

Gwayang Local Spatial

Development Framework

November 2015

This Local Spatial Development Framework applies to the Gwayang Area flanking the R102 from the York Street intersection to the George Airport and was adopted by the George Municipality in terms of section 9(1) of the Land Use Planning By-Law for the George Municipal area. It contains proposals to promote the upliftment and restructuring of the area which may be referred to as one of the gateways to George.

*Including Guidelines For The
Gwayang Tourism Trade
Corridor*

R102
George 8

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Chapter 1:

Context and Outline

R 102
George 8



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1 INTRODUCTION

During the past decade George has been positioning itself as a tourist destination for visitors, while in the past it did not feature strongly as a town for tourists. This is mainly due to the top class golf courses, the internationally known resorts such as Fancourt and the Outeniqua Hops Route. The increase in the agri-tourism such as berry picking has further lead to the popularity of the western side of the town for the establishment of several tourism facilities and land uses.

As a consequence of this trend in tourism development, the Municipality of George foresaw that the road to the airport (TR2/9 or R102) will also be in demand of the establishment of tourism uses and that a tourism corridor along this route could be more effectively utilized for this purpose.

Furthermore, clarity is needed on the future utilization of the site of the municipal land known as erf 464 on the western side of the town on which the show grounds and refuse transfer facility is situated.

The municipality consequently decided to have a Local Spatial Development Framework compiled for the area from the western edge of the town to the airport which would serve as a guide for the future utilization of land in this study area. The document will have statutory status as a Local Spatial Development Framework once it has been adopted and promulgated in terms of Sections 9(1) and 11(1) of the Land Use Planning By-Laws for George Municipality, September 2015.

Although the influence of the airport on the corridor is large in terms of visitors, as well spatial needs, but the plan as such is not a plan about the development of the airport. ACSA is conducting its own planning which is taken into account in this Local Spatial Development Framework. Neither is the Local Spatial Development Framework an economic growth or tourism plan *per se*, although the impact of economic and tourism growth plays a role in the formulation of proposals. It is also not a plan to extend the western urban edge to merely allow for the long term expansion of the town, although the urban development of erf 464 will be considered.

The plan is referred to as the **Gwayang Local Spatial Development Framework (GLSDF)**. The road to the airport will be referred to as the R102. The “corridor” refers to this road, the properties between this road and the N2 and the land situated within approximately 500m to the north of the road.

1.1 STRUCTURE OF THE REPORT

This report contains the following overarching **chapters**:

Chapter 1:	Context and Outline	Chapter 5:	George Airport
Chapter 2:	Legislation and Policy	Chapter 6:	Corridor Proposals and Guidelines
Chapter 3:	Spatial and Economic Overview	Chapter 7:	Implementation and Conclusion
Chapter 4:	Tourism Trends and Analysis		

The following documents are attached as **annexures**:

Annexure A:	Comments : WCPG – Agriculture	Annexure D:	Letter: WCPG: Transport & Public Works
Annexure B:	Comments: Dept. Water Affairs	Annexure E:	Comments: Dept. Mineral Resources
Annexure C:	Comments: WCPG – Health	Annexure F:	Comments: WCPG Regional and LED
		Annexure G:	Mineral Resources

The GLSDF consists of this report and the following **plans**:

Plan GLSDF 1: Spatial Orientation Plan	Plan GLSDF 4: Spatial Development Framework
Plan GLSDF 2: Urban Edge Delineation	Plan GLSDF 5: Critical Biodiversity Areas
Plan GLSDF 3: Current Reality	Plan GLSDF 6: Electrical Master Plan

Throughout the report, reference is made to the Urban-, Rural- or Airport areas. These are generalized areas that have been labeled for the purposes of this report, in accordance with their locality and / or existing attributes. The radial lines on **Plan GLSDF1** indicate the vicinity where these zones are and are purposed to orientate the reader. Note that the lines on this plan should not be construed as development proposals.

1.2 OBJECTIVE

".. the corridor in part, is generally considered as an agricultural area in terms of the GSDP proposals."

The objective of the GLSDF is to compile a Local Spatial Development Framework with development guidelines for the orderly utilization of land and management of land uses along the airport corridor, with due regard to the current spatial development policies and the council's Economic Revitalization Policy.

2 ORIENTATION

2.1 SPATIAL CONTEXT

The location and functioning of the corridor, present and future, must be understood in terms of the spatial context thereof in George.

The present spatial pattern of the urban area of George is defined by the urban edge around the existing urbanized area. The traditional town has expanded to the east because of favourable location factors and the availability of infrastructure. The next area of expansion that was identified in the George Spatial Development Framework (GSDP) after consultation with many stakeholders and authorities such as the Department of Agriculture is the Hansmoeskraal area to the south. The western area of which the corridor is part, is generally considered as an agricultural area in terms of the GSDP proposals because sufficient land is available for residential expansion, taking into account the availability of large tracts for

land in Hansmoeskraal and many serviced, available residential opportunities in town as well as and the strategy of densification, which may add more residential opportunities within the built urban area.

The objective of the GSDP and its urban edge is to manage growth over the short to medium term and does not designate land for longer periods. The aim is to monitor the growth of the town over time and adjust the urban edge to accommodate more land for future needs. It may be speculated that the corridor will become urbanised over time – how far in the future that stage is, cannot be determined now as it depends on the economic and residential growth rate for the town over many years. For the planning time frame of this LSDF, the corridor must be regarded as outside the urban edge, except for the section abutting the urban area that is needed for commercial and industrial needs, and that its spatial function will be agricultural uses (including the permitted consent uses) and tourism facilities, i.e. a non-residential and non-urban land use pattern.

The rural character of the corridor contributively adds to a special quality to the western side of George which differs from the eastern side of the town where the mountain and the Wilderness is experienced. This attribute of the area should be taken into consideration in the wider spatial planning of the larger George.

2.2 ECONOMIC CONTEXT

"The corridor is strategically located with regard to the airport as the 'western node' ..and two major golf resorts .. Oubaai and Fancourt"

George has specific economic drivers that provide sustainable growth and employment in the town. These are the Central Business District and other business nodes such the Mall, and the industrial area. A possible node of high technological enterprises is contemplated in the Hansmoeskraal area. Future land for industrial expansion is very important as the present areas are almost fully occupied.

Sectors that contribute to the local economy are national and regional sport and tourism. The tourism industry will be further analysed later in this report. The spatial context of these sectors is not clearly defined but it is significant to note that the corridor is centrally situated to the two golf course complexes, Fancourt and Oubaai. As a response to visitors in the area and the attraction of the berry farming, a number of tourist attractions and facilities have established in the Blanco and Geelhoutboom areas near the corridor. The corridor is therefore strategically situated with regard to the future utilization of these economic sectors.

2.3 LOCATION

Erf 464 and other properties are situated between the York Street extension, Groeneweide Park and the Gwayang River.

The corridor is situated along the R102 route between George and the George Airport and is bordered to the south by the N2. Both these roads are the major access roads to the George airport and provide links between the airport and surrounding towns in the Southern Cape such as Plettenberg Bay, Knysna, Sedgefield, Wilderness, George, Great Brak River, Mossel Bay. The N2 links George with the major cities of Port Elizabeth to the east and Cape Town to the west.

The R102 is intersected by the MR347, also known as the R404, which connects Blanco with Herolds Bay.

The corridor is strategically located with regard to the airport as the 'western node' thereof. As mentioned above, it is furthermore strategically located between the two major golf resorts of George, i.e. Oubaai and Fancourt. Visitors travel between these two golf course complexes and often reside in or near one of the two resorts during a visit.

2.4 CHANGE ALONG THE ROUTE THROUGH TIME

Historically the R102 was the main road to and from Cape Town. Since the N2 was built in the eighties, the function of the road became more regional and provided access to the airport and Herolds Bay. The advent of Fancourt, the golf courses and related tourism uses to the north and Oubaai to the south demanded new traffic distribution functions for the road.

A number of nurseries developed along the route but otherwise the properties along the route remained agriculture. Various proposals were made for a variety of land uses opposite the airport, but only one site was approved with a hotel, tourist facilities and a filling station on Portion 60 of Farm 208. This site was further subdivided into three portions.

On erf 464, the municipal commonage, the Groeneweide Park residential area was developed and the old dumping site was closed while a modern refuse transfer site as well as the Gwayang sewerage works was developed.

2.5 STUDY AREA

The study area, from east to west, is comprised of land east of the show grounds and the Pacaltsdorp industrial area and a portion of erf 464 (municipal commonage) to the properties abutting the airport on its eastern side. From south to north it comprises of the land from the N2 to an arbitrary line, approximately 500 metres north of the R102.

The portion of Erf 464 will be subject to further detail planning, but the principles of the spatial planning for that area will be addressed in this LSDF. For properties that are located on both sides of the arbitrary 500m line, the principle applied would be that the proposals are applicable to the 500m inside the line but each case will be considered on merit and the line may be adjusted according to practical circumstances.

2.6 METHODOLOGY

The planning of the study area can be divided in to five stages as summarized below.

2.6.1 STAGE 1: PRELIMINARY STAGE

In the preliminary stage the goal, objectives and regional significance of the study was identified by means of a desk study exercise. This included reviewing, evaluating and discussing all relevant and available background information. Relevant and applicable legislation was reviewed in order to formulate an outline of the legislative boundaries that this process should operate in.

Site visits were conducted for familiarization and physical evaluation of the landscape and the study area.

2.6.2 STAGE 2: DATA COLLECTION

The next stage involved the gathering of data and consultation with various key stakeholders in the private and the public sectors. An open public consultation was held on 31 May 2011 at Palms Nursery along the R102 and inputs from stakeholders were documented. During this process it was established what the policy, needs, preferences and views of these affected parties are. The investigations and interviews into the study area included the review of:

- The overall tourism resources
- Tourism and business infrastructure including transportation systems
- Tourism demand and trends
- Evaluation of niche markets
- Agricultural trends
- Vegetation
- Road access requirements.

2.6.3 STAGE 3: ANALYSIS AND SYNTHESIS

The data and information gathered from the previous stage was analysed and the analysis results were used as a basis to formulate sustainable proposals for the function of the corridor.

2.6.4 STAGE 4: PROPOSALS

The final stage involved the compilation of a strategy plan, guidelines and designation of land uses for the corridor.

2.6.5 STAGE 5: PUBLIC PARTICIPATION AND FINALIZATION

The draft document was advertised on 22 November 2011 and expired on 30 January 2012. No comments were received and a second advertisement was done on 15 March 2012, which expired on 21 May 2012. No representations were received from public stakeholders. The comments from external government bodies were assessed and incorporated into the final document, where necessary.

Chapter 2:

Legislation and Policy



3 REVIEW OF RELEVANT LEGISLATION AND POLICY

3.1 PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

The Provincial Spatial Development Framework (PSDF) contains objectives and policies that guide spatial development in the province to achieve environmental sustainability, economic viability and social equity. City centres have characteristic low densities and wide streets and open spaces separate suburbs from one another. Most of the growth is in an outward direction and very little integration occurs at the centre.

"the urban edge is a growth management tool. By implication land outside the urban edge must ... not be subject to urbanisation."

The proposed solution to this pattern of development involves restructuring of urban settlements to higher densities and integration of land use, environmental and transport and infrastructure planning in order to make the provision of these services more affordable and efficient.

The PSDF illustrates that more activities can be found within walking distance as densities increase and business and public transport services become more viable. Studies in South Africa and abroad have shown that 100 people per hectare is the threshold where good supportive neighbourhood facilities, public transport services and walking become convenient. Average densities of 25 units per hectare for a town is promoted in the PSDF, while most cities and towns in the Western Cape, including George, have densities that are far below this target density. These relatively low densities necessitate the requirement for restructuring. The process of restructuring is addressed through a coordinated policy approach encouraging a natural alignment between those segments of the market that naturally tend towards densification with market forces that support concentration and agglomeration.

The PSDF imposes integration by requiring tight urban edges, hence encouraging the use of land within the settlement with cognizance of under-utilized land and "brownfield"-land. Policies and action plans described in the PSDF are grouped according to prime objectives under the following three main areas of intervention:

- Socio-economic development
- Urban restructuring
- Environmental Sustainability

These aspects have to be taken into account in the urbanized section of the GLSDF.

The PSDF furthermore emphasizes the urban edge as a growth management tool for the expansion of towns. By implication land outside the urban edge must be treated differently and not be subject to urbanisation. The protection of biodiversity and agricultural resources is one of the objectives with a number of policies to this effect.

A number of specific policies in the PSDF give direction to the future design of new areas in towns that would contribute towards restructuring, i.e.:

UR1: URBAN SETTLEMENTS SHOULD BE RESTRUCTURED SO AS TO BREAK DOWN THE SPATIAL BARRIERS CREATED BY APARTHEID AND MAKE THEM MORE CONVENIENT AND PLEASANT TO LIVE IN WHILE CREATING ECONOMIC OPPORTUNITIES CLOSE (WITHIN WALKING DISTANCE) TO WHERE PEOPLE LIVE

UR7: LARGE SCALE URBAN DEVELOPMENT PROJECTS ON PUBLIC LAND SHOULD PROVIDE FOR MIXED USE AND SOCIO-ECONOMICALLY INTEGRATED COMMUNITIES IN A SIMILAR RATIO OF INCOME DISTRIBUTION TO THAT PERTAINING IN THE MUNICIPALITY AS A WHOLE.

UR9: IN EACH CASE HIGH DENSITY RESIDENTIAL ACCOMMODATION AND BUSINESS OPPORTUNITIES, FROM INFORMAL STREET TRADING TO FORMAL SHOPS, OFFICES AND FACTORIES AT THE APPROPRIATE SCALE, SHOULD BE LOCATED AROUND CLUSTERS OF COMMUNITY FACILITIES GROUPED AT THE APPROPRIATE SCALE.

These guidelines should be taken into account in the planning and design of the urban area in the GSDP.

3.2 GEORGE MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

"...to promote equitable and sustainable development within the municipal area and identifies core strategies that are pursued..."

The George Municipal Spatial Development Framework, May 2013 (GSDF) contains important objectives for the future development and management for George.

The GSDF aims to promote equitable and sustainable development within the municipal area and identifies core strategies that are pursued to achieve this goal. One of these strategies involves targeting the services economy. This is aimed specifically at the technology, tourism, and business and financial services sectors in order to establish a foundation on which to build the local economic base.

Chapter 4 of the GSDF outlines the SPATIAL OBJECTIVES which should lead to the spatial manifestation of the development agenda and provides a spatial framework to guide the Municipality's investment in its rural and urban areas.

The spatial development strategy consist of 5 spatial development objectives, the following of which pertains to the Gwayang LSDF

3.2.1 SPATIAL DEVELOPMENT OBJECTIVE 4.2: STRENGTHENING THE ECONOMIC VITALITY

As the performance of the local economy is regarded as the key element to securing the area's future prospects, the Municipality is committed to building investor confidence in the area. Spatial strategies are needed to diversify and strengthen the local economy.

General guidelines for the development of the George space economy includes:

"existing industrial area forms the nucleus of a prospective Western Gateway economic node, described as a new sub-regional industrial node."

- Open-up opportunities for diversifying the local economy into the research and educational sectors in the Hansmoeskraal precinct.
- Targeting strategic land parcels for development to diversify and strengthen the local economy.
- Actively seek to attract development sectors not strongly presented in George Municipality, specifically those that can benefit from the area's unique environment and regional accessibility and will benefit surrounding communities.
- Seek to increase residential densities in nodes and along the public transport routes to improve thresholds required for enterprises to develop.

The Municipality will pursue spatial development strategies to address these challenges and develop the economy of George. These strategies include:

- Enhance the Regional and Local Space Economy
- Strategic Developments to Diversify and Strengthen the Economy
- Consolidate and reinforce nodes of economic activity
- Infrastructure Services Provision

As part of the Southern Cape and Klein Karoo regions the George Municipality has considered the importance of aligning the individual strategies of key towns in the region.

Some sectoral opportunities have been identified to diversify and strengthen the local economy, which includes:

- Attracting science and technology enterprises, and allied research and training facilities.
- Extending the range of sport, recreation and cultural facilities offered in the greater George area.
- Establishing George as a national conference centre with associated accommodation.

In addition to the revitalisation of George CBD the following precincts are earmarked for the realisation of these economic opportunities (see Figure 1):

- The **Eastern Gateway** mixed-use node comprising the Garden Route Mall, surrounding vacant land, the Destiny Africa site and underutilised land adjacent to the N2. This node offers opportunities for strengthening commercial activity and establishment of new cultural and conference facilities.
- The **Hansmoeskraal precinct**, is viewed as potential 'high-tech' hub offering science, technology, research, training and related enterprises..
- The **Western Gateway** industrial node, comprising the western expansion of the existing industrial area, which is readily accessible to both the airport and N2.

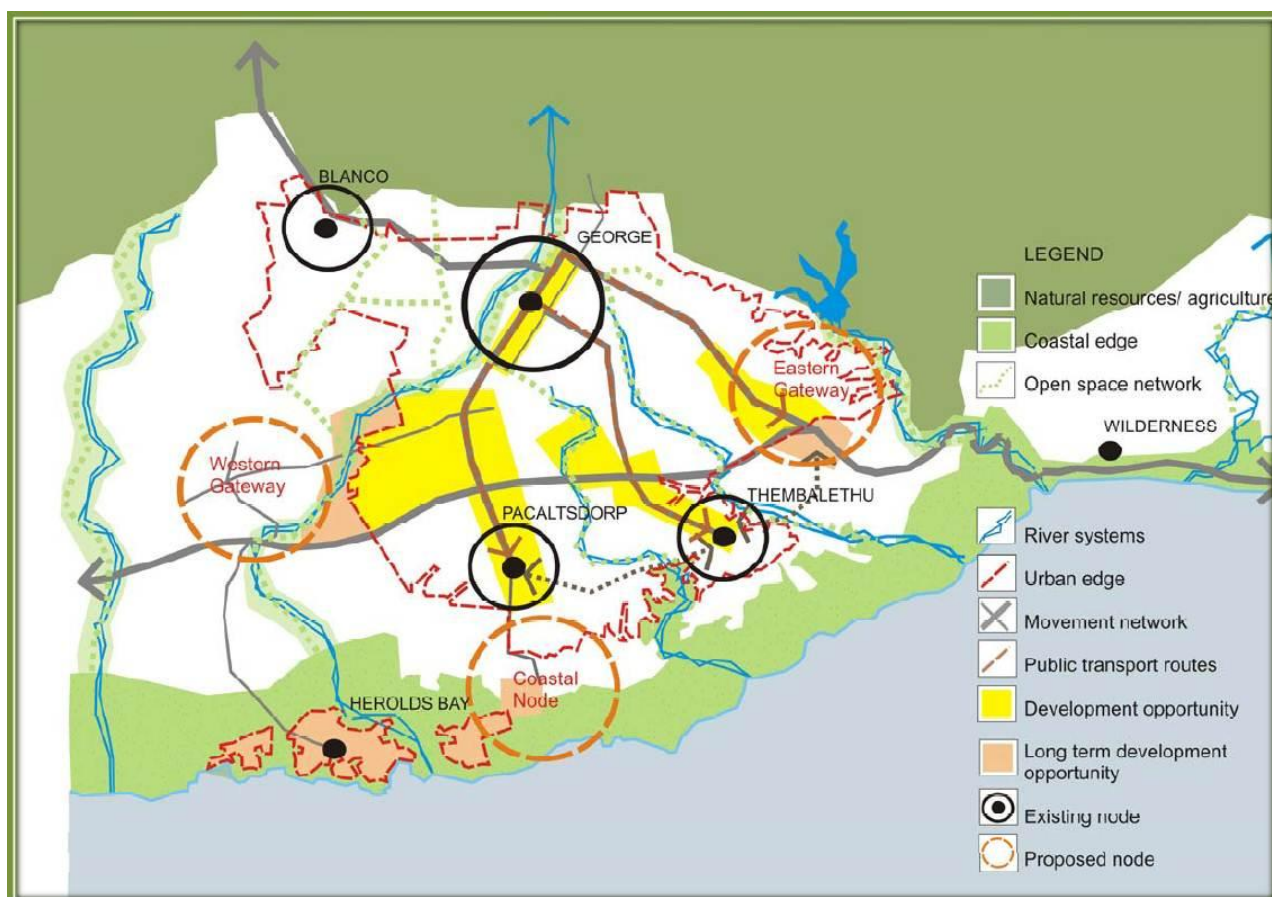


FIGURE 1: NODES OF ECONOMIC ACTIVITY

The GSDF commits to revision of the urban edge, establishment of rights and public infrastructure where a business and environmental case can be made for opening-up these precincts for development.

The roles of the existing and proposed nodes of economic activity in the greater George urban areas are outlined in Table 3 in the GSDF, and their spatial configuration is illustrated in Figure 1. The existing Tamsui and Pacaltsdorp industrial area forms the nucleus of a prospective Western Gateway economic node. This node is described as a new sub-regional industrial node in proximity to the N2 and airport, targeted at manufacturing, freight and logistics, and service industries.

Existing infrastructure within the urban edge of George is being used to leverage more intensive forms of urban development in order to ensure the efficient use of existing assets.

3.2.2 SPATIAL DEVELOPMENT OBJECTIVE 4.5: ENHANCE THE RURAL CHARACTER AND LIVELIHOOD

The rural strategy focuses on maintaining ecologically functional and economically productive rural landscapes.

General guidelines for the management of the rural landscape include *inter alia*:

- Safeguard the municipality's farming and forestry areas as productive landscapes, equal in value to urban land.

- Promote integrated rural development as a building block of the municipal space economy, through support for new livelihood and business opportunities in the agricultural, fishing, forestry, tourism and conservation sectors as part of the roll-out of land, agrarian and marine reform programs.

- Direct public investment towards settlements that have economic development potential.

"..protection of productive landscapes is part of a strategy to strengthen and diversify the main driver of the local economy . . . farming and forestry areas are equal in value to urban land.."

The rural development strategies are:

- I. Protect the Productive Landscape
- II. Manage the Subdivision of Land
- III. Enhance the Rural Livelihood and promote integrated rural development

The protection of productive landscapes is part of a strategy to strengthen and diversify the main driver of the local economy. This involves sensitivity towards the natural area and conservation worthy areas. It also determines that urban and rural land uses are managed to ensure that landscapes linking critical biodiversity areas can function as ecological corridors. Farming and forestry areas are to be safeguarded as productive landscapes, equal in value to urban land.

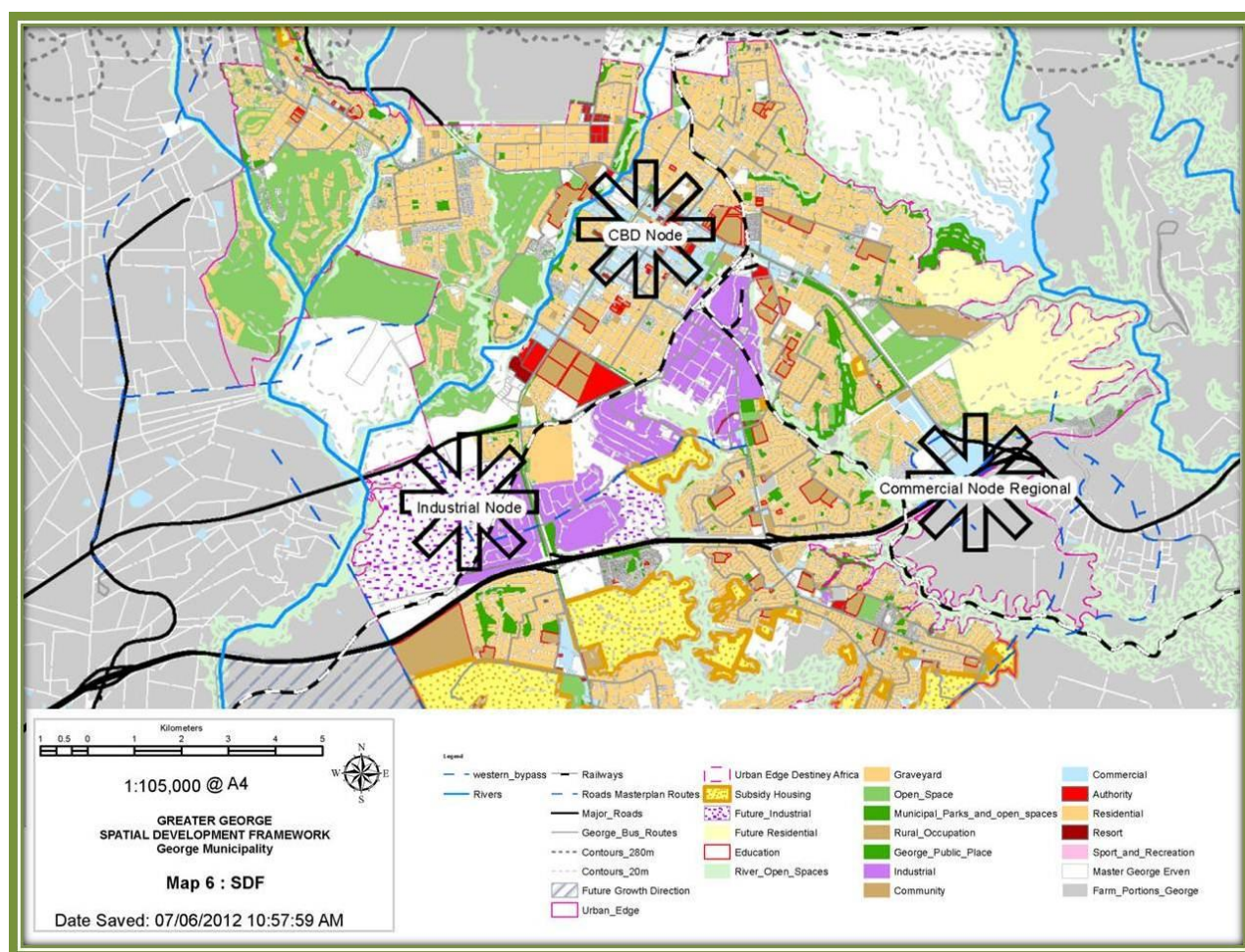
Subdivision of rural land into small holdings should be avoided, and no new smallholding areas shall be established. All properties greater than 3 hectares outside of existing smallholding areas are deemed as agricultural properties whose subdivision is subject to the Department of Agriculture's regulations and desirability in terms of rural context and character.

The promotion of integrated rural development is aimed at creating new opportunities through adopting conservation oriented farming methods, introducing new production technologies and crops, offer new livelihood and business opportunities in the agricultural, fishing, forestry, tourism and conservation sectors.

The region's attraction as a tourism and recreation destination needs to be enhanced by safeguarding the character of its natural, cultural and working landscapes, townscape and seascapes, and offering new tourist attractions in the rural areas.

The Spatial Development Framework for the Greater George area is depicted in Figure 2.

FIGURE 2: GREATER GEORGE SPATIAL DEVELOPMENT FRAMEWORK



3.2.3 SPATIAL DEVELOPMENT OBJECTIVE 4.4: SAFEGUARDING THE ENVIRONMENTAL INTEGRITY AND ASSETS

The GSDF acknowledges the sensitivity of the natural environment and its value to the local economy. Sustainable development involves also the protection and strengthening of the biodiversity network, and cultural and scenic landscapes. This objective includes general policy guidelines that promote the integration of natural open spaces and sensitivity to critical biodiversity areas as mapped in the GSDF.

