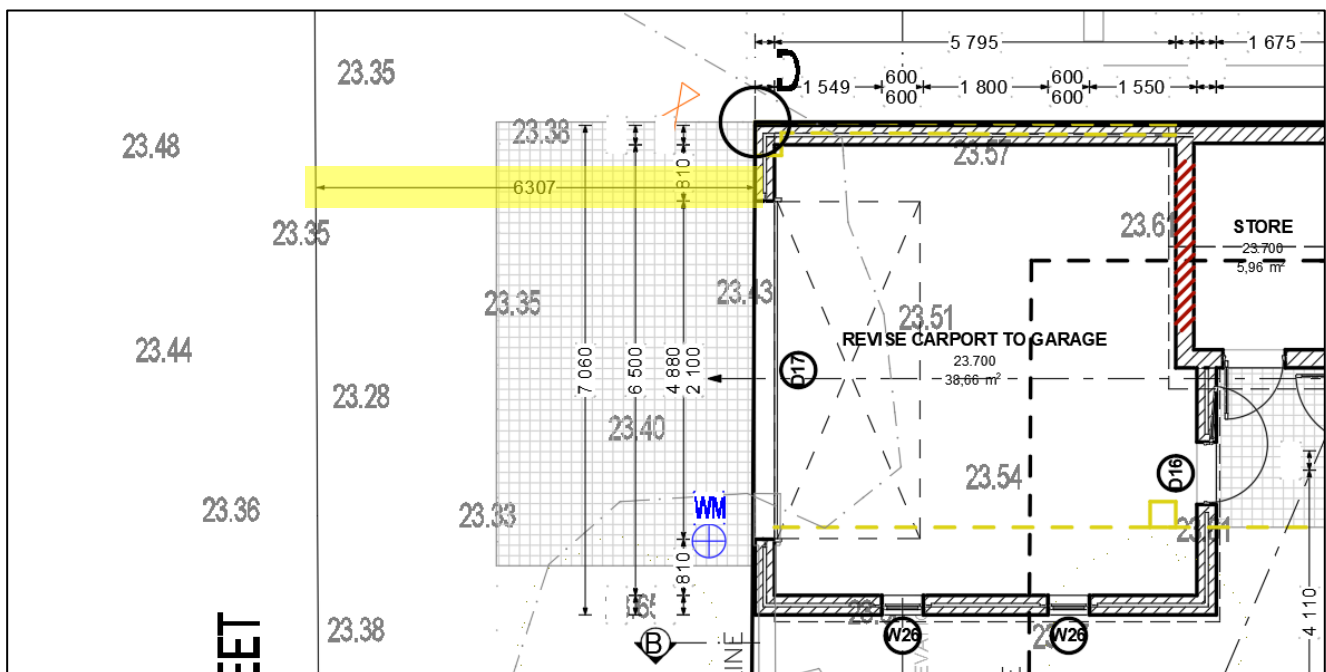


Figure 2: Survey illustrating the setback from the road edge.

As illustrated in Figure 2, the structure is set back approximately 6,3 m from the edge of Musson Street. This exceeds the typical requirement for on-site vehicle stacking and ensures that vehicles can comfortably enter and exit the property without encroaching onto the public roadway. The proposal will therefore not give rise to any traffic safety concerns, nor will it impede the free flow of movement along the street.

Furthermore, the proposal is consistent with the established development pattern within Eastcliff, where a degree of variation in building lines and the positioning of outbuildings contributes to the character of the area. Erf 6805 Hermanus, located two properties from the subject property on Moffat Street, includes a garage positioned on the street boundary. The existing and proposed built form is therefore not out of context and will not negatively impact neighbouring properties in terms of privacy, visual amenity, or access to light.

Given the long-established nature of the existing structure, the minimal extent of the proposed extension, the enhancement of the architectural interface, and the absence of any negative impacts, it is submitted that the proposal is both reasonable and desirable. The application represents a logical improvement of the property while remaining sensitive to its context and compliant with the broader intent of the land use scheme.

3.2 Permanent departure from the western side building line from 2m to 0m to allow the proposed use change from a garage to storage and a pool room.

The proposed departure applies to the existing single garage, which was lawfully approved and constructed, but is located over the western side building line. The structure has been in this position since 1973 and forms part of the established built form of the property. No extension to the footprint or further encroachment is proposed. The application therefore seeks approval for a change in use of the existing structure while retaining its current position.

