

LOCAL SPATIAL DEVELOPMENT FRAMEWORK FOR

BLANCO

2015



This Local Spatial Development Framework applies to the **BLANCO AREA AND ITS' SURROUNDS** 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 and replaces all preceding documents applicable to this area.

It expresses a vision aimed at promoting the preservation of the unique character and charm of the village through the protection of its historic and natural assets and strives to unite the vastly disparate communities residing within the area through the utilization of strategic land parcels in a manner that encourages integration within the communities and improves functionality through sustainable urban linkages, thereby promoting revitalisation and sustainable use of resources.

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SECTION A: BACKGROUND

1. GEORGE SPATIAL DEVELOPMENT FRAMEWORK

1.1 Introduction

As the regional service centre of the Southern Cape and Klein Karoo, George is ranked second to Cape Town on the Western Cape list of rankings of “Development Potential Index”. Despite this potential, the George Municipal Area is faced with serious challenges:

- **Economic:** George has not escaped the ravages of the current global economic recession. Unemployment is entrenched, poverty pervasive, and the future of existing business is under threat. The challenge is to re-instil investor and consumer confidence by improving service delivery and creating an environment conducive to investment.
- **Social:** If it is to be “a city for all reasons” George needs to offer all residents access to the services and facilities of city living. It also needs to ensure that those living outside George, in villages or on farms, also have access to basic services and facilities. The challenge is to ensure that social investment not only addresses basic human needs, but also develops the human capital needed for a thriving and prosperous service economy.
- **Built Environment:** The challenge is undoing the spatial legacy that apartheid left on the towns, villages and farms in the George Municipal Area, and providing humane and enabling living environments for all.
- **Natural Environment:** Notwithstanding the area’s rich and varied natural capital, it remains a sensitive and vulnerable environment. The challenge is ensuring the on-going functioning of eco-system services, that climate change is taken seriously, and the Municipality’s towns and rural areas are developed sustainably. Whilst the Municipality’s natural assets and productive rural landscapes need to be safeguarded, they also need to be opened up to all – particularly those denied access in the Apartheid era.

The George Spatial Development Framework (George SDF) dated May 2013 is the spatial manifestation of the municipal development agenda to address the abovementioned challenges. This spatial perspective of George provides the development context for the George SDF and as such for any Local Spatial Development Framework which is to be prepared as an extension of the George SDF.

1.2 George SDF: Spatial Planning Vision and Mission

The Spatial Planning Vision and Mission to guide the George SDF are the following:

➤ Spatial Planning Vision:

“Develop George as a Destination of Opportunity”

➤ Spatial Planning Mission:

“Facilitate a sustainable and quality living environment which will:

- ***Support Economic growth & vitality***
- ***Contribute to Social upliftment and wellbeing***
- ***Protect the environmental integrity”***

In order to achieve the mentioned vision and mission the George SDF identified 5 development strategies that the municipality intend pursuing.

1.3 Spatial Development Strategies

The 5 Spatial Strategies the George Municipality intend pursuing are as follows:

- Restructuring and integrating the Dysfunctional Urban fabric, together with a public transport system and Urban Renewal interventions.
- Strengthening the Economic Vitality by enhancing the Regional and Local Space Economy, Strategic Developments to diversify and strengthen the Economy, Consolidating and reinforcing nodes of economic activity, and Infrastructure Services Provision.
- Creating Quality Living Environments through Sustainable Urban Growth Management, managing a hierarchy of City Activity Nodes, the use of Strategic vacant land to take up new development demand, the densification of Urban Areas, and the provision of Housing & Public Facilities.

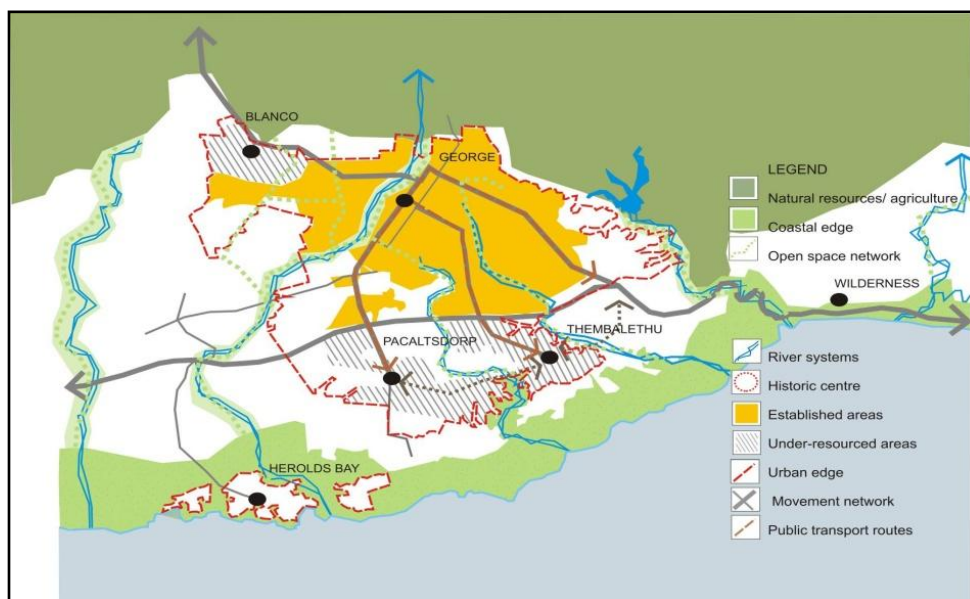
- Safeguarding the Environmental Integrity and Assets by establishing a city-wide open space system and environmental corridors, maintaining the functionality of Critical Biodiversity Areas, applying the principles of the Spatial Planning Categories, mitigating against impacts of Climate Change, managing Visual landscapes and corridors as well as Heritage resources.
- Enhance the Rural Character and Livelihood by protecting the Productive Landscape, managing the Subdivision of Land and by enhancing the Rural Livelihood and promoting integrated rural development.

These Spatial Strategies formed the basis of the George SDF and will as such also form the basis of any Local Spatial Development Framework to be prepared. The relevance of the strategies on the Blanco Local Spatial Development Framework (Blanco LSDF) will be summarized in the following paragraphs.

2. SPATIAL DEVELOPMENT STRATEGIES

2.1 Spatial Development Objective 1: Restructuring and Integrating the Dysfunctional Urban fabric

George currently comprises disparate urban areas, as shown in **Plan 1: George Existing Spatial Structure**, with various challenges attached thereto. These challenges are discussed in detail in the George SDF.



Plan1: George Existing Spatial Structure

To address these challenges and develop George into a fully-fledged integrated city, the Municipality are pursuing the following spatial development strategies:

➤ **Urban Restructuring and Integration**

Various strategies are identified and mentioned in the George SDF which are relevant to Blanco and should as such be addressed in the Blanco LSDF. The strategies relevant to Blanco are as follows:

- Support the development of the George open space system through maintaining the integrity of existing elements of the system and actively seek to link various elements into a continuous green web.
- Support increased densities in specifically the George CBD, secondary nodes, and along the key public transport routes that link them.
- Support development which emphasises public transport as opposed to private car use.
- Support the establishment of intense economic activities and social facilities along continuous routes which integrates the different parts of George.
- Resist the provision of further regional road infrastructure which could assist in urban sprawl or further reduce access to recreational opportunity.
- Resist gated developments / estates in scale and location that inhibits a feeling of openness and sterilise living environments.
- Ensure social equality with access to opportunities and social infrastructure.

➤ **Introduce city-wide public transport and non-motorised transport networks**

To make the benefits of city living accessible to all, especially the poor, the Municipality has rolled-out a mobility strategy with the assistance of the Provincial Government. It gives priority to the establishment of a bus-based public transport network along activity routes linking the nodes listed. The bus-based public transport network has already been implemented in the Blanco.

➤ **Renew and upgrade degraded urban areas and dysfunctional human settlements**

The George SDF contains the following extract regarding Blanco, which should as such be addressed in the Blanco LSDF:

“Originally Blanco developed as a distinct settlement from George, but now it is an integral part of the George urban area. Despite significant “estate” type development in the area, it has managed to retain many historic buildings and its unique pastoral village character and ways of life.

The Municipality will maintain the present environmental, rural and settlement character of Blanco. To this end it will:

- *Maintain “tight” urban edges to protect the rural character of the area.*
- *Apply land use management guidelines to protect the human scale and pastoral character of the village (including the placement of buildings close to street boundaries).*
- *Permit sensitive mixed use development and densification along major routes (George Street and Montagu Street), including tourism-related facilities.*
- *Allow infill residential development to densities of 20-30 units / ha on identified vacant land parcels.*

The proposed Western By-pass affects Blanco. Four alignment options for this route were investigated as part of the EIA process associated with the project. Environmental approval was given in July 2010 for the Gwayang - Blanco alignment in the Northern Sector and quarry alignment alternative 3 for the Southern Sector. This route must be considered for all future developments taking place in this area.

Detailed directives for the development and management of Blanco are contained in the Draft Blanco Spatial Development Plan (Spatial Development Plan), May 2009.”

Note - This spatial development framework replaces the Draft Blanco Spatial Development Plan dated May 2009.

2.2 Spatial Development Objective 2: Strengthening the economic vitality

According to the George SDF the George Municipal Area has not escaped the ravages of the past global economic recession. Unemployment is entrenched, poverty pervasive, and the future of existing business is under threat. The challenge is to re-instil investor and consumer confidence by improving service delivery and creating an environment conducive to investment. The Blanco LSDF must promote economic opportunity areas within its development area where the local service economy can be strengthened, and livelihood opportunities for poor households be increased.

To address the abovementioned challenges the George Municipality are pursuing the following spatial development strategies:

➤ Enhance the Regional and Local Space Economy

George Municipality forms part of the Southern Cape and Klein Karoo regions. Whilst a strategy for the development and management of the regional space economy is beyond the scope of George Municipality's SDF and as such the Blanco LSDF, it is important to align the individual strategies of key towns in the region.

The Blanco LSDF should as such align with the following strategy as identified in the George SDF:

- *Protecting and expanding the natural and agricultural assets, located to the north and west of Blanco, which contribute to the regional economy.* Blanco is playing a critical role in the space economy of George by being a service centre to the agricultural region located to the west and north of George. It provides retail, recreational, social and public facilities to these farming communities and is a preferred residential area to a significant number of residents in George. It is important to strengthen these functions of Blanco, without hindering the agricultural activities and opportunities adjacent to Blanco.
- *Maintaining and expanding the regional potential of key infrastructure and facilities (e.g. the airport).* As stated, Blanco provides a critical retail and social function to the surrounding areas. It is also on an important route to the George Airport with a number of visitors passing through Blanco to the George Airport and Blanco being the first entry point to George from the George Airport. It must thus retain and strengthen its role in terms of this service and the Municipality have to ensure that infrastructure service delivery to Blanco remains at a very high standard.
- *Maintaining and expanding services which serve in the needs of the region (e.g. the higher order industrial services and educational facilities role of George).* Although not being an industrial area, Blanco does have some light industries and educational facilities. These functions serve the broader region and contribute to the economy of the region. These must be retained and strengthened in order to improve Blanco's function within the economy of George and the broader region.

➤ Strategic Developments to Diversify and Strengthen the Economy

In terms of this strategy three specific precincts have been identified for the locality of certain sectoral opportunities, i.e. science and technology enterprises, sport-, recreation- and cultural facilities and a national conference centre. Blanco has not been included as one of the three precincts and this strategy is as such not relevant to the Blanco LSDF.

➤ Consolidate and reinforce nodes of economic activity

The roles of the existing and proposed nodes of economic activity in the greater George urban areas are outlined and discussed in the George SDF. According to the George SDF a network of mixed use nodal centres accessible to surrounding communities are being developed at strategic locations in the George urban area, within which higher order facilities and business activities are concentrated. Blanco is identified as a second order business node containing a mix of residential, commercial and public facilities. The Blanco LSDF must give manifestation to this objective and to the strengthening of this secondary node.

2.3 Spatial Development Objective 3: Creating quality living environments

The main challenge of George is to manage the development and growth of the urban and rural living environments to ensure ongoing sustainability and affordability whilst providing in the needs of the communities. Five strategies have been identified to manage the development and growth of the urban and rural living environments. The relevance of these strategies to the Blanco LSDF will be highlighted in the following paragraphs.

➤ Sustainable Urban Growth Management

One of the Municipality's approaches to manage the direction and form of future urban growth in George is based on the approach to maintain a clear urban edge around all settlements – large and small – in the George Municipal Area.

Recent studies indicated that there are numerous erven available for future residential development in George - at various stages of approvals and development - and at this stage there is no need to identify new land for development outside the urban boundary of George. A relatively conservative urban edge has as such been determined around George. At this stage improving George does not require making it spatially bigger, but rather using existing urban areas better.

To this affect it is recommended in the George SDF that the Municipality is to maintain the present environmental, rural and settlement character of Blanco. To this end it will maintain a "tight" urban edge around Blanco to protect the rural character and high potential and productive agricultural land bordering Blanco. The urban edge will for the most part follow the developed area of Blanco with a small exception to the north of Golden Valley where provision is made for the extension of Golden Valley and some gap housing.

The George SDF does however allow for the amendment of the urban edge as far as Fancourt is concerned by virtue of the following statement:-

“Proposed Fancourt Retirement Village: Whilst Council supported the application for the amendment of the Guide Plan for this development, the National Dept of Agriculture refused due to the loss of agricultural land. Pending a decision by province on this application, the SDF does not include it inside the urban edge.”

Plan 2: Blanco Spatial Development Plan, which is attached hereto as **Annexure “A”**, gives a clear indication of the urban edge around Blanco.

➤ City Activity Nodes Hierarchy

In line with national and provincial policy, the Municipality is directing public and private fixed investment to existing settlements that have economic development potential. In this way, the impact of public and private investment is maximised, the majority of residents benefit, and the Municipality’s natural and productive landscapes are protected.