The strategies identified toward obtaining this objective includes:

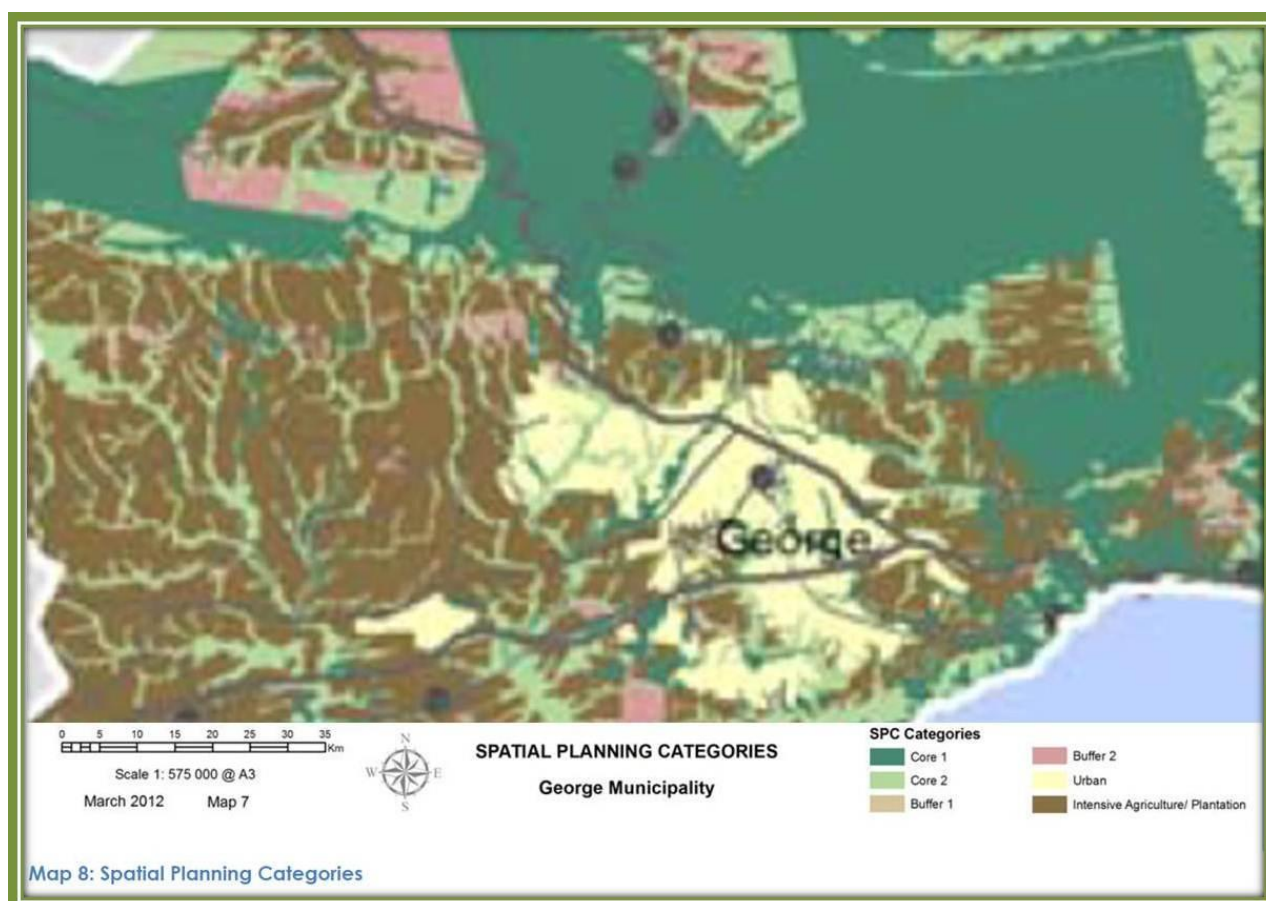
- I. Establish a city-wide open space system and environmental corridors
- II. Maintaining the functionality of Critical Biodiversity Areas
- III. Spatial Planning Categories
- IV. Mitigating against impacts of climate change
- V. (e) Visual Landscapes and Corridors

The majority of land in the Gwayang SDF study area are classified either as "Other Natural Areas (ONAs)" or "No Natural Areas Remaining (NNAR)". ONA's are areas that not currently required to meet the biodiversity thresholds but may eventually be reclassified as Critical Biodiversity Areas, necessitating precautionary decision making. NNAR's are areas that have been irreversibly transformed through development (e.g.

urban development, plantation, agriculture). They no longer contribute to the biodiversity of the area.

In line with the Provincial Spatial Development Framework (PSDF), George Municipality have delineated their jurisdictional area into Spatial Planning Categories (SPCs). These SPCs based on the CBA map, and they clarify the inherent land use suitability of different landscapes. Figure 3 is an extract of Map 8 in the SDF and shows the delineation of George Municipality's rural areas into SPCs.

FIGURE 3: SPATIAL PLANNING CATEGORIES



Visual sensitive areas have been identified and general principles must be applied relating to slopes, managing visually sensitive landscapes set-out in the Garden Route Environmental Management Framework (EMF), development of gateway precincts in a visually sound way that attracts visitors to towns and places in the Municipality.

3.3 STRATEGIC ENVIRONMENTAL ASSESSMENT

The Strategic Environmental Assessment (SEA) was compiled by Arcus Gibb as part of the GSDF and consists of Volume II thereof. It contains numerous principles that should be applied for the conservation of a sustainable environment.

The SEA explains that the George environment is characterised by one with many opportunities and environmental attributes. Most of the few constraints that are highlighted within the SEA, can be overcome with environmentally responsible spatial and infrastructure planning.

The SEA identifies sustainability parameters (in the form of development principles and / or guidelines) that aim to guide the spatial planning process towards achieving the objectives of sustainability. In addition, the SEA follows the Bioregional Planning Approach where a number of Spatial Planning Categories (SPC's) are identified (Core Areas, Buffer Areas, Urban Areas and Rural Areas).

The SEA proposes that the rural areas should be retained primarily for intensive and extensive agriculture and conservation. This area comprises small holdings and larger agricultural properties, rural and semi – urban settlements, coastal tourism resorts and rural service nodes.

The following land use guidelines are mentioned by the SEA for the Rural Areas:

- Subdivision of agriculturally valuable land is to be discouraged and should be evaluated by specialist agricultural investigation;
- All remaining intact patches of Lowland Fynbos areas are to be regarded as no development areas and no further clearing of this indigenous vegetation is to take place;
- All areas that are not utilized within developments (Open Space Areas) and agricultural areas, should be demarcated towards rehabilitation of the Lowland Fynbos;
- Modern agricultural practices should be encouraged to minimize pollution of ground and water courses;
- Resort developments should not be developed on high value agricultural land;
- Development within the rural area should only be considered where:
 - the agricultural potential of the land is not undermined
 - the conservation value of the land is not undermined
 - the development is of a visual low impact
 - where the net socio-economic impacts are positive for the region (tourism should be promoted)
 - the development will not entail major infrastructure upgrade requirements
 - the development will entail significant job creation; skills development and career development of its employees
 - the provision of staff housing, transport etc. is accommodated
 - national, provincial and local policy is complied with.

3.4 PRESENT AND NEW ZONING SCHEMES

The Scheme Regulations that are applicable in the area is the Section 8 Zoning Scheme Regulations. All the present Zoning Schemes that are applicable in the George municipal area are being integrated into a new Zoning Scheme for the municipal area. Any proposed land uses in the corridor will therefore have to be dealt with in terms of the Section 8 Scheme until the new Integrated Scheme is in operation when new zones and parameters may become applicable. In this document the proposed land uses will be addressed in terms of both schemes.

3.5 ECONOMIC REVITALIZATION POLICY (ERP)

The ERP was formulated by the Municipality to attract investors to George and with the intention that the investment incentive scheme will facilitate new business and the expansion of existing business in the town. The aim of the investment incentives is to

lower the start-up cost and initial expenses of a new investment to improve cash flow and survival rate.

One of the key economic nodes is known as the Industrial Development Node (IDN), which is partly situated in the study area between the Pacaltsdorp industrial area and the sewerage works.

The investment incentives for the IDN, briefly includes the following, subject to certain conditions:

- Accelerated process for the approval of building plans,
- Pre-approved development rights for designated developments,
- Guaranteed access to adequate utility services,
- Rebates on building plan approval costs,
- Discounts on rates,
- Phased payment of capital contribution over first five years,
- Discounts on services,
- Discounts, to approved investors, on the lease or sale of Council owned land.

3.6 ECONOMIC DEVELOPMENT STRATEGY

The George Municipal Economic Development Strategy of April 2012 aims to promote economic sustainability and job creation and sets goals whereby the municipality can support and influence economic development in the area that could:

- Capture and build a regional if not national competitive advantage;
- Be a catalyst for large scale job creation and entrepreneurial action;
- Positively transform the socio-economic profile of the locality and
- Inspire a level of social capital that can build a truly inclusive city.

This document defines the role of the George Municipality as ".to support enterprise development by the private sector where there is evidence that the initiatives will develop and enhance its position with regard to economic development is to:

- i. Focus rigorously on economic opportunities that positions the locality in terms of its environmental natural endowments;
- ii. Acknowledges the proximity and logistical constraints of the region and focuses on:
 - a. Primary products with potential for differentiation and "long tail" vertical integration and clustering options.
 - b. In generic economic sectors (e.g. tourism and services) focus on differentiation and best value. This is not the same as lowest cost!
- iii. Create and continuously improve the enabling environment for development, investment and the retention and expansion of all aspects of the business sector.

"..build and maintain a long term competitive position as a differentiated and integrated agri-business centre of excellence..."

- iv. Provide a dynamic link to public sector resources to support its developmental agenda while adhering to the position that is not expected and has specifically stated that it is not, and will not, be an investor or active player in the business sector.”

Overall the strategy aims to build and maintain a long term competitive position as a ‘differentiated and integrated agri-business centre of excellence’ and is formulated around the following key aspects:

- i. George has certain comparative advantages, particularly in the tourism sector, but that are not likely economic drivers on their own.
- ii. The area offers comparative advantages in the agricultural sub-sectors of timber, vegetable and fruit production, especially berries.
- iii. Collaboration among stakeholders is needed to move toward specialization in the area of comparative advantage, specifically berries, fruit and vegetables.
- iv. New entrants to the market can be attracted through the establishment of a processing facility.
- v. Establish George as an agri-business cluster, open to primary producers from the broader region.

3.7 ACT 70 OF 1970

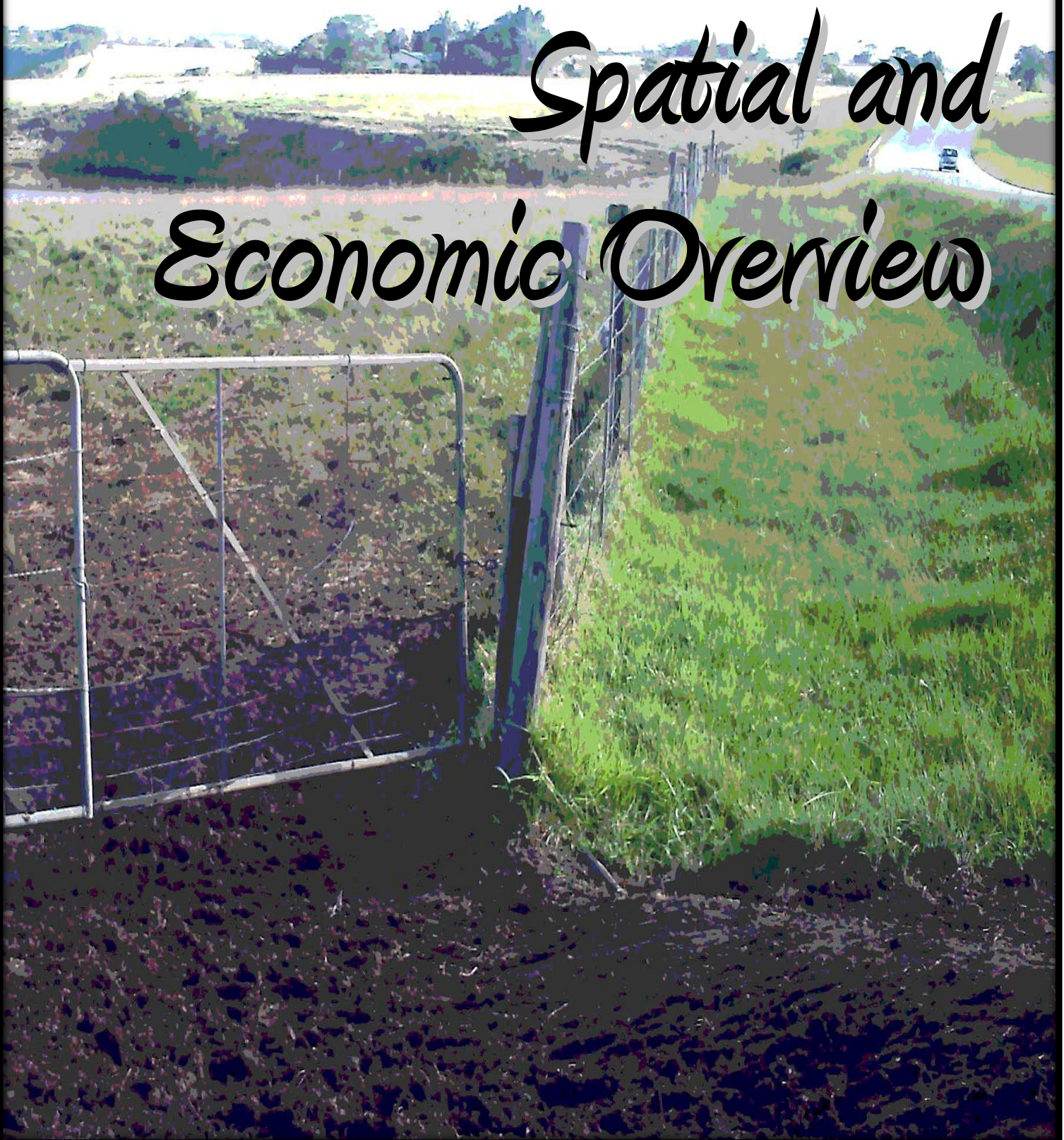
The Act prescribes that subdivisions and land uses other than agriculture on agricultural land be approved by the Department of Agriculture. The proposals in the GLSDF therefore need to be considered by the Department with the view to consider future formal application in the light of the proposals of the LSDF.

3.8 STATUS OF THE GLSDF WITHIN THE CURRENT LEGISLATION

The GLSDF will be adopted and promulgated as a Local Spatial Development Framework in terms of Sections 9(1) and 11(1) of the Land Use Planning By-Laws for George Municipality, September 2015. It will have to comply with the principles and objectives of the PSDF and GSDF.

Chapter 3:

Spatial and Economic Overview



4 CURRENT REALITY

The assessment of the current reality encompasses an observation of the physical attributes and characteristics of the study area as well as an analysis of economic trends. Views and inputs of local stakeholders are also observed. The analysis is inhibited by several factors including the lack of recent data pertaining to different market segments and the lack of data reflecting the impact of various economic sectors upon one another.

The study of economic trends on both local and regional level will assist in the development of a broader economic perspective of the George area. The opportunities and strengths that the area has to offer can then be used to trigger interest in the area with investors and tourists outside the region and even internationally.

4.1 STAKEHOLDER INPUTS AND OPINIONS

The vision of the George Municipality is to facilitate development along the R102 that will engage tourists and increase economic investment in the area to benefit both the land owners in the corridor area and suppliers and other sectors across the region.

This vision is largely shared by affected private organizations, although some land owners in the Rural Zone are more in support of localized, short term investment opportunities. This involves the subdivision of the existing farm portions into small holdings, which can be sold to individuals.

The success of a corridor development relies to a large extent upon the cooperation of land owners. It is apparent that the land owners' expectation for this area is one of the reasons why the land in the area is to a large extent, under-utilized.

The farmers in the George area, however, hold different views from the land owners in the area. Their concern is primarily for the future of agriculture in the area as the number of commercial farmers in the area has decreased from approximately 35 between the 80's and 90's to 11.

Though this plan will set forth proposals to increase economic opportunities in the Rural Zone, it can be expected that the development of the area would occur over a longer period of time than the Urbanized and Airport Zones.

4.2 ENVIRONMENT

The topography of the area indicates two river valleys (the Gwayang and Norga Rivers) and relatively flat areas in between. The only natural veldt to note is along the low lying valleys while the rest of the area is mainly covered with pastures.

The attached **Plan GLSDF 5** of the Critical Biodiversity Areas (CBA's) prepared by Cape EAPrac from the GRI maps, indicates that the CBA areas occur in the following areas:

- Along a stream at the quarry area near the airport
- A section of the Gwayang River valley
- A valley on the Experimental Farm
- Small pieces on Rem.208 and Rem.464.
- A strip of land between the railway line and the N2

The Ecological Support Areas (ESA's) run along the CBA's and link some of them. Another prominent valley branches off the Gwayang River and consists of an ESA area in the Norga River.

Some of the areas indicated on the plan as CBA's are questionable, and are depicted on **Plan GLSDF 4** with an A encircled, such as the strip of land between the railway line and the N2.A preliminary observation of this land indicates that it is most likely not a CBA. During detail planning, in the future, the actual status, with regard to vegetation will have to be verified on the site, as the GRI maps must be regarded as generalised.

CBA's have been mapped in the GSDF. Development will proceed with sensitivity toward the environment and natural areas, it is however important that the various sets of data and maps be accurate and aligned with one another.

4.3 LAND USE PATTERN

Existing land use patterns emerging from the study of the terrain in the study area indicate a simplified land use pattern for the corridor, divided into four distinguishable precincts, depicted on **Plan GLSDF1**:

"Existing land use patterns, for the corridor can be divided into five distinguishable precincts."

4.3.1 PRECINCT 1:

Groeneweide Park to Gwayang River: The Experimental Farm, the show grounds, waste transfer site and sewerage works are located in this area. It is a typical transitional area on the edge of a town with a variety of authority uses. In general the area is neglected and being misused for dumping and squatting.

This precinct also includes a vacant portion of Erf 464 to the north of the R102, with some natural landscape features, which also borders onto York Street.

4.3.2 PRECINCT 2:

The rural business area: A number of nurseries with restaurants and other recreation facilities are established in this area. It also includes a donkey sanctuary, offering tourist accommodation, kennels and refreshments. These businesses are greatly reliant on exposure from the road and the passing traffic for support.

4.3.3 PRECINCT 3:

Agricultural area: This area is mainly used for pastures, though a number of farm portions in this area are under-utilised. One farmer is leasing a large area for grazing and has to move cattle across the R102. There is also a quarry, referred to in **Annexure G**, on portion 129 of the farm Gwayang 208, which will remain unaltered.

4.3.4 PRECINCT 4:

Airport zone: It consists of land on the eastern side of the airport. On the corner at the road junction with the R102, rights for a filling station, tourism information centre and a hotel was approved. A quarry exists in the area and land along the road around the airport bend, in general, has limited land use opportunities because of the airport activities and access constraints.

Other nearby land uses to note is the existing tourism corridor that developed gradually and spontaneously in Blanco along Montagu Street and the rural area towards the berry farms. The berry farms in the Blanco/Geelhoutboom areas are specific agricultural uses that have impact on the local economy and promote agri-tourism.

4.4 AGRICULTURE

"the expectation of urban development and resultant speculation on agricultural land, has contributed most to the under-utilisation of the land."

According to MBB², the agricultural industry is an integral part of the socio-economic set-up in the George region. Apart from the direct economic contribution of the farming segment, agriculture also has significant linkages with the industrial segment, i.e., the processing and input supplying industries. It also serves as an important employer.

Agricultural production activities in the greater area to the west of George and Blanco mainly consist of year-cropping, perennial cropping and live-stock production. Year-cropping enterprises are mainly vegetable types such as potatoes, cabbage, broccoli and sweet-corn. Strawberry and other berries are important in the area west of Blanco and Geelhoutboom. Perennial cropping activities consist of mainly hops and avocado production. Livestock production entails dairy herds on planted pastures while beef cattle and horses are less prominent.

The innovation and creativity within the agricultural sector in this area has given rise to the existing agricultural niche in the George area. The importance of agri-tourism in the berry production is significant and takes place to the north of the corridor in the Blanco and Geelhoutboom areas. This forms part of the Outeniqua Hop tourism route which stretches across the George municipal area and includes Mossel Bay and part of the Klein Karoo. This tourism experience capitalises on all the natural resources this area has to offer and engages tourists in the agricultural industry as well.

Along the corridor in particular, the agricultural usage is mainly pastures. The productive value of agricultural land along the R102 is equal to that of the land to the north and further west of the area. The agricultural land in the study area have the added benefit of sustainable water resources such as the Gwayang and the Norga River, which contribute further to optimal conditions for agriculture on this land. Commercial farmers in the George area, are of the opinion that it is not a lack of productive quality of the land, but the expectation of urban development and resultant speculation on agricultural land, that has contributed most to the under-utilisation of the land.

The Experimental Farm is of particular importance to the agriculture in the region. Investment in infrastructure and experiments in the soil stretches over many years and cannot be 'relocated'. This farm is therefore regarded as a 'given' in the GLSDF, although the impact of urban development around it may influence their long term vision for the farm.

4.5 MUNICIPAL INFRASTRUCTURE

Existing planning for provision of municipal infrastructure is depicted on the current reality plan GLSDF 3.

4.5.1 WATER

Existing services in this area is not adequate to supply new developments and the proposed developments must be taken into consideration in the 2010-11 GLS water master plan.

4.5.2 SEWERAGE

Existing services in this area is not adequate to supply new developments and the proposed developments must be taken into consideration in the 2010-11 GLS sewer master plan.

4.5.3 ELECTRICITY

4.5.3.1 BACKGROUND

After several years of electricity master planning, electricity load flow studies and negotiations, environmental approval was received from the Department of Environmental Affairs and Development Planning on 4 March 2008. The record of decision allows for the construction of 35 km of 66 kV overhead power lines, 1 future 132/66 kV substation and 5 future 66/11 kV substations.

4.5.3.2 IMPLEMENTATION

BDE Electrical Engineers reports that implementation of the Electricity Master Plan which was compiled by them, commenced during 2009 with the construction of the first phase of Proefplaas 66/11 kV substation, which was completed during 2010 (Refer to the attached **Plan GLSDF 6**).

Shortly after Proefplaas, the construction of Schaapkop 132/66/11 kV substation commenced. Schaapkop will be commissioned during October 2011.

The third phase of the implementation of the electricity master plan, the construction of the first phase of Herolds Bay 66/11 kV substation shall commence during June 2011 and will be completed by July 2012.

4.5.3.3 AIRPORT CORRIDOR

Proefplaas 66/11 kV substation is strategically situated with the aim to supply bulk electricity to *inter alia* the area between the experimental farm and the George airport. Currently Proefplaas Substation is only functional as a 66 kV switching substation.

Proefplaas Substation will be upgraded with 66/11 kV transformers as and when required by the growth in electricity demand in the area and specifically the proposed airport corridor area. The corridor and airport will in future be supplied with 11 kV underground cable networks. The latter will be designed and installed in co-ordination with the final load requirements for the specific areas involved.

4.6 TRANSPORTATION ROUTES AND NETWORKS

The R102, also known as the TR2/9, is the spine along which land uses will be managed through the GLSDF. It is a provincial road between George and Great Brak River. It is joined with the R 404 at the airport which links Herolds Bay and the Oubaai golf resort with Blanco and the Fancourt golf resort.

The general perception among motorists is that the junction between the R102 and the R404 needs to be improved for more safety. This perception has been fuelled by the occurrence of various accidents at this crossing and is apparent from letters and articles in this regard, posted in the local newspapers over the years passed.

The proposed western bypass from the Outeniqua pass is confirmed by Municipal officials as the record of decision for the alignment had already been issued. As the Western Bypass is a Provincial road, the implementation will be subject to the availability Provincial funds and constructed in terms of its prioritization. The Department of Transport and Public Works was consulted and their letter is attached as **Annexure D**.

If a new interchange is constructed, the existing intersection will remain with a reduced traffic volume. The precise alignment of a future junction at the airport is important for the allocation and design of any land uses that may be considered desirable opposite the airport. In this regard some zonings have been approved on Farms 208/130, 208/131 and 208/132. For the purposes of this LSDF, the proposed junction geometry that was approved in the environmental authorization, the so-called Quarry Alternative 3, is taken into account.

The George Roads Master Plan proposes a Southern Arterial from Kraaibosch via the south of Thembaletu and Pacaltsdorp and from there to Blanco crossing the N2 and the R102. The geometrical alignment between the N2 and the R102 has been done and is shown on the plans in this document.

The DR 1618 road (Gwayang Road) connects the R 102 with Blanco and some farms to the south. It will partly be replaced by the arterial mentioned above.

The area is accessible mainly by road and limited rail access is available to the South of the study area, across what is currently undeveloped land. Rail function is currently limited to goods and does not add to the accessibility of the area for tourists. The Airports Company had been approached by Transnet to investigate a possible rail link between George Airport and the existing regional rail network. Though this is not a priority for either parties, the optimal use of the rail transit system is an affordable means of ensuring more effective mobility of both tourists and employees in the area.

There are currently no established public transport facilities available in the area, even for transportation of travellers from the George Airport to other places of interest or for employees to and from town. A further transport related problem is the absence of fuelling facilities at or near the airport for both employees and tourists.

5 OVERVIEW OF ECONOMIC GROWTH

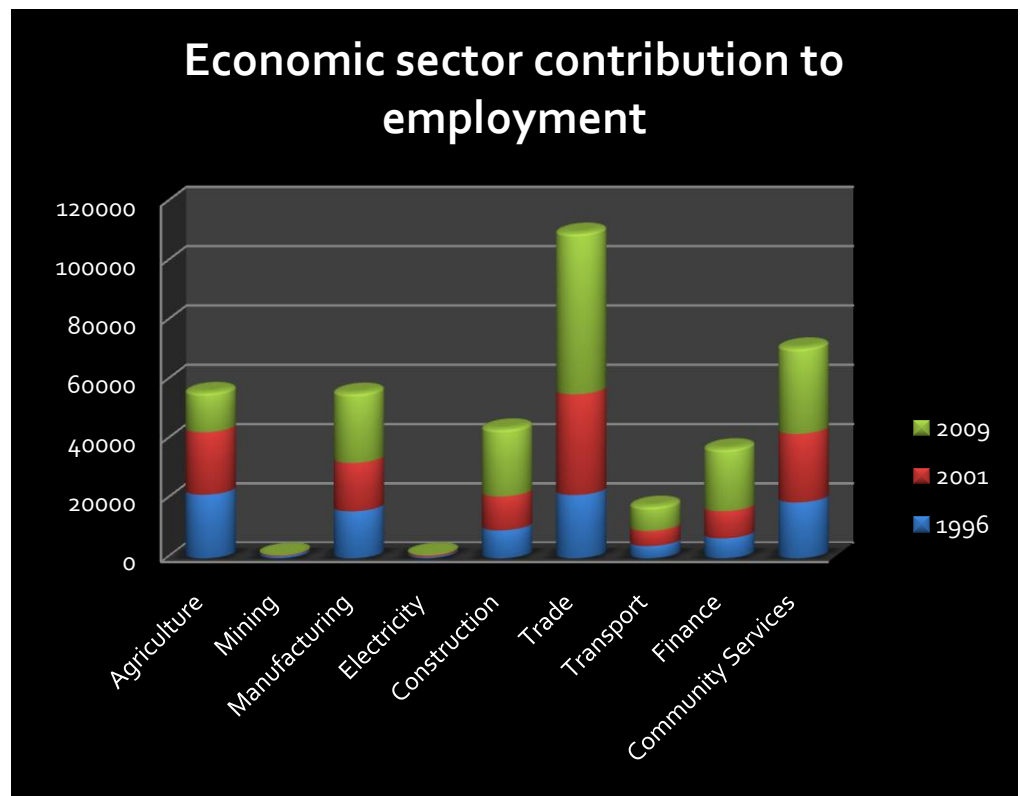
The purpose of this economic overview is to draw attention to the economic sectors which could be productively exploited in the rural areas of George and to identify opportunities.

Economic development in the Western Cape is characterised by a broad sector base, with good growth potential in several major sectors, a range of significant niche sectors and a number of large new investment projects.

