



ERVEN 1450 AND 2861, BERGSIG STREET, SANDBAAI, OVERSTRAND MUNICIPAL AREA: APPLICATION FOR DEPARTURE AND AMENDMENT OF A CONDITION OF AN EXISTING APPROVAL: A ROUX TOWN PLANNING ON BEHALF OF SHOPRITE CHECKERS (PTY) LTD AND WHALE COAST VILLAGE MALL (PTY) LTD

Notice is hereby given in terms of Section 48 of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 that an application has been received for the following:

- ❖ **Departure** in terms of Section 16(2)(b) of the By-Law in order to depart from the minimum parking requirements to provided (5) parking bays per 100m² in lieu of six (6) parking bays per 100m².
- ❖ **Amendment of a condition of an existing approval** in terms of Section 16(2)(h) of the By-Law, namely condition 1.(i) of decision letter dated 15 June 2025, to permit a minimum of five (5) parking bays per 100m².

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 **11 September 2026**, quoting your name, address and contact details, interest in the application and reasons for comments. Telephonic enquiries can be made to **Mr. B. Minnaar** 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.

ERWE 1450 EN 2861, BERGSIGSTRAAT, SANDBAAI, OVERSTRAND MUNISIPALE AREA: AANSOEK OM AFWYKING EN WYSIGING VAN 'N BESTAANDE GOEDKEURINGSVOORAADE: A ROUX TOWN PLANNING NAMENS SHOPRITE CHECKERS (PTY) LTD EN WHALE COAST VILLAGE MALL (PTY) LTD

Kennis word hiermee gegee ingevolge Artikel 48 van die Overstrand Munisipaliteit Wysigingsverordening vir Munisipale Grondgebruikbeplanning, 2020 dat 'n aansoek soos volg ontvang is:

- ❖ **Afwyking** ingevolge Artikel 16(2)(b) van die Verordening ten einde af te wyk van die minimum parkeervereistes ten einde vyf (5) parkeerplekke per 100m² in plaas van ses (6) parkeerplekke per 100m² te voorsien.
- ❖ **Wysiging van 'n bestaande goedkeuringsvoorwaarde** in terme van Artikel 16(2)(h) van die Verordening, naamlik voorwaarde 1.(i) van die besluitbrief gedateer 15 Junie 2025 om 'n minimum van vyf (5) parkeerplekke per 100m² te voorsien.

Volle besonderhede rakende die voorstel is beskikbaar vir inspeksie gedurende weksdae 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 / (e) landuse@overstrand.gov.za) voor of op **11 September 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. B. Minnaar** 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 1450 KUNYE NO-2861, BERGSIG STREET, SANDBAAI, INDAWO KAMASIPALA WASE OVERSTRAND: ISICELO SOKUHAMBA NOKULUNGISA UMGAQO WOKUVUMELA OKHOYO A ROUX TOWN PLANNING EGAMENI LE-SHOPRITE CHECKERS (PTY) LTD KUNYE NE WHALE COAST VILLAGE MALL (PTY) LTD

Isaziso sinikwe apha ngokweCandelo lama-48 loMthetho kaMasipala oLungisiweyo we-Overstrand kuCwangciso lokuSetyenziswa koMhlaba kaMasipala, wowama-2020 (uMthetho kaMasipala), sokuba isicelo sifunyenwe koku kulandelayo:

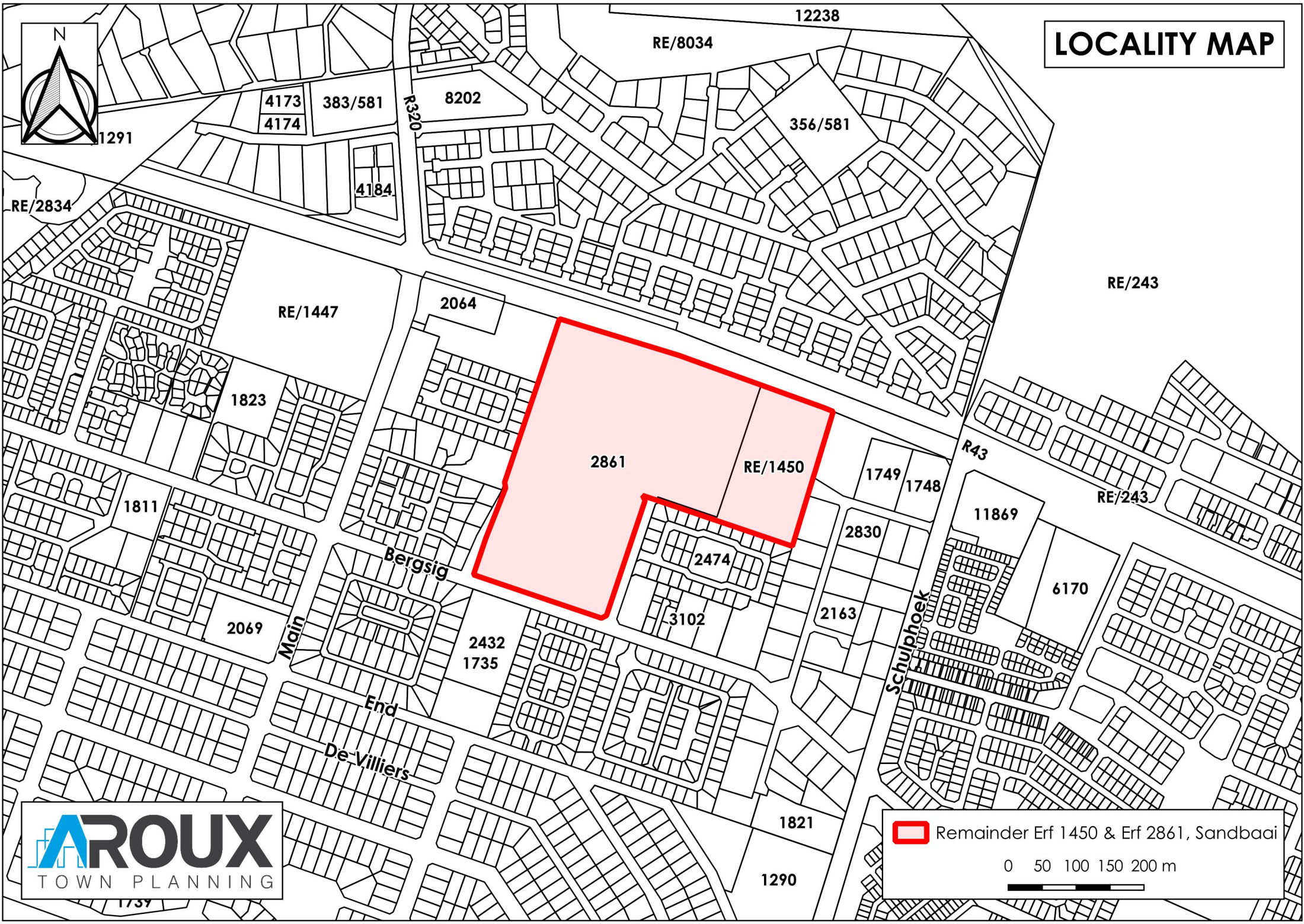
- ❖ **Ukuhamba** ngokweCandelo 16(2)(b) loMthetho kaMasipala ukuze kutshintshwe kwiifunzo zokupaka ezisezantsi ukuya kwiindawo zokupaka ezibonelelweyo (5) nge-100m² endaweni yeendawo zokupaka ezintandathu (6) nge-100m².
- ❖ **Ukulungiswa komqathango wemvume ekhoyo** ngokweCandelo 16(2)(h) loMthetho kaMasipala, umzekelo umqathango 1.(i) weleta yesigqibo yomhla we-15 Juni 2025, ukuvumela ubuncinci iindawo zokupaka ezintlanu (5) kwi-100m² nganye.