To this end the Municipality are developing and managing human settlements in the George Municipal Area in accordance with their functional role. The George SDF identifies the functional role of the Greater George (incl. Blanco, Pacaltsdorp, Thembaletu) as a *“Significant regional commercial, service and administrative centre, industrial node, transport and logistics hub: an emerging “regional” city with well-integrated residential and higher order activity centres.”*

Blanco forms an integral part of George and serves mainly as a residential area for George. Blanco is furthermore characterized by low order commercial and public facilities which are mainly directed on the local residents, tourists passing through the area and the surrounding farming communities. It is foreseen that Blanco will maintain this character in the near future. The Blanco area will thus continue to play an important role in enhancing the economic development potential of George. The Blanco LSDF should portrait this role.

➤ Strategic vacant land to take up new development demand

According to the George SDF strategic land parcels inside the urban edge that are suitable for future development should be identified in all Local Spatial Development Frameworks that is to be prepared. In developing these economic opportunities it is the intention not to replicate Apartheid “segregated” spatial patterns, but to promote socially integrative and sustainable city development.

All vacant land in Blanco has been identified and is indicated on **Plan 3: Vacant and Developable Land** which is attached hereto as **Annexure “B”**. The development potential of these portions of land is indicated in **Tables C, D and E** which form part of paragraph 14.2 in **Section F** of this document. The vacant land portions in Blanco have the potential to be developed in such a way that it will contribute towards the achievement of this strategy.

➤ **Densification of Urban Areas**

To reduce land consumption, deliver services and facilities to households more cost effectively, and to establish the thresholds for viable public transport systems - national and provincial government have set a target density for urban areas as a guideline for municipalities to encourage densification of residential development in urban areas. The George SDF identifies opportunities to increase densities in the greater George urban area and in larger settlements surrounding George, without compromising the character of these areas. In terms of the George SDF the following densification is proposed for Blanco:

Blanco	<ul style="list-style-type: none"> ➤ Sensitive mixed use development and densification along major routes (George Street and Montagu Street) ➤ Infill residential development to densities of 20-30 units / ha on identified vacant land parcels.
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The densification of Blanco is addressed in **Section F** of this document.

➤ **Housing and Public facilities**

George has a huge backlog in the provision of subsidy housing, as well as a high demand for entry level “Gap” housing opportunities. There is furthermore also a demand for additional social infrastructure as communities in George have not equal and easy access to the existing social infrastructure. To address these issues a number of principles are listed in the George SDF which should be promoted. A number of subsidy housing exists in Blanco and the Blanco LSDF should address any backlog that may exist in this regard by identifying suitable land for housing opportunities.

2.4 Spatial Development Objective 4: Safeguarding the environmental integrity and assets

According to the George SDF the rich and varied natural capital of the George Municipal Area remains a sensitive and vulnerable environment. The George SDF states that the challenge is to ensure the on-going functioning of eco-system services, that climate change is taken seriously, and the Municipality's towns and rural areas are developed sustainably. This necessitates protection and strengthening of the biodiversity network, and cultural and scenic landscapes, aspects which should also be addressed in any Local Spatial Development Framework and as such also in the Blanco LSDF.

2.5 Spatial Development Objective 5: Enhance the rural character and livelihood

This strategy focuses on maintaining ecologically functional and economically productive rural landscapes. It is the intention of the strategy to safeguard the municipality's farming and forestry areas as productive landscapes, equal in value to urban land.

To address the abovementioned challenges the George Municipality are pursuing the following spatial development strategies:

➤ Protect the Productive Landscape

The purpose of this strategy is to protect productive landscapes (i.e. farming and forestry) and safeguard the natural and scenic assets which underpin the tourism economy.

The area to the north and west of Blanco is regarded as productive agricultural land and the Blanco LSDF should thus address the protection of this productive landscape.

➤ Manage the Subdivision of Land

In terms of this strategy subdivision of rural land into small holdings should be avoided, and no new smallholding areas shall be established. The Blanco area borders on productive agricultural land which should at all cost be protected and as such no subdivision of agricultural land into small holdings should be permitted. This aspect is also addressed in more detail in this document.

3. CONCLUSION

The George SDF gives spatial expression to George Municipality's service delivery and development agenda and clarifies and directs development and management activities in the Municipality's urban and rural areas. The George SDF also aligns with key concerns and themes contained in higher level policy frameworks, including the National Spatial Development Perspective, the PSDF, and the Eden District Municipality SDF. As the Blanco LSDF forms an integral part of the George SDF and can be regarded as an extension thereof it should take cognisance of and comply with the strategies and directives contained in the George SDF.

SECTION B: BLANCO DEVELOPMENT CONTEXT

4. OBJECTIVES OF THE BLANCO LOCAL SPATIAL DEVELOPMENT FRAMEWORK

As a result of the rapid expansion and transformation of Blanco during the past few years, together with the absence of detail planning policies and guidelines for Blanco, the area was identified as one of the areas around George that needs more detailed spatial planning. Increased development pressure of inappropriate land uses necessitates the compilation of guidelines and policies to manage these pressures and effective management guidelines are needed.

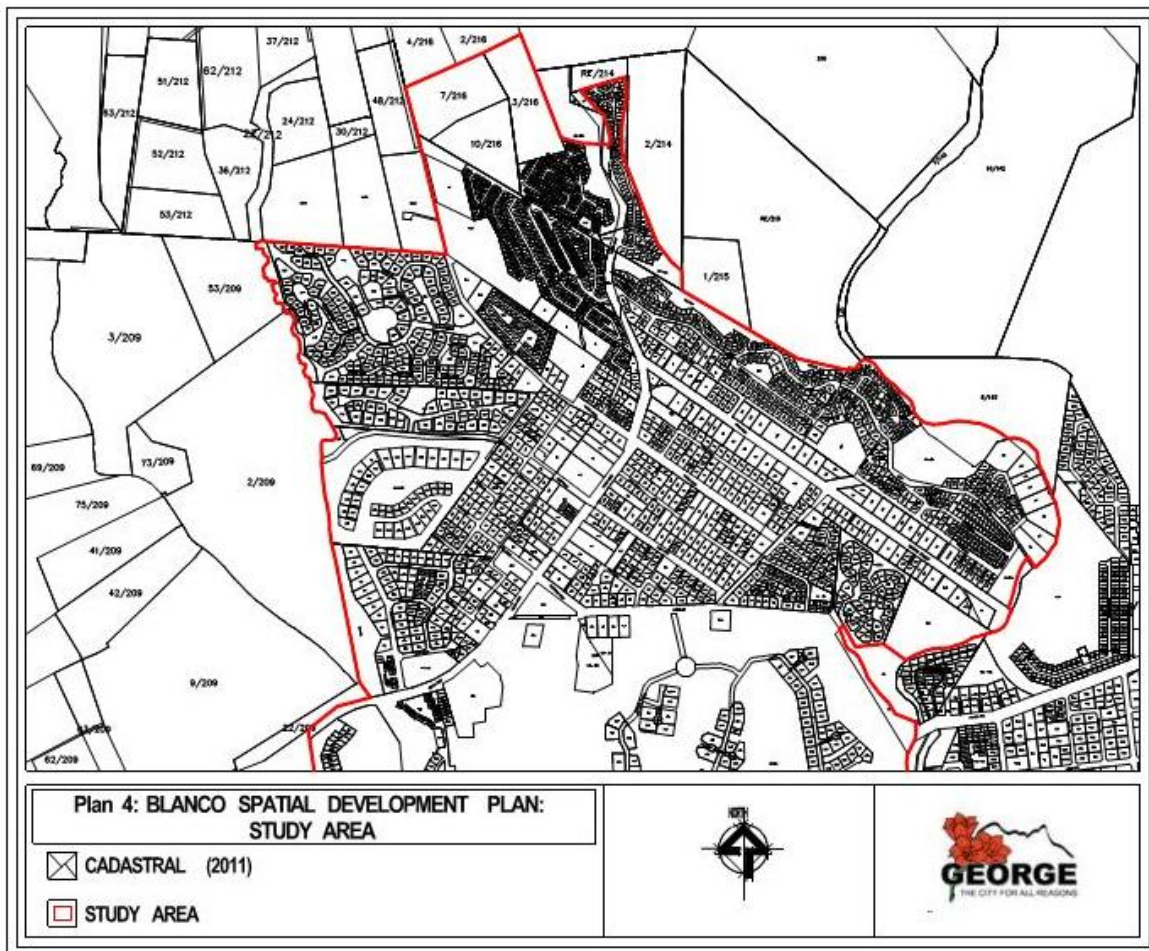
For these reasons the Municipality has decided to compile the Blanco LSDF. A draft plan was completed in May 2009, known as the Draft Blanco Local Structure Plan.

However, due to the approval of the George Spatial Development Framework in 2013 the Municipality, embarked on a process to update the May 2009 Draft Blanco Local Structure Plan with the aim of aligning it with the new spatial strategies of the Municipality.

The Blanco LSDF will be approved as a Local Spatial Development Framework in terms of Section 9(1) of the Land Use Planning By-Law for George Municipality, September 2015, the purpose of which will be to lay down guidelines for the future spatial development of the specific area to which it relates in such a way as will most effectively promote the order of the area as well as general welfare of the community concerned.

In addition, as with SDF's and LSDF's, the Blanco LSDF will not confer to create or take away any right(s) in respect of land.

The study area is shown on **Plan 4: Study Area** which is also attached as **Annexure "C"**.



Plan 4: Blanco Spatial Development Plan: Study area

5. METHODOLOGY

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

➤ Stage 1: Preliminary stage

In the preliminary stage the goal, objectives and regional significance of the study was identified by means of a desktop 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 the process should operate in.

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

➤ **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. During this process it was established what the policy, needs, preferences and views of these affected parties are.

➤ **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 study area.

➤ **Stage 4: Spatial Planning Proposals**

This stage involved the compilation of a draft local spatial development framework which will have the following purpose:

- ⇒ provide detailed spatial planning guidelines;
- ⇒ provide more detail in respect of a proposal provided for in the George Spatial Development Framework, May 2013;
- ⇒ meet specific land use planning needs;
- ⇒ provide detailed policy and development parameters for land use planning;
- ⇒ provide detailed priorities in relation to land use planning, and insofar as they are linked to land use planning, biodiversity and environmental issues, and
- ⇒ guide decision-making on land use applications.

➤ **Stage 5: Public Participation**

The draft local spatial development framework will during this stage be presented by way of open days, the dates of which will be published in the local press, to the public for input and comments after which the draft local spatial development framework will be administratively finalized.

➤ Stage 6: Approval by Council

The final stage involve the submission of final draft local spatial development framework to Council for adoption, where after the decision of Council will be published in the media and the Provincial Gazette.

6. HISTORICAL CONTEXT

6.1 Introduction

A recent heritage survey by Perception Environmental Planning reveals the historical background of Blanco and the rich heritage values entrenched in the area.

6.2 Origins

The entire area from Groot Brak Heights to George was regarded as the bread basket of Outeniqualand during the eighteenth and nineteenth centuries, providing livestock, meat and wheat to an active woodcutter community. The original farms, with names such as Tolberg, Bosrug, Houtbosch, Applegrove, Modder Rivier, Moerasrivier and Gwayang, were registered between 1816 and 1875. All these farms are now extensively sub-divided creating numerous smallholdings in the area. These small holdings currently access water through a series of furrows, a system set in place during the first half of the twentieth century when subdivisions were registered, either via inheritance or privately purchased.

Blanco is situated on land that was expropriated by Government in the 1820's when George was evolving as a town. A circular boundary encompassed the farm Modder Rivier that represented the earlier 1756 loan farm boundary. An expropriated portion of the loan farmland was earmarked as Government grazing land, that later emerged as the village of Blanco.

The village evolved during the twentieth century housing many church members who lived on land granted to various churches by Government. The company Searles of Great Brak built a sizeable leather / shoe manufacturing business in Blanco (date not established). By 1883, four professional shoemakers were employed by Searles and an additional eight independent shoemakers had settled in the village.

The Blanco Village Management Board was constituted on the 12th January 1923. The Board ceased to exist in 1973 when the village was incorporated into the George Municipal Area.

The Blanco valley is a particular and unique part of the George cultural landscape, and Perception Environmental Planning expresses the concern that future development should be appropriate in terms of the overall context. The cultural landscape refers to the imprint created on a natural landscape through human habitation and cultivation.

6.3 Landscape context

6.3.1 Environmental context

The Blanco valley is traversed by a number of river corridors, the more prominent being the Keur River (becoming the Malgas River south of the existing Outeniqua Pass), the Norga River (flowing through the centre of the area) and the Moeras River (meandering south along its western boundary).

6.3.2 Cultural landscape context

Careful analysis of early survey plans, maps as well as the earliest aerial photography for the area (1939 series) reveals an array of traditional (i.e. pre-Modern) landscape patterns emerging in the Blanco valley. The rural areas west and south of Blanco village displays a rich and varied pattern of land use and fine grained texture of fields and pastures (including cultivation of hops) often further defined through closely-planted trees (often used as windbreaks) along former boundaries and along roads and tracks. In addition the area is traversed through an extensive network of irrigation ditches, the precise details of which would have to be investigated.

Having regard to the above it can therefore be argued that the Blanco valley cultural landscape has been defined through a series of human “interventions” imposed on the natural landscape over time. These interventions become evident through the geometrical patterns and shapes imposed on the landscape through e.g. subdivisions, cultivated fields and pastures, windbreaks, infrastructure and forms of land use (e.g. forestry) and help to create a unique sense of place and sense of continuity.

The above discussion makes it clear that the study area is located within a unique rural cultural landscape, which has a strong, vibrant history and character that is quite distinguishable from its larger neighbouring town, George of which it is now part by administrative jurisdiction.

The Blanco rural cultural landscape displays a relatively fine grained subdivision pattern, creating a patchwork of varied land use (although predominantly agriculture-orientated). The landscape is

further defined by traditional landscape features and patterns such as closely-planted trees, creating the impression of fields and pastures as “rooms” within the land.