An overview of **economic sector activity contribution** to economic growth within the Eden district for the period 1996 to 2009, from the *Draft IDP review, Eden DM15 March 2011*, indicates the private sector, specifically, the **finance and insurance industry** as the fastest growing and still the largest contributor to economic growth within the region. Data highlights that the private sector contributed to the largest part of economic growth in the Eden District over the 13 year period between 1996 and 2009.

It is illustrated in **Graph 1** that the private sector was the **highest contributor to the employment market in 2009**, by employing more than an estimated 80 % of the total employed population in the Eden District. **Trade**, followed by **community services**, outperforms all other **employment sector categories**.

GRAPH 1: ECONOMIC SECTOR CONTRIBUTION TO EMPLOYMENT



5.1 AGRICULTURE AS AN ECONOMIC SECTOR

The year-round rainfall of the Southern Cape results in agriculture conditions that render unique productive potential and crop mix. Agriculture is one of the primary pillars of the Western Cape economy. Agriculture production includes as 11 commodities, with fruit, poultry/eggs, winter grains, viticulture and vegetables together comprising more than 75% of total output. George is considered to be a national distribution hub for cargo such as flowers, fish, oysters, herbs and ferns.

5.1.1 CHANGES IN AGRICULTURAL TRADE

The economy of scale required in present day farming has changed farming operations considerably. The larger farmers have to export produce nationally and internationally. Fresh produce has to be transported weekly to markets in Port Elizabeth, Cape Town and Johannesburg. The large freezing and storage operations of the supermarket groups in the cities have changed the patterns of producing and delivery fresh produce. Large

farmers are dependent on the requirements of the supermarket chains for their decisions on what crops to plant.

Though agricultural land in the study area is fertile and has adequate access to water, the greatest disadvantage for sustainable agriculture is the sizes of the land units, which are uneconomical to operate viable commercial farms from. Ways and means of generating higher revenue from the agricultural land needs to be explored, in order to encourage and promote viable agrarian development.

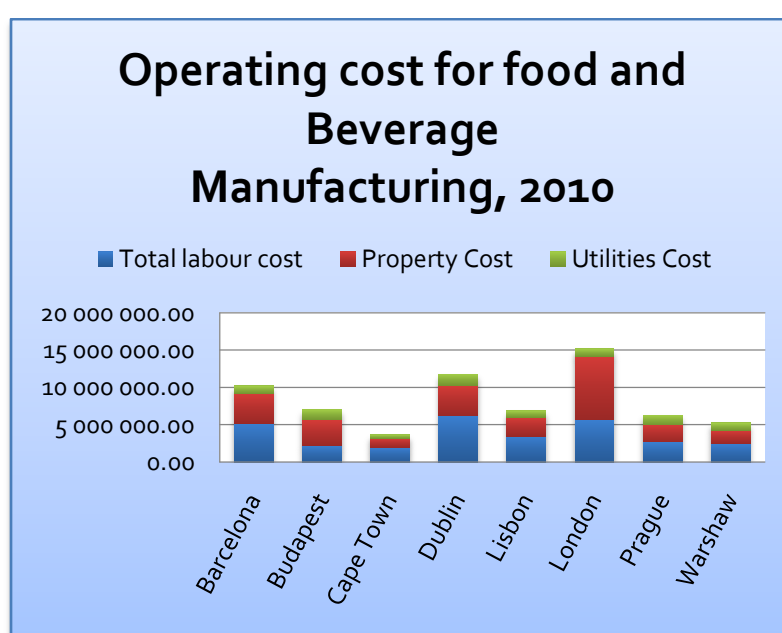
Agricultural land in the George area is a declining resource which has made expansion of existing commercial farms an extremely challenging exercise. Not only has highly productive agricultural land had to make way for urban development, but the price of land has escalated exponentially due to speculation. This has removed the land from the natural agricultural consolidation process, preventing existing farmers from expanding.

5.1.2 WESTERN CAPE - THE TOP QUALITY SUPPLIER OF FOOD AND BEVERAGES

The diverse Western Cape Agri-Business sector is well established and consistently strong. More than 50% of national agricultural exports are produced in the province and 90% of South African wines originate from the Western Cape. According to Wesgro, food and drink consumption in the country is set to increase considerably over the next five years. Its rich and robust agribusiness market places the Western Cape in a favourable position to take advantage of this.

5.1.3 REGIONAL ADVANTAGES

Cape Town is a competitive location for Food & Beverage Manufacturing offering at the same time similar quality levels to Europe, which is offers strong motivation for investors. Growth in the province capital city also creates greater demand for products produced throughout the province and agribusiness in the Southern Cape also benefit. **Graph 2**, below, published by the Financial Times in 2010, illustrates the financial benefits of Food and Beverage Manufacturing investments in the Western Cape.



GRAPH 2: OPERATING COST

5.1.4 LOCAL OPPORTUNITIES AND CONSTRAINTS

There is a demand from consumers for a greater variety of products and brands and the population is susceptible to new product launches. There are a number of food segments that are still underdeveloped and warrant further investment.

5.2 GOLF TOURISM IN THE WESTERN CAPE

The Cape Garden Route & Klein Karoo region is one of South Africa's premier golf tourism destinations. The Garden Route & Klein Karoo was named the 2006 Golf Destination of the Year for Africa and the Middle East at the International Golf Travel Market held in Spain.

The area is also home to the world-famous Fancourt Hotel and Country Estate, where the President's Cup was hosted in November 2003. Fancourt was also voted as the world's best golf resort by the prestigious International Association of Golf Tour Operators.

Golf tourism annually attracts thousands of corporate and leisure visitors to the area, travelling both by car and air. The Gwayang Corridor is located centrally to some of the major golf resorts in the George area.

The direct spin-offs from the golf industry include driving ranges, mashie courses and golf shops. There are also indirect spin-offs from which the restaurant, accommodation and other hospitality sectors may benefit. The mashie golf course at Three Chameleons is situated in close proximity to the corridor. These golfing activities create opportunities for tourism facilities along the corridor, which can enhance the tourist experience.

5.3 CREATIVE INDUSTRIES AND NICHE MARKETS

The creative industries sector incorporates activities in the supply chains of the film, crafts, music, performing arts, visual arts industries and cultural tourism. This exciting sector in the Western Cape is a blend of creativity, attracting foreign and local investors and merging international trends with local creative culture. Currently, Cape Town is competing to become the World Design Capital in 2014.

The creative industries open up possibilities for entrepreneurs to venture into new enterprises for which the attributes of the Garden Route is highly suitable. The Gwayang Corridor possesses the space, landscape and infrastructure for such ventures.

Opportunities exist to expand on the existing agricultural niche market in the area, but also to establish a niche unique to the corridor area, such as mini-breweries and related activities.

Chapter 4:

Tourism Trends and Analysis



6 GARDEN ROUTE TOURISM

Leisure and business tourist market segments are viewed as a major source of economic growth and George offers elements of both segments. Holiday, adventure, family, heritage, agriculture and activity based tourism are some of the sub-segments that are included in leisure tourism. In general, the growing demand for active holidays and the emerging trends of shorter, more frequent vacations and experience of the natural environment, cultures and lifestyles in original settings places a high importance on the promotion of leisure tourism.

"The sustainability of the corridor is closely linked with its ability to meet consumer demands and create revenue."

Growth in the business tourism segment is at twice the rate of mass leisure tourism and it includes industrial tours, incentive travel, conference and exhibition. It is consistent in the sense that travel occurs all year round as it is not confined to certain seasons. It is estimated by South African Tourism that the business traveller spends on average three times more than the leisure tourist. The two segments are linked as business tourists in general will return to a destination within five years.

This section is an analysis of the tourism trends within the region, and the findings can be applied to the corridor to identify the most suitable tourism uses for the corridor. Offering the most suitable tourism uses, growth in the different tourism segments can escalate. The sustainability of the corridor is closely linked with its ability to meet consumer demands and create revenue for the George area.

The improvement of the tourism value of the corridor could have the following further impacts upon the George area:

- Job creation
- Increased tourist spend
- Additional Business Sales
- Improvement to transport route for tourists and other travellers
- Facilitation of tourist movement to destination
- Increased accessibility
- Increased Tourism Opportunities (the cumulative effect)
- Increase in visitors to the George area

6.1 TOURISM PROFILE

6.1.1 EXISTING TOURISM INITIATIVES

"Outeniqua", if roughly translated from Khoi, means the "Land of Milk and Honey".

The Outeniqua Country Hop Route is a recognized and established tourism route, aimed at affording tourists the opportunity to enjoy the rich cultural heritage and attractions in the region. The Outeniqua Country Hop Route promotes and markets the comparative advantages of the region with a focus on agri-business in the area. From the farmlands, sweeping lakes and wetlands, empty, unspoilt beaches and narrow forested winding passes bounded by the Great Brak River in the west and Sedgefield in the east and Herold and Waboomskraal to the North, the Outeniqua Hop strives to capitalize on all the Outeniqua basin has to offer.

The name "Outeniqua Hop" signifies the area within which it is situated, but also hints to the 'Hop' farming in the area, as this is the only region where hops are successfully grown in South Africa, rendering hops farming one of the greatest niche industries in the area.

The Outeniqua Tourism Association is an NGO with members involved in the tourism industry and amalgamated with the Outeniqua Country Hop Route in 2010. They offer marketing opportunities to their members and they take interest in a healthy vibrant tourism industry in the Garden Route. They strive to promote tourism in the area and place strong value on the responsibility of both municipal and local government to market and promote the Outeniqua area as a Tourist destination. The Association represents individuals or companies, organizations and associations of all sizes who benefit from tourism in the Garden Route such as restaurants, fast food outlets, garages, filling stations, accommodation establishments, property agents, charities, tour operators, etc.

The Association aims to build on the success of the route which has expanded over the past couple of years from Herolds Bay to the farmlands on the outskirts of George and over the Montagu Pass to Herold and Waboomskraal to include also other areas such as Wilderness, Victoria Bay, Hoekwil and out to Mossel Bay. They wish to promote the Hop Route name across the region, emulating the successful Midlands meander in KZN.

The Association has identified what they label as reluctance from the George and Wilderness Information Offices, to involve or consult the local Tourism businesses in decision making processes affecting the market. Their objective is therefore to act as the single point representative of Tourism for Outeniqua with Government-legislators and Municipality.

The Association duly recognizes that "The consistent and continuous marketing and building the branding of the Outeniqua area under "the Hop Route" in the current turbulent economic times will have an impact in years to come."

It is evident that the tourism industry and planning initiatives stand to benefit from close co-operation and communication between public and private tourism organizations and initiatives in the area and attention needs to be given to improving these channels.

6.1.2 INVENTORY OF TOURISM RESOURCES

George boasts numerous tangible tourism resources which value is iconic. There are cultural and heritage tourism spots, agri-tourism, natural landscapes, and plenty of opportunities to interest those that are attracted to adventure tourism. A variety of tourism resources exist in the core area of George, but numerous elements thereof are found along the route through Blanco as well. The process of drawing the periphery into the core has been initiated through the established tourist attractions along this route. Vast areas of the landscape still remain under-utilised. The concentration of more tourist facilities along the corridor offers an opportunity link the

"The consistent and continuous marketing and building the branding of the Outeniqua area under "the Hop Route" in the current turbulent economic times will have an impact in years to come,"

George core area with the George Airport, with the opportunity to bring about avenues for increasing revenue generated from agrarian activities and associated supplementary uses while simultaneously improving the tourist experience. This approach focuses on agriculture, as an economic driver, while promoting tourism as a means of revenue.

Apart from tangible tourism resources there are also a range of intangible resources in the George, which relates to experiences that the tourist may encounter during the visit. These experiences relate to the local culture, local cuisine, art and handicrafts.

Tangible tourism resources include attractions that can be visited and experienced through the senses by participation. Some of the most prominent tangible tourism resources in George include craft market, art theatre, museum and heritage sites, golf courses, agri-tourism and much more.

Below are existing tangible resources found along the corridor route and the Blanco tourism route:

TABLE 1

Nature / Adventure attractions along study area		
Attractions	Description	Activities
The Barnyard 	Airport Rd. 3Km from York Street, (R102) George	<ul style="list-style-type: none"> Donkey rescue and sanctuary, since 1999 Accommodation – self catering Coffee Shop Kennel and cattery Not classified as a tourist attraction
Outeniqua Palms Nursery 	R102 toward George Airport	<ul style="list-style-type: none"> Plant nursery Bird breeding Coffee shop Not classified as a tourist attraction
Die Plantjie Nursery 	R102 toward George Airport	<ul style="list-style-type: none"> Plant nursery Coffee shop Outdoor entertainments area for children Not classified as a tourist attraction
Norga River Nursery 	R102 toward George Airport	<ul style="list-style-type: none"> Plant nursery Dam Fishing Picnic Not classified as a tourist attraction

It is apparent that though there is economic activity along the route that offers some form of recreation, mostly to patrons, there are limited occurrences of tourist attractions along this route. The tangible tourism resources can be expanded by *inter alia* the establishment of a range of experiences such as:

- animal conservation and educational theme parks;
- agri-tourism to expose tourists to the diversity of the area, and may include cultivation of fruits, vegetables and herbs, growing cut-flowers and processing

of agricultural produce like small breweries and cheese manufacturers. Tourists can also be engaged in the processes of stock farming like herding cattle, shearing sheep, etc;

- artisan trails that engages tourists in manufacturing processes of hand crafts such as crafting furniture, toys, kites, pottery, weaving carpets, fabrics or wool;
- adventure resorts offering water-based entertainment for children, as well as a range of adventure activities for all ages such as quad and motor cycle rides, obstacle courses, paint ball, etc.;
- spa or retreat where comfort and relaxation is the main focus and may also offer opportunities to re-connect with nature, such as tours on horseback, fishing, picnics, etc.

A vast range of possibilities exist and the table below describes a few attractions found within the region:

TABLE 2

Examples for Nature / Adventure attractions Within the George area		
Attractions	Description	Activities
The Bush Lapa – Herolds Bay Eco Resort 	Herlods Bay 17km outside George	<ul style="list-style-type: none"> • Traditional food • The center stage where local artists and musical entertainment is hosted • Self-Catering accommodation in old family homestead • "Down to Earth", build with clay, straw and timber • Venue for weddings, year-end functions, birthday parties, music events, etc. for twenty to three hundred guests • Adventure games include paintball, Zorbing, quad rides, obstacle course, African Drumming • Team building
Tramonto 	233 Moerasrivier Geelhoutboom On the Outeniqua Hop	<ul style="list-style-type: none"> • Wedding and function venue • 4-star country guest house • Theatre
Silver Lily Cheese Farm 	Geelhoutboom On the Outeniqua Hop	<ul style="list-style-type: none"> • Handmade Dutch style farm cheese (10 flavours) • Tours - watch the process of cheese making • Cheese tasting and sales • KLOMPENGOLF: a 12 hole obstacle course played with a wooden shoe club on a stick and the hole is a 5Litre bucket
Red Berry Farm 	Geelhoutboom Road, Blanco On the Outeniqua Hop route	<ul style="list-style-type: none"> • "Pick your own fields" • Pony rides and Bubble ball • Hedge Maze • Children's play area • Garden restaurant • Stall offering homemade strawberry preserves and products

Examples for Nature / Adventure attractions beyond the boundaries of George		
Attractions	Description	Activities
Windymere 	Portion 209 Modder River Blanco On the Outeniqua Hop route	<ul style="list-style-type: none"> • Self-catering accommodation in proximity to existing golf courses and other tourist facilities • Bird watching and walking
Three Chameleons 	On the Outeniqua Hop route Along the R404 between Fancourt and George Airport	<ul style="list-style-type: none"> • 9 hole short golf course • self-catering accommodation • putt- putt • bar and restaurant • venue for exciting children's parties, relaxing adult functions and team building
Jukani Predator Park 	N2 Mossel Bay Western Cape	<ul style="list-style-type: none"> • Established in 2005 • Preservation and protection of carnivores such as Tiger, Leopard, Lion, Jackal, etc • Daily tours of approximately one hour • Educational tours • Coffee shop
Scarab Village 	Next to the N2 at Sedgefield at the Engen 1-Stop filling station 1 km from the town centre of Sedgefield	<ul style="list-style-type: none"> • The "Red Roof" offers a venue • Saturday Craft Market with a variety of local crafts and art • "Wild Oats" • Scarab Paper & Craft Centre • Refreshments offered at coffee shop • Locally made preserves
Elephant Sanctuary 	N2 between Plettenberg and Knysna	<ul style="list-style-type: none"> • Sanctuary for elephants • Guided tours educate visitors on conservation ethics • Personal encounters with elephants • Volunteer program
Noah's Park Wolf Sanctuary 	Off the N2 Harkerville, Plettenberg Bay	<ul style="list-style-type: none"> • Info and education on wild canines • Farmyard animals for interaction • Light meals and refreshments
Examples for Nature / Adventure attractions beyond the boundaries of George		
Attractions	Description	Activities
Plett Puzzle Park 	Off the N2 The Craggs Plettenberg Bay	<ul style="list-style-type: none"> • Life size 3-D Maze for all ages • Forest Puzzle Walk which meanders through the natural forest • Rope Maze • Light refreshments offered in garden • Puzzle Gift Shop

Aloe factory 	39 Industrial Road Albertinia	<ul style="list-style-type: none"> • Manufacturing skincare and health & wellness products from the aloe leaf since 1986. • Children's play area. • Demonstrations of traditional aloe tapping. • Shop with range of Aloe products. • Beauty salon. • Coffee shop. •
Monkey Land 	16 km East of Plettenberg Bay	<ul style="list-style-type: none"> • Top eco-tourism attraction on the Garden Route • Houses primates that are not caged • Guided tours and education • Sanctuary for previously caged primates • Conservation-orientated tourism • Blue Monkey Cafe
Birds of Eden 	16 km East of Plettenberg Bay	<ul style="list-style-type: none"> • Two hectare dome (the World's largest) that spans over a gorge of indigenous forest. • Home to 220 species of birds over 3500 birds • Guided tours or walk through • Amphitheatre, seats over 200 visitors. • Restaurant • Souvenir shop
Adventure Land 	Along the n2 between Knysna and Plettenberg Bay 12km before Plett	<ul style="list-style-type: none"> • Adventure water park with a variety of slides and super-tubes for young and old • Play park with swings, trampolines, jungle gym • Cross-country nature trail on a semi-automatic quad bike • Venue for children's birthday parties, team building and family entertainment • Braai facilities • Take-away kiosk.

6.1.3 THE IMPACT OF TOURISM ON THE ECONOMY

Tourism is an industry with growing importance in the economy. South Africa enjoys popularity as a tourist destination and attracted over 9,6 million tourists in 2008, a 5.5% increase over 2007.

It is estimated that tourism constitutes approximately 7% of direct and indirect employment in South Africa. Tourism activities have direct a direct impact upon other sectors which include industries such as accommodation, transportation, and light industries making items of interest to tourists. The Framework/Model to Benchmark Tourism GDP in South Africa, 2010, points out that, in many cases there are indirect or secondary effects in certain sectors that are induced by tourism. These effects are less obvious and not so easy to quantify. These sectors include entertainment, finance, energy, and food production.

The direct contribution of tourism on the economy is found to have contributed about 25.7% to GDP in 2008 while the remaining 75% goes to indirect contribution. To illustrate, almost a quarter of SA growth resulted directly from tourism expenditure and the rest can be attributed to the spill-over effects (or indirect effects) of tourism expenditure. Since tourism cuts across various economic sectors, it has spill over effects on other sectors, thus elevating the overall impact on job creation. Out of approximately 1.83 million jobs created in 2008 as a result of tourism spending, about 383 thousand jobs can be attributed directly to tourism spending.

A sustainable, well-planned tourism corridor along the R102 will certainly offer similar spin-offs for local industries, local produce suppliers and hospitality services once it is developed with tourism facilities.

Tourism however cannot be promoted as a primary economic driver as it is limited to seasonal trends and global economic factors. The corridor does however, present the opportunity to showcase George's unique comparative advantages and attract new entrants into the niche agricultural sectors.

6.1.4 TOURISM TRENDS IN THE WESTERN CAPE AND GARDEN ROUTE

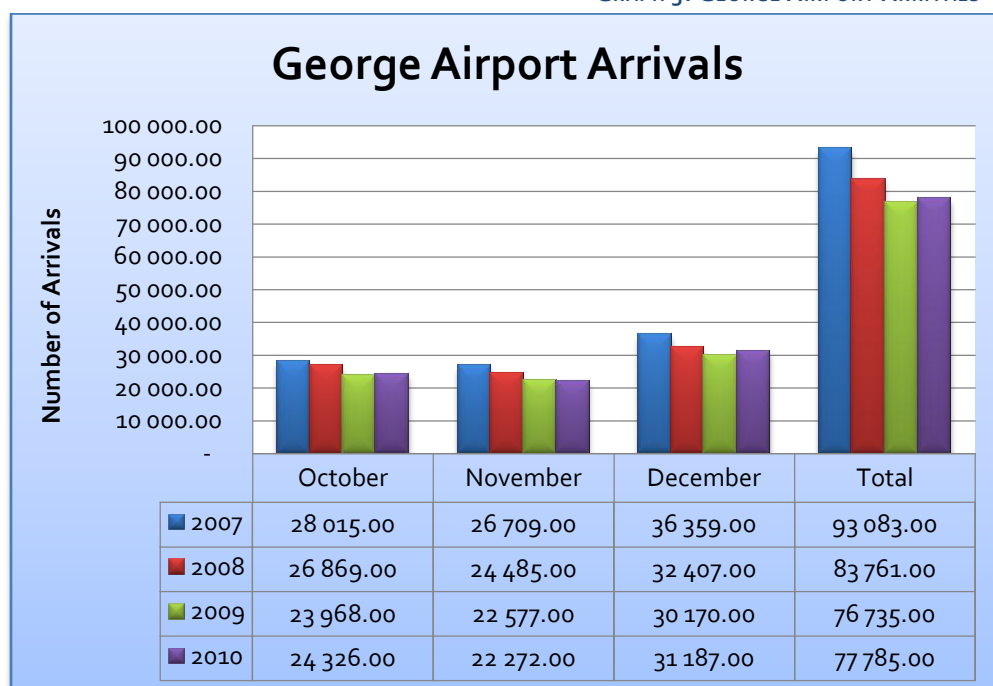
According to the SA info, the Western Cape is a top international tourist destination. Approximately 50% of international tourists arriving in South Africa visit the Western Cape, while the overall share of the region in South Africa's tourism market is approximately 24% by gross expenditure.

The tourism industry is a major growth sector in terms of investment, employment and the diversification of services. Indirectly, tourism stimulates the property market - especially prime residential and cluster projects - and strengthens business contacts, are often the forerunners of trade, joint ventures and immigration plans.

The Western Cape offers an incomparable range of experiences and includes diverse natural attractions, wildlife and cultural attractions. This attracts visitors from across the world and lures domestic visitors back to their favourite holiday destinations. The George Airport, which borders the study area to the west, is often the first glimpse a visitor gets of the Garden Route area and specifically George. The journey through the region also commences from this point of arrival and leads the tourist along the R102 toward George.

This route offers a window to George and the Garden Route as a whole and it has the potential of vastly improving the tourist interest in the area by providing the traveller with a diversity of activities and attractions as well as facilities for their convenience. **Graph 3** illustrates a decline in the number of arrivals at the George Airport over the past global economic recessionary period. The growth of 3.4% between 2009 and 2010 December peak period is indicative of recovery.

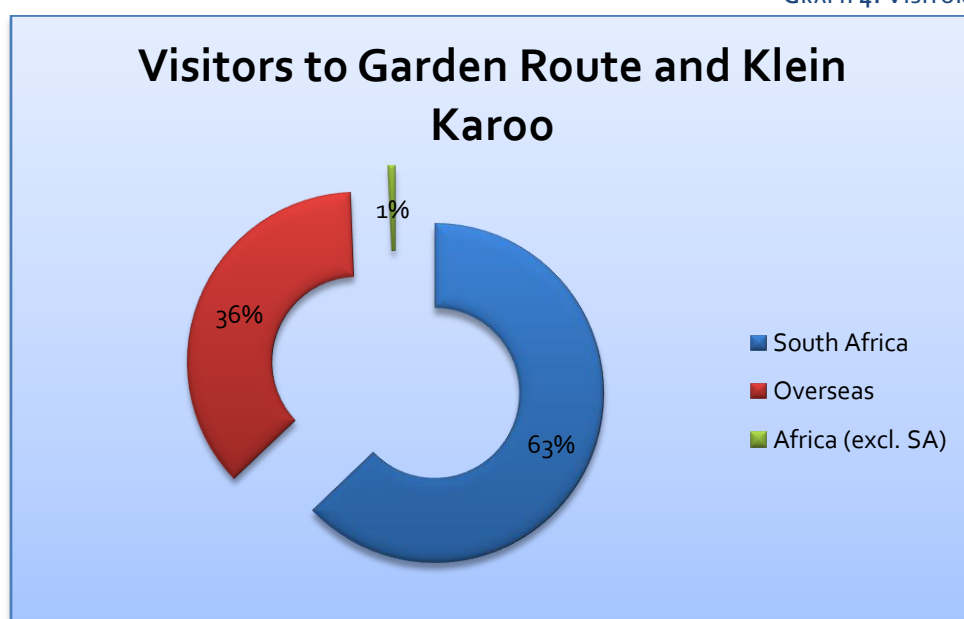
GRAPH 3: GEORGE AIRPORT ARRIVALS



(Source: WC Tourism, 2010)

Graph 4 illustrates that the majority of visitors to the Garden Route and Klein Karoo are domestic. Urban-Econ, 2009³, confirms that the domestic market is identified as the core to the future sustainability for the SA tourism industry. Giving recognition to the dominant tourism market enables service providers to render products and services that are suitable to that market, resultantly contributing to the sustainability of the enterprise and the corridor as a whole.

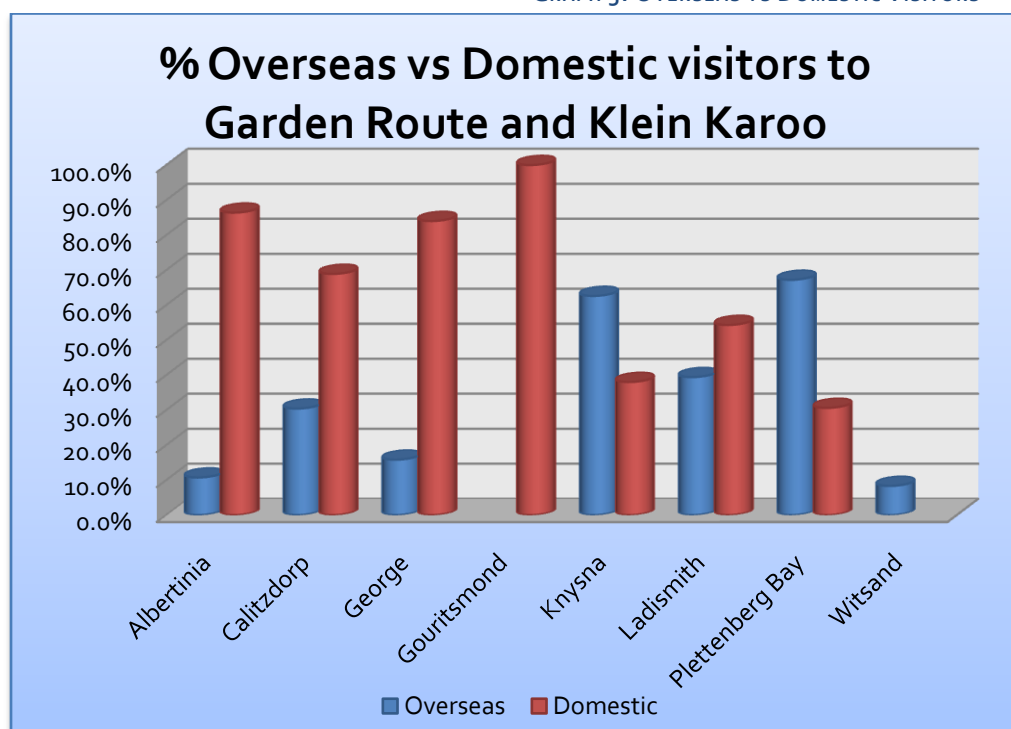
GRAPH 4: VISITORS



(Source: WC Tourism, 2010)

The distribution of visitors to the Garden Route and Klein Karoo area is illustrated in **Graph 5**. It is apparent that George is one of the more popular destinations for domestic tourists.