Iinkcukacha ezipheleleyo malunga nesi sindululo ziyafumaneka ukuze zihlolwe ngeentsuku zokusebenza ngamaxesha eveki phakathi kwentsimbi ye-08:00 neye-16:30 kwiSebe: Ucwangciso lweDolophu noMmandla, eHermanus nakwiphepha lewebhusaythi likamasipala kwelikhonkco lilandelayo <https://www.overstrand.gov.za/document/town-spatial-planning/land-use-planning-applications/>. Naziphi na izimvo ngesindululo mazingeniswe ngokubhaliweyo ngokwemigaqo yeCandelo lama-51 kunye nelama-52 loMthetho kaMasipala omiselweyo kuMasipala (16 Paterson Street, Hermanus / (e) landuse@overstrand.gov.za) ngaphambi okanye nge-**wama11 Septemba 2026**, ebonisa igama, idilesi neenkukacha zoqhagamshelwano, umdla kwisicelo kwakunye nezizathu zezimvo. Imibuzo ngomnxeba ingabhekiswa ku**Mnu. B. Minnaar** kule nombolo 028-313 8900. UMasipala unokwala ukwamkela izimvo emva komhla wokuvala. Nawuphi na umntu ongakwaziyo ukufunda okanye ukubhala angandwendwela iSebe: loCwangciso lweDolophu noMmandla apho aya kuthi ancediswe ligosa likamasipala ukuze anike izimvo zakhe ngokusesikweni.

Nceda uqaphele ukuba ngokoMthetho woKhuseleko lweNgcaciso loLwazi loBuqu (POPIA), uya kuba ungena kwinkqubo kawonke-wonke kwaye uvuma ukuba igama lakho, ifani, iinkcukacha zoqhagamshelwano kunye nezimvo zingabengezwa / zisetyenziswe kwi (isicelo) inkqubo.



LOCALITY MAP





ERVEN RE/1450 & 2861, SANDBAAI

APPLICATION FOR PERMANENT DEPARTURE AND AMENDMENT OF CONDITION OF APPROVAL

SUBMITTED TO THE OVERSTRAND MUNICIPALITY

ON BEHALF OF SHOPRITE CHECKERS (PTY) LTD & WHALE COAST VILLAGE MALL (PTY) LTD

JANUARY 2026

(Revision 1)



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1.0 INTRODUCTION

1.1 PROPERTY AND APPLICATION DETAILS

Table 1 below provides a summary of the property and application details. The completed land use application form is attached as **Annexure A**.

Table 1 – Property and Application Details	
Applicant	ARoux Town Planning
Property Description	Remainder Erf 1450 & Erf 2861, Sandbaai
Property Address	Bergsig Str, Sandbaai
Registered Owner	Rem. Erf 1450: Shoprite Checkers (Pty) Ltd Erf 2861: Whale Coast Village Mall (Pty) Ltd
Property Extent	Rem. Erf 1450: 24 652m ² Erf 2861: 104 136m ² Total site size: 12,88ha
Current Zoning	Business Zone 1 (both properties)
Municipality	Overstrand Municipality
Applicable Zoning Scheme	Overstrand Municipality Land Use Scheme (2020)
Title Deeds	T57474/2016 & T57508/2013
Title Deed Restrictions	None
SG Diagram No.	Rem. Erf 1450: 10355/1983 Erf 2861: 550/2016
Proposed Development / Land Use	Departure and amendment of condition of approval to permit a reduction in the off-street parking requirement to 5 bays / 100m ² GLA, as supported by current parking occupation rate.
Application Components	- Permanent Departure (off-street parking requirement) - Amendment of Condition of Approval
Subject to PHRA / SAHRA	No
Subject to NEMA	No
Policy Compliant	Yes

The Application

Application is hereby made to the Overstrand Municipality for the following in terms of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020:

- A **permanent departure** to permit an off-street parking provision of 5 bays per 100m² GLA in lieu of 6 bays per 100m² GLA.
- The **amendment of a condition of approval**, namely condition 1.(i) of the Overstrand Municipality letter of approval dated 15 June 2015, to be amended as follows:

That a minimum of ~~six~~ five parking bays per 100m² GLA be provided on the consolidated site.

The above applications are made by ARoux Town Planning on behalf of Shoprite Checkers (Pty) Ltd and Whale Coast Village Mall (Pty) Ltd, being the owners of Remainder Erf 1450, Sandbaai and Erf 2861, Sandbaai respectively. Signed powers of attorney and a company resolution are attached as **Annexure B**.