6.3.3 Key historical events

The following key historical events contributed to the urban morphology of Blanco in some way or another:

- The village came to being through the establishment of a camp for construction workers constructing the Montagu Pass from 1842 – 1849 under the supervision of Henry Fancourt White, who built his original Cotswold-design mansion on the site of the present day Fancourt Estate. Although traces of the construction camp have disappeared, Fancourt Estate remains a prominent and significant site. The then Colonial Secretary Hon. John Montague (after whom the Montague Pass is named) decided to recognise White’s accomplishment in building the pass by naming the village at the time “Whitesville”. This name was however not considered euphonious and the Latin version of the name came to be accepted as its name.
- The Blanco Post Office was opened in December 1851 and for some time served as postal centre for the area. Blanco also saw the beginnings (and decline) of a once thriving shoe industry in the late 1800’s established by the Searles company. From 1912 onward, schooled labourers from across the world were recruited to work here.
- An elementary school was established in Blanco in 1857 through the initiative of several residents, including Richard Searle, it was converted to a small teacher’s college during the early 1900’s.
- The village’s economic growth appears to have come to an abrupt end with the construction of the current Outeniqua Pass in 1951, passing Blanco and directly connecting with George.

6.3.4 Urban morphology

The homogenous grid-pattern of the early village was designed concurrently with three access routes defining its basic physical form. The vertical orientated Montagu Street remains the dominant axis, focussing on the old Anglican Church (St. Mary’s Church), dating back to 1851. The main axis connected the village to the Montagu Pass and the interior beyond as well as Great Brak River, Mossel Bay, etc. following the coastal route.

As is evident from one of the first layout maps of the village (undated), the urban fabric is characterised by a rough-grained texture. During this time urban agriculture formed an integral part of village living in the form of “market lots”, enabling many residents to establish fruit and vegetable gardens. This was supported through a public irrigation system, which has formed an integral part of the physical urban structure. Furthermore, there was a close relationship between private living space and the public street and buildings were generally placed close to the street, thereby creating deep backyards.

Perception Environmental Planning remarks that it is interesting to note that the village appears to have been a “mixed area” for most of its history until 1948 when politically motivated forced removals came into effect. Although this has had a significant impact on the urban form of the village as buffer strips were created and new low cost settlements were laid out, the present day village is very much again displaying the rare qualities of an integrated village.

7. DEVELOPMENTAL CONTEXT

The opening of the Montagu Pass on 19 January 1948 provided a direct route linking the Klein Karoo with the sea. Being on this route, the settlement of Blanco flourished as commerce increased and new businesses opened. Blanco developed its economic base during the 19th century when local industry and trade gathered momentum. The town’s development was created by entrepreneurial endeavour, important transportation and communication connections and postal services. Small industries such as a leather tannery and a shoe factory, amongst others, were established. The town’s strategic location and the vast number of travellers passing through Blanco resulted in the construction of a hotel.

The prosperity of Blanco was severely affected by the construction of the new Outeniqua Pass over the mountains. The new route bypasses Blanco and flows directly to George. The local craftsmanship, traditional small agricultural, industrial and commercial enterprises and the local market places eventually disappeared. The town has, over the years, lost its vibrancy as an economic entity whilst George became the predominant economic force.

Notwithstanding the stagnation of economic activities, the mansion of Henry White was converted in 1987 into the well renowned Fancourt Hotel. The development of golf courses and golf estates on Fancourt in addition to the hotel brought a new focus in terms of tourism and estate living to George. The golf tournaments and other events such as the 46664 concert focused the attention of the world on Fancourt and Blanco.

A number of tourist facilities in the vicinity of Fancourt were established, but Blanco as such has not reaped the full benefits of the tourism generated by Fancourt yet.



Other local economic drivers of the immediate area include agricultural activities such as the brewery and hops farms, mushroom and dairy farming and fresh produce which are major sources of employment opportunities. Berry farming became a later addition to agriculture and also serves as a tourist and recreational attraction.

Blanco has however not escaped the ravages of the past global recession and is also currently experiencing the result of this by relatively high levels of unemployment, reduced property prices and limited business growth. From a spatial planning perspective it is now the opportune time to put planning guidelines and principles in place that will promote the sustainability of Blanco as a neighbourhood with a predominantly residential character.

8. CHARACTERISTICS OF THE AREA

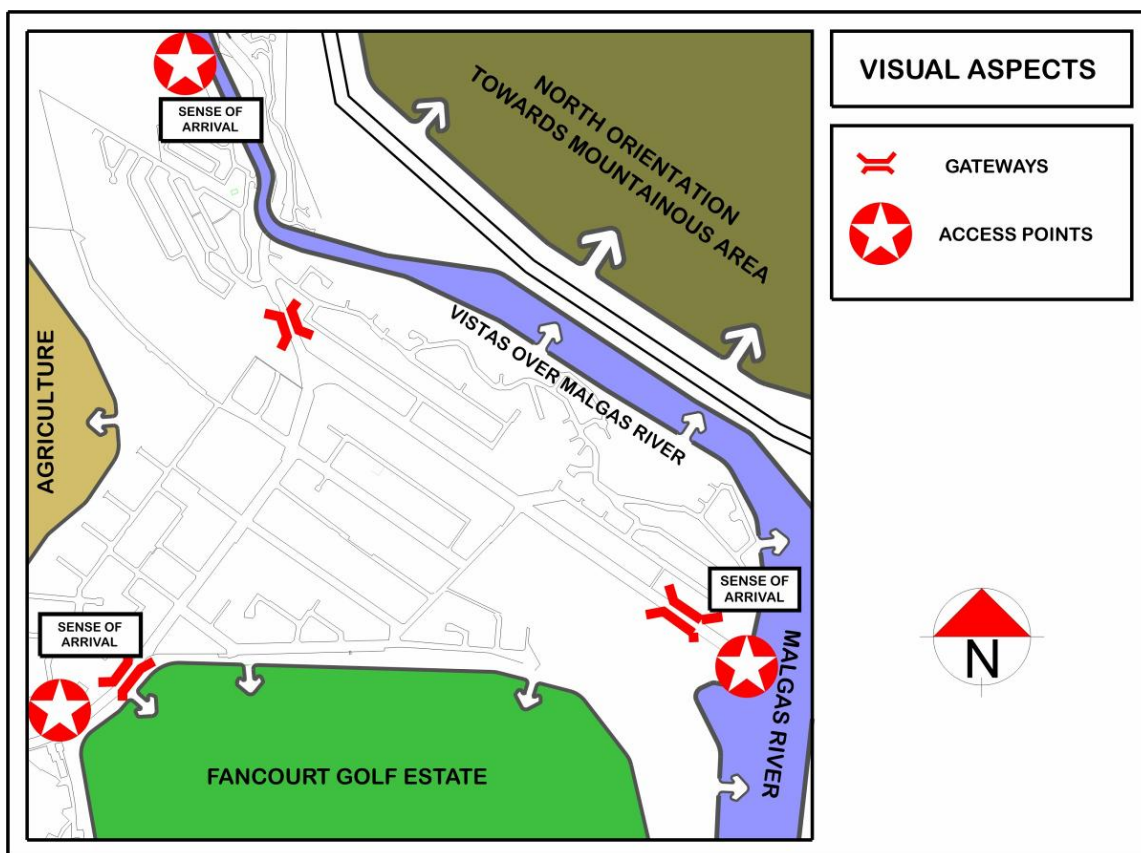
8.1 Natural environment

Blanco is part of a regional settlement pattern in the Garden Route between the Outeniqua Mountains and the sea. The mountains and river corridors define the space and contribute to a unique sense of place.



This unique sense of place, as well as the breathtaking vistas over the mountains, river corridors and surrounding agricultural environment, is a contributing factor to the popularity of / and interest in the town as a destination.

Exceptional visual elements are experienced that create a sense of place that is unique to Blanco. A schematic indication of visual aspects relating to Blanco is indicated on **Plan 5: Visual aspects**.



Plan 5: Visual aspects

8.2 Urban environment

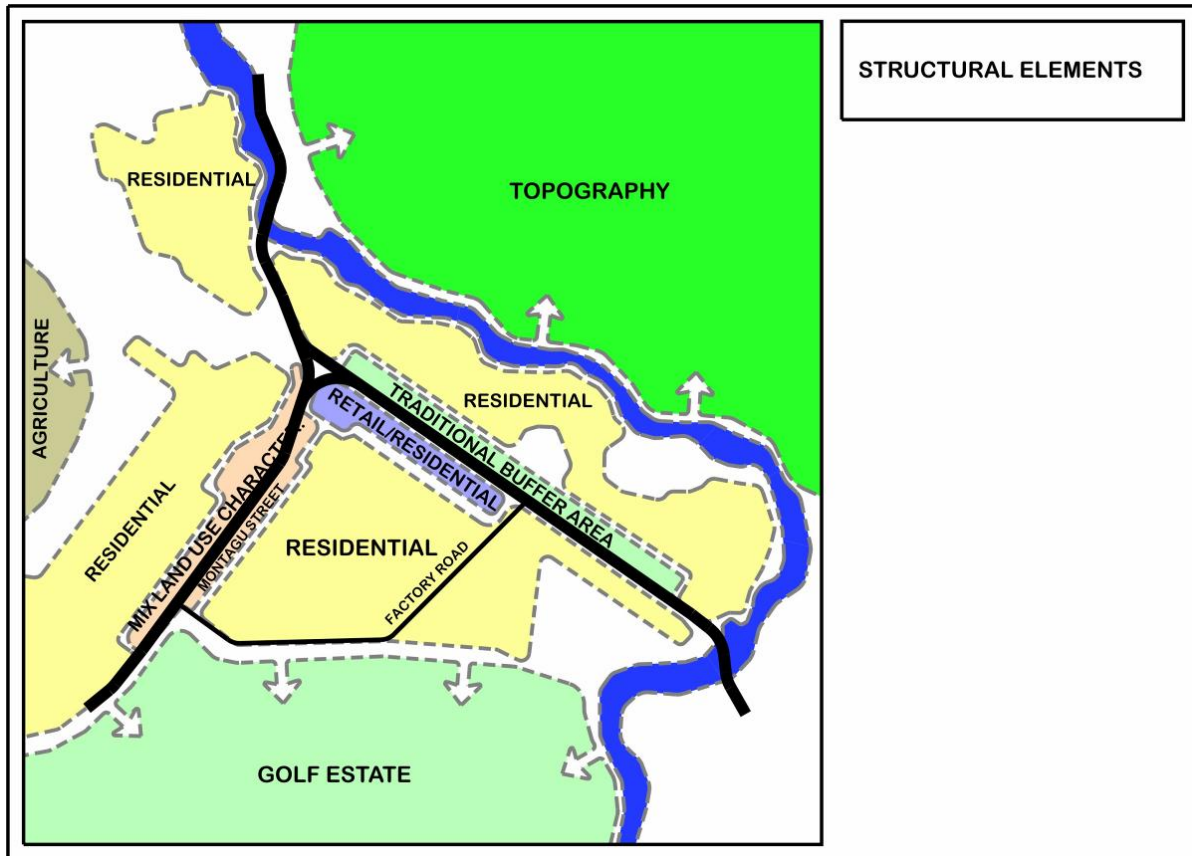
Urban growth and natural expansion of George and Blanco has resulted in the current situation where they are perceived as one urban settlement. Although Blanco is, in modern terminology and planning principles, regarded as an integral part and residential suburb of George, it still reflects unique elements of a sustainable urban settlement with its own characteristics due to its historical origin.

The Riverlea neighbourhood is a low cost to middle income township that was developed as a separate group area under the previous political dispensation. It is a well established neighbourhood with its own unique urban features. Private ownership of properties was affected in the 1980's when the land was subdivided to create separate erven for the dwellings. Golden Valley was added in later years as a subsidized housing scheme.

The strip of land along George Street was reserved as a “buffer strip” between the segregated communities. This land belongs mainly to the municipality and the largest part is still vacant.

This historical settlement pattern caused segregated neighbourhoods that lack efficient integration between land uses.

The structural characteristics of Blanco are indicated on **Plan 6: Structural characteristics of Blanco**.



Plan 6: Structural characteristics of Blanco

It is these elements of uniqueness that need to be emphasized and preserved to reinstate the role and function of Blanco as an attractive, sustainable and viable precinct.



8.3 Economic drivers

The economic activities within Blanco reflect that of typical convenient business and retail related uses, such as a filling station, household goods and liquor stores, mainly located along George and Montagu Streets. All major corporate services, such as financial institutions, are located in George.

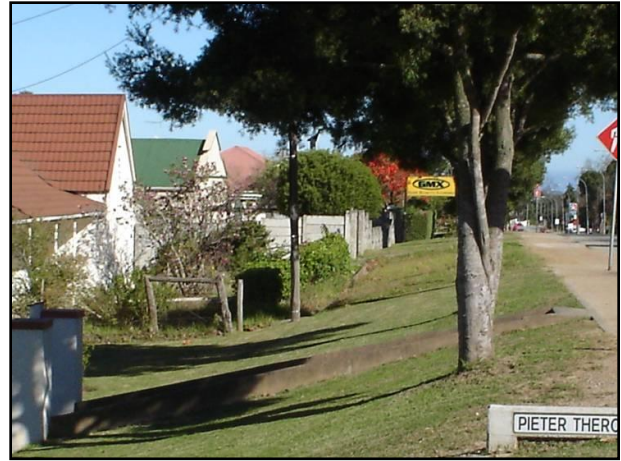
George currently fulfils the role as the main employment centre of the wider area with its vast number of employment opportunities. The result being that the residents of Blanco have to travel to George for major shopping or to visit the higher order business activities.

Tourist related land uses such as restaurants and accommodation establishments are also present in the area, yet, to a lesser extent. The residents have recognized the opportunity to capitalize on the tourist industry and a number of arts and crafts businesses, aimed at the passing tourists, have been established.

8.4 Village charm

Due to the historical origin of Blanco, the town still reflects remnants of a historic village with a special charm and character.





It is this limited charm and character, together with the ambiance of a rural town with beautiful vistas on mountains that has been recognized by developers and new property owners, resulting in the recent interest in property investment and developments in Blanco. It is, however, imperative to protect the character and to enhance and re-establish the old-world village charm of Blanco.

SECTION C: THE CHALLENGE

9. ANALYSIS: NEEDS AND ISSUES

In order to obtain a better understanding of Blanco and its immediate surrounds an analysis, based on participation by a task team as well as detailed site visits and land use surveys, was undertaken which revealed the findings as set out in **Table A**.