GRAPH 5: OVERSEAS VS DOMESTIC VISITORS

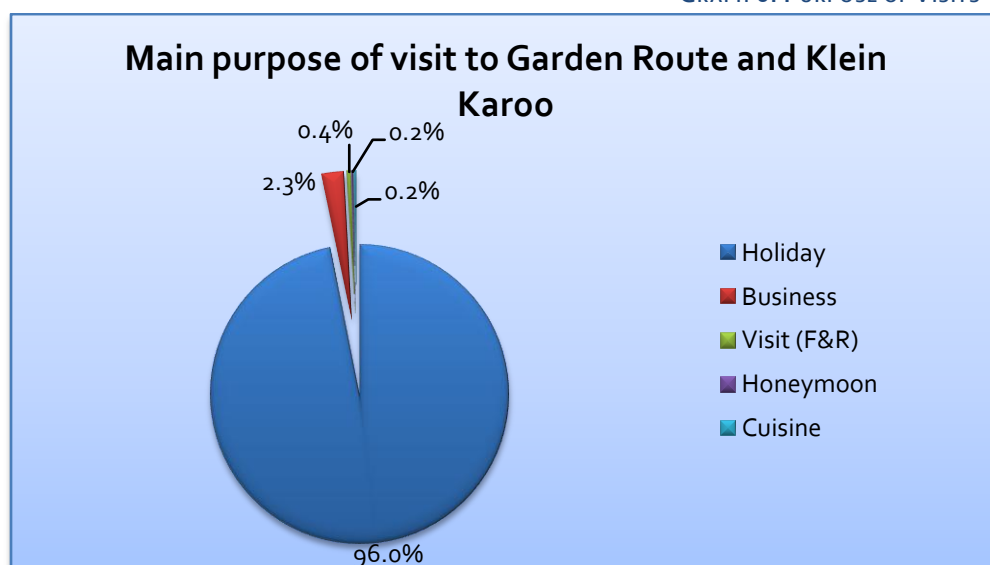


(Source: WC Tourism, 2010)

It is important to note that domestic tourism has the least impact on job creation since as many as 17 tourists are needed to create one job in the economy, whilst only 0.7 foreign tourists are required to create a job in the economy. The high average spends as well as the composition of expenditure by foreign tourists explains this high impact. New developments along the corridor can potentially provide attractions that would invite more foreign tourist to spend in the George area.

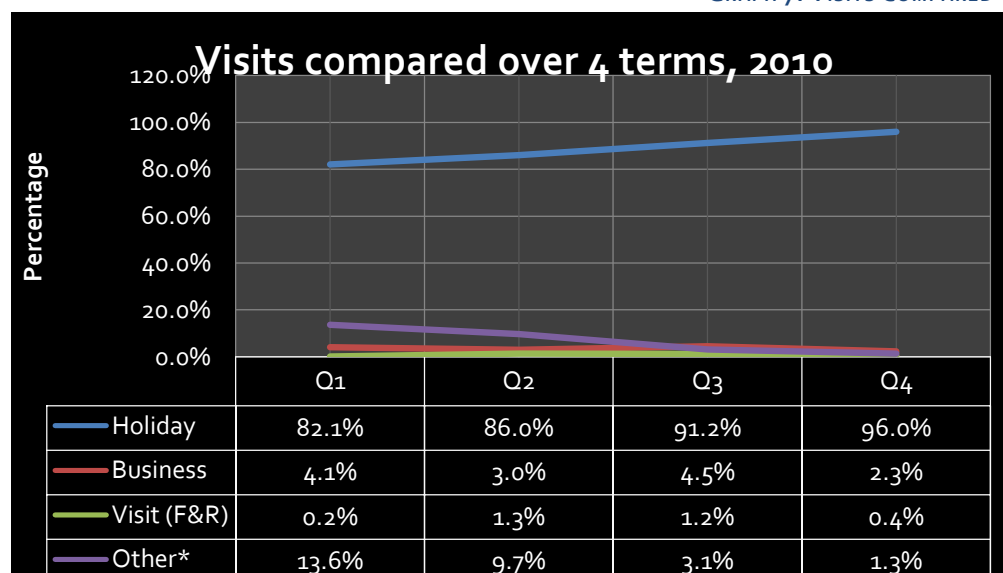
The area is mostly visited for recreational purposes, comprising 96% of all visits, as demonstrated in **Graph 6** which reflects the main purpose of visits to the Garden Route during the last quarter of 2010.

GRAPH 6: PURPOSE OF VISITS



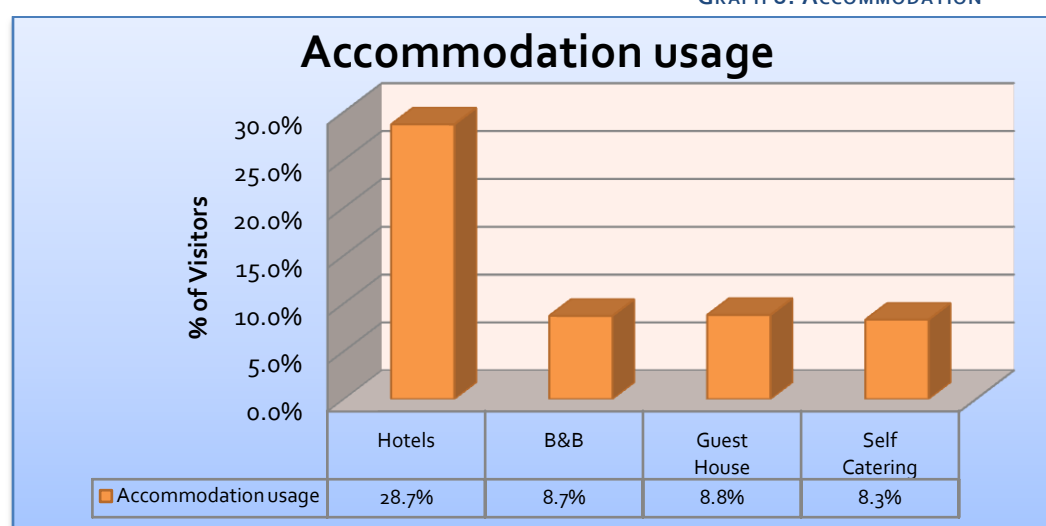
The dominance of visits for holiday purposes have persisted throughout each quarterly term of the year with only mild increases in business visits during the first and third terms. Other purposes as referred to in **Graph 7** include visits for educational, medical, honeymoon or sport and existing residents travelling through the area.

GRAPH 7: VISITS COMPARED



In the report by Urban Econ it is depicted that a lesser portion of visitors to George come here for holiday purposes than reflected in the regional data. In fact as much as 24.7% of visits were recorded as business visits in 2007. The statistics available from the *Western Cape Tourism Barometer, 2010* further shows that the majority of tourists to the Garden Route area prefers travelling by motorcar and stay over of one night. **Graph 8**, based on data extracted from the GTIA, indicate a high preference for hotel accommodation. During interviews with the George Tourism Bureau conducted by Urban Econ in 2008, the affordability of accommodation in George, in comparison to neighbouring towns, and its central location was identified as some of the factors that attracted tourists to the area. The *SA Tourism: Annual Tourism Report, 2005*, confirms that the most common length of stay is on average 2 days for visitors travelling into South Africa by land and 7 days for tourists arriving by air.

GRAPH 8: ACCOMMODATION



6.1.5 OBTAINING OPTIMAL RESULTS FROM TOURIST PREFERENCES

George is an area of pristine beauty surrounded by the Outeniqua Mountains, forests, rivers, ocean and prosperous farmlands. It has a central location between Cape Town and Port Elizabeth, and offers an ideal stopover from which to explore the Garden Route.

George is considered to be the administrative capital of the Southern Cape, and offers sophisticated infrastructure. Its' popularity as a tourist destination is increasing, and hosts two of the top ten golf courses in South Africa. These resources along with a rich cultural heritage set the foundation for the establishment of a vibrant and sustainable corridor that capitalises on the investment in business and property that tourism offers, and also on the opportunity to increase expenditure.

6.1.5.1 DATA SCRUTINY

The investments along the corridor need to attract interest and expenditure from visitors throughout the year and not just seasonally. Studying the preferences of tourists to the area is therefore an essential exercise in the determination of suitable land uses to be accommodated along the corridor.

The following existing facilities are available to the tourists visiting the George area:

- Accommodation
- Car Hire
- Tour Operators
- Tourism bureau
- Restaurants

Access to these facilities can only be obtained once the visitor has entered the centre of town, which is accessible to motorist, provided that they planned their route through the town of George. A tourist arriving by plane may be able to rent a car at the airport, but then would have to travel through 10 km of agricultural landscape to reach facilities. Beautiful as this landscape may be, it does not give a comprehensive preview of what the town has to offer nor does it appeal to the traveller's curiosity. The corridor should offer attractions and information that would prompt passing travellers to take a detour through the town, even though it was not part of their travel itinerary.

6.1.5.2 PREFERRED ACCOMMODATION

The data proves that the majority of tourists to the area stay for one or two nights, travel by motorcar and prefer hotel accommodation followed by guest houses and B&B's. Taking also into consideration those travellers that have arrived by plane and need only overnight facilities, the establishment of such accommodation along the corridor route would cater for this need. It also provides a central destination, accessible from major arterials for business travellers to travel to surrounding towns and even nearby golf courses.

This does, however illustrate that the establishment of resorts, which generally aims to accommodate tourists over a longer term, is not the ideal activity for this route.

6.1.5.3 PRODUCTS AND SERVICES THAT APPEALS TO THE MARKET

Although the area does attract frequent visits from visitors abroad, the data confirms greater support from domestic travellers. The products and services offered along this

route should therefore appeal to the preferences and economy of the South-African market. The aim should be to marry the tourism attraction with the agricultural riches of the area.

Services along this route need to aim to improve convenience for overnight and short term visitors and offer opportunities to pamper weary travellers. The traveller needs to be able to fuel up their vehicle and have a meal, without having to continue on into town right away. Likewise air passengers that have lost their luggage or missed a flight should have access to basic facilities while waiting.

Both the airport and the region will benefit from cooperating to improve the travel experience for their customers, which will not only increase the popularity of the airport but also the destination.

George offers a variety of sports activities and attracts several sports groups on an annual basis. The open areas along the route and some portions which are level, offer the opportunity for sports training facilities.

6.1.5.4 SUMMARY OF IMPACT OF TOURISM ON ECONOMIC SECTORS

In the research document to determine the role of tourism on the economy conducted by Pan African Research & Investment Services⁴, the results of their findings are summarised as illustrated below. This summary quantifies the impact of tourism on employment in various economic sectors in 2008 and explains the nature of the impact it has.

SECTOR	HIGH LEVEL IMPACT OF TOURISM ON SECTOR OUTPUT AND EMPLOYMENT, 2008
Agriculture	Tourism contributed approximately 7.5% to employment in this sector in 2008 compared to 4.7% in 2007. The sector is volatile and that is evident in fluctuations in the tourism-induced employment.
Construction	Tourism induced employment is estimated at 4.9%, largely driven by foreign tourism contribution. Foreign tourism expenditure has a higher impact on employment and investment in this sector compared to the other tourism expenditure categories.
Finance	Tourism contributed 4.8% to employment in the financial sector in 2008 compared 5% in 2007. Employment creation in this sector was largely driven by foreign tourist contribution. Both employment and investment in the financial sector is more responsive to foreign tourism spending compared to domestic tourism spending.
Electricity	Tourism spending contributed significantly to employment creation in the electricity and water sector over time driven largely by foreign tourists with 10.1% contribution in 2008. Growth is largely driven by foreign and Africa Land tourists' spending. Investment and employment in this sector are more responsive to foreign than domestic tourism spending.
Government	Tourism spending contributed approximately 5.7% to employment creation in the general government services sector in 2008, from 8.3% in 2007.
Personal	Tourism contribution to employment in this sector has been rising steadily with 2.4% observed in 2002 and a high of 4.1% realized in 2008. About 660,141 jobs were generated in 2008 as a result of tourism expenditure with foreign tourism as the main contributor. Not only foreign tourism spending is the key, but domestic tourism expenditure is also important.

SECTOR	HIGH LEVEL IMPACT OF TOURISM ON SECTOR OUTPUT AND EMPLOYMENT, 2008
Manufacturing	Tourism contributed about 3.2% to employment in the manufacturing sector in 2008. Employment creation in this sector was largely driven by foreign tourism contribution. Tourism spending plays a critical role in employment generation. Both employment and investment in the manufacturing sector are more responsive to domestic tourism spending than foreign tourism spending.
Trade and Accommodation	Tourism contribution to employment in the trade and accommodation sector has been fairly high and stable, rising from 4.7% in 1994 and standing at 8.2% in 2008. Contribution to employment creation by domestic tourists has been relatively low at 2.5% in 2008. Both foreign and domestic tourists spending have been main drivers of the wholesale and retail trade gross value added since 1994. Employment and investment in this sector are more responsive to domestic tourism spending than foreign.
Transport	Employment due to tourism in 2008 is estimated at 5.5% largely driven by foreign tourism contribution. Transport system plays a crucial role to foreign tourists. With regard to tourism influence on employment and investment, foreign tourism expenditure has more influence on employment than domestic tourism and domestic tourism spending more influence on investment than foreign tourism spending.

Chapter 5:

George Airport



7 GEORGE AIRPORT

7.1 ECONOMIC AND REGIONAL SIGNIFICANCE OF AIRPORT

George Airport plays a significant role in the Southern Cape's tourism industry and whether directly or indirectly, creates and supports jobs and economic growth for the George area.

*"„authorities
must ensure
that future
zoning of
areas close to
the airport are
compatible
with the
airport
development.."*

Efficient airports are an essential part of the transport networks that all successful modern economies rely on. The George Airport is a crucial transport hub for the Southern Cape. As demand for travel increases, modern economies expect and demand a range of services and facilities at these transport hubs to improve their travel experience and to support their businesses. The George Airport is continuously improving on the service they render, which will also contribute to the development of the Southern Cape economy.

The airport is likely to play an increasingly important role in the stimulation of economic development around the airport. There are a range of aviation support activities including aircraft maintenance, freight and general aviation operations. However the services rendered by the airport are also well complemented by vehicle hire outlets, secure car parking facilities, offices related to travel and tourism, hotels and convention centres.

Currently the airport functions in isolation of the town and any complimentary commercial uses such as freight and logistics. Fuelling facilities are absent and there is no public transport to and from town for employees.

Land around the airport needs to be retained for commercial purposes with its key functions being freight and logistics, which will create additional employment and economic benefits. Sustainable urban design principles need to be a key requirement of all new commercial developments.

7.2 AIRSPACE PROTECTION AND MANAGEMENT OF SAFETY

The national Aviation Act, 1962 and other guidelines exist that govern permissible land uses with respect to aircraft crash risk. Off-airport, land use zoning falls within the jurisdiction of the local government. However there are certain considerations that need to be applied when considering approval of land use applications in the vicinity of the airport.

7.2.1 LAND USE AROUND THE AIRPORT

The White Paper on National Policy on Airports and Airspace Management, 1997 contain certain guidelines and policies that assist in the management of land uses in the vicinity of the airport.

The Paper requires that the authorities responsible for land use planning and control in the vicinity of the airport must ensure that future zoning of areas close to the airport are compatible with the airport development. This can be dealt with appropriately by addressing it in the SDF's and Integrated Development Plans.

The onus rests upon the airport owner to inform the municipality of any planned or foreseen development which will have an impact on the areas surrounding the airport. This serves to promote the appropriate land use development in the vicinity of the airport that would not restrict or inhibit the airport development.

Consultation between the municipality and the airport owners regarding land use zoning close to airports is necessary. Adequate opportunity should be granted to give input and comment on any zoning or rezoning application close to the airport.

The airport owner is responsible for informing the municipality concerned of the obstacle-free zone as determined in accordance with the regulations under the Aviation Act, 1962. The municipality should control this area and ensure that no contravening buildings or obstructions are erected. The airport owner, in consultation with the local government, should ensure that the obstacles are surveyed in accordance with the International Civil Aviation Organization standards and in accordance with the requirements of the Chief Directorate: Civil Aviation Authority, within the Department of Transport.

7.2.2 AIRSPACE PROTECTION

The protection of the immediate airspace around airports is essential in ensuring and maintaining a safe operating environment and to provide for future growth. For this reason, it is necessary to restrict some types of development and land uses in the vicinity of airports. This is to guarantee that designated airspace segments remain obstacle-free, thereby contributing to the safety, efficiency and regularity of aircraft operations.

Airspace protection regulations apply to both on-airport and off-airport developments. Specific approval for certain activities may be required and, may include constructing or altering a building, or any other activity that causes an object attached to or in physical contact with the ground to intrude into the 'prescribed airspace'. This includes cranes and other temporary structures. In considering development proposals, the George municipality should be mindful of the restrictions imposed by the Act and Regulations and consult with the airport company where developments may occur within the obstacle free zone.

7.2.3 OBSTACLE FREE ZONES

The OFZ are a series of surfaces in the airspace surrounding an airport and defines the airspace to be protected for aircraft operating during the initial and final stages of flight, or maneuvering in the vicinity of the airport. **Plan GLSDF 4** depicts the OFZ associated with George Airport.

The height of buildings within and bordering onto these zones must conform to the South African Civil Aviation norms and standards as well as the Air Traffic Navigational Services operational at George Airport. At the same time the provisions of the Aviation Act must be applied as and when required.

Civil Aviation Regulations prohibit development from within the no-build zone to the area immediately adjacent to the runway. The no-build zone is defined as part of the aviation master planning process for George Airport.

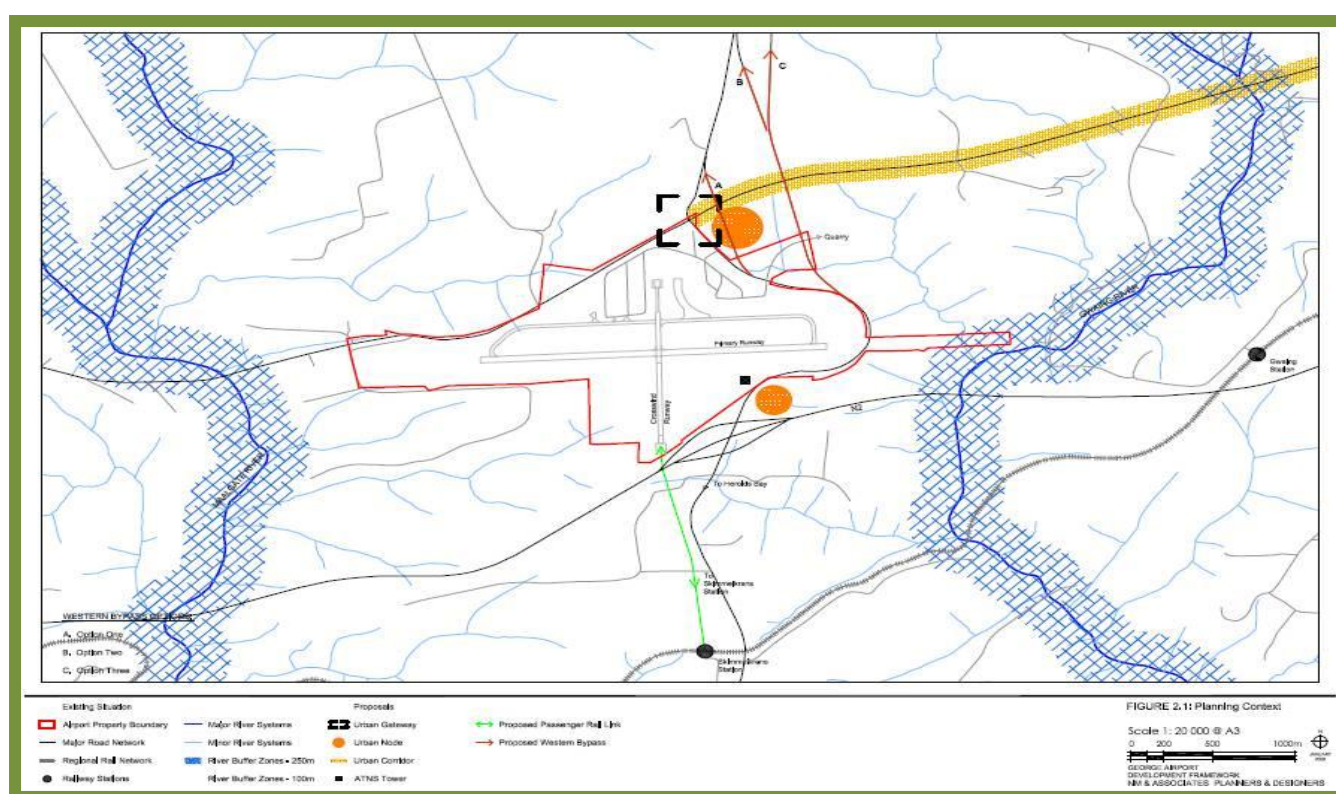
7.2.4 OTHER RESTRICTIONS

Control must be exercised over ground lights where they have the potential to cause confusion or distraction from glare to pilots in the air. External advertising, sports field floodlighting and street lighting are some of the more likely lighting sources requiring consideration.

Air turbulence can result from ground activities. Where these exceed 4.3 metres per second, the emission of steam or other gas may be hazardous to aircraft operation and control over such activities need to be exercised. Industrial activities such as manufacturing and co-generation plants adjacent to the airport are the types of industries that can produce these effects.

7.3 PLANNING FOR THE AIRPORT

The future planning of the airport has been researched in order to gain understanding of their needs and the methods of applying relevant aviation legislation. The recommendations contained in the George Airport Development Framework, should, however, by no means be construed as the final recommendations of the **Gwayang Local Spatial Development Framework**, as these may differ from one another.



Source: GEORGE AIRPORT – PROPOSED DEVELOPMENT FRAMEWORK

In February 2008, a proposed development framework and precinct plans for land not required for aviation-related activity at the George Airport was compiled by NM & Associates Planners and Designers, who were appointed by ACSA. The framework has identified development precincts with suitable land uses within a set of constraints presented by the site.

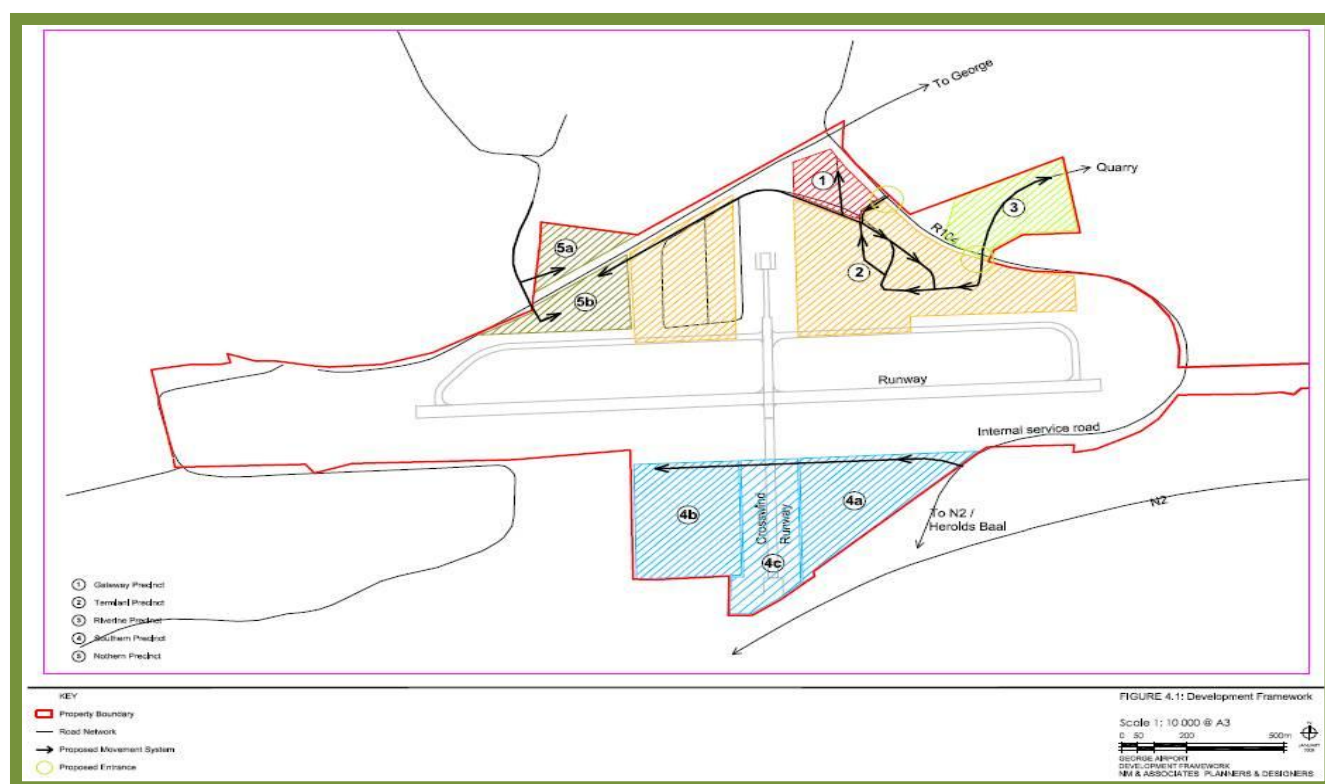
The framework is based on a 10 year planning horizon, leading to ±2017, however a revised Development Framework is already underway that may contain amendments to the existing document.

The current framework has taken the proposals of the GSDF into account and has identified the following activity areas:

- An argi-tourism centre along the tourist corridor to George Airport (R102).
- An urban gateway located at the intersection of the N2 and R404 and the R102, is proposed.
- A tourist and service centre on the tourist corridor linked with the urban gateway and
- The entrance of the Airport.
- A tourism centre linked to the N2 / R404 intersection just south of the Airport.