1.2 BACKGROUND

Whale Coast Mall is a regional shopping centre located in Sandbaai, Hermanus, within the jurisdiction of the Overstrand Municipality. The shopping centre is situated on Remainder Erf 1450 and Erf 2681, Sandbaai and is owned by Shoprite Checkers (Pty) Ltd and Whale Coast Village Mall (Pty) Ltd respectively. It serves both local residents and visitors from the broader region, providing a diverse range of retail and service offerings (refer to **Figure 1**).

The shopping centre was developed in 2017, following a land use approval granted by the Municipality in 2015, which included the rezoning of the concerned properties to permit a shopping centre with a maximum floor space of 38 000m² GLA. The shopping centre currently comprises 34 217m² GLA, with 3 783m² GLA still available in the land use rights that have not yet been taken up.



Figure 1 – The Whale Coast shopping centre, shortly after completion

The shopping centre site initially consisted of four properties, which were proposed for consolidation. Three of these properties have since been consolidated to form the existing Erf 2861, Sandbaai, owned by Whale Coast Village Mall (Pty) Ltd. The remaining property, Remainder Erf 1450, is owned by Shoprite Checkers (Pty) Ltd and was therefore retained as a separate land unit. Servitudes have been registered across both properties to facilitate shared movement and parking.

A condition of approval was imposed as part of the abovementioned rezoning approval, requiring a minimum parking provision of 6 bays per 100m² GLA, in alignment with the zoning scheme requirement. However, in 2023 the owners / developers of the shopping centre concluded an addendum to the originally endorsed Service Level Agreement (SLA) with the Municipality wherein the relevant parties conjointly agreed that off-street parking for the shopping centre over both erven essentially be constructed at a lower ratio of 5 bays per 100m² GLA, with a proviso that the developers ensure that the required parking bays as per the initial town planning approval be constructed at the request of the municipality or if the need thereof arise.

Currently, and in line with the abovementioned addendum to the SLA, off-street parking is physically provided on site at a ratio of 5 bays per 100m² GLA. The owners of the shopping centre have over time observed that the parking area is never utilised to its full capacity, not even during peak trading seasons. One might construe this occurrence as to why the Municipality to date could not find any reason to enforce the requirement of 6 bays per 100m² GLA as afforded in the SLA.

To assess current parking demand, a parking survey was recently conducted by traffic engineering consultants. The survey found that the peak parking usage of the shopping centre is a mere 2.75 bays per 100m² GLA, which is significantly lower than the ratio of 6 bays per 100m² GLA that is currently required by the zoning scheme provisions and the condition of approval, as well as the lower ratio of 5 bays per 100m² GLA permitted by the Municipality in the SLA.

The empirical findings of this study provide an opportunity to review the statutory parking requirement for the shopping centre, ensuring more efficient use of the site's available space and alignment with current parking usage.

It is proposed to lower the parking requirement to 5 bays per 100m² GLA, which is aligned with the parking currently provided and permitted by the SLA, but still significantly higher than current peak hour parking demand at the shopping centre. The approval of the aforementioned lower parking ratio will regularise the parking ratio permitted by the SLA from a statutory perspective, which is currently in conflict with the shopping centre's land use approval, and to ensure consistency in the parking requirements applicable to the property.

To allow the lowering of the statutory parking requirement, application must be made for a permanent departure from the concerned zoning provision and amendment of the condition of approval related to off-street parking.

ARoux Town Planning has been appointed by Shoprite Checkers (Pty) Ltd and Whale Coast Village Mall (Pty) Ltd to submit the required land use application to the Overstrand Municipality. This report, along with the attached supporting documents (including the Traffic Impact Assessment and Parking Survey) provides all the necessary information to enable the Municipality to make an informed decision on the application.

1.3 STATUTORY INFORMATION OF THE PROPERTIES

1.3.1 Title Deeds and Ownership

Remainder Erf 1450, Sandbaai is owned by Shoprite Checkers (Pty) Ltd, as confirmed in the title deed T57508/2013. The property is 24 652m² in size.

Erf 2861, Sandbaai is owned by Whale Coast Village Mall (Pty) Ltd, as confirmed in the title deed T57474/2016. The property is a consolidation of Erven 1449, 1452 and 1734, Sandbaai and is 104 136m² in size.

None of the properties' title deeds contain conditions that prohibits the shopping centre or the approval of this application.

Both properties' title deeds are attached as **Annexure C**.

1.3.2 Servitudes

The following servitudes are registered on **Remainder Erf 1450, Sandbaai**:

- A reciprocal parking servitude area in favour of Erf 2861, Sandbaai.
- A 3m wide sewer servitude

The following servitudes are registered on **Erf 2861, Sandbaai**:

- A reciprocal parking servitude area in favour of Remainder Erf 1450, Sandbaai.
- An access servitude in favour of Remainder Erf 1450, Sandbaai.
- Access servitude areas in favour of Remainder Erf 1450, Sandbaai.
- A right of way servitude area in favour of Remainder Erf 1450, Sandbaai.
- A 3m sewer servitude.

The servitudes are indicated on the properties' SG diagrams, which are attached as **Annexure D**.

1.3.3 Zoning and Land Use Rights

Both Remainder Erf 1450 and Erf 2861, Sandbaai are zoned General Business Zone 1 in terms of the Overstrand Municipality Land Use Scheme. The zoning permits a "business premises" as a primary land use right.

A land use approval was issued by the Overstrand Municipality in June 2015 for Erven 1449, 1452, 1734 (later consolidated to Erf 2681) and Remainder Erf 1450, Sandbaai for the rezoning of these properties to General Business Zone 1, Council's consent to permit a supermarket, bottle store, place of entertainment, place of assembly, institution and service trade, and the removal of restrictive title deed conditions. This approval was subject to a set of conditions. A copy of this approval is attached as **Annexure E**.

2.0 CONTEXTUAL ANALYSIS & SITE DESCRIPTION

2.1 LOCALITY

Whale Coast Mall is located in Sandbaai, a suburb of Hermanus, within the Overstrand Municipality in the Western Cape Province. The shopping centre is situated along the R43 provincial road, which runs in an east-west direction and serves as the primary route connecting Hermanus to nearby towns such as Kleinmond to the west and Gansbaai to the east (refer to **Figure 2**).