TABLE A	
IDENTIFIED ASPECTS	
Development pressure	<ul style="list-style-type: none"> • Due to the recent investment interest, the rural and agricultural areas have become under pressure for development. • The need to ensure a balance between the preservation of agricultural resources and urban development has become inevitable. • The impact of new residential developments on the existing road infrastructure is perceived as problematic.
Urban edge	<ul style="list-style-type: none"> • The determination of an urban edge to control and manage urban expansion has become inevitable. • The urban edge should be determined in accordance with the approach, principles and criteria in the George SDF. • The urban edge in this area is particularly informed by the distinctive characteristics of the area such as the topography, differentiated land uses and agriculture.
Village charm	<ul style="list-style-type: none"> • The old village charm of Blanco should be preserved and enhanced to create an attractive, sustainable and vibrant town which fulfils the needs of the inhabitants as well as the visitors to the area.
Densification	<ul style="list-style-type: none"> • New Provincial policy promotes the principle of densification due to its cumulative positive impacts. • Given the absence of an approved densification policy, densification is implemented on an ad hoc basis with certain new developments at relatively low densities
Vacant land	<ul style="list-style-type: none"> • There is limited underutilized and vacant land within the urban area which could, by proper planning, be used more efficiently. • The historical function of the Village Green area must be re-determined and developed with appropriate land uses. • Vacant agricultural zoned land has become increasingly more in demand for further development. • Spatial planning is required to identify appropriate land uses and to manage future development.

Tourism	<ul style="list-style-type: none"> Although limited tourist facilities exist, the positive impact of tourism and the possible contribution and spin-offs for the local economy of Blanco has not been realized by the various role players. An effective and practical tourism plan to promote tourism in Blanco needs to be compiled.
Needs of community	<ul style="list-style-type: none"> Due to municipal budgetary constraints, the needs of the inhabitants are not always fulfilled as anticipated. One of the functions of a Local Spatial Development Framework is to identify the community needs and to address / implement the identified municipal IDP projects. Identified needs: additional affordable housing, range of housing stock for different income groups, adequate recreation facilities, employment opportunities (economic development), revitalization programmes to uplift the urban built form, social upliftment services and programmes.
Integration	<ul style="list-style-type: none"> Given the historic settlement pattern, the town is still affected by the segregation of the various cultural groups. This should be addressed by practical and effective integration actions such as the provision of integrated housing projects and an open space network linking the various neighbourhoods as well as facilities.
Revitalisation	<ul style="list-style-type: none"> The current appearance of the built form necessitates urgent revitalization actions to enhance the area. This neglected visual appearance of the built form and streetscape could be attributed to the general lack of pride. The identified gateways / sense of arrival into the town and its critical function as a welcoming agent are also underestimated and needs to be addressed. The town lacks a communal focal point and it should be addressed.
Function of roads	<ul style="list-style-type: none"> The role and function of Montagu and George Streets are not defined and should be addressed. Various aspects, such as pedestrian safety, public transport, appropriate land uses, parking and streetscape should be addressed. The determination of the alignment of the proposed Western Bypass Route and its impact on property values and the functioning of the town is a concern that needs to be addressed.
Effective strategies and actions	<ul style="list-style-type: none"> Strategies must be identified and implemented for the enhancement of tourism and revitalization programmes / actions.

SECTION D: SYNTHESIS: PRESENT SPATIAL PATTERNS AND OPPORTUNITIES

10. SPATIAL PATTERN

From the foregoing contextual informants and detailed analysis of the Blanco area, it is clear that the following salient aspects would have to be carefully addressed in the compilation of future planning proposals of the area.

10.1 Existing character and cultural landscape

The Landscape Character and Visual Resource Management Analysis, 2009 drafted by VRM Africa (LCVRMA) describes the Blanco area as a landscape that is pastoral with a backdrop of the Outeniqua Mountains. The agricultural area directly adjacent to the urban area of Blanco to the north and northwest has been subdivided into small holdings and has a more rural lifestyle ambiance. The area further to the west is however predominantly used for agricultural purposes.

The LCVRMA further explains that the Blanco rural cultural landscape displays a relatively fine grained subdivision pattern, creating a patchwork of varied land use (although predominantly agriculture-orientated). The landscape is further defined by traditional landscape features and patterns such as closely-planted trees, creating the impression of fields and pastures as “rooms” within the land. Numerous small commercial outlets such as restaurants, bed and breakfasts are capturing the tourist trade that travel through town.

A tool to evaluate the character of an area is the critical regional approach. It is defined as “a *sensory understanding and appreciation of the environment and its component “things”, and is therefore a very complex concept to apply*”. It is discussed in more detail in the George SDF of 2009.

The first complexity is to determine whose “sensory understanding and appreciation” is to be given authority, since, certainly, not every one’s will be the same. There are several groups of people that can be identified as being likely to have very different sensory understanding and appreciation of the Blanco area:

- The owners.
- The people who live in Blanco and elsewhere in the area.

- Tourists who drive through the area.
- The people who might be involved in a development.
- The people who might buy houses in a development.
- The people who might work in a development.
- The authorities who would have to approve a development.

In order to understand these aspects better, the following short definitions of the various senses that are associated with a place, are defined:

Sense of Place	<i>"In evaluating a sense of place, one needs to recognise that there are various "components of sense" that, together, provide a particular environmental quality for the observer. "Sense of place" is based upon the sensed quality of the unique "components of sense" of a particular place, including its identity, character, structure, local climate, topography, vegetation, building materials, building practices, and local authenticity."</i>
Sense of history	This appears to be a relatively straightforward: it is the sensitivity of the past uses of the area, and particularly those that may have special significance for anybody.
Sense of craft	This relates to the built environment. <i>"In order to create places where humans can live with dignity and pride, it will be necessary to revive and retain the traditional craftsmanship and to ensure that an appropriate "sense of craft" is reflected in all development."</i>
Sense of nature	<i>"Any development is to reflect an appreciation for the unique natural attributes of the environment and respond to the dominant local forces of nature. This implies that in any development there should be presumption in favour of conservation and that a premium will be placed on the conservation of natural resources, wildlife and landscape."</i>
Sense of limits	<i>"There is a need for physical and temporal boundaries to frame and limit human places and activities. There is also a need for human scale in the built environment. "The sense of limits" also pertains to a need for psychological boundaries – ones that make life more understandable and negotiable".</i>

Source: Eden SDF

In order to achieve the above, strategies need to be formulated and implemented to prevent the unlimited urban sprawl that characterises some of the urban and peri-urban areas. Such strategies need to reflect the ability of the natural environment to sustain development and consumptive land-uses. In addition, such strategies need to ensure that the development density of human settlements is such that it would facilitate the development of places where people can live with dignity and pride.

10.2 Preservation and revitalization of the village character

Elements of the character of the historic village are still noticeable which contributes to the aesthetic quality of Blanco. It is, however, critical that these remnants be protected and conserved. Through proper planning and the implementation of revitalization programmes, these elements should reflect in new developments.

Without adequate control, privately-driven development has a tendency to form uncoordinated and haphazard initiatives which could lead to a potential conflicting and self-serving condition of the urban and architectural fabric.

Streets, nature areas and public spaces do not automatically benefit from such developments, which more often than not, have little regard for the common natural and urban environment and which make little effort to contribute to the urban landscape.

Ignorance of historical elements in new developmental proposals has a detrimental impact on the streetscape. Unfortunately, this has already occurred in the southern portion of Maitland Street. This gateway area is characterized by a mix of incompatible elements where a number of commercially driven developments of dubious urban integrity and without much cultural or social value have been built in recent years: face brick structures adjacent to pseudo-Tuscan style; fencing and boundary walls of different height and material; inappropriate use of signage.

10.3 The people

Blanco accommodates a variety of people where rich and poor live relatively close to each other, and with age groups ranging from young couples to retired people. In some new developments residents seem satisfied to buy and live next to adjacent informal housing on the other side of the fence. Although it appears as if there is harmony amongst the residents, it is clear that the inhabitants are still subject to the results of segregation with limited integration between the various cultural groups. In new projects for middle income groups the opportunity exists for more social integration.

11. OPPORTUNITIES

Table B gives an indication of the opportunities that have been identified and if addressed could improve and create a positive living space:

TABLE B	
OPPORTUNITY	ASPECTS
Address social imbalances	<ul style="list-style-type: none"> • Provision and utilization of social infrastructure in a responsible manner by all residents. • Social programmes.
Integration initiatives	<ul style="list-style-type: none"> • Initiate programmes to ensure social integration between inhabitants and the use of facilities.
Restructuring and revitalisation of urban realm	<ul style="list-style-type: none"> • Enhance "sense of place and pride". • Re-instate and enhance village character. • Promoting of densification by means of identification of density zones in accordance with existing character; addressing of imbalances; provision of variety of housing stock. • Compilation of guidelines and programs to upgrade and enhance the urban area which is practical and implementable: interesting and attractive streetscape; landscaping; architecture; outdoor signage; gateways; open space network; maintenance to existing built structures; architecture; declaring of conservation areas; appropriate land uses. • Create a town focal point.
Revitalization of rural area	<ul style="list-style-type: none"> • Encourage optimal usage of rural land in line with the use rights allowed in terms of the present Agricultural zone I zoning as per Section 8 Scheme Regulations. • Protect and strengthen the agricultural character of the rural area adjacent Blanco by restricting any further subdivisions and land use departures which will not enhance and improve the agricultural potential and value of the rural area. • Determine a clear edge between the urbanized area of Blanco and the adjoining agricultural land in order to determine a clear boundary between the Blanco urbanized area and the rural area.
Re-instate the function and role of George, Montagu and Factory Streets	<ul style="list-style-type: none"> • <u>George Street north</u> (Riverlea side): distributor road; different land uses north in a Village Green (housing and community facilities) and <u>George Street south (Blanco side)</u>: (commercial / retail / residential mix); attractive streetscape (landscaping, street furniture, outdoor advertising, parking and access); taxi, pedestrian and bicycle facilities. • <u>Montagu Street</u>: distributor road; land uses east and west (mix of retail / residential / community facilities); taxi, pedestrian and bicycle facilities - utilizing the opportunity to create a "tourist street" that echoes the village charm of the past. • <u>Factory Street</u>: collector road; retain residential character only. • Upgrade and transform the Montagu and George Streets intersection as the focal point of arrival to Blanco. • Identify suitable location for public transport facilities in Montagu Street.

Economic and tourism opportunities	<ul style="list-style-type: none"> • Compile tourism plan and information to residents on how to become involved in local tourism in order to strengthen tourism industry. • Promote Blanco as a tourist destination by the provision of a variety of facilities.
Fulfilment of community needs	<ul style="list-style-type: none"> • Determine community needs in terms of facilities, additional housing, etc. by way of the IDP process of the municipality. • Implementation of the identified needs by linking the IDP projects with the municipal budget.
Encouragement of community involvement	<ul style="list-style-type: none"> • Initiate upliftment and social programmes. • Create employment opportunities. • Initiate tree planting programmes. • Encourage local entrepreneurial skills (arts, crafts, urban agriculture).
Western By-Pass	<ul style="list-style-type: none"> • The implementation of the recommendations with regard to the alignment of the proposed Western Bypass Route as per Environmental approval dated July 2010: Gwayang - Blanco alignment in the Northern Sector and quarry alignment alternative 3 for the Southern Sector.

SECTION E: STRATEGY: SPATIAL PATTERNS

12. INTRODUCTION

The main aim of this initiative is to propose an attractive and workable vision for Blanco, one that will generate interest and assist in creating the conditions for significant private and public sector investment into key parts of the town. It furthermore seeks to translate broader goals and strategies into actionable components, by identifying precincts and specific interventions.

Plan 2: Blanco Spatial Development Plan attached hereto as **Annexure “A”** is the Blanco LSDF on which the proposals referred to are shown.

13. SPATIAL PLANNING PRINCIPLES

13.1 Spatial planning principles

The spatial planning principles informing the SDP proposals contained in this document are:

1	Promote integration of built and non-built environment in order to achieve the economic, environmental and recreational interaction which potentially exists between them and make maximum productive use of urban resources.
2	Promote compaction and densification as opposed to low-density sprawl, in order to achieve benefits in terms of efficiency, cost, convenience, resource utilization and to increase the generative capacity of urban systems.
3	Promote integration of use activities, multi-functionality and sharing of public spaces and facilities in order to make the most efficient use of public investment, maximize convenience and vitality and eradicate separation.
4	Promote continuity of urban development as opposed to fragmentation in order to allow urban areas to operate systematically.
5	Promote collective places as opposed to individual buildings as the basic building blocks or urban systems.

13.2 The vision

As Blanco forms an integral part of the greater George area and its environs, the vision statement for Blanco should reflect the vision statement of the broader George area as well as the vision statement as per the George SDF dated May 2013.

VISION

To provide a sustainable basis for maximizing the positive environmental qualities and urban opportunities of Blanco for the benefit of present and future generations.