As part of the overall improvement of the property, and following the provision of a new double garage, the existing single garage will no longer be required for vehicle parking. It is accordingly proposed to convert the structure into a storage area and a pool room, both of which are directly ancillary and subordinate to the primary dwelling house and is considered as an outbuilding as defined by the Overstand Municipality Land Use Management Scheme (OMLUS) which defines an outbuilding as the following:

*“**outbuilding**” means a structure, whether attached or **separate** from the main building, which is **ancillary** and **subservient** to the main building on a land unit and includes a building designed to be used for the garaging of motor vehicles, for **storage purposes** and any **normal activities** in so far as these are usually and **reasonably required in the connection with the main dwelling** as well as the **accommodation of recreational activities** such as a **pool room**, braai room, lapa and gazebo and the **practising of hobbies** (which may not cause a nuisance and/or disturbance and/or noise and/or damage to a neighbouring property or properties or premises); outbuildings are primary uses under each zoning except in open space zones where the Municipality may permit outbuildings should it be deemed necessary;*

The pool room will function as a recreational space associated with the main dwelling and the outdoor entertainment area (pool area). While the swimming pool is located approximately 15m away, the room is intended to serve as a facility such as a changing room or ablution space, but rather as a flexible outbuilding. The naming of the space as a “pool room” is therefore indicative of its recreational nature and association with the dwelling’s leisure amenities, rather than its proximity to the pool itself.

The structures are non-residential and will be utilised for day-use purposes only, with no provision for overnight accommodation or permanent occupancy. Therefore, structure will not be used for sleeping purposes, nor will it function as a living unit or accommodation space. No bedrooms, kitchens, or other cooking facilities that would enable independent or



permanent occupation are proposed within this structure. The bathroom being placed in the poolroom is for use for coming home from the beach or getting out of the pool. The storage component will serve typical domestic needs, while the pool room will be utilised on an occasional and informal basis only.

From a planning perspective, the proposal does not result in any increase in density, nor does it introduce any additional dwelling units or intensification of land use rights on the property. The utilisation of the space remains residential and ancillary in nature and therefore aligns with the intent of the Residential Zone 1 zoning.

Furthermore, the proposed change in use will not give rise to any additional impacts on surrounding properties. The structure's position, scale, and height remain unchanged, and no additional overlooking, overshadowing, or loss of privacy will result. Given the non-habitable and occasional nature of the uses, there will be no increase in noise levels, traffic generation, or activity that could detract from the amenity of neighbouring properties.

It is also noted that the structure is located along the side boundary, where similar outbuildings and ancillary structures are commonly found within the area. The continued use of this structure in its current position is therefore consistent with the prevailing development pattern and does not introduce any elements that are out of character with the surrounding context.

In addition, the proposal represents a more efficient and appropriate use of an existing structure, ensuring that the built form on the property is optimally utilised without the need for further expansion elsewhere on the site. This supports sound planning principles by limiting unnecessary building footprint while accommodating the reasonable needs of the property owners.

Given that the structure is already lawfully established, that no additional encroachment or bulk is proposed, and that the intended uses are low-impact, occasional, and ancillary to the primary dwelling, it is submitted that the departure is reasonable, justified, and unlikely to result in any adverse impacts on the surrounding properties or the character of the area.

It is further noted that, should the proposed new garage not be approved, the existing approved carport will continue to be utilised for vehicle parking purposes. In such a scenario, the need for covered and secure parking on the property would remain adequately addressed by the existing carport structure.

Notwithstanding this, the proposed change of use of the existing single garage to storage and a pool room will still be pursued, as this component of the application is independent of the proposed garage and relates solely to the more efficient utilisation of an already approved and constructed structure.

The change of use therefore remains reasonable and justified irrespective of the outcome of the garage proposal, as it does not rely on or result in any additional development rights, nor does it give rise to any adverse impacts on the surrounding area.

4. PLANNING ASSESSMENT

4.1. ZONING

The primary use of the property as a dwelling house is permitted within the SR1 zoning. No additional dwelling units or intensified land uses are currently proposed.



Residential Zone 1: Single Residential – Development parameters			
	Allowed	Proposed / Existing	
Coverage	50%	41%	Comply
Building lines	Street building line = 4m Side and rear building lines = 2m	Refer to Sections 3.1 & 3.2	Deviate, applied for and motivated.
Height	8,0 m.	-	Comply
Parking	Dwelling Unit: 2 Parking bays Second Dwelling: 1 Parking Bay	New Double Garage & Single Parking Bay	Comply

4.2. ENGINEERING SERVICES

The availability of municipal services is a relevant consideration in terms of Section 42(1)(c)(v) of SPLUMA and is addressed below. The subject property is connected to existing municipal service networks in the area, including electricity, water, and sewerage. The proposal does not introduce any additional development rights or intensity of use and is therefore not anticipated to place any additional demand on existing municipal services. Solid waste collection is provided on a weekly basis by the Overstrand Municipality.