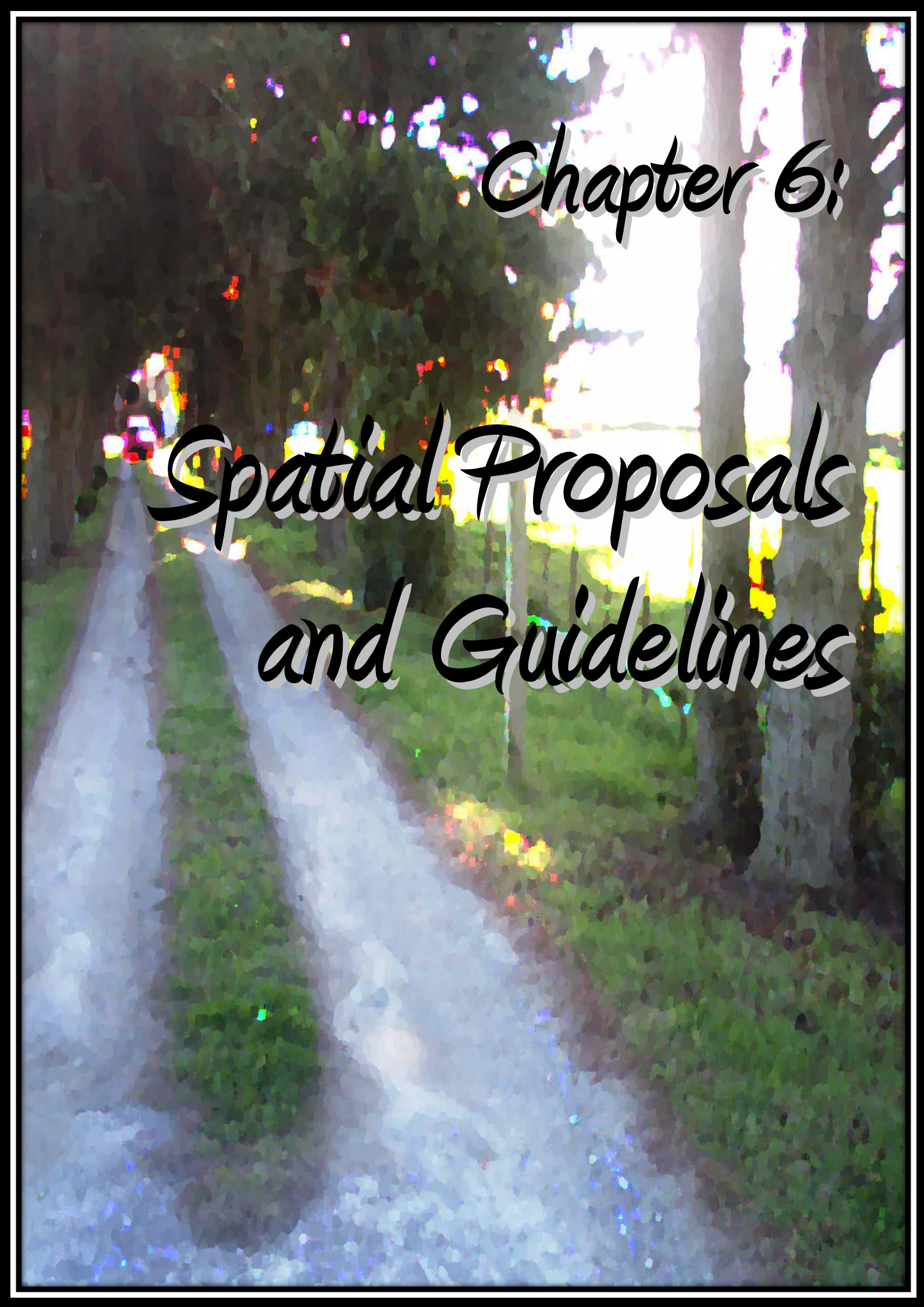
The proposals depicted in the following figure were based on an assumption that the cross-wind runway is not required in the long term. Hence proposals have also been made for the precincts within the cross-wind runway vicinity (Southern Precinct). The closure of this runway is, however subject to the findings of a detailed aviation study.

ACSA owns approximately 85 hectares of developable land within the airport site boundary. The land has been divided into five smaller precincts and includes the Gateway, the Terminal, the Riverine, the Southern and the Northern Precincts.



Source: GEORGE AIRPORT – PROPOSED DEVELOPMENT FRAMEWORK

The typical land uses associated around the airport are freight and logistics, parking facilities, tourist support zones that include a filling station, an information centre and refreshments and hotel accommodation

A photograph of a paved path leading through a wooded area. The path is light-colored and curves slightly to the right. The surrounding area is filled with green foliage and trees. The lighting is bright, suggesting a sunny day. The text is overlaid on the right side of the image.

Chapter 6: Spatial Proposals and Guidelines

8 PLANNING PRINCIPLES AND SPATIAL RATIONALE

8.1 CURRENT SPATIAL PLANNING POLICY AND PROPOSALS

"Corridors are of regional economic significance and provide linkages between sectors and activities," a corridor plan "aims to enhance the economic vitality of the region."

The current spatial planning policies and guidelines need to be understood to apply them to the study area. The requirements of the PSDF and the GSDF have been addressed in Chapter 2 and the main applicable objectives in the PSDF and the GSDF that are applicable to this LSDF are, in short, the following:

- Cities and towns (for various reasons) must be more densely developed to manage future expansion.
- A defined and 'tight' urban edge must be drawn around the urban area to manage future growth and expansion.
- Diversify and strengthen local economy and build investor confidence.
- Establishment of a precinct where economic opportunities are realised.
- More efficient use of existing assets and infrastructure.
- Maintain ecologically functional and economically productive landscapes.
- Enhance the region's attraction as tourism and recreational destination.
- Strengthen biodiversity network and cultural and scenic landscapes.

In the light of the objectives of the spatial planning policies, the following points of departure pertain to the GLSDF:

- The GLSDF will not imply an extension of the town to the airport.
- The only extension / amendment of the urban edge that will be considered, is the area next to the urban edge shown on the GSDF up to the Gwayang River, for urban purposes.
- The remaining area towards the airport will be mainly designated for rural uses and not residential uses.
- Subdivision of agricultural land into smaller pieces with the aim to create rural residential small holdings, will not be considered, due to various complications that it will create, which is not conducive to the vision of an agri-tourism corridor.

8.2 THE FUNCTION OF CORRIDORS

Corridors are of regional economic significance and can provide linkages between sectors and activities, promoting integration between economic sectors and different precincts within its sphere of influence. The overall goal of a corridor plan with regional significance is to enhance the economic vitality of the region by creating opportunities

that will be beneficial to local operators and promoting movement of people and goods. A corridor ties various elements of its influence sphere together by connecting people with various opportunities, points of interest and modes of transit that are promoted along the route.

Corridors can be classified into one of two categories. Firstly it can provide a link between a number of major and minor destinations to form a visitor circuit. Secondly, the corridor can become the destination and focus of visitor activity. Both categories are acceptable, however the first can generate more favourable benefits to both local and regional markets.

8.2.1 OCCURRENCE OF TOURISM CORRIDORS

Corridors are one mechanism for encouraging tourists to move beyond the core areas, and if properly planned, will stimulate regional economic development by extending the core into the periphery. The corridor addressed in this plan is multi-functional and includes a stretch of approximately 3km that focuses on tourism in an agricultural environment.

"Corridors are a mechanism for encouraging tourists to move beyond the core „and will stimulate regional economic development by extending the core into the periphery."

Tourist corridors can either be formal or informal, the latter being the result of a spontaneous route, fashioned by travellers based on the locality of attractions. A formal corridor involves the identification of market segments, provision of specific infrastructure and targeted marketing. This study is aimed at promoting the establishment of such a corridor, which offers products, activities and accommodation in an agricultural backdrop to engage travellers and give exposure to local culture, offers entrance and exits points that enhances the travel experience and draws the periphery into the core urban area. It also needs to provide opportunity for tourist interface where the route leads beyond the rural area.

8.2.2 CORRIDOR VISION AND RESOURCE MANAGEMENT

It is a responsibility of the municipality and stakeholders in the area to conserve and enhance the corridor area's most valuable qualities. This also holds benefits for economic development through tourism and recreational opportunities.

The corridor plan must present a strategy for balancing the concern for the fundamental resources with the visitor's opportunity to experience the scenic, recreational and cultural value thereof.

Every opportunity must be taken to generate regional support and commitment to the vision and objectives of the plan as its success can be assured only if local residents, business owners and public officials understand and support the purpose of the plan and have a sense of participation and ownership of the values and principles outlined in the plan.

High standards of maintenance should be upheld within the corridor, on the structures within the corridor areas as well as the landscaping and infrastructure. This is not only for the sake of safety and comfort of travellers

and comfort, but also for preserving the highest levels of visual integrity and attractiveness. Although existing regulations and policies will apply, it may be necessary to formulate new economic incentives and policies for the area in particular.

Managed in the manner described above, a corridor outside the urbanized town or outside the urban edge is not construed as an urbanized area, but rather a peripheral semi-urban area which could serve as a functional transitional zone between the airport and the town.

8.2.3 ACTIVITY NODES

The conventional town in South Africa has a central core with limited work and business activities in other areas. Neighbourhood were especially separated from commercial activities and residents have to drive long distances to work. This type of land use planning led to long commuter distances and separation between work and residence.

The urban form of George to a large extent resembles this pattern. Although the George airport is a part of George, its distant location and the lack of public transportation is a source of great inconvenience and expense for both employees and travellers to and from the airport.

A more functional structure that will improve the distribution of facilities as transport modes is obtained through the creation of nodes and the development of axes that serve the various areas. The creation of nodes along the R102 will increase the functionality of the road and contribute to a more viable operation of public transit systems. Through the allocation of appropriate land uses, the nodal points can be identified and promoted.

Zoning rights for a service station and hotel facilities have been granted on land adjacent to the George Airport. These potential rights along with land uses that can be accommodated on the airport site had led to the establishment of a nodal point. Currently it is a weak node in the sense that it offers employment opportunities, which can be expanded in time, yet does not have a defined link with an established urban area or residential areas in close proximity.

Although the Airport Node is a peripheral node, due consideration needs to be given to the impact its location has on the local community and its employees. The creation of a new node around the existing Groeneweide Park, presents a window to provide opportunities for residential development that may be beneficial to some airport employees. It is also an opportunity for enterprises that rely on air freight to locate in closer proximity to the airport. It further presents a platform for the provision of more cost effective, multi-functional modes of public transport along the route to the airport node.

The primary node along this corridor study area is the node that will be created at the existing entrance to George, on erf 464. This node can play an important role in the development of the urban corridor, along York Street, which links to the CBD of George.

8.3 THE URBAN EDGE AND LAND USES INSIDE AND OUTSIDE THE EDGE

The land uses inside the urban edge will comprise of urban uses for which each area is designated and which are permitted in terms of the zoning scheme.

The land uses outside the urban edge must comply with the vision and intent of the GLSDF for the rural corridor and the airport support are. In the rural area it will mainly be restricted to consent uses in the “Agricultural” zone as stipulated in the zoning scheme. The consent uses are as follows:

Rights	Town-Planning scheme in terms of Section 8	George Zoning Scheme By-Law
Primary Rights	Agriculture	Agriculture
Use rights that can be obtained with the Special Consent of the Council	<ul style="list-style-type: none"> • Additional dwelling unit (1 per 10 ha up to 5 units) • Farm stall and farm- store • Intensive feed farming • Riding school • Nursery • Service trade • Tourist facilities 	<ul style="list-style-type: none"> • Abattoir • Additional dwelling unit (1 per 10 ha up to 5 units) • Agricultural industry • Airfield • Animal care centre • Aqua-culture • Farm shop • Freestanding base telecommunication station • Function venue • Guest house • Off-road trail • Plant nursery • Quarry • Renewable energy structure • Tourist facilities • Utility usage

Rezoning in terms of the Section 8 zoning scheme regulations to “Residential V” for a guest house may be considered under exceptional circumstances. This should only be allowed as a split zoning within the Agricultural Zone, provided that any incentive privileges will be revoked where the agricultural land is rezoned. In terms of the new George Zoning Scheme By-Law, guest houses may be operated with the special consent of the council, hence no rezoning will be required

8.3.1 RURAL SUBDIVISIONS

Experience has shown that the subdivision of agricultural land is often abused by land owners, which results in a series of problems that generally undermines the objectives and principles of Planning Policy and is detrimental to the region as a whole.

- Once rural small holdings are established the pressure for urban development starts to rise, leading to an evolution of the rural area to urbanized areas;
- Permitting subdivisions in the rural precinct of the corridor area will be counter-productive to the vision of the GLSDF;
- It will result in a further loss of fertile agricultural land;
- It will undermine the agricultural resource by oppression of the natural process of agricultural consolidation and other agricultural interests;
- The cost of consolidation of agricultural land for expansion, escalates, placing even greater challenges on an already threatened industry;
- Fragmented land units detrimentally affect the viability of both agriculture and urban development over the present and far distant future, not only in this area, but across the region. This is directly related to:
 - The escalation in land value, resulting from subdivision;

- ii. Cost of acquisition and consolidation of the subdivided portions;
- iii. Cost of providing services amidst a complicated cadastral pattern.
- g. Experience has learned that small holdings are mostly focussed on the residential value, which will distract from the extensive rural and agricultural character of the area;
- h. Opportunities for agri-tourism will be reduced considerably.

From a future planning perspective it is more sensible to retain larger land portions, in order to reduce the cost of land acquisition and services, and to enable a more sensible lay-out where urban development may be considered. This also ensures a productive utilisation of land in areas “in the waiting”, such as the study area, where there are no prospects for urban development over the long term.

9 SYNTHESIS

The foregoing analysis and principles and patterns that emerge from planning documents indicated a simplified land use pattern for the corridor:

- A newly urbanized area up to the Gwayang River;
- A rural area with tourist facilities and agriculture
- An airport support area.

*„new urban
area to reflect
social and
sectoral
integration,
„and effective
transportation
links“*

9.1 THE URBAN AREA

The spatial pattern as envisaged in this LSDF will require a re-alignment of the urban edge. The urban edge will extend towards the Gwayang River up to the western boundary of Erf 464 and the land situated to the east of this newly defined edge will become urban. This includes land that is currently vacant or under-utilised and is comprised of Erven 464, 324 and 2819. The function of the existing George show grounds will change and this facility will need to relocate to a new rural site in course of time.

This new urban area needs to reflect social and sectoral integration, through mixed use development, and incorporate the existing residential and industrial areas through effective transportation links. Portions of this urban area, bordering onto the R102 will become a new urban gateway to George and attention needs to be given to establishing buildings of suitable aesthetical quality. Likewise, some commercial uses will be visible from the N2 and also needs to meet with sound aesthetical standards.

Also bordering onto the N2 is a portion of the remainder of farm 208 as well as portion 106 of farm 208. Though these portions are not included in the urban edge as yet they are recognised as future expansion areas.

The mixed use area to the south of the R102, in the urban area, should consist of high density residential, providing in the need for gap housing, combined with commercial land uses and service trades. The land to the north of the R102 should provide a mix of residential and institutional land uses.

Commercial land uses along the R102 need to provide a public interface, in order to attract interest from tourist and consumers alike. Guidelines for landscaping and urban design along the R102 need to be upheld by land owners and enforced by the

municipality. Section 12 of this report provides detailed guidelines for the respective development zones. This area will serve as the new western urban gateway to George and although the dominant land use will be urbanized, it must remain true to the garden city appeal of George.

9.2 THE RURAL AREA

"The principle of creating investor confidence in an urban area also applies to agricultural land.. Agriculture.. a significant source of revenue.. need to be preserved"

The rural area is largely underutilised in terms of its agricultural potential. Soil conditions of land to the west of George are of the most fertile in the area and the land situated in the study area is no different. Vast amounts of agricultural land have been lost to urban development. There are still a vast amount of urban development opportunities within the area where residential and urban expansion can occur.

The principle of creating investor confidence in an urban area, as promoted also in the GSDF, also applies to agricultural land as farming areas are considered to be of equal value in comparison with urban areas, see par 3.2.2. As the establishment of agrarian activities require several years of committed labour and often the investment of millions of Rands to prepare the soil and operate the farm, it would not be viable to farmers to make such an investment where there is a recurrent pressure for urban development on agricultural land.

Land owners and stakeholders need consider that the GSDF considers properties greater than 3 hectares outside of existing smallholding areas as agricultural properties. Subdivision of such properties is subject to the policy and legislation of the Department of Agriculture. The views and requirements of this department are attached as **Annexure A**.

Agriculture, being one of the Southern Cape's main economic sectors and a driver of the local economy is a significant source of revenue and employment in the area. This resource is under tremendous pressure and needs to be preserved.

The dominant agricultural status of the area needs to be retained and more intensive agricultural activity should be encouraged in this area. An array of additional land uses should be on offer in the rural area in order to supplement agricultural uses and broaden economic opportunities on the land.

The land uses to supplement the agricultural use, should have tourism value and will extend from the urban area toward the airport. Committed thought should be given to the land uses within the rural zone in order to meet the needs of tourist in a creative way. The establishment of a tourist corridor will hold economic benefits for the entire region as other economic sectors stand to gain from the industry as well.

The zonings within the rural area, should however, remain of a rural nature, fitting for uses outside the urban edge. Additional land uses can be obtained through a process of consent uses and the possibility of granting tax- and other incentives within this area, may ensure that the facilities along this route remain viable for the operators.

9.3 AIRPORT SUPPORT AREA

A tourist gateway should be established at the intersection to the George airport. Tourist support facilities are currently in poor supply and the land surrounding the airport offers opportunity to establish land uses that will serve as both airport and tourist support facilities. In this way, the airport will be more functionally integrated with tourism needs and with the town itself.

9.3.1 SUPPORT USES IN PROXIMITY TO AIRPORT

The George Airport offers committed service with excellence to their clients. It has the capacity to serve 800 000 travelers in a year. Tourist facilities and support services, however does not extend beyond the boundaries of the airport premises. A tourist and service centre on the corridor linked with the entrance of the airport could provide tourists with basic services. These services may include fuelling facilities for a rental vehicle, vehicle storage facilities for overnight travelers, hotel accommodation and support for passengers that may have lost their luggage, tourist information centre, etc.

Properties around the airport are also suitably located to accommodate cargo and freight services. The development and detailed land use and infrastructure planning for this area should ideally be managed through an integrated development plan in order to co-ordinate the land uses.

9.4 AGRI-TOURISM

Agri-tourism in South Africa is becoming a product that encourages more tourists to the country and currently features strongest in the Eastern Cape and KwaZulu-Natal. "Farm stay" holidays offers an entirely new perspective on holiday accommodation in the country and is currently a poorly marketed concept. It does, however open opportunities for farm owners to operate their farms more productively. Agri-tourism is rural tourism related to agrarian activities. It is run by farmers, usually as a secondary activity with farming remaining the principal occupation and source of income. Agri-tourism is a way of sustaining the economy of the hinterland and giving city dwellers a rural experience.

In essence, Agri-tourism is any activity that attracts visitors to farm operations. Activities may range from U-pick operations, wineries, herb farms and greenhouses, cheese producers, small breweries and farm stands.

9.5 ENVIRONMENTAL SUSTAINABILITY AND STEWARDSHIP

The George Municipality is blessed with a wealth of environmental attributes of which the sense of place is possibly its greatest asset. Such resources can only be conserved with responsible planning and development. The SEA presents an opportunity to ensure that sustainable development planning occurs within the municipality at a strategic level and the principles contained in the SEA should be applied to the corridor area.

The SEA explains that sustainable development is generally defined as 'development that meets the needs of the present generation without compromising the ability of future

"..a process of continually improving the way in which we live in order to respect the reality of limits.."

generations to meet their own needs' (Brundtland Commission Report, 1987). In the National Environmental Management Act, 1998 (Act 107 of 1998) sustainable development is defined as the integration of social, economic and environmental factors into planning, implementation and decision-making so as to ensure that development serves present and future generations. It is also seen as more a direction than a destination. It is a process of continually improving the way in which we live in order to respect the reality of limits, whether these limits are imposed by the natural environment or embraced voluntarily by the people living together in co-operation and democracy.

*"three distinct
areas,
urbanized,
non-urbanized
and airport
support area.
All three must
comply with
high standards
of urban
design and
landscaping „to
maintain the
rural landscape
character of
the area"*

To achieve the objectives of environmental sustainability development proposals in corridor, the sustainability parameters of the SEA (Table 21 in the SEA) should be applied and monitored in all development proposals.

Furthermore, cognizance should be taken of the following aspects and the environmental guidelines and principles that are contained in legislation and many guideline documents:

- Conservation of biodiversity areas
- Prevention of pollution in natural areas
- Management of refuse removal
- Prevention light pollution
- Use of renewable energy and resources.

It is important that land owners and developers take stewardship of the rural properties which they invest in and develop. A pride should be developed in the natural qualities and sustainability of the area and in the manner in which they operate and market tourism and other business opportunities. The stewardship principle should strengthen the system of monitoring of the environment and the activities in it.

9.6 A DESTINATION AS PART OF THE GEORGE EXPERIENCE

The tourism potential of the corridor reaches wider than the corridor between the Airport and the town itself. As mentioned, a tourism corridor has developed along Montagu street and beyond in Blanco. It is possible to link to these two corridors by encouraging developments along these routes.

The establishment of facilities along the corridor as well as the marketing of the corridor should take place in co-operation with existing tourism initiatives, such as the Outeniqua Hop. Due cognizance must be given to tourist preference in order to harness the potential of the corridor to attract movement beyond the core areas, and if properly planned, will stimulate regional economic development by extending the core into the periphery.

In their study, Drs. Hamza and Ismail⁵ point out that links and corridors imply multi-destination itineraries, which involves a sequence of destinations across one or more

territories. By encouraging visitors to visit a series of places e.g. in a tourism corridor, a range of benefits can accrue like:

- a. Creation of a wider range of experiences.
- b. Socio-cultural benefits can accrue to visitors and also residents through the interaction and learning about their respective societies and cultures.
- c. Economically the whole of the region and regions beyond the area should benefit, as the consequences of visitors expenditures are spread more widely among provinces, cities and towns.

Applied to the George context the planning and promotion of the core tourist destinations in the town together with the corridors should be integrated. The possibility exists to offer a 'George tourist route' within the Outeniqua Hop Route that offers a tourist experience which focuses on the town of George. This potential route starts at the airport along the Gwayang corridor into the historical part of the town at the museum and from there to Blanco along the Montagu street corridor to the berry farms and back to the airport. Further extensions of this route could be along routes to the historical centre of Pacaltdorp and a cultural experience in Thembaletu.

The potential of the corridor is therefore not localized but has wider potential as part of a 'George experience' for tourists.

9.7 ACCOMMODATION

The study area offers self-catering accommodation facilities. It is however lacking in variety as various travellers have diverse needs. The Garden Route receives many visitors that visit over a short term and seek comfortable and reasonably priced accommodation. Based on the tourist statistics reviewed for the purposes of this study, provision can be made for a hotel in the area, see **Figure 9**.

10 VISION

Based on the above planning principles, planning rationale and synthesis, the following vision for the study area emerges:

- The Gwayang Corridor Area, west of George should develop into three distinct areas – an urbanized area up to the Gwayang River, a non-urbanized area from the Gwayang River to the airport and an airport support area.
- The urbanized area should comply with the PSDF principles of high densities, mixed uses and activity streets.
- The Gwayang corridor should focus on agri-tourism with innovative attractions.
- The airport support area should provide in facilities for both the airport and tourists.

All three areas must comply with high standards of urban design and landscaping in order to maintain the rural landscape character of the area.

11 PROPOSALS

In line with the areas of intervention stipulated by the PSDF, as discussed in par 3.1, the areas of intervention in the GSLP are the following:

11.1 SOCIO-ECONOMIC DEVELOPMENT:

The urban area in the GLSDF will provide more housing opportunities as well as employment opportunities to the community. New ways of combining work with residence are proposed. The tourism opportunities in the corridor will stimulate the rural economy and tourism resulting in more employment.

11.2 URBAN RESTRUCTURING:

The new urban area is proposed as a high density area with mixed uses in keeping with the guidelines of the PSDF. Community facilities should be provided as part of the development. Linkages with the rest of the town are possible through Discovery Street and York Street extension.

The development of the corridor will link the new node of airport support uses at the airport with the new node at Groeneweide Park and the rest of the town. It would lead to more integrated town functions instead of the airport being an isolated node.

11.3 ENVIRONMENTAL SUSTAINABILITY

The agricultural resources are preserved in the GLSDF area. The promotion of agri-tourism in a concentrated area will add value to this economic sector and assist in making agricultural land portions in this area more viable. Natural river and stream courses in the study area must be preserved. The CBA and ESA areas are mapped and will have to be taken into account in detail planning.

The GSLP proposes that the overall spatial pattern of the study area be as follows:

- a. The corridor area stays rural with tourist facilities being promoted as consent uses on agricultural land. In special cases rezoning for land uses in keeping with the vision of the area may be considered.
- b. The area west of Groeneweide Park up to the Gwayang River to be urbanized with land uses and an urban structure as discussed hereunder and that the urban edge be adjusted accordingly.
- c. An airport support zone be created on properties opposite the airport with the alignment of the future bypass road as the boundary thereof. Land uses will be strictly limited to those uses that will support tourists and airport facilities that cannot be located in the town with the same practical function.

The broad spatial proposals are shown on **Plan GLSDF 4** and explained hereunder. In par 11.5, more detail zoning aspects will be discussed.

11.4 URBAN AREA

It is proposed that this area be developed in five zones or sections:

A. INDUSTRIAL AREA

NOTATION ON PLAN GLSDF 4: PURPLE

This area will cater for the demand for industrial land for George. Industrial land is better integrated into a town if situated not too far from other industrial land and business areas of the town and still relatively close to residential areas. This land is therefore well situated for this purpose.

B. MIXED USE /SERVICE TRADE AREA

NOTATION ON PLAN GLSDF 4: BLUE/YELLOW HATCHING

Certain of the objectives of the PSDF direct the future urban form towards restructuring, high densities and mixed uses, i.e.:

Part of the municipal land beyond Groeneweide Park and along the Discovery Street extension offer an opportunity to implement these principles and is designated as a mixed use area and an activity street. The zoning and permitted land uses and urban design will have to be imposed carefully and managed in order to implement the objectives successfully.

C. MEDIUM / HIGH DENSITY RESIDENTIAL AREA

NOTATION ON PLAN GLSDF 4: ORANGE

This area is proposed directly adjacent to Groeneweide Park and is intended to serve as a buffer between the low density residential area of Groeneweide Park and the planned mixed use area. The housing that can be provided in this area should be suitable for medium to low income earners and is intended to provide in the need for "gap" housing.

D. MIXED USE / INSTITUTIONAL

NOTATION ON PLAN GLSDF 4: BLUE/YELLOW HATCHING

This land is situated in a strategic position and is ideally located for an institutional facility of large scale, which will reflect a corporate image toward the R102 and present a uniform appearance over a longer stretch of land. Though residential uses can be accommodated as well, it should only be considered as a secondary use to the institutional land use.

By means of this designation it will also contribute towards the objectives of the PSDF mentioned above.

E. EXTENSIVE TRADE

NOTATION ON PLAN GLSDF 4: PURPLE/BLUE HATCHING

The land designated for this purpose abuts the R102 and the space, which may include the show grounds if it should be relocated elsewhere, should be available for enterprises that will add to a favourable impression created at the entrance to the town, just beyond the urban gateway from the airport. Businesses will have to have a public interface by selling goods and be designed according to the urban design guidelines in this GLSDF. Due to the trend towards large economies of scale in retail the so-called big box enterprises may also locate here subject to the design principles in this report.

*"..to encourage
tourist facilities
along the
corridor which
should be
marketed .. a
comprehensive
vision for the
area should be
developed.."*

11.5 RURAL / AGRI-TOURISM

NOTATION ON PLAN GLSDF 4: LIGHT BROWN

Based on the planning rationale and the synthesis above, the rural area will remain agriculture as the main focus with agri-tourism and tourist facilities by means of consent uses as value-adding elements.

The aim must be to encourage tourist facilities along the corridor which should be marketed as such, once it gains momentum. It is proposed that a comprehensive vision for the area should be developed, incorporating the whole designated area and not only the sites along the road.

"land use and consent uses under the zoning category must not be taken for granted.. considered in terms of the vision for each designated zone and the context of the area.."

For instance, the establishment of trails in the areas off the main road will provide accessible links to different amenities, making the experience to tourists more pleasurable. These trails can incorporate a variety of manufacturing, craft and agricultural activities. For instance an "artisan trail" could journey from harvesting to processing of crops and include other activities such as kite making, carpentry or a smithery.

To assist in the development of such facilities it is proposed that the Council should apply the ERP to the demarcated area as well – see par 13.5.

11.6 AIRPORT SUPPORT ZONE

NOTATION ON PLAN GLSDF 4: BLUE

As explained in par 9.3 it is proposed that an airport support zone be permitted opposite the airport. The intent and context of this node must be noted when considering proposals for development. Only land uses that are supporting the airport facilities or that providing a direct service to tourists must be permitted.