13.3 Goal formulation

In order to achieve this vision, the following goals and objectives for this planning initiative have been identified:

1	<p><i>To effectively address the social needs and expectations of the Blanco community</i></p> <p>Objectives:</p> <ul style="list-style-type: none"> • To provide and maintain a full spectrum of social services and opportunities for the needs of the inhabitants of Blanco. • To provide for the needs of the youth: recreation, social-upliftment. • To improve and maintain a high standard of amenities and infrastructure. • To improve and promote aesthetic quality of the built and natural environments. • To facilitate interaction between the local authority and the community. • To market Blanco more effectively as a destination. • To utilize present upliftment programmes.
2	<p><i>To develop and maintain a strong local economic base</i></p> <p>Objectives:</p> <ul style="list-style-type: none"> • To develop and stimulate economic activity in a responsive and appropriate manner. • To promote tourism. • To market Blanco more effectively as a destination. • To develop an attractive and viable central business area within a village context. • To protect and strengthen the agricultural character of the rural area adjacent to Blanco.
3	<p><i>To facilitate the development of a functionally well integrated, economically efficient, convenient and comprehensive urban environment</i></p> <p>Objectives:</p>

	<ul style="list-style-type: none"> • To restructure the urban realm into a functional entity by identifying appropriate zonings or land uses of areas. • To contain urban sprawl. • To identify an urban edge to manage urban growth for the short, medium and long term. • To compile an effective densification policy. • To develop an acceptable residential density policy. • To enforce land use patterns with variety, but with quality. • To develop an attractive and viable central business district. • To retain and strengthen the identity of Blanco. • To strengthen the tourism potential.
4	<p><i>To promote a safe and efficient transport network</i></p> <p>Objectives:</p> <ul style="list-style-type: none"> • To implement the recommendations with regard the alignment of the proposed Western Bypass Route as per Environmental approval. • To create an efficient hierarchy of traffic routes. • To introduce safe pedestrian and cycle routes. • To control the speed along certain routes. • To provide adequate and convenient parking. • To improve the utilization of existing taxi facilities.
5	<p><i>To restore and conserve the village character of Blanco</i></p> <p>Objectives:</p> <ul style="list-style-type: none"> • To introduce elements into the urban environment that would revitalize the village atmosphere. • To develop an acceptable and sustainable residential density policy. • To conserve the aesthetical value of existing buildings. • To conserve the amenity of the town's setting and cultural heritage landscape. • To contain urban sprawl. • To identify areas of special interest.
6	<p><i>To restore and conserve the natural environment / setting</i></p> <p>Objectives:</p> <ul style="list-style-type: none"> • To reinstate the "sense of place" and function of the gateways. • To limit and control development within environmentally less sensitive areas. • To develop an integrated open space network. • To control pollution.
7	<p><i>To ensure that Blanco plays a responsible and distinct role in the economic and social development of the greater George area</i></p> <p>Objectives:</p> <ul style="list-style-type: none"> • To provide a suitable variety of housing stock to satisfy the individual needs of the community. • To market the town more effectively.

SECTION F: SPATIAL PLANNING PROPOSALS

14. FUTURE URBAN FORM

14.1 In the context of the George spatial pattern

In the context of the spatial pattern foreseen for George, Blanco represents the northern and western extension and perimeter thereof.

14.2 Future urban area

Approved residential projects in the recent past indicate the popularity of the area for residential living. However, the policy in the George SDF is to direct the future development to the east of George and south of Pacaltsdorp and to curtail any expansion to the north and west of Blanco.

Aspects that lead to this policy decision with regard to Blanco are:

- Limited infrastructure.
- Visual impact – The Landscape Character and Visual Resource Management Analysis, 2009 (LCVRMA) drafted by VRM Africa contains a 280 m contour line above which development would have significant impact and which is not recommended.
- Limited access roads to the north.
- The need to protect the high potential and productivity of the agricultural land to the north and west.
- The need to reposition the segregated and dormant poor neighbourhoods located to the south of the N2 into the larger space economy of George.
- Containing urban sprawl and optimal use of vacant land within the identified urban edge.

14.3 Urban edge

The urban edge is a tool to manage future growth patterns as well as to protect sensitive areas that should not be considered for development.

George is an established urban area with well developed infrastructure and diverse facilities commensurate with that of a regional service centre. With these assets George has the foundations on which to develop into a fully-fledged city. There is at present a substantial number of

undeveloped serviced residential land (i.e. approximately 29 000 erven) within the George urban area, thereby obviating the need for expanding outwards and investing in expensive new bulk infrastructure on the urban fringe. The municipality has furthermore strategically located land suitable for development within the George urban area that can contribute to spatial integration. To this affect it is recommended in the George SDF that the Municipality is to maintain the present environmental, rural and settlement character of Blanco. To this end it will maintain a “tight” urban edge around Blanco to protect the rural character and high potential and productive agricultural land bordering Blanco. The urban edge will for the most part follow the developed area of Blanco with a small exception to the north of Golden Valley where provision is made for the extension of Golden Valley and some gap housing.

The George SDF does however allow for the amendment of the urban edge as far as Fancourt is concerned by virtue of the following statement:-

“Proposed Fancourt Retirement Village: Whilst Council supported the application for the amendment of the Guide Plan for this development, the National Dept of Agriculture refused due to the loss of agricultural land. Pending a decision by province on this application, the SDF does not include it inside the urban edge.”

14.4 The Western Bypass Route

The position of the Western Bypass Route has been determined and the recommendations with regard to the alignment of the proposed Western Bypass Route as per Environmental approval dated July 2010 is available. It has two sectors, the: Gwaing - Blanco alignment in the Northern Sector and quarry alignment alternative 3 for the Southern Sector. The proposed alignment of the Western Bypass Route is indicated on **Plan 7: Western Bypass Route** which is attached hereto as **Annexure “D”**.

15. MANAGEMENT PROPOSALS

In addition to the spatial planning principles provided in paragraph 10 the following proposals are aimed at guiding future development in a sustainable manner:

15.1 Urban design management

Urban design management guidelines should be consciously encouraged if a desired streetscape is to be achieved and the following principles must be applied:

- Create human scale.
- Ensure a variety of street facades through individual design applications.
- Ensure variable heights.
- Ensure setback lines are maintained to create a continuous street façade that may be interrupted by courtyards, arcades, entrances, etc.
- Create variable interface conditions to enable users to experience a vibrant urban fabric.

Cognisance must at all times also be taken of the Architectural and Urban Design Guidelines of the George Municipality.

15.2 Landscape management

- Although the rural area surrounding Blanco does not form part of the Blanco LSDF the guidelines in par 9.9 of the LCVRMA shall apply to the rural area. The rural landscape character should thus be protected. It includes construction activities such as maintenance of gravel roads, the impact of large houses, etc.
- Landscaping plans that includes an inventory of plants, trees and shrubs and that addresses the treatment of pedestrian, cyclist and public transport areas, street furniture, street lightning and lightning of pathways and parking areas shall be submitted and be approved before any development other than single residential development may commence.

15.3 Gateways

The LCVRM also emphasises that the gateways to the town represent areas which are unique focal points and create a sense of arrival into the area. Every effort should be made to protect existing gateways against intrusive land use activities, and to ensure that tourist routes are protected.

Three gateways are identified on **Plan 2: Blanco Local Spatial Development Framework** which is attached hereto as **Annexure “A”**, i.e. at the entrances to Blanco town from George, the N2 via the Outeniqua Mountains and the George Airport. The importance of the three gateways to impress the visitor must be kept in mind when considering any change in the environment by new buildings, road design and landscaping. The urban design, landscape and urban fabric principles described in this document must be applied in the development of these gateways.

15.4 Land use and transportation development management

- Encourage mixed use development and increased residential densities in along George Street, Montagu Street and the public bus routes.
- Ground floor retail developments incorporating small-scaled line shops should be encouraged to create a continuous activity edge. Office and retail on the ground floor and residential development above create a desirable mixed use environment. Move towards the ideal of an integrated living and working environment.
- Redevelopment should be concentrated along the main road corridors to increase the thresholds for the corridors and exiting public bus transport system.
- Create a focal point at the bus transfer point at the intersection of George Street and Montagu Street where “value capture” can be applied through redevelopment of land surrounding the bus stops through development of mixed land uses focussed on convenience services and products provided for commuters and also allow for densification as proposed in **Table D** and **Table E**.
- The redevelopment of land surrounding the bus stops at the intersection of George Street and Montagu Street should be done in such a way that the bus stops, pedestrian crossings and developments interface with each other to form a harmonious designed functional area.

15.5 Precincts

In order to achieve and enhance an effective urban structure, precinct areas have been identified in accordance with its characteristics, land use, function and opportunities.

The various precincts are indicated on **Plan 8: Precincts** which is attached hereto as **Annexure “E”**. The opportunity and capacity for further densification and redevelopment within the desired character of each precinct is indicated in **Table C**.

TABLE C	
PRECINCT	CHARACTERISTICS / OPPORTUNITIES
A	Status quo: Retain character, limited densification.
B	Status quo: Retain character, limited densification as per recommendations in Table D and development parameters as per Table E.
C	Revitalisation area: Mixed land use area and densification as per recommendations in Table D and development parameters as per Table E.

D	Revitalisation area: Mixed land use area and densification as per recommendations in Table D and development parameters as per Table E.
E	Status quo: Retain character and density.
F	Status quo: Retain character, limited densification as per recommendations in Table D and development parameters as per Table E.
G	Status quo: Retain character and density.
H	Development area: Residential densification.
I	Revitalisation area: Residential densification as per recommendations in Table D and development parameters as per Table E.
J	Revitalisation area: Mixed land use area and densification as per recommendations in Table D and development parameters as per Table E.
K	Revitalisation area: Mix land use, social housing, community facilities and densification as per recommendations in Table D and development parameters as per Table E.
L	Status quo: Retain character and density as per recommendations in Table D and development parameters as per Table E.
M	Upgrading of sport facility.
N	Infill opportunity: Social housing, community facilities and densification as per recommendations in Table D and development parameters as per Table E.
O	Revitalization area: Residential densification as per recommendations in Table D and development parameters as per Table E.
P	Revitalization area: Residential densification, social housing, gap housing and community facilities as per recommendations in Table D and development parameters as per Table E.
Q	Status quo: Retain character and density as per recommendations in Table D and development parameters as per Table E.
R	Revitalization area: Residential densification, Mixed residential development consisting of single residential, low cost housing, social housing, gap housing and community facilities as per recommendations in Table D and development parameters as per Table E.
S	Status quo: Retain farming character.

The urban area and immediate environs of Blanco is currently managed and controlled by the land use provisions and parameters as contained in the Scheme Regulations for George dated September 1977.



An integrated zoning scheme for the George Municipal Area is currently being compiled which will replace the old zoning scheme with a modern and innovative scheme.

Each precinct mentioned in **Table C** has been identified and assessed in accordance with its opportunity and capacity for further densification and redevelopment within the desired character of the precinct. **Table D** contains the density schedule and land use proposals proposed for each precinct.

TABLE D	
PRECINCT	LAND USE PROPOSALS AND DENSITIES
A	<ul style="list-style-type: none"> Maintain the existing character and density of the area.
B & F	<ul style="list-style-type: none"> Second dwelling units on erven of 600m² and larger. Minimum erf size of 400 m² for subdivision of larger erven.
C	<ul style="list-style-type: none"> Land use mix of low and medium density residential only. Retail / commercial activities to be limited to tourist retail business such as restaurants and curio shops as well as retail addressing local convenience. Encourage tourist related uses such as guest houses, B & B establishments, accommodation facilities, etc. Maximum density of 30 units / ha (group housing) and 40% coverage in the case of flats. Encourage consolidation of erven and redevelopment thereof instead of small and ad hoc redevelopments. No subdivision of single residential erven will be allowed. Retain single residential dwellings with historical value along Montagu Street. Densification at rear of properties only. Encourage limited access from Montagu Street with main access points to redeveloped areas from the back along Die Oupos Street. Apply incentives for the enhancing of the streetscape.

	<ul style="list-style-type: none"> Consider relaxation of land use restriction if the design contributes to the enhancement of the traditional historic streetscape along Montagu Street. Restrict height of redevelopments to a maximum of two storeys. Apply landscaping policy / guidelines along Montagu Street. Second dwelling units on erven of 600 m² and larger. Encourage public interface with developments situated on land surrounding existing public transport bus stops and transfer points.
D	<ul style="list-style-type: none"> Land use mix of low and medium residential only. Maximum density of 30 units / ha or 40% coverage in the case of flats. Encourage tourist related uses such as guest houses, B & B establishments, accommodation facilities, restaurants and curio shops, etc. Retail / commercial activities to be limited to tourist retail business such as restaurants and curio shops as well as retail addressing local convenience. Encourage consolidation of erven and redevelopment thereof instead of small and ad hoc redevelopments. Retain single residential dwellings with historical value along Montagu Street. Consider relaxation of land use restriction if the design contributes to the enhancement of the traditional historic streetscape along Montagu Street. Densification at rear of properties only. Apply incentives for the enhancing of streetscape. Restrict height of redevelopments to a maximum of two storeys. Apply landscaping policy / guidelines along Montagu Street. Second dwelling units on erven of 600 m² and larger. Encourage the optimum utilization of land surrounding existing public transport pick up points.
E	<ul style="list-style-type: none"> Maintain the existing character and density of the area.
G	<ul style="list-style-type: none"> Maintain the existing character and density of the area.
H	<ul style="list-style-type: none"> Land use mix of low and medium density residential only. Minimum erf size of 400 m² for single residential. Second dwelling units on erven of 600 m² and larger. Maximum density of 30 units / ha (group housing) and 50 units / ha (town housing). Provision must be made for a linked open space network along the watercourse. Apply incentives for the enhancing of the streetscape. Consider relaxation of bulk, coverage and parking provisions if the design contributes to the traditional streetscape. Restrict height of redevelopments to a maximum of two storeys. Apply landscaping policy / guidelines along George Street.
I	<ul style="list-style-type: none"> Land use mix of low and medium density residential only. Minimum erf size of 400 m² for single residential. Second dwelling units on erven of 600m² and larger. Maximum density of 30 units / ha (group housing) and 50 units / ha (town housing). Tourist related land uses such as guest houses, B & B establishments, accommodation facilities, etc. Apply incentives for the enhancing of the streetscape. Consider relaxation of bulk, coverage and parking provisions if the design contributes to the traditional streetscape. Restrict height of redevelopments to a maximum of two storeys. Apply landscaping policy / guidelines along George Street.
J	<ul style="list-style-type: none"> Land use mix of residential, retail / commercial. Maximum density of 30 units / ha or 40% coverage in the case of flats.