The shopping centre is positioned south of the R43, with direct access from this road (refer to **Figure 3**). It is approximately 4km west of the Hermanus CBD, nearby other primarily residential neighbourhoods such as Onrus, Vermont and Zweihle.

A locality map is attached as **Annexure F**.

2.2 CHARACTER OF THE AREA

The surrounding area is characterized as a predominantly commercial environment, with the shopping centre itself being a major contributor to this character. To the east, several existing commercial properties further reinforce the area's role as a commercial hub (refer to **Figure 4**).

To the north, across R43, as well as to the west and further south, the land use transitions into residential areas, comprising established and growing neighbourhoods.

The area experiences high levels of activity, with the R43 carrying significant traffic volumes as it serves as a key access route for both local and regional travel. Additionally, the area has notable pedestrian activity, driven by the presence of commercial uses and residential areas within walking distance.



Figure 2 – Regional Context



Figure 3 – Local Context

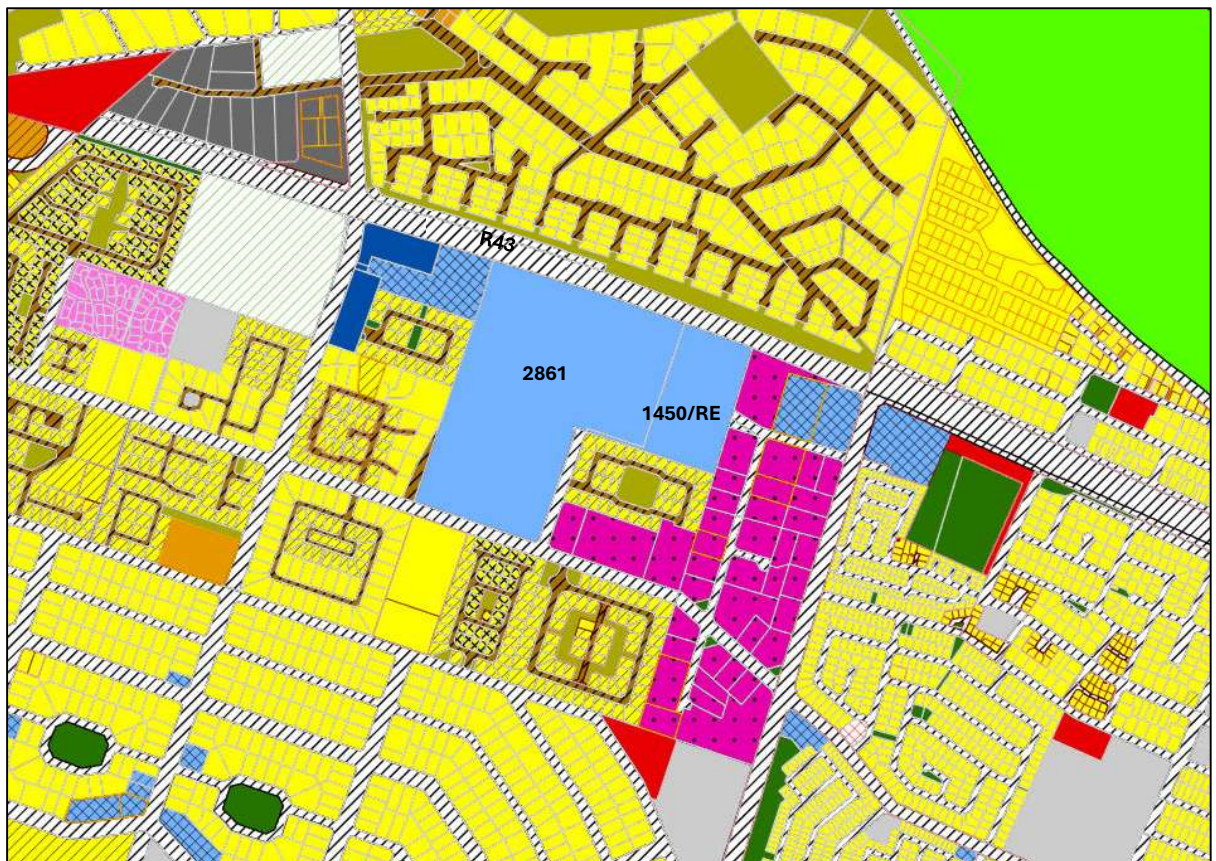


Figure 4 – Extract of the Overstrand Municipality Zoning Map

2.3 SITE DESCRIPTION

The shopping centre site (“the site”) comprises two properties, namely Remainder Erf 1450 and Erf 2861, Sandbaai, with a total site area of 12.88 ha.

The shopping centre is centrally positioned within the site and is primarily orientated northwards, facing the R43 road. A portion of the shopping centre also faces southwards, towards Bergsig Street, creating a secondary shopping frontage and access point (refer to **Figures 5 – 8**).

Two separate parking areas serve the shopping centre:

- The primary parking area, located between the building and the northern street boundary, provides the main access for visitors approaching from the R43.
- A secondary parking area, situated to the south of the shopping centre building, offers additional parking for visitors accessing the centre from Bergsig Street.

The shopping centre has a total floor space of 34 217m² GLA and provides 1 720 parking bays.