Access, Egress and Parking

Access to and egress from the property are obtained from Musson and Moffat Street, which is existing public roads servicing the surrounding residential area.

4.3. POLICIES AND REGULATIONS

4.3.1. Overstrand Municipality Environmental Protection Overlay Zone (EMOZ)

The subject property is not located within the EMOZ.

4.3.2. Overstrand Municipality Heritage Protection Overlay Zone (HPOZ)

The subject property is not located within the HPOZ.

4.3.3. Spatial Planning Policies

This proposal is not in conflict with any provisions of the Western Cape Provincial Spatial Development Framework, 2014 or the Overstrand Spatial Development Framework, 2020.

4.4. PLANNING PRINCIPLES

Chapter 2 of SPLUMA sets out five fundamental development principles that are compulsory considerations for all land use and development applications. These principles provide the normative basis against which proposals are assessed and must guide decision-making to ensure spatial justice, sustainability, and efficiency. The principles of SPLUMA that are pertinent to this proposal are outlined:

Spatial justice

The principle of spatial justice seeks to redress past spatial imbalances and ensure equitable access to land use opportunities. The proposal does not perpetuate or create any form of exclusion or inequity but rather enables the reasonable use and improvement of an existing residential property. The application relates to the optimisation of already developed land within an established urban area and does not restrict access to resources or opportunities. Furthermore, the proposal regularises existing built form and supports fair and consistent application of planning controls, thereby contributing to a more equitable and predictable planning environment.



Spatial sustainability and Efficiency

The proposal supports spatial sustainability and efficiency by making optimal use of existing infrastructure and developed land, without requiring expansion into undeveloped areas. The utilisation of an existing structure for ancillary purposes, as well as the modest extension of an already approved carport, represents an efficient use of space and resources. No additional municipal services are required, and no increase in development intensity is proposed. The application therefore aligns with the objective of promoting compact, resource-efficient development while maintaining the existing residential character of the area.

Spatial resilience

The principle of spatial resilience promotes development that is adaptable and capable of responding to changing needs over time. The proposal enhances the functionality and flexibility of the property by allowing existing structures to be repurposed in line with the evolving needs of the occupants. The conversion of the garage into ancillary uses such as storage and a pool room ensures that the property remains adaptable without necessitating further expansion or redevelopment. This contributes to the long-term sustainability and resilience of the built environment, while maintaining compatibility with the surrounding residential context.

Good administration

The OM has a reputation for conducting effective public participation as part of its land use planning process. This process is an essential component of land use planning, as it allows people who may be affected by the development to provide feedback and raise any concerns or suggestions for improvement. This ensures that the development is in line with the needs and desires of the community.

All comments and feedback received during the public participation process will be carefully reviewed and considered by the relevant authorities. All comments received will be carefully reviewed and taken into consideration before being addressed appropriately.

5. NEED AND DESIRABILITY

The need and desirability of the approval and implementation of this proposal in accordance with Section 66(1)(c) of the OM By-Law is outlined in the table below:

Socio-economic impact	The proposal is limited in scale and relates to improvements to an existing residential property. As such, it will not have any negative socio-economic impacts on the surrounding area. On the contrary, the maintenance and enhancement of residential properties contribute positively to the local economy by supporting property values and ongoing investment in the area. The proposal does not introduce any new land uses or activities that would place strain on the community or local resources.
Compatibility with surrounding uses	The subject property is zoned Residential Zone 1 and is surrounded by properties of a similar zoning and use. The proposal remains ancillary to the primary residential use and does not introduce any conflicting land uses. The scale, form, and function of the proposed improvements are consistent with the established character of the area, and the development is therefore considered fully compatible with surrounding uses.
Impact on the external engineering services	The application will be circulated to the OM's Engineering Department to confirm that existing service capacities are adequate. No additional demand on municipal services is anticipated.



Impact on safety, health and wellbeing of the surrounding community	The proposal is not anticipated to have any adverse impact on the safety, health, or well-being of the surrounding community.
Impact on heritage	The subject property is not listed in the OM Heritage Register.
Impact on the biophysical environment	The proposal is limited to an already developed property and does not involve any significant earthworks or disturbance of natural features. No sensitive environmental areas are affected, and the development will not result in any loss of biodiversity or ecological degradation. The impact on the biophysical environment is therefore considered negligible.
Traffic impacts, parking, access and other transport related considerations	The proposal will not generate additional traffic, as no new dwelling units or non-residential uses are introduced. Adequate on-site parking will be provided through the proposed garage and/or existing carport, ensuring that vehicles are accommodated within the property. The setback from the road boundary allows for sufficient vehicle stacking, preventing any obstruction of the public roadway. Access to the property remains unchanged and will continue to function efficiently and safely.