	<ul style="list-style-type: none"> • Encourage residential units above ground floor. • Encourage consolidation of erven and redevelopment thereof instead of small and ad hoc redevelopments. • Encourage limited access from George Street. • Placement and design of buildings around the bus stops at the transfer point on the corner of George Street and Montagu Street, must be done with a view to create a focal point with a mix of business and higher density residential on the land surrounding the intersection where interface with the transport system is encouraged as well as interaction with commuters and pedestrians. • The redevelopment of land surrounding the bus stops at the intersection of George Street and Montagu Street should be done in such a way that the bus stops, pedestrian crossings and developments interface with each other to form a harmonious designed functional area. • Restrict height to a maximum of two storeys. • Apply landscaping policy / guidelines along George Street. • Provision must be made for a linked open space network. • Encourage the optimum utilization of land surrounding existing public transport pick up points.
K	<ul style="list-style-type: none"> • Land use mix of GAP housing, community and public facilities only. • Minimum erf size for GAP housing: 250 m². • Retail that focuses on local convenience. • Maximum density of 30 units / ha (group housing), 50 per ha (town houses) or 40% coverage in the case of flats. • Community facilities to include a multi-use youth centre. • Consolidation of erven for redevelopment. • Provision of variety of housing options: two storey walk-ups, flat developments, single and medium density developments. • Integration of various land uses. • Restrict height to a maximum of two storeys. • Apply landscaping policy guidelines along George Street. • Placement and design of buildings around the bus stops on the corner of George Street and Montagu Street, must be done with a view to create a business and higher density residential focal point on the land surrounding the intersection. • The redevelopment of land surrounding the bus stops at the intersection of George Street and Montagu Street should be done in such a way that the bus stops, pedestrian crossings and developments interface with each other to form a harmonious designed functional area where interaction with commuters and pedestrians are encouraged. • No access will be allowed from George Street. Access from Fortuin Street and John Kretzen Street only. • Encourage the establishment of activities on land surrounding existing public transport bus stop and transfer points that will add value to the network and promote sense of place. • Corridor restructuring area may be equipped with "value capture" land uses with an interface with surrounding bus stops to promote interaction with and convenience for commuters and pedestrians. • Intensification of land use within the corridor restructuring area may be promoted with due regard for historic and social values and needs of the local community.
L & Q	<ul style="list-style-type: none"> • 250 m² minimum for new subdivisions.
M	<ul style="list-style-type: none"> • Sport facilities.
N	<ul style="list-style-type: none"> • This area could be redeveloped for housing with a maximum density of 30 units / ha. • Provision must be made for a linked open space network along the watercourse. • Restrict height of redevelopments to a maximum of two storeys.
O	<ul style="list-style-type: none"> • Land use mix of low and medium density residential only. • Minimum erf size of 400 m² for single residential.

	<ul style="list-style-type: none"> Second dwelling units on erven of 600 m² and larger. Maximum density of 30 units / ha (group housing) and 50 units / ha (town housing). Restrict height of redevelopments to a maximum of two storeys. Apply landscaping policy / guidelines along Maitland Street.
P	<ul style="list-style-type: none"> Land use mix of GAP housing, community and public facilities only. Maximum density of 30 units / ha (group housing), 50 per ha (town houses). Minimum erf size for single residential use (GAP housing): 250 m². Restrict height to a maximum of two storeys. Apply landscaping policy / guidelines.
R	<ul style="list-style-type: none"> Mixed residential development consisting of single residential, low cost housing, GAP housing and community facilities. Minimum erf size of 400 m² for single residential. Second dwelling units on erven of 600 m² and larger. Minimum erf size for low cost housing and gap housing: 250 m². Restrict height to a maximum of two storeys. Apply landscaping policy / guidelines.
S	<ul style="list-style-type: none"> Intensive farming must be encouraged. Proposed land uses in rural area as consent uses: Abattoir, additional dwelling units, agricultural industry, airfield, animal care centre, aqua-culture, cemetery, farm shop, freestanding base telecommunication station, functions venue, guest house, off road trail, plant nursery, quarry, renewable energy structure, tourist facility, utility service as well as any other consent use permitted in terms of a zoning scheme relevant to the area. No subdivisions will be allowed.

The development parameters that should be incorporated in the scheme regulations for specific precinct are summarised in **Table E**.

TABLE E						
PRECINCT	LAND USE	HEIGHT: GENERAL RESIDENTIAL	DENSITY PER HA: GROUP HOUSING	DENSITY PER HA: TOWN HOUSES	COVERAGE: GENERAL RESIDENTIAL	MINIMUM ERF SIZE: SINGLE RESIDENTIAL
A	Status quo	-	-	-	-	-
B & F	Single residential	-	-	-	-	400 m ²
C & D	<ul style="list-style-type: none"> Mix of low and medium density residential Tourist related and local convenience business Retain historical character with incentives 	2 storeys	30 at rear of property	-	40%	400 m ²

E & G	Status quo	-	-	-	-	-
H	<ul style="list-style-type: none"> Single Residential Group housing Town housing 	2 storeys	30	50	-	400 m ²
I	<ul style="list-style-type: none"> Single residential Group housing Town housing 	2 storeys	30	50	-	400 m ²
J	Mixed uses – retail and residential	2 storeys	30	50	40%	-
K	Mixed residential	3 storeys	30	50	40%	-
L & Q	Single residential	-	-	-	-	250 m ²
M	Sport Facilities	-	-	-	-	-
N	Mixed residential	2 storeys	30	50	40%	250 m ²
O	<ul style="list-style-type: none"> Single Residential Group housing Town housing 	2 storeys	30	50	-	400 m ²
P	Mixed residential	2 storeys	30	50	-	250 m ²
R	Mixed residential	2 storeys	-	-	-	250 m ² to 400 m ²
S	Land uses as per Agricultural zone in zoning scheme	-	-	-	-	-

Note must be taken of the three urban gateways shown on the plans, as these areas will require special attention in the design of buildings and spaces to create the required visual effect at the entrances to Blanco.

Placement and design of buildings around the bus stops on the corner of George Street and Montagu Street, must be done with a view to establish integration of the public transport infrastructure with amenities and land uses on the land surrounding the intersection. The

redevelopment of the land surrounding the bus stops at the intersection of George Street and Montagu Street should furthermore be done in such a way that a public interface is established with the bus stops and pedestrian crossings whereby facilities and services are established within convenient reach of commuters. Special urban design principles need to be applied to render development harmonious with the character of the area as a whole.

15.6 Vacant land and the possibilities for densification

As shown on **Plan 3: Vacant and developable land** attached hereto as **Annexure “B”** vacant land for further development in Blanco is limited. These limited land portions

- are concentrated primarily along the northern side of George Street that remained vacant because of its previous use as a buffer strip between the various cultural groups. This land is publicly owned.
- are located directly to the south of Golden Valley and to the north of the Kerriwood group housing development and is indicated as Precinct P in **Tables C, D, and E**. This land is publicly owned.
- are a number of privately owned properties located all over Blanco.

The publicly owned portions are currently underutilized and have been identified as an opportunity to address the housing and community facility needs. A subsidized housing scheme is to be developed on Portion 3 of the Farm 216, which is located in Precinct R, which is publicly owned land. The development of this public owned land as well as the privately owned land will contribute positively to the densification of the area.

16. BUILT FABRIC

The scope of revitalisation actions is primarily to address the areas flanking Montagu and George Streets which dominates the structure of Blanco.

16.1 Existing built fabric

The existing built fabric along these roads consists of a range of building types, varying from single residential dwellings, retail to community facilities forming the street edge of the roads.

Over time the built fabric along these roads has deteriorated which resulted in a streetscape that does not do any justice to the potential of what the town has to offer.

16.2 New built fabric

It is proposed that the areas adjacent to George and Montagu Streets be redeveloped to a higher density, but still within the context of the traditional built form.

16.3 Site development guidelines

The treatment of sensitive and controlled development sites should contribute to the revitalisation programmes and seek to work towards a coherent identity that differentiates Blanco. Developers and built environment professionals, particularly architects, should adopt this approach and to contribute to the upgrading process of pavements and on-street parking surfaces flanking proposed buildings.

The design approach would in general be to use large textured and plastered wall structures, highlighted by secondary elements and treatments such as timber facings and metallic and timber climate control devices that echo relevant regional references. Fake commercial “theme-ing” and other superficially decorated trimmings are to be avoided at all costs and should be regarded as an attack on the architectural identity of Blanco and its revitalisation programmes. A more locally appropriate, contemporary and sensitive design approach to fit in with the historical elements of Blanco should be adopted by designers. The design approach shall however also take cognisance of the Architectural and Urban Design Guidelines of the George Municipality.

Detailed landscaping must be included on the site and ground floor plans and / or submitted as additional plans with all development applications and in building control plans submissions and should include: kerbs, storm water catch pits and channels, street surfacing, paving, lighting, retaining walls, planters and planting, street furniture.

Tree planting is the main component of landscaping proposals and plays a variety of vital roles in enhancing streetscapes:

- Improving the spatial structure of roadway.
- Providing visual continuity.
- Demarcating special places with distinctive trees.
- Improving the scale of the road and visually enclose the road.
- Creating a comfortable pedestrian environment.
- Providing shade for parked cars.

- Creating treed outside spaces that accommodate a variety of activities (restaurant seating, shops, functions and events).
- Screening unsightly and / or visually disruptive buildings and fences.



17. STREETScape

17.1 Introduction

The following general principles should be applied in George and Montagu Streets to ensure appropriate development along these routes.

- Buildings of similar scale and intensity should abut each other.
- Appropriate design of the building facades, form and scale must reflect the historical village character of Blanco.
- The location of high intensity non-residential activities and the vehicular access points to these activities should be controlled.
- Distinguish between short and long term parking on-site.
- Adequate on-site parking and available loading provision on properties south of George Street should be ensured.
- Adequate street parking and available loading provision on properties along Montagu Street should be ensured.
- Implement screening of adequate height along common boundaries including walls, fences and / or trees / landscaping.
- Appropriate building heights in relation to street width.
- Due regard must be given to the impact of the position and level of windows in higher density developments, on surrounding neighbours and privacy.

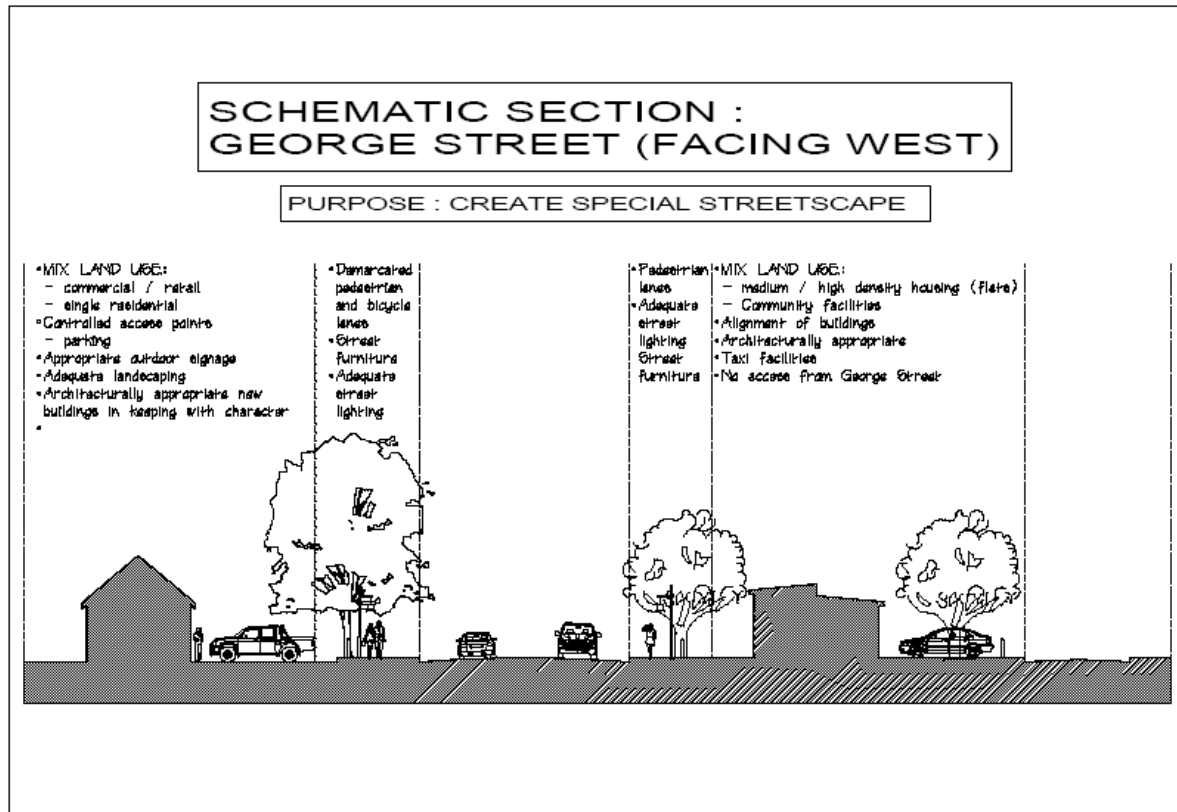
- Height of buildings to be in accordance with applicable precinct proposals and schedule.
- Adequate tree planting and landscaping to provide visual continuity.
- Create interaction between private and public space.
- Create safe pedestrian activities: pavement and street crossing.
- Create safe bicycle lanes.
- Replace / remove unattractive infrastructure services lines and outdoor signage.

17.2 George Street

The streetscape envisaged for George Street will primarily be dominated by the varying land uses on both sides of the street, being:

- Southern side of George Street
 - Mix of commercial / retail / residential.
 - Demarcated pedestrian and bicycle lanes.
 - Short term communal parking facilities in front of buildings.
 - Long term parking facilities behind buildings.
 - Appropriate landscaping: tree planting, street furniture and outdoor signage.
 - Promote value capture services, appropriate to the context of it locality, at bus stops that are appropriately located.
- Northern side of George Street
 - Mix of community facilities / residential.
 - Variety of housing stock: social housing, flats, single residential.
 - No direct access from George Street.
 - Access from Fortuin Street and John Kretzen Streets only.
 - Appropriate landscaping: tree planting, street furniture and outdoor signage.
 - Promote value capture services, appropriate to the context of it locality, at bus stops appropriately located.

Plan 9: Schematic section: George Street streetscape gives a schematic indication of the abovementioned George Street streetscape.