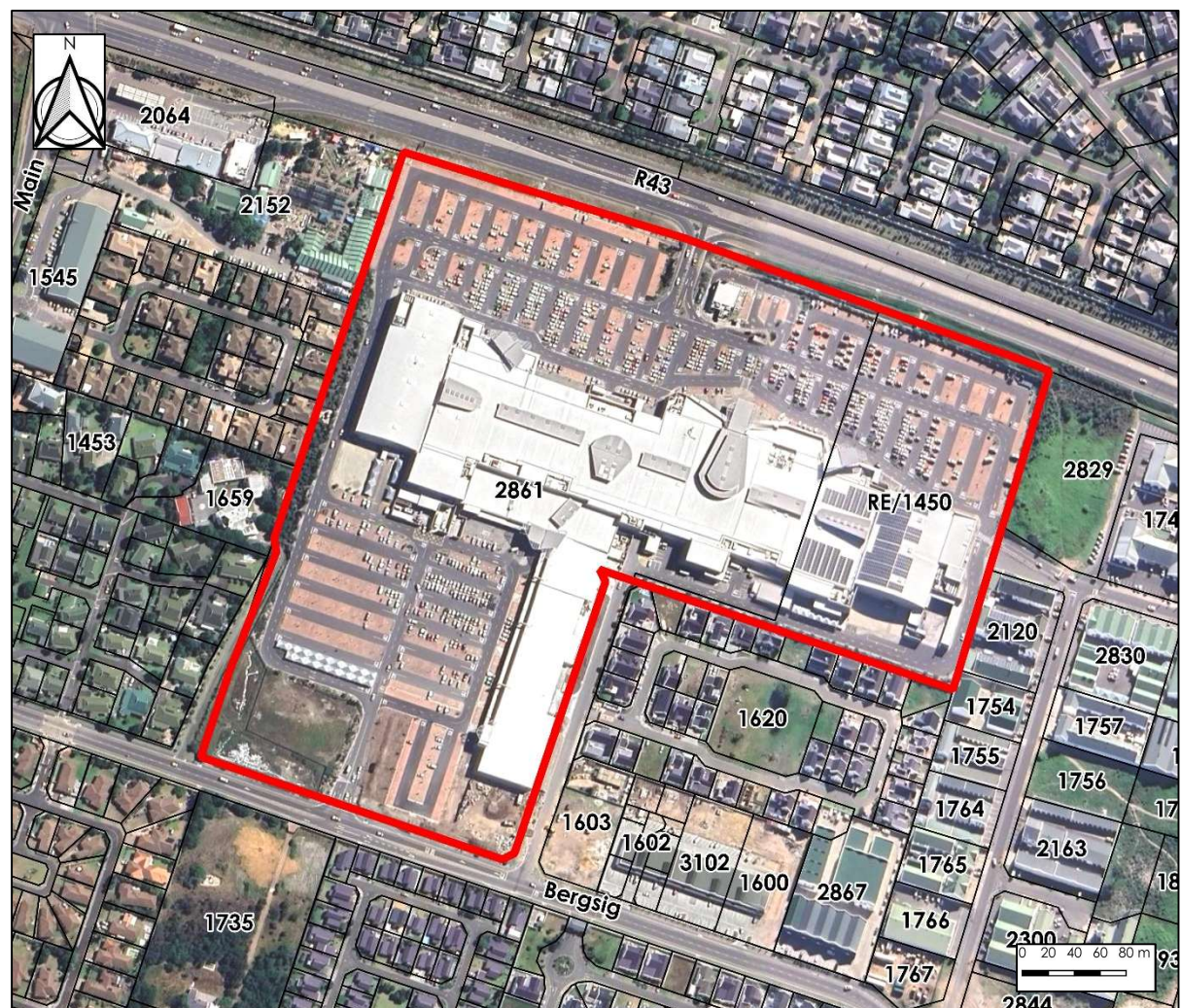


Figure 5 – Aerial Image of the Site



Figure 6 – Aerial view of the Whale Coast Shopping Centre.



Figure 7 – The front view of the shopping centre, as viewed from the parking area to the north.



Figure 8 – The view of the shopping centre from the southern parking area.

3.0 MOTIVATION

Section 66 of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020, specifies the general criteria for consideration of land use applications. The following sections is an assessment of the application in terms of the aforementioned criteria and serves as the motivation for the approval of this application.

3.1 THE PROPOSAL

Application is made for a permanent departure from the Overstrand Municipality Land Use Scheme, which currently prescribes a minimum off-street parking provision of 6 bays per 100m² GLA. In addition, an amendment is sought to a condition of approval imposed as part of the 2015 rezoning approval for the subject properties, which similarly requires a minimum parking provision of 6 bays per 100m² GLA. It is proposed that both requirements be amended to permit a reduced parking ratio of **5 bays per 100m² GLA**.

The proposed amended parking ratio will ensure consistency across all statutory approvals applicable to the property, including the original land use approval and the Service Level Agreement entered into between the developer and the Municipality. The amendment will also remove the discretionary enforcement of the 6 bays per 100m² GLA parking ratio, as the recent parking survey has demonstrated that current parking demand remains significantly below the proposed 5 bays per 100m² GLA ratio.

Currently, a total of 1 716 parking bays is provided for the existing 34 217m² GLA on the site, at a ratio of 5,02 bays per 100m² GLA. It is important to note that the proposal does not involve the removal of any existing parking bays, but merely the formalisation of the existing parking provision and ensuring that the parking requirement in all statutory approvals are consistent.

Table 2 below provides a summary of the existing and proposed parking requirements for each of the properties concerned.

Table 2 – Parking Requirements				
Erf Number	Total GLA (existing)	Total Parking (existing)	Parking requirement @ 6 bays / 100m² GLA	Parking requirement @ 5 bays / 100m² GLA
Erf 2861	28 487m ²	1 364 bays	1 709 bays	1 424 bays
Erf 1450	5 730m ²	352 bays	344 bays	287 bays
Total	34 217m²	1 716 bays	2 053 bays	1 711

3.2 TRAFFIC IMPACT ASSESSMENT AND PARKING STUDY

A Transport Impact Assessment (TIA) and Parking Study was undertaken by Liezl Stodart, a qualified and registered transport engineer, appointed by the property owners. A copy of the TIA and Parking Study Report is attached as **Annexure G**.

The report makes the following conclusions:

- A parking survey was conducted on Saturday 1 February 2025, from 08:00 to 15:00. Parking occupation in all sections of the Whale Coast Mall parking area was recorded at 15-minute intervals.

- The three parking area sections are shown in **Figure 10**, with the capacity and occupation shown in **Figure 11**.
- Parking section A (R43 side, east) was the most popular, with a maximum occupation rate of 70% and an average occupation rate of 46%.
- The maximum occupation rate of the combined parking sections was 55% (942 bays) and the average occupation rate was 37% (636 bays).
- The parking ratio during maximum occupation was 2,75 bays per 100m² GLA.
- The greatest demand was between 11:00 and 13:00.
- The current GLA of the Whale Coast Mall is 34 217m² and the number of parking bays is 1 716. This equates to a parking provision ratio of 5,02 bays per 100m² GLA. The survey showed that this is more than adequate for the design hourly volume.