Impact on views, sunlight and character of the area

The proposal will not have any adverse impact on views, access to sunlight, or the overall character of the area. The development is limited to the enclosure and minor extension of an existing structure, with no significant increase in height or bulk. As such, no additional overshadowing or obstruction of views will occur. The architectural treatment of the proposed garage has been carefully considered to ensure a visually cohesive street interface, maintaining the established character of the area. The proposal is therefore consistent with the existing urban form and will not detract from the visual amenity of the surrounding neighbourhood.

Economic impact

The proposal is expected to have a neutral to positive economic impact. The continued investment in and improvement of the property contributes to the overall upkeep and value of the area. Well-maintained and upgraded properties support surrounding property values and promote confidence in the local property market. The proposal does not introduce any land uses that would negatively affect economic activity or place strain on municipal resources.

Opportunity cost

The approval of the application does not result in any negative opportunity cost. The proposal relates to the optimisation of an already developed residential property and does not preclude any alternative or higher-order land uses. Given the Residential Zone 1 zoning and the established character of the area, the current and proposed use represents the most appropriate and efficient utilisation of the land. Refusal of the application would limit the reasonable use of the property without yielding any identifiable planning benefit.

Environmental impact

The proposal entails approval for existing structures within an already developed residential property located inside the urban edge. There are no sensitive environmental features on the subject property, and the property is not located within an environmentally important area.

6. CONCLUSION

The application seeks approval for two departures from the applicable building lines in order to accommodate the enclosure and minor extension of an existing carport to a double garage, as well as the change in use of an existing, lawfully approved single garage to ancillary storage and a pool room.

The proposal is considered reasonable and appropriate, as it largely relates to the improvement and more efficient utilisation of existing, long-established structures on the property. Importantly, the application does not introduce new encroachments beyond what already exists, nor does it result in any increase in density or intensification of land use rights. The proposed uses remain ancillary to the primary residential use and are not habitable or permanently occupied.

From a spatial planning perspective, the proposal aligns with the relevant principles of SPLUMA by promoting the efficient use of already developed land, supporting the ongoing functionality and adaptability of the property, and maintaining consistency with the established residential character of the area. The development is compatible with surrounding land uses and reflects the prevailing built form within the neighbourhood.

No adverse impacts are anticipated in terms of traffic generation, parking, access, engineering services, or the safety and wellbeing of the surrounding community. The proposal will not negatively affect views, access to sunlight, or the visual amenity of the area. On the contrary, the architectural treatment of the proposed garage is expected to enhance the streetscape, while the continued investment in the property contributes positively to the local environment and property values.

The change in use of the existing garage represents a low-impact and appropriate adaptation of an existing structure, with no expansion of the building footprint or additional encroachment. Furthermore, the application has been structured such that the change of use remains justified independently of the garage proposal, allowing for flexibility in decision-making without compromising the overall planning merits.