Plan 9: Schematic section: George Street streetscape



17.3 Montagu Street

The streetscape envisaged for Montagu Street will primarily be dominated by the varying land uses on both sides of the street, being:

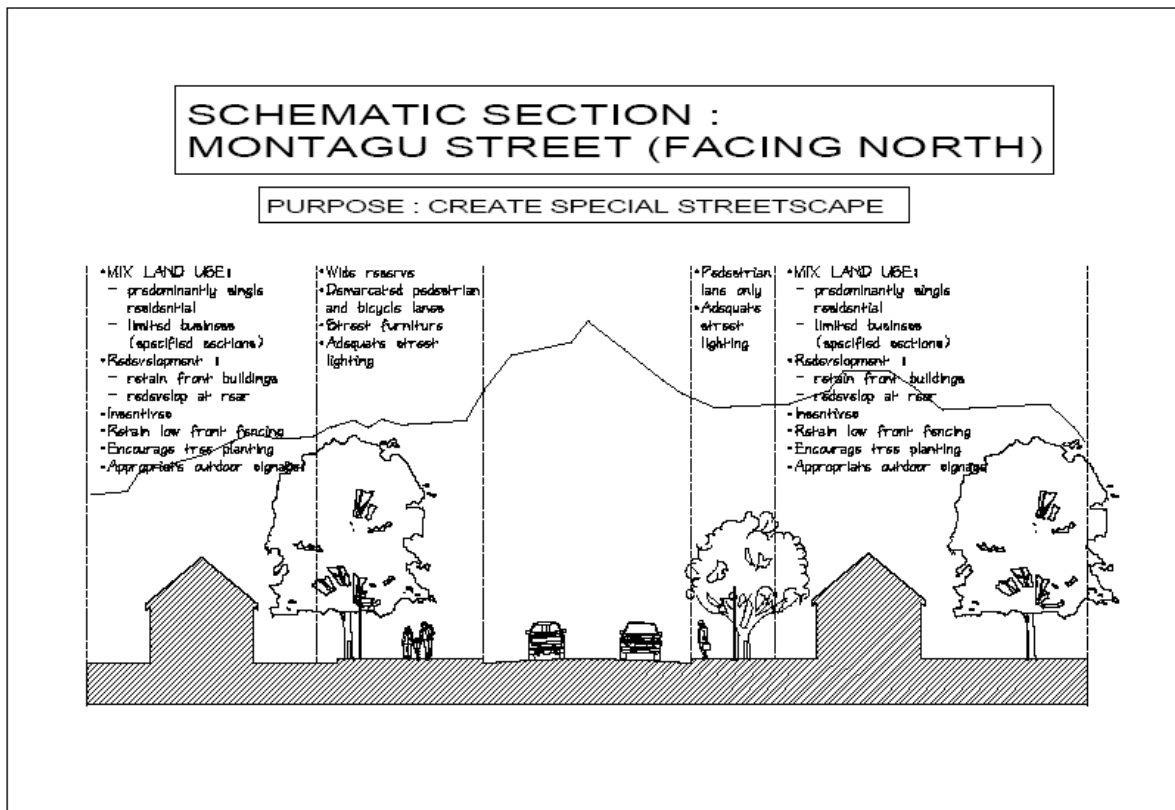
➤ Eastern side of Montagu Street

- Mix of retail / residential limited to tourist related uses.
- Retaining of built form.
- Encouragement of tourist related facilities.
- Appropriate landscaping: tree planting, street furniture and outdoor signage.
- Promote value capture services, appropriate to the context of its locality, at bus stops appropriately located.
- Parking facilities to be provided at the “back” of buildings and not on street front.

➤ Western side of Montagu Street

- Mix of community facilities / residential / community facilities and businesses limited to tourist related uses.
- Redevelopment at rear of properties.
- Access from Die Oupos Street to redeveloped precincts.
- Demarcated pedestrian and bicycle lanes.
- Appropriate landscaping: tree planting, street furniture and outdoor signage.
- Parking facilities to be provided at the “back” of buildings and not on street front.

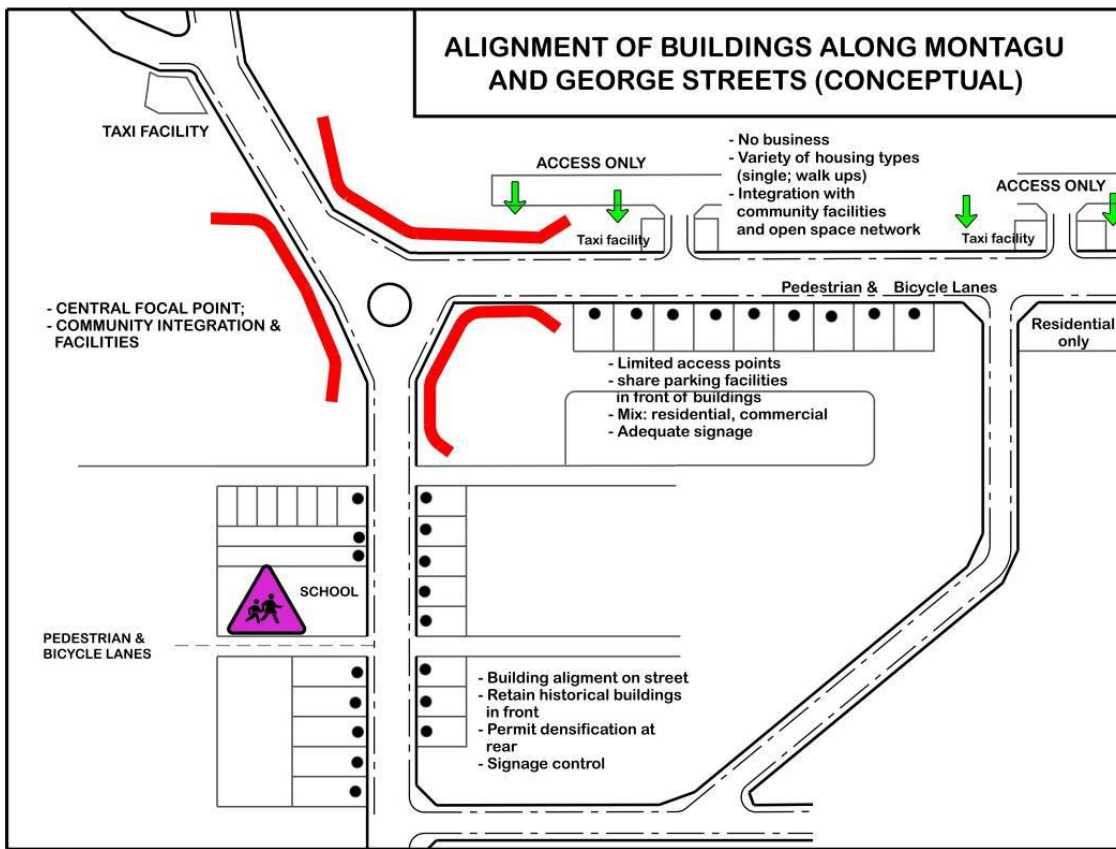
Plan 10: Schematic section: Montagu Street streetscape gives a schematic indication of the abovementioned Montagu Street streetscape.



Plan 10: Schematic section: Montagu Street streetscape



Plan 11: Overall conceptual alignment of buildings along Montagu and George Streets gives an overall conceptual alignment of buildings along Montagu Street and George Street.



Plan 11: Overall conceptual alignment of buildings along Montagu and George Streets

In order to control traffic speed along Montagu and George Streets, effective measures could be applied by the municipality. These could include the creating of more stop streets along the routes, or raised areas in the road surface that could also be used as safe pedestrian crossing points.

18. OTHER DESIGN GUIDELINES

The following guidelines should not be perceived as restrictive measures, but as an instrument to maintain an overall design sensitivity and to achieve an attractive townscape, whilst allowing flexibility for individual expression.

18.1 Architecture

- The philosophy should be that new developments or redevelopments should blend in with the traditional built fabric of the surrounds.
- Developers should negotiate architectural designs with the municipality prior to the submission of building plans in order to reach consensus.

- The colour, materials and texture of buildings will be the linking elements.

18.2 Fencing / boundary walls

- Boundary walls along Montagu Street should not exceed a height of 1.2 m in order to create an open streetscape.
- Limit boundary walls along Montagu Street and George Street to brick or timber and encourage owners of concrete panel walls to replace it.
- The maximum height of lateral and rear boundary walls is 1.8 m.

18.3 Roofs

- Preference should be given to small profile galvanized corrugated iron sheeting painted black or charcoal grey or natural slate tiles.
- Gutters and down pipes to match the colour of walls.
- Visual impact of roofs of buildings situated on higher lying sites must be evaluated from observation points at a distance.



18.4 Wall material

- Restrict the use of face bricks.
- Encourage the use of natural stone from the area.
- Bagged walls.
- Plaster finish.
- Corrugated metal.

18.5 Doors and windows

- Painted white or natural timber only.
- Simplistic straight or rectangular burglar bars only.

18.6 Outdoor signage

The general rule for appropriate signage in Blanco is that every sign should complement the style and lines of the building on which it is placed. Excessive amount of numbering must be avoided as it often leads to confusion and an untidy effect. Too much information has little value and is aesthetically unsatisfactory. In order to achieve attractive streetscapes, it is imperative that signs be maintained.

Traditional trade symbols can add considerably to the character of retail areas and should therefore be encouraged.



19. OPEN SPACE NETWORK

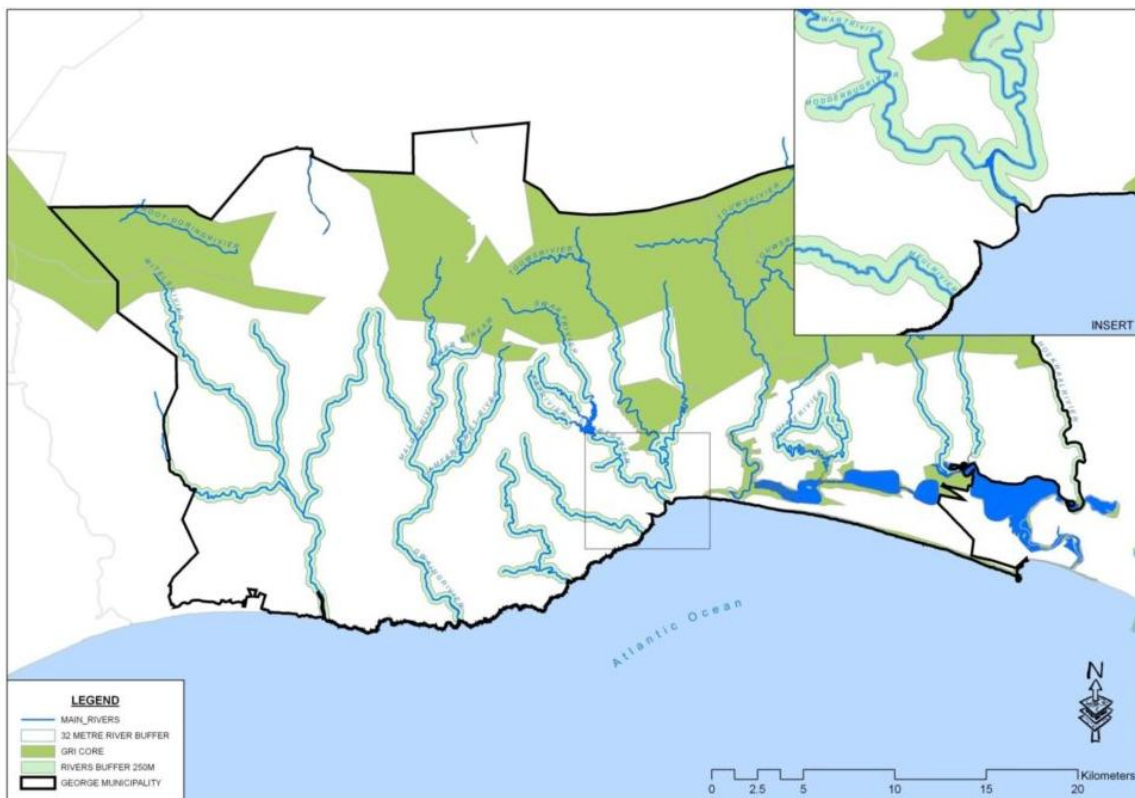
The single biggest asset of the greater George area is the beauty and tranquillity of the natural environment. In this regard, the Garden Route region has a unique sense of place as a result of the visual interconnectedness of the ocean, the scenic undulations due to the steep sided indigenous forest covered river valleys, prominence of open, agricultural spaces as well as the Outeniqua Mountains. The protection of this type of landscape is vital if the "Garden Route" sense of nature is to remain. This being the case, it follows that the environmental integrity and "character" should be preserved and enhanced at all costs and the existing open spaces

in the George Municipal Area need to be managed in order to unlock the potential of becoming a major draw card and an economic driver for development in the area.

The Draft George Open Space Policy dated 2008 contains principles and guidelines on how the natural open space system in built-up areas of George should be managed. This policy document aims to create a vision for George as a garden city where the open spaces are safe, functional, integrated, of great beauty and a cornerstone to a nature orientated community sense of place.

The open space system along the Malgas River, which runs through Blanco, forms one of the important links between the Outeniqua Mountains and the sea and has been identified as one of the linkages which should be promoted and developed to the benefit of the residents of Blanco.

Plan 12: River systems in the George Municipal Area give an indication of the river valleys in the George Municipal Area and the system of linkages between the Outeniqua Mountains and the sea which can be created by these rivers. The Malgas River, which runs through Blanco, forms an integral part of this system.



Plan 12: River systems in the George Municipal Area

The open space along the Malgas River creates a perception of nature and has the potential for open space usage and should as such be protected. The following land use guidelines should be implemented with regard to the Malgas River:

- All ground along the Malgas River with slopes equal to or exceeding 1 in 5 should be demarcated as no-development zones.
- Areas below the 1 in 100 year flood line must be excluded from development (development includes all boundary walls and fences).
- A suitable setback line on either side of the Malgas River should be determined before any development takes place.
- The natural vegetation along the Malgas River should not to be disturbed, cleared or altered.

The continuation of this open space network along the river valleys must be strived for in the layout planning of any possible future residential areas to the north.

20. VISUAL LANDSCAPE

In terms of the George SDF and The Landscape Character and Visual Resource Management Analysis, 2009 (LCVRMA), drafted by VRM Africa, the George Municipality needs to safeguard its environmental assets (i.e. biodiversity, cultural heritage and scenic resources), as these underpin the local economy and form the basis of the Garden Route brand and lifestyle offering. The George Municipality's IDP also emphasises the sustainable use of its environmental assets. In terms of the George SDF and the LCVRMA visual sensitive areas in the George landscape were determined and listed. These must, as far as it is relevant to an area, be included in a SDP as a method to manage visual impacts of any development in the specific area.