Based on the empirical findings of the parking survey, which detected a maximum parking occupation ratio of 2,75 bays per 100m² GLA during peak hours, a parking requirement of 5 bays per 100m² GLA for the shopping centre is supported by the TIA.



Figure 9 – The parking area sections that were assessed.

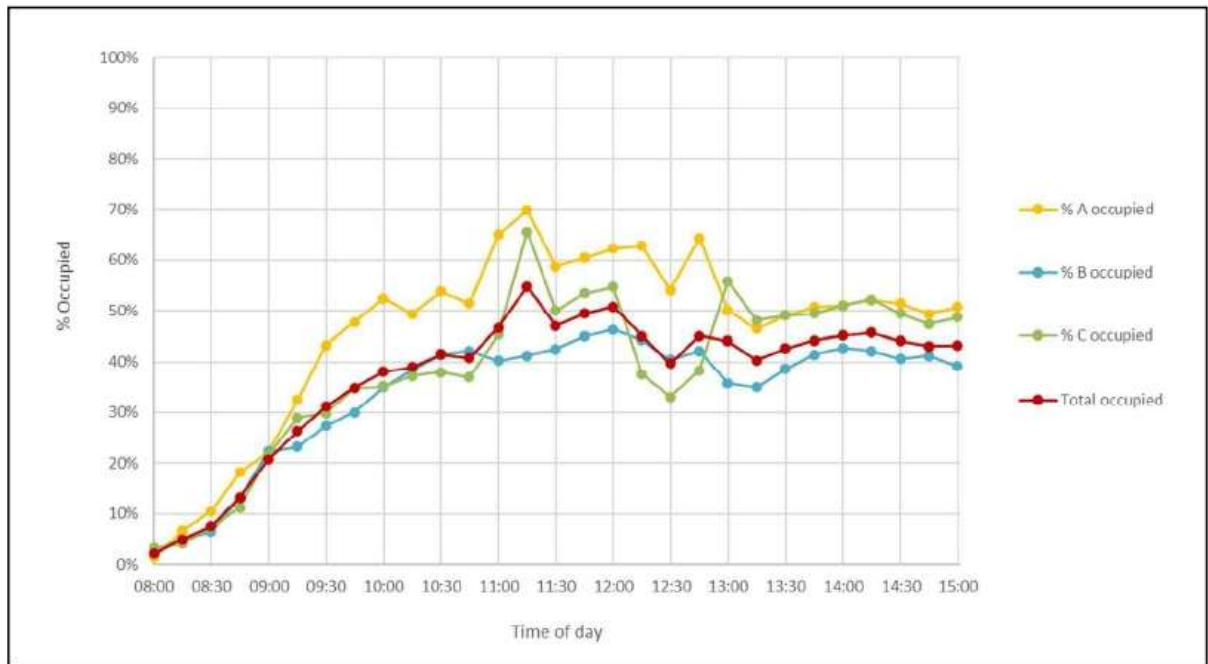


Figure 10 - Parking Utilisation – percentage occupied.

3.3 CONSISTENCY WITH PLANNING LEGISLATION (SPLUMA & LUPA)

Both the Spatial Planning and Land Use Management Act No.16 of 2013 (SPLUMA) and the Western Cape Land Use Planning Act No.3 of 2014 (LUPA) specifies that, in considering and deciding a land use application, decision-making authorities must be guided by a set of development principles, including the principles of spatial justice, spatial sustainability, efficiency, good administration and spatial resilience.

The proposal adheres to the development principles, as explained below.

- **Spatial Justice** - The proposal supports equitable access to retail facilities by allowing enhanced service offering of the Whale Coast Mall. Potential future expansions of the shopping centre will improve shopping convenience for residents of Hermanus and surrounding areas, ensuring that economic and social opportunities are more accessible to all communities, including historically disadvantaged groups.
- **Spatial Sustainability** - The application promotes efficient land use by optimizing the existing built environment rather than encouraging urban sprawl. The reduced parking ratio is evidence-based, supported by the parking survey, and ensures that excess land is not unnecessarily allocated to parking at the expense of other beneficial land uses.
- **Efficiency** - The proposal makes optimal use of existing infrastructure and services without imposing additional pressure on municipal resources. The parking survey confirms that the current supply adequately meets demand, ensuring that land is used effectively without excessive allocation to underutilized parking bays. The reduction in required parking bays enhances development potential, allowing for a more balanced and productive land use approach in line with modern urban planning best practices.
- **Spatial Resilience** - The proposal acknowledges changing economic and social needs, particularly the shift in shopping patterns and evolving parking demands. By reducing

unnecessary parking requirements, the shopping centre enhances its adaptability to future trends in transportation, including greater reliance on public transport and non-motorized transport.

- **Good Administration** - This application follows a transparent and evidence-based approach, incorporating professional assessments, including a parking survey, to support informed decision-making. The proposal aligns with municipal planning objectives and is submitted in full compliance with the prescribed planning and public participation processes.

3.4 CONSISTENCY WITH SPATIAL DEVELOPMENT FRAMEWORKS AND COUNCIL POLICY

3.4.1 The Provincial Spatial Development Framework (PSDF)

The PSDF's policy framework covers Provincial spatial planning's three interrelated themes, namely (a) Sustainable use of the Western Cape's spatial assets, (b) Opening-up opportunities in the Provincial space-economy, and (c) Developing integrated and sustainable settlements. The proposal aligns with these interrelated themes as follows:

- **Sustainable Use of the Western Cape's Spatial Assets:** By optimizing existing commercial land and reducing excessive parking requirements, the proposal promotes efficient land use, limiting unnecessary urban sprawl and preserving surrounding environmental and agricultural assets.
- **Opening-Up Opportunities in the Provincial Space-Economy:** The proposal supports local economic growth by enhancing retail capacity, creating jobs, and improving consumer convenience in a key commercial node.
- **Developing Integrated and Sustainable Settlements:** By reducing the parking ratio based on a parking demand study, the proposal encourages a shift towards shared and efficient parking use, aligns with sustainable urban development principles, and supports a more pedestrian-friendly retail environment.

