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**SUBMISSION BY THE HERMANUS RATEPAYERS ASSOCIATION (HRA) TO
THE OVERSTRAND MUNICIPALITY AS INPUT TO THE OVERSTRAND DRAFT
INTEGRATED DEVELOPMENT FRAMEWORK
(30th October, 2013)**

General Comments

1. The current draft of the IDF is considered to be a useful base document from which to work, however a lot of improvement will be required before it reaches a satisfactory state
2. There needs to be some contextualization linking to transport priorities across all three spheres of government and in particular, the
 - The National Development Plan, and
 - The (draft) Provincial Spatial Development Framework, and
 - The Provincial Land Transport Framework

All three guide the direction that transport should take in the Overstrand and they stress the need to focus on public transport infrastructure and services - as proposed in the recent Overberg Mobility Strategy

3. It appears as if little note has been taken of the earlier written comments of the HRA dated 1st January, 2013 with respect to Transport issues. In particular, only one of the several important documents affecting transport in the Overstrand appears to have been accessed and referenced (see comment above) and the institutional suggestions for the transport sector appear to have been ignored. The most important missing document is that on the Overberg Mobility Strategy
4. There needs to be a section relating to the need for a local airfield/aerodrome/airport and where the best location might be for this. The prevailing weather (and therefore the runway) should be approximately East/West and between 350m – 1000m long. Some locations said to be possibilities are between Hawston & Karwyderskraal and also near Stanford, but a proper technical investigation will be required.

Specific Comments

- P7 – the future population estimates of 140 000 to 350 000 appear to be poles apart and there is no substantiation as to why one (140 000) has been chosen over the other (350 000). The effect on housing and services in particular will be disastrous if there is such a huge population underestimate
- P15 – Challenges & Impacts – mention needs to be made of transport challenges – the relative inaccessibility of the Overstrand (even to and from Cape Town) - especially for goods and people without access to private motor vehicles, like the poor and aged. Transport within the Overstrand is also a challenge for goods and people without access to private motor vehicles
- P28 - Table 2.5 – there is high development potential indicated for Hawston and Kleinmond. This should be stressed later on in the IDF – especially Hawston – as the best location therefore for a major development node for employment. The relevant table is included below for clarity

Table 2.5 Overstrand Settlement Development Potential vs. Social Needs

SOCIAL NEEDS	DEVELOPMENT POTENTIAL				
	Very High	High	Medium	Low	Very Low
Very High					
High					
Medium		Hawston Kleinmond	Gansbaai	Pearly Beach	
Low		Hermanus	Betty's Bay Stanford		
Very Low			Onrus Pringle Bay		

- P34-40 (2.7 Our Infrastructure & Facilities)..... each of the towns is mentioned in turn and only brief, and in some cases inaccurate, comments are made about roads. The issues in an IDF should be transport, not roads – for example public transport is for the most part non-existent; road safety is a huge challenge; the movement of goods is a huge challenge; tourist transport is a huge challenge, etc.
- P38 – no mention of transport issues in Hermanus Central - this is where the main transport challenges exist
- P47 – "Where we want to be in 2050" What we want to see is the Municipality upholding legislative protection of irreplaceable environmental assets like the Fernkloof Nature Reserve, and not allowing it to be damaged

or cut off from the rest of the town by the so-called Bypass road. Objectives & Policies need to be introduced to support this. It also needs to say more about the contracted and quality public transport services (as proposed in the Mobility Strategy) and the link to the National Development Plan in this regard. Objectives & Policies need to be introduced to support this

- P58 – as above for public transport but add traffic safety, tourist transport, goods transport, external transport to & from Cape Town, etc. Objectives & Policies need to be introduced to support this
- P81-82 - in Hawston/Fisherhaven – it should commit to Hawston as the location of the major development node for employment
- P82-83 - in Greater Hermanus (West) – change Schulphoek to low cost residential and supporting employment and social activities. High cost housing is simply not going to be acceptable to the surrounding community
- P84-85 - in Greater Hermanus (East) – stress the need for improved quality of retail, and an increase in specialist shopping in keeping with an historic seaside town. Need to take note of the draft Provincial Spatial Development Strategy which recommends “in Centre” and “Edge of Centre” retail developments. Stress no bypass through Fernkloof Nature Reserve
- P94 (Chapter 5) in the so-called “Action Plan” there is virtually nothing on transport, and it needs to be included. The structure of the chapter also needs to change to include the likes of
 - Top priorities
 - Timeframes
 - Funding & sources
 - Institutional arrangements.