This zone is intended for the area between the existing R404 and the new future realignment. The full extent of this node can only be determined once the final alignment of the future road has been confirmed. This implies that the area designated on Plan GLSDF 4 is only illustrative at this point until the final alignment of the road has been confirmed. Therefore all future applications in this area need to be considered with due cognizance of the possible changes that may occur within this zone. This node will provide an important link to the Blanco tourist route and the route towards Herolds Bay, where some of George's most renowned golf resorts are located.

11.7 URBAN EDGE

The proposed revised delineation of the urban edge is depicted on **Plan GLSDF 2**. The urban edge is aligned to include only the urbanized area, where commercial and infill development will take place and has been extended from its current position (east of erf 464) to the Gwayang River, which now serves as the new urban edge.

The additional urban area also includes large areas of critical biodiversity, which will be retained as an integrated open space system. A considerable portion of the area is

occupied by municipal service activities and includes the waste transfer site, sewerage treatment works and a 500m metre radius around the sewer works, where no buildings or development other than landscaping and agriculture may occur.

11.8 ROADS

The Provincial Roads Engineer (PRE) has been consulted regarding standards and planning for access and road alignments. Adherence to the requirements of the PRE in connection with points of access along the R102 and distances between accesses for various developments along the road, is essential.

The PRE may require that right of way servitudes and new service roads be provided for access to new developments, which must be registered and constructed at the expense of the developer.

The Department of Transport and Public Works will assist the municipality to draft a suitable Access Management Plan once this Spatial Development Framework has been approved.

11.9 AIRPORT USES

Land uses, future applications and erection of buildings surrounding the airport and the approach area for aircrafts, must be operated and evaluated with due cognizance of the obstacle free zone, which relates to the protection of airspace and serves to aid in the safe operation of aircrafts.

Specific attention needs to be given to the height of buildings, any emissions that may interfere with the visibility from approaching aircrafts and lighting that may cause confusion. Liaison between the municipality and the Airports Company is therefore necessary where development within this area is considered.

11.10 NATURAL OPEN SPACES

The natural open space system in the rural area must be maintained and taken into account in further development proposals – see par 11.5.10.

11.11 CONSERVE AND STRENGTHEN THE SENSE OF PLACE IN THE LANDSCAPE

Objective 5, of the PSDF emphasizes the importance to "*conserve and strengthen the sense of place of important natural, cultural and productive landscapes, artifacts and buildings.*" Furthermore, Policy HR24 makes it mandatory that "*Urban design and architectural guidelines should be prepared to control the function and appearance of the main street or streets and squares in all of the urban settlements of the Province. These should control, among other things, building styles and heights, materials and colours, advertising, roadways and pavements, encourage colonnades and other devices to shelter pedestrians and landscaping and tree planting, and respect historic buildings and precincts.*"

It is proposed that this objective and policy be applied in the GLSDF area with strict guidelines. Guidelines are set out in Par 12 below.

11.12 DESIGNATED ZONES

In this section the various designated zones are discussed in terms of the types of land uses that are envisaged and the appropriate zonings that could be applied in that zone to

legalise and manage the uses that could be permitted in them and must be read with **Plan GLSDF 4**. It should be noted that the GLSDF grants no rights and that each property or section of a property should still apply by means of the prescribed legal procedures for a rezoning or a consent use.

Each specific land use and consent uses under the zoning category must not be taken for granted. It will have to be considered in terms of the vision for each designated zone and the context of the area as planned.

The tables hereunder contain the zonings and consent uses that are considered fitting for the particular zone in the context of the vision of the GLSDF. Other land uses that may occur in the zoning schemes that are omitted are not considered desirable in the context of the GLSDF.

The Section 8 Scheme Regulations which are in force at the time of writing this GLSDF will in due course be replaced by the new George Zoning Scheme By-Law.

11.12.1 COMMERCIAL / INDUSTRIAL

NOTATION ON PLAN GLSDF 4: PURPLE

Commercial and industrial uses of minimal impact to its surroundings are proposed in this zone. This area stretches over a large portion of erf 464 and includes erf 2819 and 324. It borders onto the existing Pacaltsdorp Industrial area with a direct link via Discovery Street.

Possible zonings in terms of the present and future new zoning schemes are:

Section 8 Scheme Regulations			George Zoning Scheme By-Law		
Zoning	Primary uses rights	Main Consent uses	Zoning	Relevant Primary uses	Relevant Main Consent uses
Industrial	Industry	Warehouse which includes service trades	Industrial I and II	<u>Indus I:</u> <ul style="list-style-type: none"> • Light Industry <u>Indus :</u> <ul style="list-style-type: none"> • Industry 	<u>Both zones combined:</u> <ul style="list-style-type: none"> • Abattoir • Adult entertainment • Adult Services • Adult Shop • Aqua-Culture • Caretaker's quarters • Container site • Convenience shop • Crematorium • Helicopter landing pad • Liquor store • Office • Place of Entertainment • Renewable energy structure • Restaurant • Scrap yard • Truck stop

The subdivision of this area must make provision for flexibility according to the need for industrial uses which could be large factories or very small enterprises (SMME's), or industrial parks. The site should be subdivided into erven large enough to accommodate the larger uses, but that are able to be subdivided into smaller erven if the market demand indicates the need for smaller erven. Larger erven should be permitted to be

developed into industrial parks, say with sectional title alienation, to accommodate SMME's. The urban design principles in par 12 must be implemented.

11.12.2 MIXED USE – SERVICE TRADE

NOTATION ON PLAN GLSDF 4: BLUE/ORANGE HATCHING

A portion of erf 464, situated south of Groeneweide Park and the show grounds is identified for mixed use development. This area is bordered by the proposed industrial area to the south and the proposed medium/high density residential area to its north. The land use for properties in this area can be a combination of medium to high density residential and service trades. The local authority may restrict the development of housing on ground floor, in order to encourage mixed use developments.

The housing types on offer should provide in the need for "gap" housing and the integration of service trades in the area is aimed at provided opportunities for employment and self-employment in close proximity to the residence. The mixed use development may be encouraged along both sides of Discovery Street in order to develop an activity corridor, which will serve as a separator between this zone and the commercial zone to the west. However care must be taken in the design of the layout to prevent the integration of industrial traffic from the industrial area to the south into this area, which will have a residential component.

Possible zonings in terms of the present and future new zonings schemes are:

Section 8 Scheme Regulations			George Zoning Scheme By-Law		
Zoning	Primary uses rights	Main Consent uses	Zoning	Relevant Primary uses	Relevant Main Consent uses
Industrial	Industry	Warehouse which includes service trade (no provision for residential)	Industrial zone II	Industry	<ul style="list-style-type: none"> • Abattoir • Adult entertainment • Adult Services • Aqua-Culture • Container site • Convenience shop • Crematorium • Helicopter landing pad • Liquor store • Office • Place of Entertainment • Renewable energy structure • Restaurant • Scrap yard • Truck stop
			Business zone I	Business premises	<ul style="list-style-type: none"> • Adult shop • Adult entertainment • Adult services • Freestanding base telecommunication station • Helicopter landing pad • Motor repair garage • Place of entertainment • Renewable energy structure • Transport use • Warehouse

The business zoning makes provision for flats which could be used as a means to provide housing among the commercial uses and achieve the aim of integration of uses and of

residing close to work. This area is however not intended for the establishment of shops or offices.

11.12.3 MEDIUM / HIGH DENSITY RESIDENTIAL

NOTATION ON PLAN GLSDF 4: ORANGE

In order to create a buffer between the commercial land uses and the low density residential development in Groeneweide Park a transitional area is proposed. This area provides for the provision of medium to high density residential development, suitable for providing in the demand for “gap” housing with due cognizance of the social gradient between the area and Groeneweide Park. Integration with Groeneweide Park and the planned mixed use area to the south needs to be promoted through provision of road and infrastructure linkages.

Possible zonings in terms of the present and future new zonings schemes are:

Section 8 Scheme Regulations			George Zoning Scheme By-Law		
Zoning	Primary uses rights	Main Consent uses	Zoning	Relevant Primary uses	Relevant Main Consent uses
Residential 4	<ul style="list-style-type: none"> Residential building 	<ul style="list-style-type: none"> Group housing Town housing Flats Public housing Professional usage, Place of assembly 	General residential zone IV	<ul style="list-style-type: none"> Flats 	<ul style="list-style-type: none"> Backpackers lodge Boarding house Convenience shop Home Occupation Renewable energy structure Retirement resort Rooftop base telecommunication station

11.12.4 MIXED-USE INSTITUTIONAL

NOTATION ON PLAN GLSDF 4: BLUE/YELLOW HATCHING

North of the R102 at the intersection with York Street is another portion of erf 464, which offers a further opportunity for mixed use development. This area is aimed at providing opportunities for establishment of institutional land use such as educational institutions or medical parks, combined with medium density residential development, such as town housing or group housing.

Possible zonings in terms of the present and future new zonings schemes are:

Section 8 Scheme Regulations			George Zoning Scheme By-Law		
Zoning	Primary uses rights	Main Consent uses	Zoning	Relevant Primary uses	Relevant Main Consent uses
Institution 1, 2 and 3	<ul style="list-style-type: none"> Place of instruction, house of worship, Institution 	<ul style="list-style-type: none"> Place of assembly 	Community zones I, II and III	<u>Combined</u> <ul style="list-style-type: none"> Place of instruction Place of worship Institution 	<u>Combined</u> <ul style="list-style-type: none"> Cemetery Conference facility Correctional facility Freestanding base telecommunication station Garden of remembrance Institution Place of assembly Rooftop base telecommunication station Wall of remembrance

Business 2	<ul style="list-style-type: none"> • Shop 	<ul style="list-style-type: none"> • Town house, flats, residential building, place of assembly, offices 	Business III	<ul style="list-style-type: none"> • Neighbourhood shop 	<ul style="list-style-type: none"> • Liquor store • Service trade • Supermarket • Restaurant
Residential 1,2,3,4 and 5	<ul style="list-style-type: none"> • Dwelling house • group house, • town house, • flats, • residential building 	<ul style="list-style-type: none"> • Additional dwelling unit, • retirement village, • professional usage, • place of assembly 	General residential I, II, III, IV, V and VI	<u>Combined</u> <ul style="list-style-type: none"> • Double dwelling house • Group housing • Town housing • Flats • Boarding House • Guest lodge • Hotel 	<u>Combined</u> <ul style="list-style-type: none"> • Backpackers lodge • Boarding house • Convenience shop • Home Occupation • Renewable energy structure • Restaurant • Retirement resort • Rooftop base telecommunication station • Shop

This land is situated in a strategic position and is ideally located for an institutional facility of large scale, which will reflect a corporate image toward the R102 and present a uniform appearance over a longer stretch of land. Though residential uses can be accommodated as well, it should only be considered as a secondary use to the institutional land use.

11.12.5 EXTENSIVE TRADE

NOTATION ON PLAN GLSDF 4: PURPLE/BLUE HATCHING

Opportunities for extensive trade enterprises are provided directly south of the R102. Commercial or industrial buildings bordering the R102 must have a public interface and can include manufacturers of cheese, leather and other local products, in order to engage the tourist by providing outlets and guided tours of the industry. Big box retail is a possibility but will be strictly controlled in terms of design and aesthetics as per design guidelines in this LSDF and the new scheme regulations.

Properties must be at least 3000m² in size with a minimum street frontage along the R102 of 50 metres. The gross leasable floor area must be 2400m² or more. Possible zonings in terms of the present and future new zonings schemes are:

Section 8 Scheme Regulations			George Zoning Scheme By Law		
Zoning	Primary uses rights	Main Consent uses	Zoning	Relevant Primary uses	Relevant Main Consent uses
Industrial	Industry	Warehouse which includes service trades	Business zone V	<ul style="list-style-type: none"> • Big box retail 	<ul style="list-style-type: none"> • Rooftop base telecommunication station • Shop • Warehouse • Renewable energy structure
Business 2	Shop	Supermarket	Business zone I	Business premises	<ul style="list-style-type: none"> • Adult shop • Adult entertainment • Adult services • Freestanding base telecommunication station • Helicopter landing pad • Motor repair garage • Place of entertainment • Renewable energy structure • Transport use • Warehouse

11.12.6 AGRI-TOURISM

NOTATION ON PLAN GLSDF 4: LIGHT BROWN

Supplementary land uses to the agricultural uses are proposed for the area from the Gwayang River up to the George Airport. This broadens the spectrum of activities that can be operated from the land and facilitates development that is economically more viable, whilst promoting the agricultural land use on the land. Various possibilities for tourism facilities and value-adding economic uses are discussed in Chapter 4. Tourism activities can be approved through the process of special consent.

It is important to note that although possibilities for tourism uses are introduced to this area, the primary aim remains to revitalise the agricultural use of the land. For this reason, subdivision of the land is not supported and agricultural consolidation and / or leasing of under- utilised land to productive farmers must be encouraged.

Note should be taken of the definition for 'tourist facilities', as it is stipulated in the new Zoning Scheme By-Law, i.e.: *"amenities for tourists or visitors and includes lecture rooms, restaurants, gift shops, restrooms or recreational facilities, but does not include an off-road trail, a hotel, wellness centre or tourist accommodation."*

Possible zonings in terms of the present and future new zonings schemes are:

Section 8 Scheme Regulations			George Zoning Scheme By-Law		
Zoning	Primary uses rights	Main Consent uses	Zoning	Relevant Primary uses	Relevant Main Consent uses
Agriculture 1	Agriculture	<ul style="list-style-type: none"> Additional dwelling unit (1 per 10 ha up to 5 units) Farm stall and farm-store Intensive feed farming Riding school Nursery Service trade Tourist facilities 	Agriculture zone I	<ul style="list-style-type: none"> Agriculture 	<ul style="list-style-type: none"> Abattoir Additional dwelling unit (1 per 10 ha up to 5 units) Agricultural industry Airfield Animal care centre Aqua-culture Farm shop Freestanding base telecommunication station Function venue Guest house Off-road trail Plant nursery Quarry Renewable energy structure Tourist facilities Utility service
Agriculture 2	Agricultural industry	<ul style="list-style-type: none"> Farm store Tourist facilities 			

This consent use provides opportunities that are promoted in this GLSDF. Under recreational facilities a wide range of such facilities could be understood and proposed. They will be considered in terms of the intent and vision of the GLSDF.

11.12.7 AIRPORT SUPPORT ZONE

NOTATION ON PLAN GLSDF 4: BLUE

This area is envisaged as a small node at the intersection to the airport. It is aimed at providing opportunities for land uses that are reconcilable with the airport such as freight

and logistics companies and tourist facilities. Parking and storage facilities are also possibilities for this zone however special attention needs to be given to the aesthetics.

Possible zonings in terms of the present and future new zonings schemes are:

Section 8 Scheme Regulations			George Zoning Scheme By-Law		
Zoning	Relevant Primary uses rights	Relevant Main Consent uses	Zoning	Relevant Primary uses	Main relevant Consent uses
Agriculture 1	Agriculture	<ul style="list-style-type: none"> Farmstall and farm- store Service trade Tourist facilities 	Agriculture zone I	<ul style="list-style-type: none"> Agriculture 	<ul style="list-style-type: none"> Abattoir Additional dwelling unit (1 per 10 ha up to 5 units) Agricultural industry Airfield Animal care centre Aqua-culture Farm shop Freestanding base telecommunication station Function venue Guest house Off-road trail Plant nursery Quarry Renewable energy structure Tourist facilities Utility service
Business V	Service station	Public garage	Business zone VI	Service station	<ul style="list-style-type: none"> Motor repair garage Shop Truck stop
Industry 1	None that fit the area	<ul style="list-style-type: none"> Warehouse Public garage Transport usage 	Industry zone II	Industry	<ul style="list-style-type: none"> Abattoir Adult entertainment Adult Services Aqua-Culture Container site Convenience shop Crematorium Helicopter landing pad Liquor store Office Place of Entertainment Renewable energy structure Restaurant Scrap yard Truck stop

It is ideally located to provide facilities for tourism support as well and may include fuelling facilities and a hotel. An integrated development plan, addressing roads, services and land use should be compiled for the entire zone in order to coordinate and manage potential land use within this zone.

11.12.8 AIRPORT ZONE

NOTATION ON PLAN GLSDF 4: GREY

This zone consists mostly of the land that is currently owned by the Airport Company and utilised for the airport and related structures. The airport maintains its own development framework, relating to the land which belongs to the Airport Company. Land uses within the zone need to be subsidiary and related to the basic functions of the airport and any proposals for development must be done in collaboration with the municipality.

In terms of the zoning scheme, this area will be regarded as a transport usage and will be accommodated in terms of the new Zoning Scheme By-Law as a consent use in the

Transport zone I. Although the greater part of this site lies beyond the western boundary of the study area, the basic aesthetic and landscape guidelines will also apply to this site, especially along the R102.

11.12.9 AUTHORITY ZONE

NOTATION ON PLAN GLSDF 4: RED

This zone is designated for authority uses and is demarcated where the existing waste transfer site and Gwayang sewerage works are located, adjacent to the industrial area.

Section 8 Scheme Regulations			George Zoning Scheme By-Law		
Zoning	Primary uses rights	Main Consent uses	Zoning	Relevant Primary uses	Relevant Main Consent uses
Authority zone	Authority uses		Authority zone I	Utility services	Authority use

11.12.10 RESTRICTED ZONE

The restricted zone is a 500metre radius around the existing sewerage works and serves as a safety barrier between urban areas and the hazardous site. No structures or urban development is permitted within this zone, however the land may be utilised for landscaping, open space or agriculture. A further radius of 800 metres from the sewerage works forms the boundary for residential development.

Only industrial and commercial development is permitted between the 800metre and 500metre radii.

11.12.11 OPEN SPACE ZONE

NOTATION ON PLAN GLSDF 4: GREEN

The Open space zone indicated on the plan is more than the usual public open spaces. It is the natural catchment areas for storm water and serves the purpose of drainage of storm water run-off.

The open space system has been delineated to create a continuous network across the area, effectively providing links between the various use zones. The continuation of the open space across the R102 serves to give visual depth and capitalizes on the scenic value of this resource.

No development should be permitted within these areas and it must be dealt with in terms of environmental and zoning legislation in the layout and design of sites for other uses.

12 CONSIDERING THE SENSE OF PLACE

The Municipality has expressed its serious intention to improve and maintain the aesthetical quality of the built environment and maintain the sense of place that George and surroundings is known for. This statement is undergirded by two draft documents that were compiled as guideline for design and management of the built environment, i.e.:

- Landscape Characterization and Visual Resource Management Analysis by VRM Africa (LCVRMA)
- Architectural and Urban Design Guidelines for the George Municipality by The Matrix (AUDG)

12.1 GUIDELINES APPLICABLE TO THE FUTURE URBAN AREA

By imposing architectural and urban design guidelines in the proposed urban zone (industrial and mixed use area) the principle is clearly laid down that even a 'harsh' urban area could create a certain sense of place that will give it a certain quality. These guidelines not only pertain to the design of buildings but also to the treatment of the areas surrounding the buildings such as parking areas, storage areas and fencing and signage.

The AUDG contains a number of principles and architectural and urban design guidelines that must be applied in this area. The principles that must be studied in the document and applied in this area are:

- Principle 01: The green theme (preservation of the 'Garden City' identity of the town)
- Principle 02: Hierarchy of spaces within the public realm
- Principle 03: Public – private interface
- Principle 04: Architectural expression
- Principle 05: Relationship between buildings and context
- Principle 06: Promoting the conservation of heritage

With regard to the industrial area the first five principles are important, but especially the architectural expression and the relationship between buildings and context will give the area a special sense of place.

This LSDF promotes the possibility of the establishment of so-called big box retail undertakings in the node next to Groeneweide Park and the show grounds along the corridor, and may also include the show grounds. Literature on big box retail in the USA has shown that often large shed-like structures are erected without regard to the rest of the built environment. Besides all the guidelines stipulated in the AUGD, the following guidelines should be applied to big box developments along in the node, especially on sites facing the corridor (the guidelines will be included in the new George Integrated Zoning Scheme:

When considering the application and specifically the site development plan, the Council must consider to what extent the following guidelines have to be applied in dealing with the environmental and visual impact of the land use:

- i. Design of buildings to require facades and exterior walls to be designed to include projections and recessions,
- ii. Design measures to reduce the massive scale and uniform appearance of traditional big box development,
- iii. Street frontage to be designed to include windows, arcades and awnings for at least 60% of the facade,
- iv. Specifications to address the number and variation in rooflines,
- v. Appropriate building materials and colours,
- vi. Clear indication of entrance ways,

- vii. Inclusion of pedestrian scale amenities and spaces,
- viii. Screening of machinery equipment, outdoor sales, trash collection areas and parking structure facades in a manner consistent with the overall design of the building and landscaping,
- ix. Minimization of visual and noise impacts of delivery and loading areas,
- x. Submission of a noise mitigation plan,
- xi. Landscape buffer, including canopy trees, required for all sites which adjoin residential uses or zones,
- xii. Limiting street access to major arterial roads,
- xiii. Distribution of parking areas around large buildings in an attempt to shorten the distance to other surrounding buildings, public sidewalks and transit stops,
- xiv. Provision of sidewalks along the full length of any building where it adjoins a parking lot,
- xv. Placement of sidewalks to connect store entrances to transit stops and nearby neighbourhoods,
- xvi. Submission of a traffic study,
- xvii. An outdoor lighting report with information on how outdoor lighting will be accomplished to minimize the impacts on adjacent properties.
- xviii. Attention must be given to the design of buildings and the roofs of buildings in the Urbanized area, so as not to bring about typical industrial buildings. Therefore the developer needs to consult with a landscape architect to explore possibilities of placement of buildings and incorporation of parking and landscaped areas.

12.2 GUIDELINES APPLICABLE TO BOTH THE FUTURE URBAN AREAS AND THE RURAL AREA

The AUDG formulates architectural and urban design guidelines in the form of questions that relate to the sense of place, the natural and planned context, design and construction and heritage. The questions are:

SUMMARY OF QUESTIONNAIRE FOR ARCHITECTURAL AND URBAN DESIGN GUIDELINES				
Q no	Question	Guidelines that apply	Applicability in zone	
			Urban and airport support zoned	Rural
1	Is the location of the development in a Primary, Secondary or Tertiary place?	A list of minimum spatial requirements for tertiary place	In site design	In site design and rural landscaping
2	Is the development on a site with a slope of less than 1:5?	Design guidelines for buildings flatter slopes. Wider and natural context is considered	In all areas	In all areas
3	Is the development on a site with a slope of equal or greater than 1:5?	Design guidelines for buildings on slopes greater than 1:5. Wider and natural context is considered	Guidelines for buildings along the Gwayang River bank	Along all slopes > 1:5 in area
4	Is the development along a water course or body of water?	Boundary treatment, public access and cut and fill guidelines	Guidelines for buildings along the Gwayang River bank	Guidelines for buildings along all river courses
5	How does the development respond to its immediate built context?	Step backs, height, bulk and mass, the relation to adjacent structures, and the character of the wider context	Site design to take into account surrounding context. Show on building plans	Wider context in rural area to be considered

SUMMARY OF QUESTIONNAIRE FOR ARCHITECTURAL AND URBAN DESIGN GUIDELINES				
Q no	Question	Guidelines that apply	Applicability in zone	
			Urban and airport support zoned	Rural
6	How does the development respond to the street?	Position of active street frontages, public entrances to be on high order street, verandas and balconies to reinforce active streets, role of minor access roads in access	In site design for all sites	Apply to access design and service roads
7	What landscape strategy has been implemented?	Tree planting guidelines	On all sites	On all sites
8	How does the open or green space create a safe, accessible usable user-friendly environment?	Pathways, lightning, fencing, park spaces, trees, shading guidelines	On open spaces	Open spaces in landscape to be treated as part of development
9	How does the design incorporate features that reduce its environmental impact within the context of aesthetics?	Design and orientation to respond to prevalent climatic conditions , guidelines for solar shading lightning, mechanical plants green roofs etc.	On all sites	On all sites
10	How are services and infrastructure installed?	Guidelines for the integration of services into the buildings	On all sites	On all sites
11	How does the development contribute to the local architectural language?	Guidelines on architectural styles and foreign styles	On all sites	On all sites
12	How does the development incorporate appropriate form, proportion and scale?	Guidelines on form and scale of buildings in context of the site	On all sites	On all sites
13	How does the development utilise materials, texture and colour?	Guidelines on materials, colours, street facing boundary walls	On all sites	On all sites
14	How does the development impact on Heritage value?	Guidelines on impact of signage on existing heritage value	Not applicable	Heritage value of cultural landscape to be taken into account
15	How is maintenance and preservation to heritage buildings to be carried out?	Guidelines on material and colours on existing buildings	Not applicable	Applicable if heritage building exist s in area
16	How are reconstruction, restoration and adaptation to heritage buildings to be carried out?	Guidelines for reconstruction, restoration, and modifying heritage buildings	Not applicable	Applicable if heritage building exist s in area

12.3 GUIDELINES APPLICABLE TO THE RURAL CORRIDOR AREA

The LCVRMA classifies the R102 as a view corridor with a 500m strip on either side as a Class II category in terms of the objectives to be achieved with regard to retaining the existing character and the level of change that is desirable. Although this report was written before the proposals of this LSDF for a tourism corridor was known, the principles remain the same even though the level of change may be more than anticipated in the LCVRMA.

The LCVRMA states that the areas next to view corridors such as the R102 are highly significant as it is these areas that provide a point of reference for the Garden Route sense of place to the tourist. Recommendations from this document for the R102 are:

Controls need to be put into place to manage the impact and the extent of large-scale developments which are having a significant impact on the natural landscape in areas such as the Southern Cape. These should also be put in place to mitigate the cumulative

impacts associated with individual residential developments. It is recommended that large structures located in sensitive areas should be subject to input from a Visual Statement or VIA if required.

- Inappropriate signage and advertising boards needs to be strongly controlled.
- The sections along the R102 between the George Airport and the town need to be effectively controlled to ensure that the rural landscape and views of the mountains are not compromised.

*"valleys
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spaces."*

These principles could still be achieved to a large extent even though a higher level of change will take place than the case with the status quo.

To this end Landscape Architects Klapwijk and Cave was consulted who made certain recommendations which could serve as guidelines for the landscaping and development of the tourism corridor.

In order to develop the areas surrounding the corridor in a sustainable manner the existing natural storm water drainage channels must be retained. These valleys and streams are the existing catchment areas where water will naturally migrate to and should be interlinked to create a continuous network of natural open spaces, integrated with the various corridor land uses as identified in the GLSDF. These scenic links must be extended to 'open up' along the main routes, being the N2 and the R102, in order to provide visual depth for travelers and tourists to enjoy.

A corridor buffer should be maintained along the R102 and the future bypass, leading from the N2 toward Blanco. This entails a continuous green zone along the route, landscaped with vegetation. In the Airport Area and the Urban Area this will attribute to the establishment of a commercial zone in a park setting.

The visual impact of buildings and development along this route must be reduced through the use of visual buffers and innovative design. The following are measures through which this can be achieved:

- Provide service roads, where various access points to different entities are grouped in order to limit access to the main road.
- Trees must be planted in groupings instead of lanes, and should draw the property into the scenic links, so as to create a sense of continuity.
- Notwithstanding the width of street building lines, the depth of visual buffers must be no less than 10 metres and should not be developed with parking or access roads.
- No buildings shall border directly onto the landscaped area, but must be separated by a further 5 metres, which area may be used for parking, provided that, should the building line restriction be more restrictive, it shall have preference over the setback requirements.
- Parking areas should preferably be provided along the side of a building and be screened off from the corridor with vegetation.
- All service areas must be out of sight of by-passers, hence preferably at the back of the buildings.

"George area has a unique sense of place and development must create a destination experience and not detract from the existing landscape character."

- No excessive lighting should be used along the corridor and street lighting should preferably be a reflective light as opposed to direct light.
- Security fences must be visually permeable
- Advertising must be limited by combining several adverts on one notice board.