3.4.2 The Overstrand Municipality Spatial Development Framework (2020)

The proposal aligns with the Overstrand Municipality Spatial Development Framework (SDF) as it supports the intensification of an existing commercial hub within an established commercial centre, thereby limiting commercial development pressure on other areas outside of these precincts. It also contributes to economic growth and investment in a designated commercial node, strengthening economic activity and job creation.

3.5 DESIRABILITY OF THE PROPOSAL

The proposed departure and amendment of a condition of approval to permit a parking ratio of 5 bays per 100m² GLA is desirable for the following reasons:

- A parking survey conducted by the transport engineering consultant confirmed that peak-hour parking demand at the shopping centre reaches a maximum of 2.75 bays per 100m² GLA. This is significantly lower than the current requirement of 6 bays per 100m² GLA, indicating a current over-provision of parking. The proposed reduction to 5 bays per 100m²

GLA better aligns with actual demand while still exceeding peak usage, ensuring ample parking remains available.

- The Service Level Agreement (SLA) between the developer and the Municipality allows for a parking ratio of 5 bays per 100m² GLA. While the Municipality has the discretion to enforce a 6 bays per 100m² GLA requirement, if necessary, it has not exercised this right, demonstrating that the current parking supply is adequate (which has also been confirmed by the Parking Survey) and does not create parking complications. The proposed ratio of 5 bays per 100m² GLA aligns with the parking ratio currently permitted by the SLA and ensures that the parking requirement in all statutory approvals are consistent.
- A reduced parking requirement will reduce the dependency on private vehicles and will promote the use of public transportation and non-motorised vehicles.
- The proposal promotes the intensification of an existing commercial centre within an established urban area, reducing the demand for new commercial developments in other areas outside of existing commercial precincts and mitigating urban sprawl.
- The proposed change will have no impact on municipal services.

4.0 CONCLUSION & RECOMMENDATION

The proposed lowering of the parking requirement is desirable and justified. The proposal ensures that sufficient off-street parking remains available for the shopping centre in line with actual peak-hour demand. The following key points support this conclusion:

- The Whale Coast Village Mall holds approved rights for a total of 38,000m² floor GLA, with 34 217m² GLA currently developed and 3 783m² GLA still available.
- The Overstrand Municipality Land Use Scheme and the 2015 rezoning approval conditions require a minimum parking provision of 6 bays per 100m² GLA.
- Despite this, the SLA between the Municipality and the developer allows parking at 5 bays per 100m² GLA, with the Municipality retaining the right to enforce the 6-bay bays per 100m² GLA requirement should demand exceed the lower ratio.
- The shopping centre currently provides parking at 5 bays per 100m² GLA. The Municipality has not exercised its right to enforce a higher ratio, indicating that the existing provision is sufficient.
- A recent Parking Study, conducted by a registered transport engineer, found that **maximum** peak-hour parking occupation at the shopping centre is **2.75 bays per 100m² GLA**. This is significantly lower than the current parking requirement.
- The application proposes reducing the parking requirement to **5 bays per 100m² GLA**. This parking ratio aligns with the parking ratio currently permitted by the SLA between the developer and Municipality.
- The proposed lower parking ratio aligns more closely with actual demand while still exceeding peak-hour usage.
- The lower parking ratio will regularise the parking ratio permitted by the SLA, which is currently in conflict with the shopping centre's land use approval, and ensure consistency in the parking requirements applicable to the property.

ARoux Town Planning recommends that this application, for a permanent departure and amendment of a condition of approval, to permit a reduced off-street parking requirement of 5 bays per 100m² GLA for the existing shopping centre on Remainder Erf 1450 and Erf 2861, Sandbaai, be considered for approval, based on the above merits.

WHALE COAST MALL ERVEN 2861 AND 1450 SANDBAAI

PARKING STUDY

MAY 2025

Rev 02



Liezl Stodart Pr Eng

Address: PO Box 359 | Villiersdorp | 6848 Tel no: 082 338 6466 e-mail: liezlstodart@gmail.com

COVER PAGE

Certification

It is herewith certified that this parking study has been conducted by a professional traffic engineer.



L. Stodart

M. Eng Pr. Eng (2008 0316)

Tel: 082 338 6466

E-mail: liezlstodart@gmail.com

Application details:

- a) Municipality name: Overstrand Municipality
- b) Type of assessment: Parking Study
- c) Erf numbers: Erven 2861 and 1450 Sandbaai
- e) Date of report: 15 May 2025 (Rev 02)
- f) Name and address of the Assessor: Liezl Stodart Pr Eng, PO Box 359, Villiersdorp, 6848
- g) Client details: Shoprite Holdings Ltd Property Division, PO Box 1160, Brackenfell, 7560

1. BACKGROUND

This parking study accompanies the land use planning application for Erven 2861 and 1450 Sandbaai. The application is for a permanent departure to permit an off-street parking provision of 5 bays per 100m² GLA in lieu of 6 bays per 100m² GLA and the amendment of a condition of approval to reflect the aforementioned.

The Whale Coast Mall is located on Erven 1450 and 2861 Sandbaai. Access is obtained from the R43, Bergsig Street and Adam Road. The location is shown in **Figure 1**.

2. HISTORY AND CURRENT STATUS

A parking requirement of 6 bays per 100m² GLA was set as condition of approval during the original rezoning process for the Whale Coast Mall. A services agreement that was subsequently drawn up, made provision for the developer to allow parking at a lower ratio, conditional on municipal approval. During the first development phase in 2017, the developer used the 6/100m² ratio, probably because there was no precedent for a similar development in the Overberg area. With the commencement of the next phase in 2023, the developer and municipality agreed to a parking ratio of 5/100m², with the municipality reserving the right to enforce the 6/100 m² requirement, should demand exceed the lower ratio.

3. PARKING UTILISATION INVESTIGATION

Parking demand was investigated to determine the adequacy of current parking provision.

In transport planning, the 30th highest hourly volume is most often used as the design hourly volume (DHV). This principle balances acceptable congestion levels with acceptable cost, i.e. a road that can accommodate most, but not all, peak periods is more cost effective than a road that is designed for the worst case scenario, but is underutilised most of the time. The same principle may be applied to parking provision, albeit with a higher threshold. The Whale Coast Mall parking survey was conducted on a Saturday at month-end, as it would represent peak parking demand outside the December holiday period.