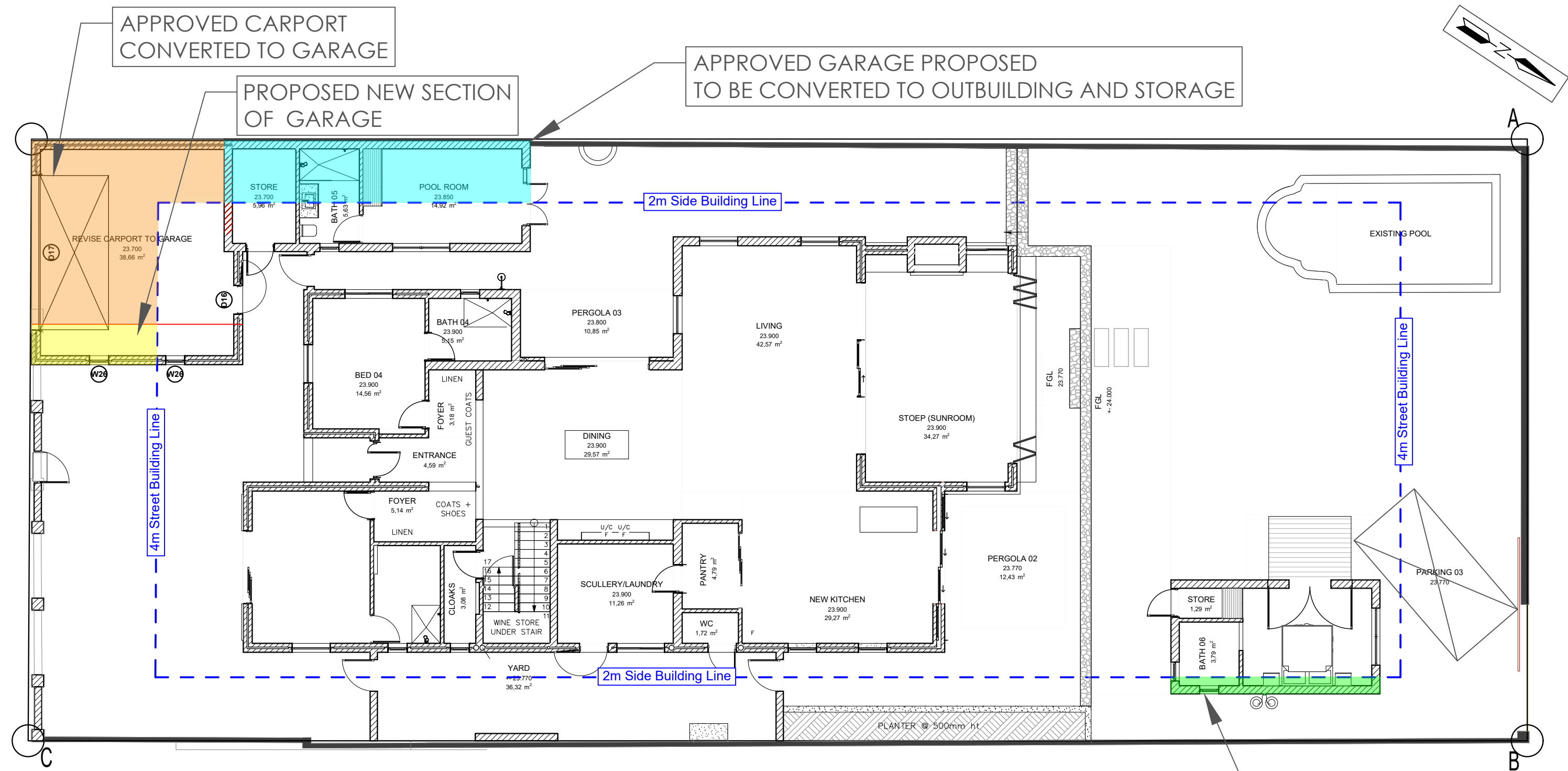
In light of the above, it is submitted that the application is consistent with sound planning principles, complies with the intent of the applicable land use scheme, and will not result in any negative impacts on the surrounding area. The proposal is therefore supported, and approval is respectfully recommended.

7. RECOMMENDATION

Based on the motivation, it is recommended that the following be approved:

7.1 Permanent Departure in terms of Section 16(2)(b) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020, in order to:

- relax the 2m western side building line to 0m to accommodate the proposed garage;
- relax the 4m southern street building line to 0m to accommodate the proposed garage; and
- relax the 2m western side building line to 0m to allow the proposed use change from a garage to storage and a pool room.



SCALE 1 : 125 @ A3 (GROUND FLOOR)

Plan 3: Site Plan
Erf 1027 Hermanus

Schedule of Area

TOTAL AREA OF SITE: 892 m²
PROPOSED COVERAGE: 41%

EXISTING DWELLING: 263 m²
EXISTING OUTBUILDING 01: 34 m²
EXISTING MAIDS ROOM: 24 m²
EXISTING CARPORT: 35 m²
NEW GARAGE: 10 m²
PERGOLAS: 38 m²

FIRST FLOOR: 103 m²
COVERED BALCONIES: 15.5 m²
TOTAL FIRST FLOOR: 118.5 m²

TOTAL NEW AREA: 10 m²
TOTAL COVERAGE (FOOTPRINT): 366 m²
BULK (TOTAL AREA): 484.5 m²

TOTAL GROUND: 366 m²

APPROVED MAID'S ROOM

Plan prepared by: Thian Jansen on 23/03/2026
Based on plans from Arch:Tech Studio

Plan Number - 26/002 (001)

All distances are approximate
and subject to a survey

Tel: 028 313 1411

Email: admin@wrapgroup.co.za

Office 3, Oakwood, 10 Dirkie Uys
Street Hermanus, 7200