The overall height of buildings should not exceed 2storeys and flat roofed designs should be avoided. An increase in height may be considered upon the discretion of the municipality, based on the type of land use and placement of the buildings, which may be obscured by natural ridges or situated in lower lying areas that are not visible from the corridor.

Prominent landscaping and signage must be placed in the Airport Area to give an introduction to the corridor. The gateway to the urban area should capitalize on the soft visual qualities of the natural landscape, exiting the valley from the Airport, surrounding the Gwayang River.

12.4 GUIDELINES APPLICABLE TO THE AIRPORT AND AIRPORT SUPPORT AREA

The LCVRMA explains that, within a local context, the sense of place is significantly defined by the airport in terms of large movements by aircraft and large structures and associated infrastructure. These include hangers, masts, control towers, cell phone masts and specialized safety structures. This sense of place is also confirmed at night with large overhead security lights, landing lights and aircraft movements. The airport and the area immediately surrounding the airport which is planned for some tourist related development were assigned a Class III status to ensure that the existing sense of place remains. The Class III status allows capacity for limited development that is in keeping with the rural sense of place of the immediate surrounds.

The report states that the airport should not be linked to continuous development to the town of George but should be seen as a node of development surrounding by rolling agricultural areas.

Recommendations from the LCVRMA:

- The George area is has a unique sense of place. Examples of industrial development around other airports should be seen as not suitable. It is of critical importance that development around the airport is managed in such a way that it creates a destination experience but does not detract from the rural element which defines the existing landscape character.
- Signage needs to be strongly controlled.
- Excessive development between the airport and the town along the R102 should be controlled and not reflect ribbon development and urban sprawl.

Overall, it is advisable that detailed landscape and building design principles be compiled for the area and enforced by the municipality. Developers, especially in the Airport and

Urbanized Zones should consult with a landscape architect, assigned by Council. The design principles must be contained in a Landscape and Design Manual.

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12.5 SUMMARY OF PROPOSALS IN THE GLSDF

The research and analysis leading to the proposals in this document has been captured in previous chapters. The data puts on display the strengths and opportunities of the George area and demonstrates its unique qualities that could serve to promote the tourism industry. This plan attempts to connect agri-tourism and commercial tourism in one corridor. The guidelines set for development of the various zones along this corridor are part of an attempt to establish aesthetic continuity and uniformity along the route, which has been identified as the Western Gateway of George.

Not only is plan focused on tourism, but also creates opportunities for industrial expansion with the vision of establishing George as a regional centre. In summary, the following key proposals are made or are implied by the principles that are explained and by the guidelines that are proposed:

1. The GLSDF must be adopted and promulgated as a Local Spatial Development Framework in terms of sections 9(1) and 11(1) of the Land-use Planning By-Laws for George Municipality, September 2015.
2. The vision and intent of the proposals in the GLSDF must be adhered to in considering proposals for development in the area as well as in the management thereof.
3. The plan proposes the designation of three overarching areas or precincts including an Urban area, Rural/Agri-tourism area and an Airport Support zone.
4. Within these areas there are 11 identifiable zones, each of which will have a unique function and zoning:
 - a. **Commercial / Industrial Zone** commercial and industrial use with low impact on its surroundings.
 - b. **Mixed use – Service Trade Zone** where medium to high density residential uses can be combined with service trades.
 - c. **Medium /High Density Residential Zone** is a buffer area between commercial land uses and Groeneweide Park.
 - d. **Mixed-Use Institutional Zone** intended for educational institutions and medical parks that can be combined with residential use.
 - e. **Extensive Trade Zone** offers opportunities for big box retail and industry with a tourist interface along the R102.
 - f. **Agri-Tourism** opens opportunities for farmers to increase their income and viability of their land by engaging tourists in their agrarian activities.
 - g. **Airport Support Zone** is a small node offering reconcilable uses to the airport facilities for the convenience of tourists.
 - h. **Airport Zone** entails land currently in use for the airport purposes.

- i. **Authority Zone** includes existing waste transfer and sewerage works sites.
 - j. **Restricted Zone** is a safety barrier around the existing sewerage works where no development may take place.
 - k. **Open Space Zone** includes the natural catchment areas, creating a continuous scenic network across the study area.
5. The designation of the use zones in the GLSDF must be adhered to and implemented.
6. The urban edge must be realigned to incorporate the proposed urban area.
7. The urban area and the airport support node must be subdivided and developed in accordance with the principles and intention of the use zones as explained in the GLSDF.
8. The recommendations and principles in the SEA must be applied in considering environmental issues in connection with development proposals.
9. The Council's Economic Revitalization Policy could be extended to the proposed industrial and mixed use area as well as to the corridor to promote tourist facilities. The latter will only apply to bona fide tourist facilities obtained with the special consent of the Council.
10. Subdivision of rural land into small holdings or for residential development must not be allowed. Where, henceforth, applications for subdivision or any rezoning of agricultural land is granted, any privileges afforded in terms of the ERP will be forfeited.
11. The corridor as a tourist destination must be dealt with as a LED project with proper marketing in collaboration with existing tourism initiatives.
12. A professional Landscape Architect should be appointed to compile a Landscape and Design Manual, based on the vision and guidelines in the GLSDF.
13. The appeal, authenticity and visual quality of the corridor must be preserved by applying, to any development proposal, the landscape and urban design principles in this report, as well as any other guidelines that may result from the aforementioned Landscape and Design Manual.
14. Likewise, the development in the urban area must adhere to urban design and landscape principles in this report and the proposed manual.
15. The Master Plan for water and sewerage infrastructure must be reviewed and updated in terms of the proposals of the GLSDF. The requirements from the Department of Water Affairs (**Annexure B**) and the Department of Health (**Annexure C**) must be adhered to.
16. The corridor principles should be further extended to a similar Spatial Development Framework for the Blanco corridor.

A white horse with brown patches is grazing in a field. The background shows a sunset sky with orange and yellow clouds, and a line of trees and streetlights in the distance.

Chapter 7:

Implementation and Conclusion

13 IMPLEMENTATION

Though a variety of land uses are proposed for the corridor study area, the actual timing of each of the developments will depend on the realization of the demand triggers, prevailing and forecast market conditions, the carrying out of any necessary environmental assessment and approvals processes and the outcome of stakeholder consultation processes.

13.1 MARKETING AND BRANDING

The tourist market in the Garden Route is highly competitive and marketing and promotional activities are very important for destinations to survive. The main promotional tools used to promote the study area are web based and printed material, such as brochures. Government agencies need to play an active role in promoting their tourism products and economic opportunities in collaboration with private tourism initiatives.

The marketing of the corridor should be treated as a LED project in order to establish its identity and to strengthen the viability of the corridor. The corridor should be incorporated and marketed as part of the Outeniqua Hop tourism route. A unique niche for the corridor should be established and the branding of the corridor should be finalized through a process of consultation with the relevant stakeholders and landscape architects.

Branding the corridor is an effective way of provoking interest from potential investors. The use of signage on and off the route to invite passers-by is a basic element that would instil investor confidence and attract consumers.

13.2 INFRASTRUCTURE

13.2.1 WATER

The proposed developments were taken into consideration in the 2010-11 GLS water master plan.

The master plan indicated that this development area falls in the George Main and Pacaltsdorp tower zones respectively as shown in Figure 1 (Water) attached.

The proposed development that falls within the George Main zone should connect to the future 600mmØ bulk supply reinforcement, to the Pacaltsdorp reservoir supply pipe line. The development along the Airport road must accommodate the proposed reinforcement of the bulk supply pipe line to the Herold's Bay reservoir zone.

The areas below the 200m.asl contour should connect to the existing Pacaltsdorp tower system with a new 250mmØ supply main.

The detail cost analyses is contained in the report "*Development of proposed township - George Airport corridor spatial development*", GLS consulting, 13 June 2011.

13.2.2 SEWERAGE

The proposed developments were taken into consideration in the 2010-11 GLS sewer master plan.

The master plan indicates that this development area falls within the Gwayang drainage area as shown in Figure 2 (Sewer) attached.

Part of the proposed development should drain to the existing Gwayang waste water treatment plant bulk outfall system. The remainder of the development should drain towards a new bulk pump station and rising main situated on the embankment of the Gwayang River. The proposed pump station and outfall system also makes provision for the elimination of the existing Airport main and booster pump stations.

The detail cost analyses is contained in the report “*Development of proposed township - George Airport corridor spatial development*”, GLS consulting, 13 June 2011.

13.3 LANDSCAPE AND DESIGN MANUAL

In order to apply the guidelines for landscaping and architectural design proposed in the GLSDF, a Landscape and Design Manual must be compiled, which includes the basic guidelines, addressed in paragraph 12. A professional Landscape Architect should be appointed to formulate such a manual, based on the vision and guidelines in the GLSDF. The manual should address the three areas identified in the GLSDF and be accompanied by practical suggestions such as sketches and examples from elsewhere, depicted by photos.

13.4 INCENTIVES

The ERP for the Industrial Development Node should be extended to include the full new industrial area south of the R102 up to the Gwayang River, once this area is developed and ready to be marketed.

The GLSDF focuses on the corridor area as a special investment area to promote agri-tourism facilities. Even though the zoning of this area, and the abutting agricultural areas would primarily remain the same, preference will be given to the development of facilities in the corridor, by introducing similar incentives for this area as for the other three zones in the ERP. However the introduction of such incentives should only apply to properties which are not rezoned (retain their agricultural rights with special consent uses granted) and which are not subdivided in order to obtain development rights.

14 CONCLUSION

This corridor will hold elements of nature, culture and commercial segments and appears to be a viable option for drawing the periphery into the core area of George and to provide a point of interest that would complete the Blanco tourist route, which in essence is a potential corridor in itself.

Government support for the limited development beyond the existing urban edge is needed to establish investor confidence, develop infrastructure and attract tourists.

The corridor does not promote excessive development and should by no means be construed to encourage urbanization over the short to medium term. It is however hoped to attract attention from the stakeholders so that the corridor can be formalized as a formal corridor.

The cooperation from the stakeholders can have valuable synergistic effects and should be encouraged and promoted also by the various spheres of government. Only then will

the true benefits from tourist investment be achieved. Visitor trails will assist in spreading visitors into the periphery, thereby not limiting investment to the main road only, which in most cases may be construed as ribbon development.

The GLSDF will contribute towards the development of essential components of a balanced urban structure with benefits for the local economy and more employment opportunities for all.

COMPILED BY:

W M de Kock: WM de KOCK Associates

D Power: Delia Power Town Planning Services

SEPTEMBER 2015

ACRONYMS

ACSA	<i>Airports Company of South Africa</i>
ERP	<i>Economic Revitalization Policy</i>
AUDG	<i>Architectural and Urban Design Guidelines</i>
CBA	<i>Critical Biodiversity Area</i>
CBD	<i>Central Business District</i>
ESA	<i>Ecological Support Area</i>
GLSDF	<i>Gwayang Local Spatial Development Framework, 2011</i>
GSDF	<i>George Municipal Spatial Development Framework, Draft, May 2012</i>
GTIA	<i>George Western By-pass Tourism Impact Assessment</i>
IDP	<i>Integrated Development Plan</i>
IDN	<i>Industrial Development Node</i>
LCVRMA	<i>Landscape Characterization and Visual Resource Management Analysis</i>
LSDF	<i>Local Spatial Development Framework</i>
OFZ	<i>Obstacle Free Zone</i>
PRE	<i>Provincial Roads Engineer</i>
PSDF	<i>Provincial Spatial Development Framework</i>
SEA	<i>Strategic Environmental Assessment</i>
SDF	<i>Spatial Development Framework</i>
SPC	<i>Spatial Planning Category</i>
VIA	<i>Visual Statement</i>

DEFINITIONS

The following definitions apply to this document:

"Airspace" means the space above the surface of the earth up to a height where an aircraft is no longer able to derive support from the atmosphere;

"Domestic Tourists" are defined as South African residents travelling on a trip within South Africa that lasts more than one night but less than one year and the purpose of the trip is not for an activity that is remunerated.

"Foreign tourists" are defined as total foreign arrivals excluding workers and contract workers in South Africa as reported by the Tourism and Migration Release of StatsSA.

"Mixed uses" imply the horizontal and vertical integration of suitable and compatible residential and non-residential land uses within the same area or on the same land parcel.

"Spatial integration" is a strategy to address the spatial fragmentation legacy of former spatial planning approaches and land use management, associated with acts such as the Group Areas Act, Urban Areas Act, Physical Planning Act and the Homelands Act, etc. The strategy engages issues of urban restructuring, settlement location and property development to reduce urban sprawl, integrating different communities (mixed income and mixed tenure), land use activities (mixed use: commercial, retail, recreational, transport, residential, social service, etc.) and the shift from a single motor car urban design concept to a new urban design concept based on public transport.

"Urban restructuring" is a strategy to increase urban quality of life and urban citizenship through integrated transport-led land reform (densification, infill and development of strategically located public brown/greenfields sites) within a demarcated urban edge, and upgrade of (previously) degrade areas and new developments.

SOURCES

1. Municipality of George: *Investment Opportunities in George Municipality*, 2011.
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3. Municipality of George: *Economic Revitalization Policy*, 2011.
4. VRM Africa : *Landscape Characterization and Visual Resource Management Analysis*
5. The Matrix: *Architectural and Urban Design Guidelines for the George Municipality*
6. Arcus Gibb: *Strategic Environmental Assessment*, February 2008.
7. MBB: *Agricultural Assessment Study for the proposed George Western Bypass*, 2009.
8. Urban-Econ George: *George Tourism Impact Assessment*, 2009.
9. Pan African Research & Investment Services: *A Framework/Model to Benchmark Tourism GDP in South Africa*. March 2010
10. Prof.Dr.Amran Hamzah & Dr. Hairul Nizam Ismail: *A design of nature-culture Based tourism corridor; A pilot project at Kelantan Darul Naim*, 2008.
11. Cape Town Routes unlimited: *Western Cape Tourism Barometer: Volume 5, Issue 1*: October – December 2010 –. Available online at <http://www.tourismcapetown.co.za>. Retrieved on 12 April 2011.
12. Eden District Municipality: *Draft IDP review*, 15 March 2011.
13. Prof Jonathan Bloom and Le Roux Burrows. *The economic significance of leisure, business and event tourism in the Western Cape Province: a Tourism Satellite Account approach*. June 2008.
14. NM& Associates Planners and Designers: *George Airport – Proposed Development Framework* - February 2008.

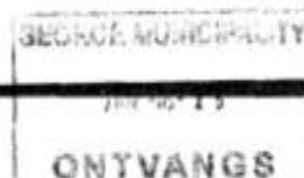
ACKNOWLEDGEMENTS

1. Mrs. P Moses: Airport Manager, George Airport, ACSA.
- a. BDE Consulting Engineers
2. GLS Consulting Engineers
3. A Cave: Klapwijk and Cave, Landscape Architects
4. George Boerevereniging

ANNEXURE A



Cor Van Der Walt
LandUse Management
Email: LandUse.Eisenburg@eisenburg.com
tel: +27 21 808 5099 fax: +27 21 808 5092



OUR REFERENCE : 20/9/2/4/3/389
YOUR REFERENCE : GWAYANG LOCAL STRUCTURE PLAN
ENQUIRIES : Cor van der Walt

George Municipality
PO Box 19
GEORGE
6530

Att: Carel Venter

COAN NR.	
GOLLAS	
DEP.	60
FILE NR.	15/1/11/1

GWAYANG LOCAL STRUCTURE PLAN: DIVISION GEORGE ERF 464 AND THE ROAD TO THE GEORGE AIRPORT (R102 OR TR2/9)

Your letter 15 March 2012 has reference.

Thank you for the opportunity to comment on the proposed Gwayang Local Structure Plan; Division George.

The area to the west of the current urban edge of George is used for primary agriculture and consent uses under Agricultural Zone I. Abutting erf 464 is the Outeniqua Agricultural Research Farm of the Western Cape Department of Agriculture (WCDOA) which is a prominent landmark with extensive infrastructure and contributed over the years to local agriculture by means of intensive research and extension programmes. This farm therefore must be protected from any competing rights and any abutting development will be evaluated at the hand of possible negative impacts and or risks.

The mandate of the WCDOA is to promote agriculture, enhance the productivity of the land and protect our natural resources. In adhering to this mandate it is also important to protect the rural character of the landscape and prevent competing rights that will undermine this mandate such as urbanization. Therefore, the WCDOA wishes to stress that any urbanization or undermining of primary agriculture must be prevented as it could be speculated that the intended tourism corridor will become urbanized over time.

www.eisenburg.com

www.westerncape.gov.za

On page 19, it is stated: This vision is largely shared by affected private organizations, although some land owners in the Rural Zone are more in support of localized, short term investment opportunities. This involves the subdivision of the existing farm portions into small holdings, which can be sold to individuals. It is apparent that landowner's expectation for this area is one of the reasons why the land in the area is to a large extent, under-utilized.

It is thus very important to state clearly to the landowners of this area as to what the area is intended for. Therefore, it is gratifying that the George Spatial Development Framework acknowledges this area as agricultural with the normal consent uses and not non-residential, small holdings and non-urban land use pattern. The WCDOA also agrees with the principles of the Strategic Environmental Assessment done by Agrus Gibb for the conservation of a sustainable environment.

Taking above-mentioned into account the WCDOA supports the Gwayang Local Structure Plan with the zoning remaining Agricultural Zone I. The development of erf 464 is also supported on condition that it does not result in any competing rights for agriculture, the Research Farm, or any degradation of natural resources. No mention is made to where the current show grounds will be relocated.

The Gwayang River to the west of the Research Farm and erf 464 is a natural barrier and the WCDOA is not in support of any developments west of the Gwayang River except for those already approved on Portion 60 of the Farm no 208 (hotel, tourist facility and filling station).

Please take note:

- That this is only a recommendation to the relevant deciding authorities in terms of the Subdivision of Agricultural Land Act 70 of 1970 and the Land Use Planning Ordinance 15 of 1985 and that the applicant must provide the local government with copies of the application.
- Kindly quote the above-mentioned reference number in any future correspondence in respect of the application.
- The Department reserves the right to revise initial comments and request further information based on the information received.

Yours sincerely


AS ROUX Pr Eng

DIRECTOR: SUSTAINABLE RESOURCE MANAGEMENT

2012-05-02

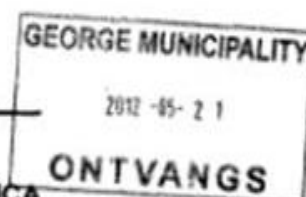
Copies:		
Directorate Land Use and Sustainable Resource Management National Department of Agriculture Private Bag X 120 PRETORIA 0001	Department of Environmental Affairs & Development Planning (George) Private Bag X 6509 George 6530	Cape Nature George Private Bag X6546 George 6530

ANNEXURE B



water affairs

Department:
Water Affairs
REPUBLIC OF SOUTH AFRICA



Private Bag / Privaatsak X16, Sanlamhof, 7532 52 Voortrekker Road, Spectrum Building,
Bellville, 7530
Tel: (021) 950 7100 Fax: (021) 950 7224

Enquiries/Navrae: D Jephtha Tel: 021 941 6264 E-mail: JephthaD@dwa.gov.za

Reference/Verwysing: 16/2/7/K300/A/7

Director: Planning and Housing
George Municipality
PO BOX 19
GEORGE
6530

SCAN NR.	
COLLAB	
DEP.	BO
FILE NR.	15/1/11/1

Dear Sir/Madam

GWAYANG LOCAL STRUCTURE PLAN (AREA ON ROUTE TO THE GEORGE AIRPORT).

The Department of Water Affairs (DWA) acknowledges receipt of your Final Draft Local Structure Plan dated 15 March 2012. This office would like to comment on the document based on the evaluation of the impact of the proposed activity on the water resources.

The Department has reviewed the document and have no objections against the above mentioned plan from going ahead. Please take note of the following requirements:

1. Section 13.2.2 of the GLSP pertaining to Sewage indicates that part of the development will drain to the existing Gwayang waste water treatment plant bulk outfall system whilst the remainder of the development will drain towards a new bulk pump station and raising main situated on the embankment of the Gwayang River.

Such a development, if implemented, may be subjected to Section 21 (c) and (i) water uses in terms of the National Water Act (NWA), 1998 (Act 36 of 1998).

Section 21 (c) and (i) is defined as follows:

S21(c) –Impeding or diverting the flow of water in a watercourse

S21(i) –Altering the bed, banks, course or *characteristics* of a watercourse

For the purpose of Section 21 (c) and (i) water uses, the water course encompasses the extend of the riparian habitat (as delineated according to DWA, 2005a) or the 1:100 year floodline, which ever is the greater.

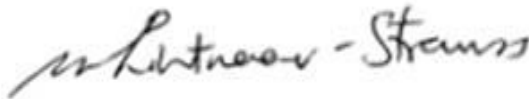
GWAYANG LOCAL STRUCTURE PLAN (AREA ON ROUTE TO THE GEORGE AIRPORT).

1.1 Please provide the Department with a map indicating the position of the above mentioned structures in relation to the 1: 100 and 1:50 year floodline.

Please do not hesitate to contact the abovementioned official, should you have any further queries.

This Department reserves the right to revise initial comment and request further information based on any additional information that may be received.

Yours Faithfully



^ CHIEF DIRECTOR: WESTERN CAPE

Date: 10 May 2012

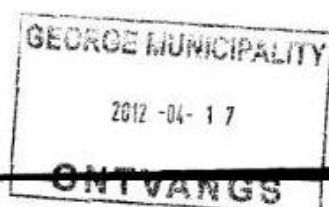
GWAYANG LOCAL STRUCTURE PLAN (AREA ON ROUTE TO THE GEORGE AIRPORT).

ANNEXURE C



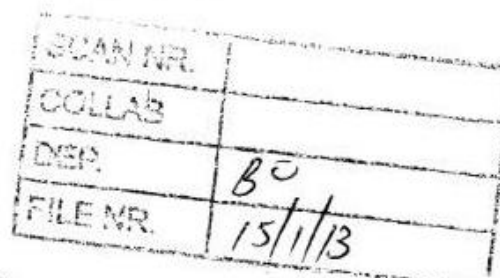
Enquiries: MP Abrahams

Ref: 19/3/1/R



The Director: Planning and Housing
P.O. Box 19
GEORGE
6530

Attention: Mr. Carel Venter



NOTICE: GWAYANG LOCAL STRUCTURE PLAN

Your letter dated 15th March 2012 concerning the above mentioned refers.

This office would like to comment as follows on the Gwayang Local Structure Plan.

- All future developments in the Gwayang area must have adequate services e.g. water supply and sanitation.
- All future developments must be connected to the George Municipal waste water system.
- The George Municipal (Gwayang) waste water system must have the capacity to handle all new developments without any adverse effect.
- All future developments in the Gwayang area must also be outside the 500m buffer zone from the Gwayang Municipal Waste Water Works.
- All future waste water pumps in the area must have back-up non-electrical standby pumps available in case of power failures or outages or mechanical failure of the existing pumps.
- The pollution of the Gwayang River must be avoided.
- For the zoning of housing developments in the Gwayang area the medical waste incinerator on Erf 464 must be taken into consideration, especially wind directions.
- The zoning of any new housing developments in the Gwayang area must also take into consideration any nearby industries, especially obnoxious, hazardous or offensive trades or activities.

Yours faithfully

DISTRICT MANAGER: EDEN DISTRICT

DATE: 12 April 2012

gwayang area Isplan

3rd Floor, York Park, York Street 6530
tel: +27 44 803 2727 fax: +27 44 873 5929
Manabrah@pgwc.gov.za

Private Bag X6592, George 6530
www.westerncape.gov.za

ANNEXURE D



DEPARTEMENT van VERVOER en OPENBARE WERKE

Provinsiale Regering van die Wes-Kaap

PADNETWERKBESTUUR

gswanepo@pgwc.gov.za
tel: +27 21 483 4669 fax: +27 21 483 2427
Km 335, Dorpsr 9, Kaapstad, 8001
Posbus 2603, Kaapstad, 8000
www.capegateway.gov.za

VERWYSING: 13/3/5/1-12/75 Taak 19151

NAVRAE: Me GD Swanepoel

WM de Kock Associates
Posbus 9934
GEORGE
6530

Aandag: Mnr WM de Kock

Geagte Meneer

STRUKTUURPLAN VIR GEORGE – TOT – LUGHAWE KORRIDOR (HOOPPAD R102)

1. U skrywe, sonder verwysing, gedateer 10 Mei 2011 aan die Distrikspadingenieur, Oudtshoorn het betrekking.
2. Grootpad 2 seksie 9 (R102) word deur u versoek geraak.
3. Vir hierdie Tak is dit onmoontlik om met die inligting tot sy beskikking aan u enige uitklaring te kan gee oor toegange wat toegestaan sal word en/of nie toegestaan sal word nie, omdat die padomgewing sal bepaal watter toegangsstanddaarde toegepas sal word. Sodra 'n aanvaarbare en goedgekeurde Struktuurplan beskikbaar is, dan sal hierdie Tak gerus vir u kliënt (George Munisipaliteit) assisteer om 'n geskikte toegangsbestuursplan in plek te kry. Indien eiendomme nie oor 'n goedgekeurde direkte toegangspunt, in lyn met die toegangsbestuursplan, vanaf die grootpad sal beskik nie, dan sal so 'n geregistreerde eienaar van so 'n eiendom self die nodige serwitute reg van weg oor aangrensende eiendomme tot by 'n goedgekeurde toegangspunt moet beding, voordat 'n verandering in grondgebruik goedgekeur sal word. Hierdie Tak is ook 'n voorstaander van dienspaai wat verseker dat verkeer op aanvaarbare en veilige toegangspunte by die pad aansluit en/of dit verlaat, maar sulke dienspaai sal deur die onderskeie geregistreerde grondeienaars in plek gebring moet word, aangesien hierdie Tak nie die onteining van sulke dienspaai sal doen nie.

4. Aangaande die westelike verbypad kan hierdie Tak noem dat daardie pad slegs in 'n beplanningsfase verkeer en geen konstruksie daarvan tans gewaarborg word nie. Die omgewingsimpakproses is steeds onafgehandel; hierdie Tak wag nog vir 'n Omgewingsgoedkeuring. Die beoogde belyning van die verbypad, wat ook 'n herbelyning van die pad na die lughawe insluit, is beskikbaar in die dokumente wat ter insae gelê het by die biblioteek. Die bestaande kruising by die lughawe sal met 'n verminderde verkeersvolume bly voort bestaan, en 'n nuwe kruising word oos van die huidige kruising by die lughawe beplan, die nuwe kruising sal ook uiteindelik 'n volle wisselaar met vlakverskille wees.

Die uwe



ML Watters

vir UITVOERENDE BESTUURDER: PAD EN VERVOERBESTUUR

DATUM:

7 JUN 2011

ANNEXURE E



mineral resources

Department:
Mineral Resources
REPUBLIC OF SOUTH AFRICA

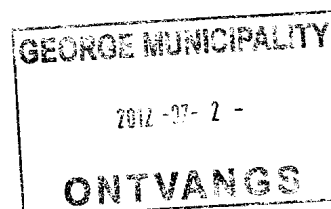
DMR 10

PRIVATE BAG X 9, ROGGE BAY, 8019
09 ATTERBURY HOUSE, CNR OF LOWER BURGER AND RIEBECK STREET, CAPE TOWN 8019

Tel: 021 427 1000 FAX: 021 427 1046
Enq: VJ Mwelase

E-Mail: vusumuzi.mwelase@dmr.gov.za
Ref. (WC) 30/5/4/2/695 SU

**THE MANAGER
GEORGE MUNICIPALITY
P.O Box 19
GEORGE
6530**



Dear Sir/Madam

PROPOSED GWAYANG LOCAL STRUCTURE PLAN SITUATED IN THE DISTRICT OF GEORGE.

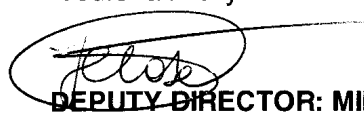
We acknowledge receipt of your letter dated 10 May 2012.