The survey was conducted on Saturday 1 February 2025, from 8:00 to 15:00. Parking occupation in all sections of the Whale Coast Mall parking area was recorded at 15-minute intervals. The survey was supervised by Nick Venter of NVTs. The three parking area sections are shown in **Diagram 1**, with the capacity and occupation shown in **Diagram 2** (actual numbers) and **Diagram 3** (percentage occupied).

The following conclusions were drawn from the survey:

- Parking section A (R43 side, west) was the most popular, with a maximum occupation rate of 70% and an average occupation rate of 46%;
- The maximum occupation rate of the combined parking sections was 55% (942 bays) and the average occupation rate was 37% (636 bays);
- The parking ratio during maximum occupation was 2,75 bays per 100m² GLA;
- The greatest demand was between 11:00 and 13:00

WHALE COAST MALL PARKING STUDY

Diagram 1: Whale Coast Mall parking area sections used in survey



Diagram 2: Parking utilisation – number of bays available versus occupied

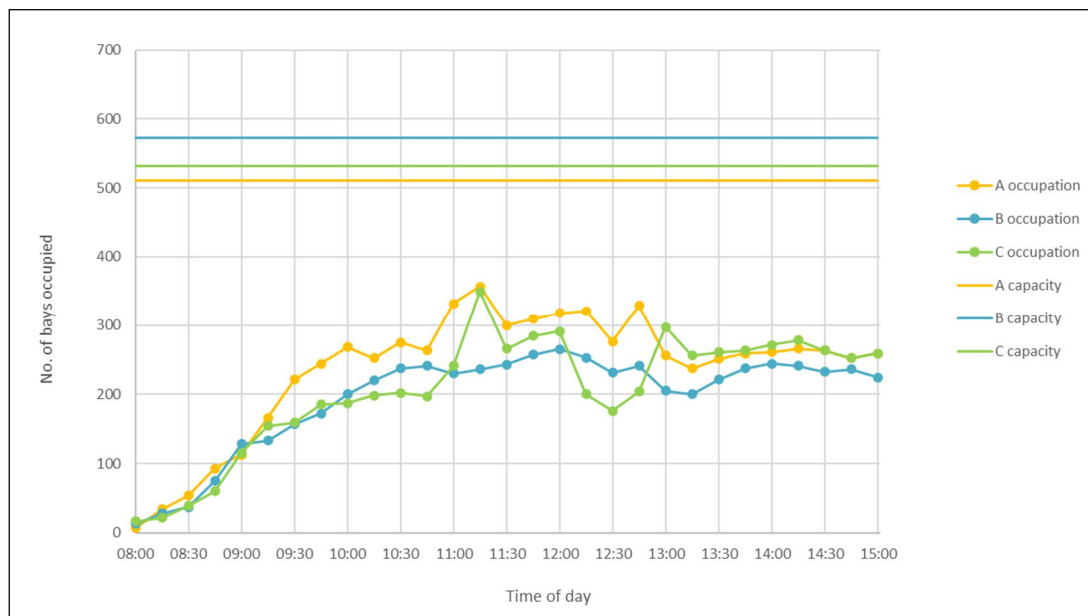
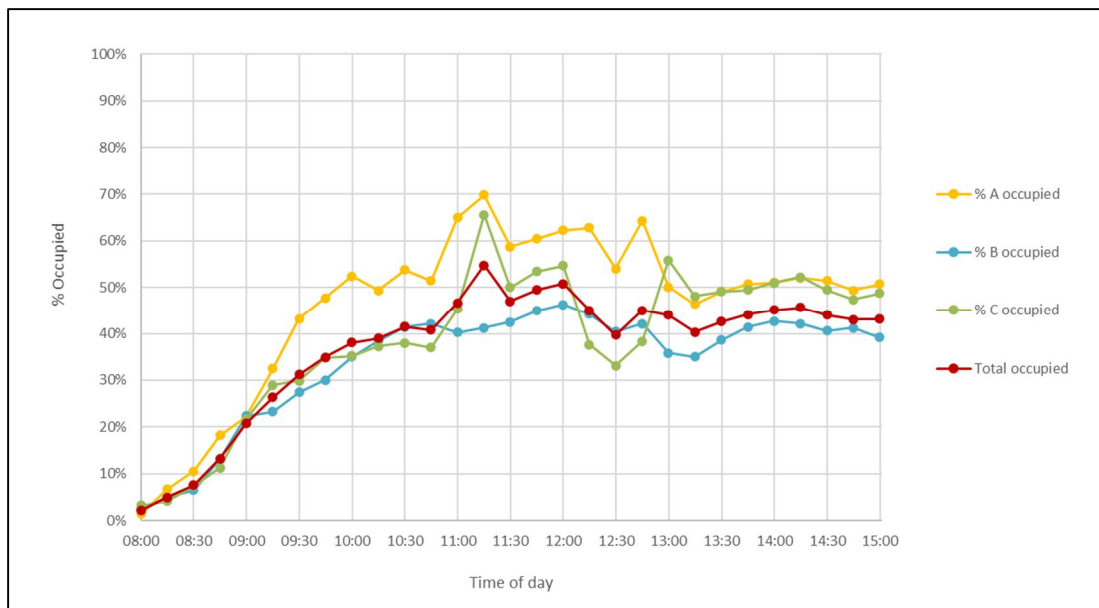


Diagram 3: Parking utilisation – percentage occupied



4. CONCLUSIONS

The main findings of the study are summarised below.

- The application is for a permanent departure and amendment of condition of approval to permit an off-street parking provision of 5 bays per 100m² GLA in lieu of 6 bays per 100m² GLA;
- The services agreement section relating to parking currently states that a parking ratio of 5/100m² will be applicable, with the municipality reserving the right to enforce the 6/100 m² requirement, should demand exceed the lower ratio;
- A parking survey conducted on a month-end Saturday showed a maximum occupation of 55% (942 bays), which corresponds to a ratio of 2,75 bays per 100m²;
- Parking is currently provided at 5,03 bays per 100m² GLA.

5. RECOMMENDATIONS

It is recommended that:

- The parking requirement should be reduced to 5 bays per 100m² for the whole of the Whale Coast Mall.