Note that according to the records of this office there is a mining right granted on Portion 129 of the farm Gwayang 208. You are requested to consult with the holder of the rights and submit the results of consultation thereof.

Further note that your application has been forwarded to other components within the Department for further investigation, we will inform you of the final outcome in due course.

Hope you will find this in order.

Yours faithfully


**DEPUTY DIRECTOR: MINERAL LAWS
WESTERN CAPE
DATE: 22/06/12**

SCAN NR.	
COLLAS	
DEP.	BO
FILE NR.	208/129

ANNEXURE F



REFERENCE: Eden/12/13
ENQUIRIES: A Venter

REGIONAL AND LOCAL ECONOMIC DEVELOPMENT

Anzel.Venter@pgwc.gov.za
tel: +27 21 483 9295; +27 21 483 4892
80 St Georges mall, Cape Town, 8001
www.capegateway.gov.za

George Municipality
P.O. Box 19
George
6530

For attention: Carel Venter

Fax: (044) 873 3776

RE: NOTICE: GWAYANG LOCAL STRUCTURE PLAN

SCAN NR.	
COLLAS	
DEP.	BO
FILE NR.	15/11/13/1

GEORGE MUNICIPALITY

2012-00-28

ONTVANGS

The Department: of Economic Development and Tourism appreciates the opportunity it has been afforded to provide input into the above.

The request was forwarded to our Tourism, Arts and Entertainment (TAE) Programme for input.

They studied the proposal, from a road signage viewpoint, and would like to provide the following input:

- The section of the R102 proposed as a "new" tourism route is already signed and part of an existing (Outeniqua Hops) Tourism Route.
- Pg.28 "The Outeniqua Country Hops Route is a recognised and established tourism route, and "the Outeniqua Hops strives to capitalize on all the Outeniqua basin has to offer".
- Pg. 29 "The process of drawing the periphery into the core has been initiated through the tourism attractions along this route" I assume this means the Outeniqua Hops Route?
- Pg.30 "There are limited existing attractions along this [Blanco] route"
- Table 1 lists The Barnyard and 3 nurseries which aren't classified as tourist attractions. Road authorities will only consider tourism route road signage for existing "High Density Tourism Areas"
- Pg. 54 "The possibility exists to offer a "George Tourism Route" within the Outeniqua Hops Route". This will not be allowed by the road authorities as it will give rise to confusion.
- Pg.29 "It is evident that the tourism industry and planning initiatives stand to benefit from close co-operation and communication between public and private tourism organisations and initiatives and attention needs to be given to improving these channels" This is crucial for any tourism route to succeed. Tourism route

10th Floor, 80 St George's Mall, Cape Town, 8001
tel: +27 21 483 9295 fax: +27 21 483 4892

PO Box 979, Cape Town, 8000
www.capegateway.gov.za

development is dependent on complete "buy in" by all key role players and tourism stakeholders. Road authorities require a comprehensive marketing plan to reflect this.

- Pg.73 "The use of signage on and off the route to invite passer-by is a basic element that would instil investor confidence and attract consumers" Agreed – It is suggested that the upgrading of existing Outeniqua Hop Route tourism route road signage and improved marketing be considered. Upgrading to include 3 passes (Outeniqua, Montagu and old Passes Road to Knysna) , Heritage Steam Train and Marine recreational facilities/attractions/experiences.

Rod Douglas, a representative from the TAE programme, will be in the area at the end of June 2012 and will be visiting the proposed area (existing signage).

In addition to the above the Department would like the following comments to be noted:

- The Notice: Gwayang Local Structure Plan is considered within the context of the spatial development plans of the municipality for this area;
- That due process as specified by local council policy, process and procedure as it relates to - land acquisition and use, zoning matters and requirements for the residential development – is followed;
- That due process in respect of legislative mandate and requirements of other relevant government departments, like the Department of Environmental Affairs and Development Planning, be adhered to;
- That the safety and economic welfare of members of affected communities have been considered.

Specifically, with regard to the economic development implications of such an amendment, the following needs to be noted:

- The George municipality has an adopted LED strategy with clear key result areas. The Notice: Gwayang Local Structure Plan should be considered with regard to the proposed outcomes of the strategy.

If the George Municipality is confident that the above-mentioned comments have been addressed, the Department would have no objection to the above mentioned.



Anzél Venter

Deputy Director: Regional and Local Economic Development

Date: 21 June 2012

ANNEXURE G



mineral resources

Department:
Mineral Resources
REPUBLIC OF SOUTH AFRICA

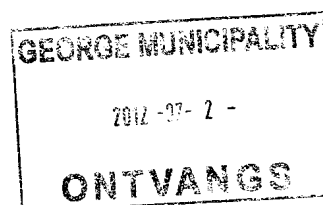
DMR 10

PRIVATE BAG X 9, ROGGE BAY, 8019
09 ATTERBURY HOUSE, CNR OF LOWER BURGER AND RIEBECK STREET, CAPE TOWN 8019

Tel: 021 427 1000 FAX: 021 427 1046
Enq: VJ Mwelase

E-Mail: vusumuzi.mwelase@dmr.gov.za
Ref. (WC) 30/5/4/2/695 SU

**THE MANAGER
GEORGE MUNICIPALITY
P.O Box 19
GEORGE
6530**



Dear Sir/Madam

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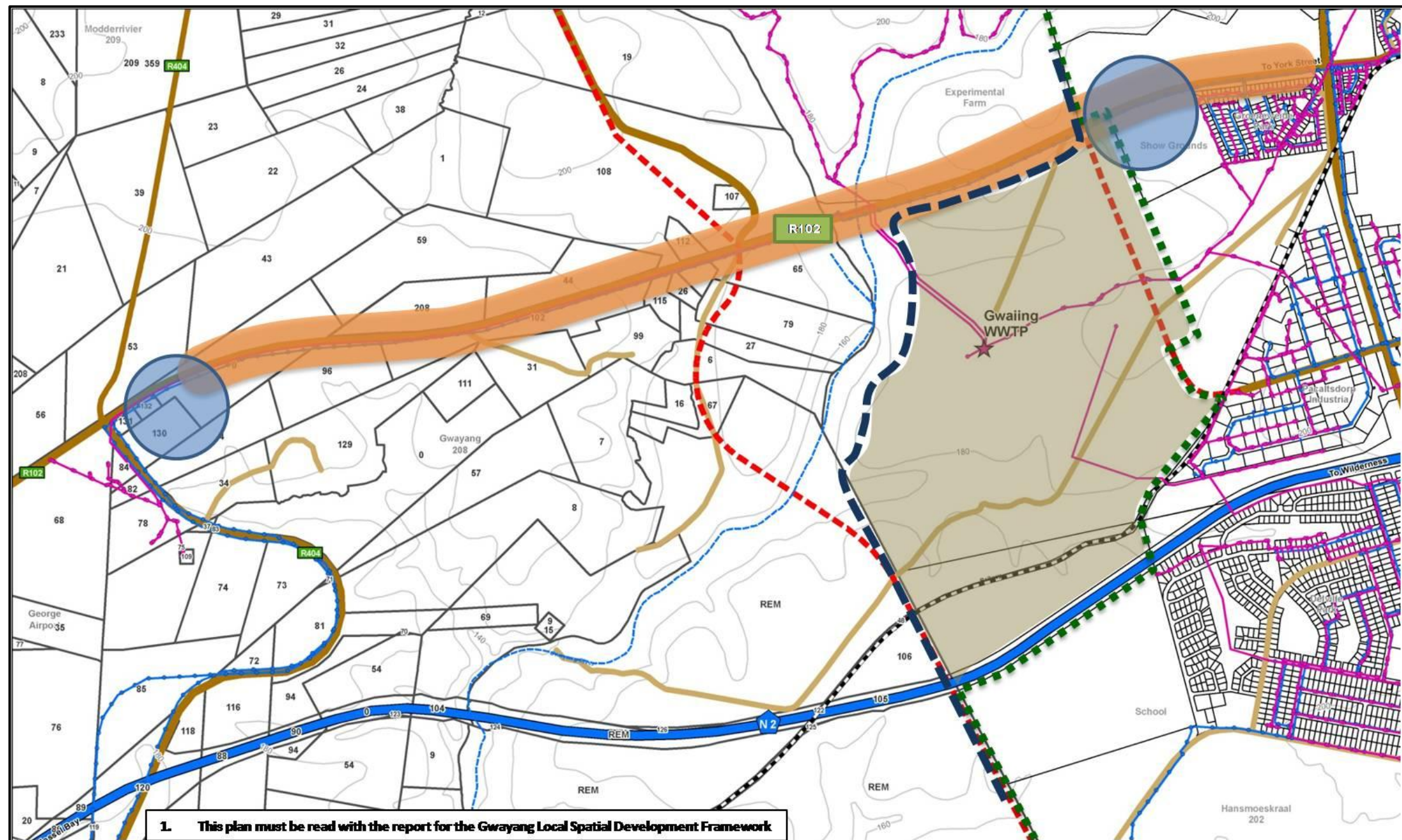
Hope you will find this in order.

Yours faithfully

**DEPUTY DIRECTOR: MINERAL LAWS
WESTERN CAPE
DATE: 22/06/12**

SCAN NR.	
COLLAS	
DEP.	BO
FILE NR.	208/129

PLANS



LEGEND

- New Urban Edge
- Existing Urban Edge
- New urban area
- New Business Nodes
- Corridor link between nodes



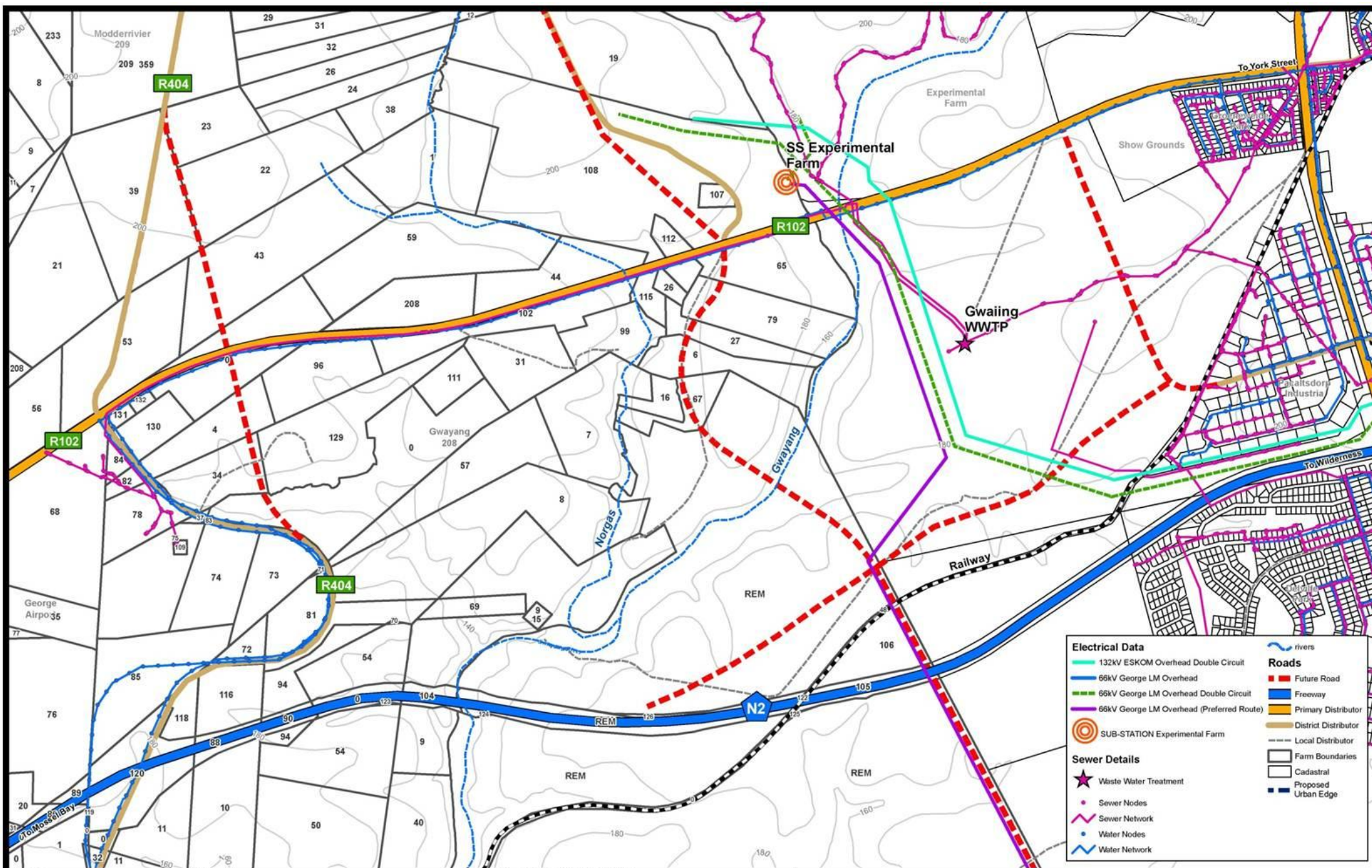
URBAN EDGE DELINEATION AND NODAL POSITIONS: GWAYANG CORRIDOR

Date: September 2015 PLAN NR: GLSD/2 Printsize: A3

Scale 1:15,000

0 125 250 500 750 1,000 Meters





LEGEND

LOCALITY



Plan No: GLSP3 - CURRENT REALITY

Date Compiled: May 2011

Print Size: A3

Projection: Transverse Mercator, WGS84, LO23

Scale 1:15,000

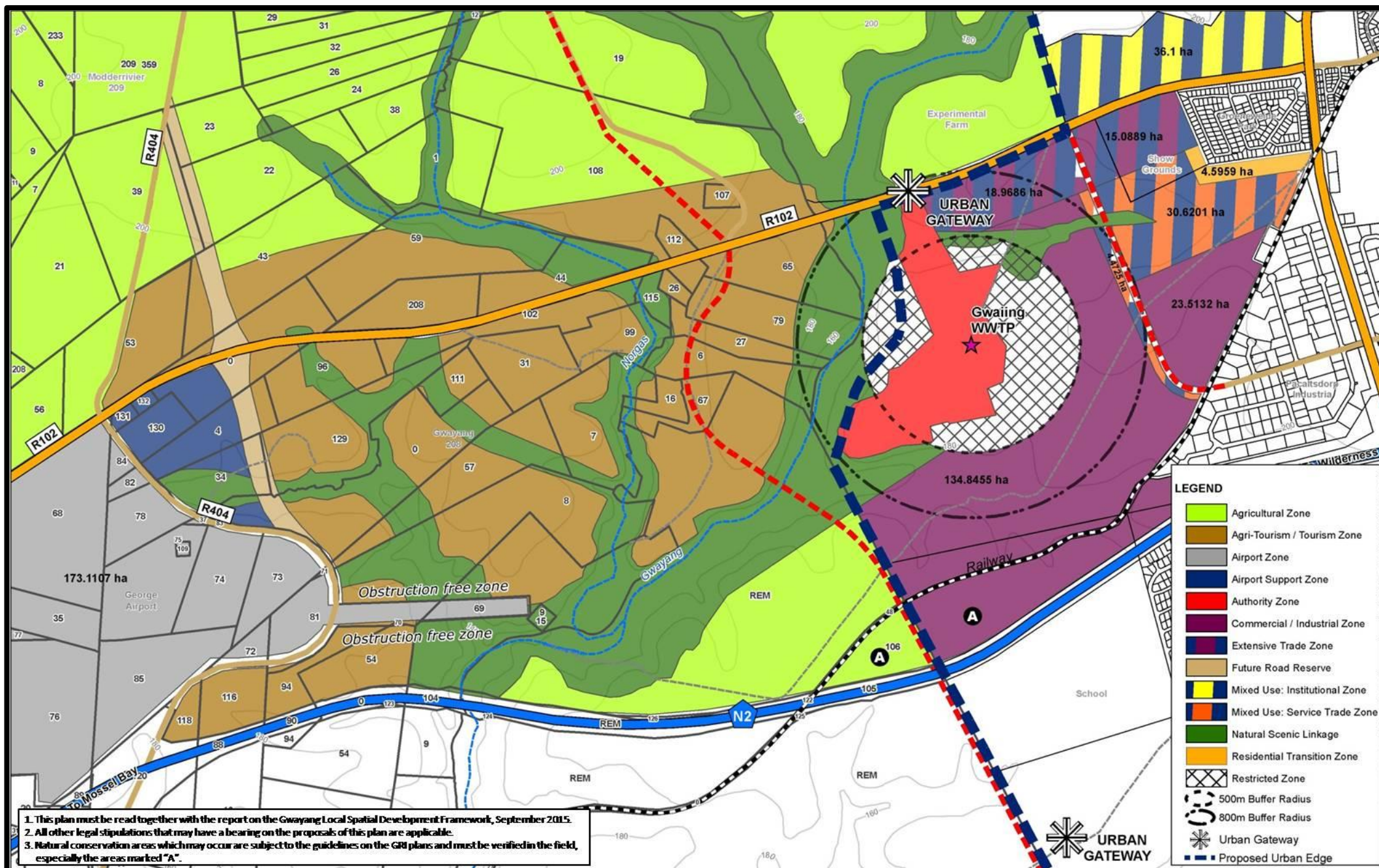
0 0.125 0.25 0.5 0.75 1 Kilometers

GWAYANG LOCAL STRUCTURE PLAN June 2012



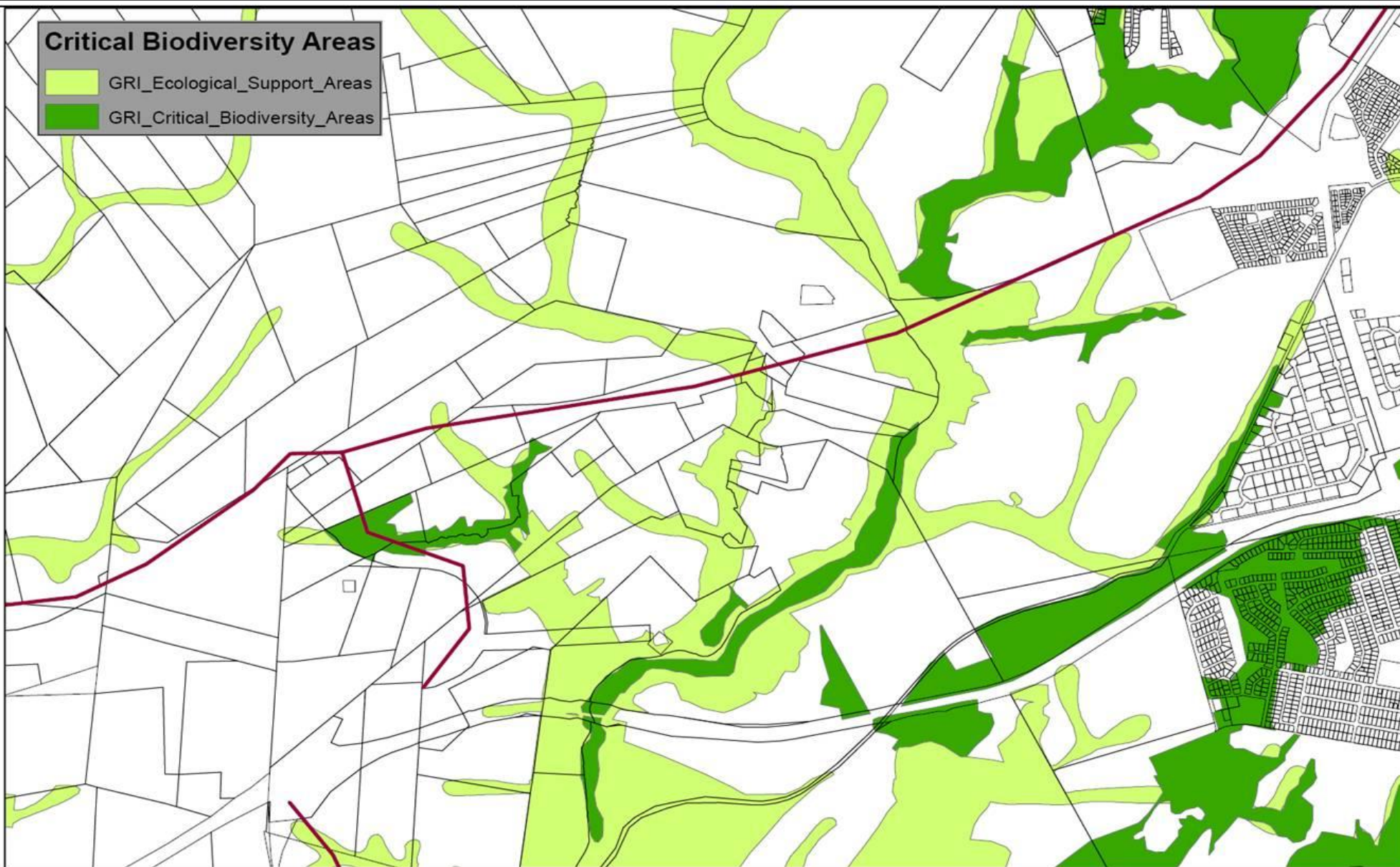
Map compiled by:





Critical Biodiversity Areas

- GRI_Ecological_Support_Areas
- GRI_Critical_Biodiversity_Areas



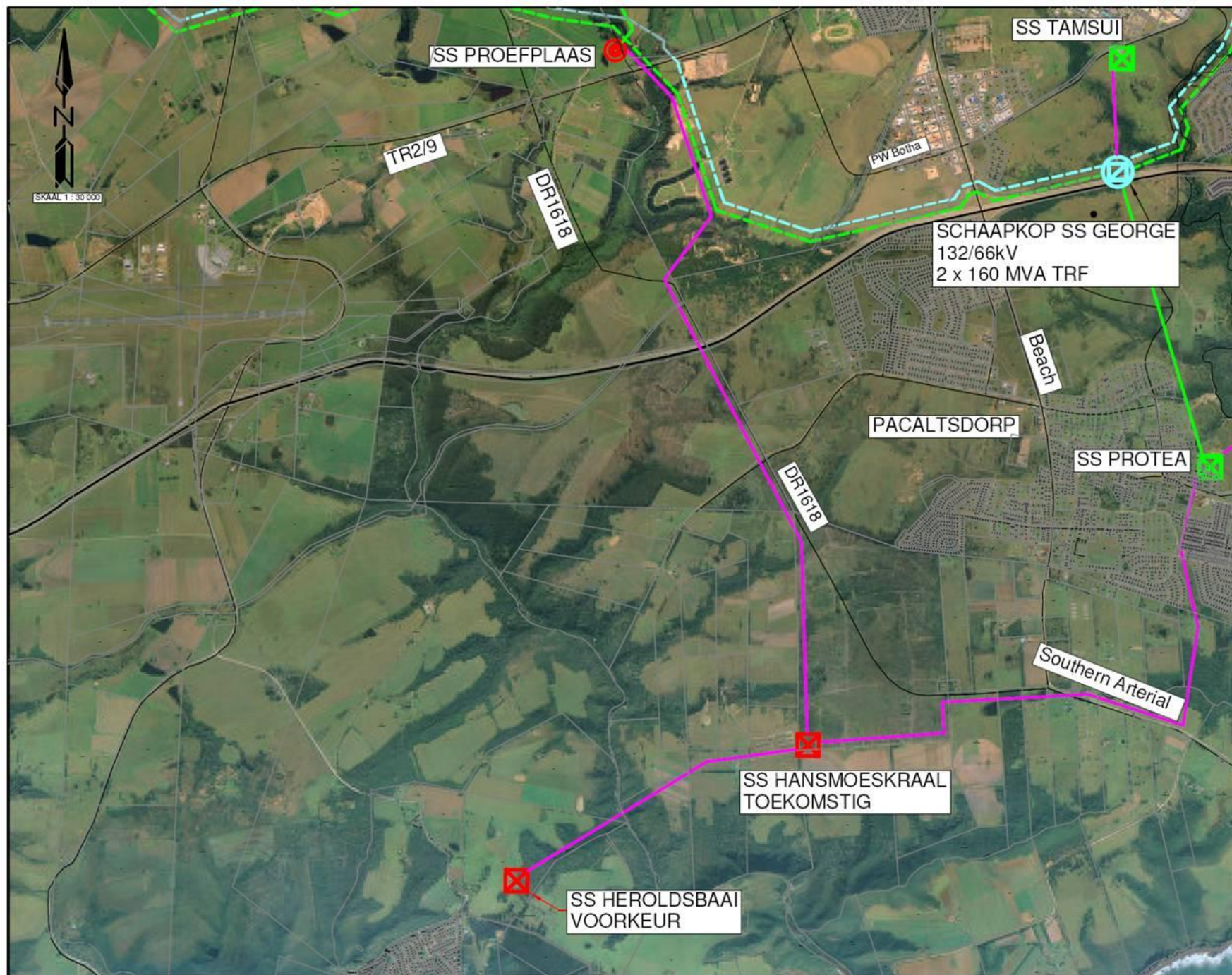
0 375 750 1,500 2,250 3,000 Meters

Map Scale is 1 : 20 000 when printed on A3.
Data Source: Courtesy of SANBI BGIS



Critical Biodiversity Areas

George Municipal Area
Date: 24 May 2011



- LEGEND**
- ESKOM TRANSMISSIE SUBSTASIE 132/66kV VOORGESTEL
 - ESKOM 66kV DISTRIBUSIE SUBSTASIE
 - ESKOM 132kV OORHOOFSELYN (DUBBEL STROOMBAAN TOT BY SS GEORGE 132/66kV SUBSTASIE)
 - ESKOM 66kV OORHOOFSELYN
 - GEORGE MUNISIPALITEIT 66kV DISTRIBUSIE SUBSTASIE (BESTAANDE)
 - GEORGE MUNISIPALITEIT 66kV DISTRIBUSIE SUBSTASIE (VOORGESTEL)
 - GEORGE MUNISIPALITEIT 66kV SKAKELSTASIE (BESTAANDE)
 - GEORGE MUNISIPALITEIT 66kV SKAKELSTASIE (VOORGESTEL)
 - GEORGE MUNISIPALITEIT 66kV OORHOOFSELYN DUBBEL STROOMBAAN
 - GEORGE MUNISIPALITEIT 66kV OORHOOFSELYN
 - GEORGE MUNISIPALITEIT 66kV OORHOOFSELYN (VOORGESTEL)
 - GEORGE MUNISIPALITEIT 66kV OORHOOFSELYN (VOORKEUR ROETE)

SKAAL 1 : 30000

0 250m 500m

NH NO	DATUM DATE	WYSIGINGS AMENDMENTS
C	20090330	VOORKEUR ROETES IN PERS BYGEVOEG

OUTELPREGED IS GEVESTIG IN BDE KRAFTENS DIE WET OP OUTELPREGED. (WET 58 VAN 1976)

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KLIANT / CLIENT
GEORGE MUNISIPALITEIT

BDE
RAADGEWENDE ELEKTRIESE INGENIEURS
CONSULTING ELECTRICAL ENGINEERS

KAAPSTAD P.O. BOX 4542 TYGER VALLEY 7506 TEL 021 975 0916
GEORGE P.O. BOX 1182 GEORGE 6530 TEL 044 381 6706

CESA

PROJEK / PROJECT
GEORGE MUNISIPALITEIT
MEESTERPLAN

TEKENING BESKRYWING / DRAWING DESCRIPTION
HS. ROETE DIAGRAM
(H/BAAI - PACALTSDORP)

TEKENING Nr. / DRAWING No.	REF.
ME 1138 7V2	C

SKAAL SCALE	1 : 30 000	NAGEGAAN CHECKED
LEÛR No.	ME 1138-7	CAD NAAM ME 1138-7V2WC
FILE No.		CAD NAME 20090330
DATUM DATE	01/01/2007	GETEKEN REL
		DRAWN