The scenic resource aspect, the Outeniqua Mountain with its green backdrop, is very relevant to Blanco and should as such also be safeguarded. The following principle contained in the George SDF is as such very relevant to Blanco:

“Avoid developing higher than the 280m contour line or on slopes steeper than 1:4.”

The 280 metre contour line is indicated on the **Plan 2: Blanco Local Spatial Development Framework**, which is attached hereto as **Annexure “A”**.

No development, other than that permitted in terms of the present zoning of a property, will thus be allowed on any land located higher than the 280 metre contour line. These developments should however be strictly controlled to avoid inappropriate development on the foothills of the mountain which will invariably detract from the mountain views as it becomes a point of focus and draws the attention away from the natural mountain feature. Any development with a high visual exposure should have an un obstructive design with earth colours to blend in with the surrounding environment. It is furthermore recommended that any development above the 280 metre contour which will invariably detract from the mountain views be subjected to a visual statement or a visual impact study.

21. RESPONSIBILITY OF DEVELOPERS

The important role of developers in the creating of an attractive and functional built environment is often underestimated or even ignored. It is therefore imperative that developers are being made aware of their responsibilities. This could be achieved by:

- efficient cooperation between developers and the municipality;
- achieving the same vision for Blanco as the municipality;
- engage in a close relationship with the municipality;
- close interaction between developers and residents / property owners;
- developing new developments that are compatible with the village charm character of Blanco, and
- more effective use of and contribution to the existing Community Trust or similar central trust to be established by the municipality.

SECTION G: CONCLUSION AND IMPLEMENTATION

22. ACTION AREAS

To ensure growth within Blanco and to maintain sustainability, public and private investment is important to initiate development.

This can be achieved through upgrading of the public domain into an attractive civic area in order to provide the preconditions for sustained investment and to generate a sense of belonging and pride. Pilot areas should be chosen for detailed urban design study and project implementation. The implementation of projects linked to the upgrading of George and Montagu Streets should be perceived as a catalyst for similar projects in the future. The following action areas are proposed to receive priority kick-start public investment, namely:

- Action Area 1: Upgrading of gateways and focal point at George / Montagu Streets intersection.
- Action Area 2: Social housing and community precinct development.
- Action Area 3: Montagu Street precinct re-development.
- Action Area 4: General revitalization programmes for George and Montagu Streets to enhance streetscape.
- Action Area 5: An urban design management guideline for George and Montagu Streets as per paragraph 15.1.
- Action Area 6: A landscaping policy for George and Montagu Streets as per Table D.
- Action Area 7: Adjust or incorporate densification proposals by way of Council policies or overlay zones.
- Action Area 8: Compilation of a tourism plan for Blanco.

23. IMPLEMENTATION

This Blanco LSDF should be regarded and pursued as a mechanism to manage development in Blanco. The George Municipality is primarily responsible for the implementation of the proposals and to ensure that these are implemented by the local community, private sector and developers. Where other authorities are involved in the implementation of proposals, the George Municipality has also the responsibility to ensure that it be brought to their attention.

Further to the above, the identified actions and proposals should be linked with the George Municipality's IDP and financial budget to ensure that the proposals are being implemented in a phased manner.

Many projects that relate to these LSDF objectives and proposals have already been budgeted for in the Council's IDP and SDBIP as indicated in the **Table F** hereunder.

TABLE F	
Items in 2015 / 2012 IDP	
Streets & Stormwater	
➤ Golden Valley: provision of services (165 units)	R 3 286 990.00
Water - networks	
➤ Golden Valley: provision of services (165 units)	R 433 507.00
Sewerage Networks	
➤ Golden Valley: provision of services (165 units)	R 1 279 503.00

Table G represents the community needs for Ward 16, which is located in the study area, as listed in the 2015 / 2016 IDP.

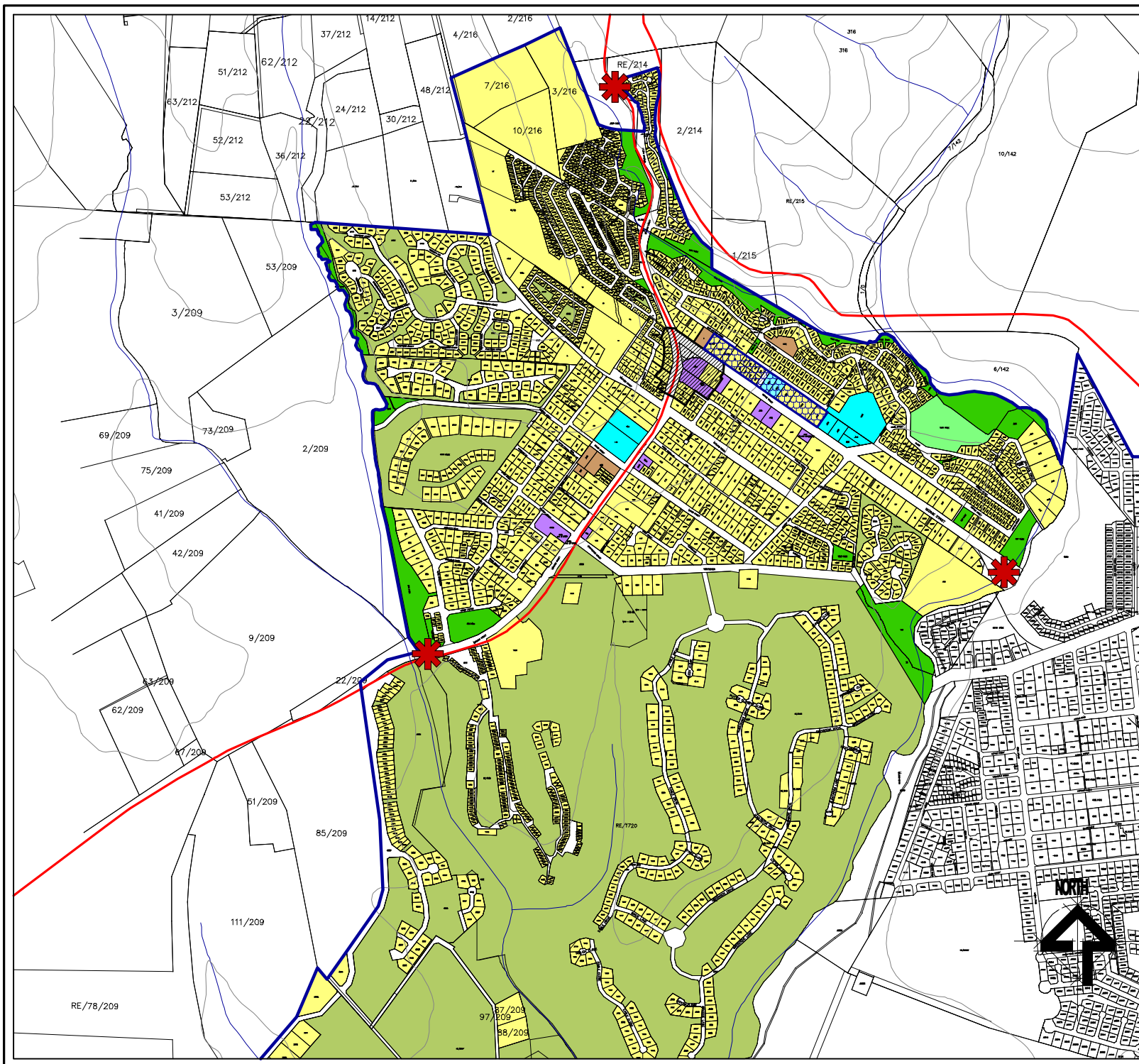
TABLE G	
Focus Area	Development needs
Municipal Services	
Water & Sanitation	➤ Provision of basic services to buffer zone for the self-help development of top structures.
Electricity	➤ Provision of basic services to buffer zone for the self-help development of top structures.
Refuse Removal	➤ Provision of basic services to buffer zone for the self-help development of top structures.
Roads & Storm water	➤ Provision of basic services to buffer zone for the self-help development of top structures.

	<ul style="list-style-type: none"> ➤ Linking of Skool Straat (School Street) and Lamont Street to resolve heritage challenges / existing households residing there without access to basic services. ➤ Drainage / storm-water system and streets at Golden Valley need upgrade.
Housing	<ul style="list-style-type: none"> ➤ Provision of basic services to buffer zone for the self-help development of top structures. ➤ Eradication of informal settlements (Malgashoek and graveyard) through approval of Golden Valley Extension Development.
Other	<ul style="list-style-type: none"> ➤ Change bus route.
Needs relating to other spheres of government	
Agriculture & Food Security	<ul style="list-style-type: none"> ➤ Eradication of alien vegetation on Malgas Rivier embankment to rehabilitate / regain land for agro-development / food security development.
Job Creation and Job Development	<ul style="list-style-type: none"> ➤ Need more jobs. ➤ Extension / upgrading of Malgas / Platbruggiedrift for recreation / community based tourism and hospitality development. ➤ LED-Incubator programme establishment on the corner of Pastorie and George Streets.

24. CONCLUSION

The Blanco LSDF strives to preserve a neighbourhood with its traditional character, while simultaneously implementing measures to densify the existing built up area in a manner that will maintain the sense of place. The precinct approach, in terms of which various areas are designated according to the inherent character of each area, is applied. If the principles of the Blanco LSDF are carefully applied, Blanco could retain its unique character with a community that will be more integrated than before with more opportunities to them to live to their full potential.

ANNEXURE "A": PLAN 2: BLANCO LOCAL SPATIAL DEVELOPMENT FRAMEWORK



Project

GEORGE SPATIAL DEVELOPMENT FRAMEWORK

Plan:

BLANCO LOCALSPATIAL DEVELOPMENT FRAMEWORK

Legend

LAND USES

- RESIDENTIAL
- EDUCATIONAL
- SPORT & RECREATIONAL
- COMMUNITY FACILITIES
- PUBLIC OPEN SPACE
- PRIVATE OPEN SPACE
- AGRICULTURAL AREAS
- CADASTRAL BOUNDARIES
- COMMERCIAL
- URBAN FOCAL POINT
- URBAN GATEWAY
- RESTRUCTURING CORRIDOR

URBAN EDGE

- URBAN EDGE

TOPOGRAPHY

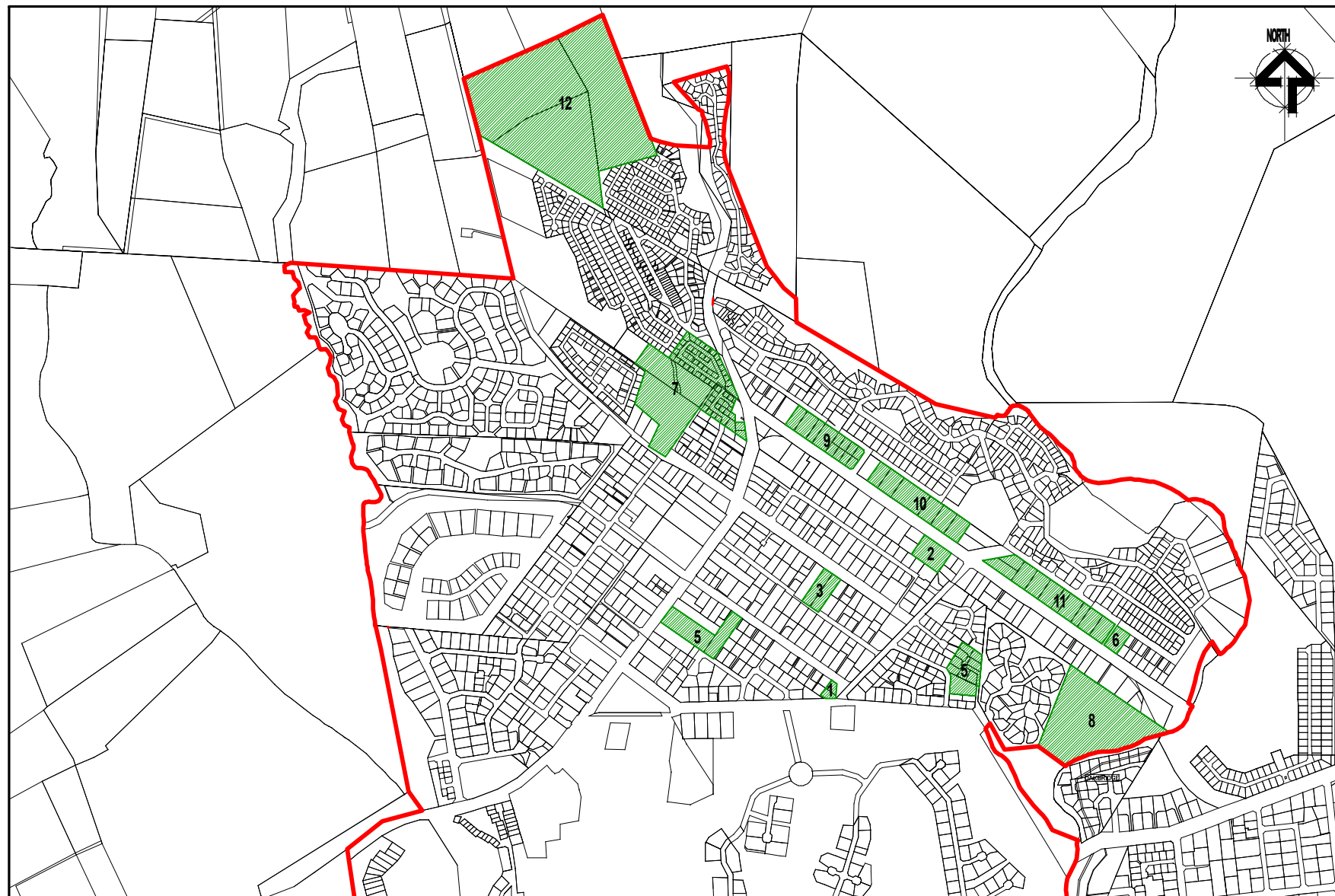
- WATER BODIES
- WATER COURSES
- ROADS
- CONTOURS 20 METERS





JAN VROLIJK JV TOWN PLANNER • STADSBEPLANNER

PlanNo.	Date	Annexure
Plan2	OKTOBER 015	"A"

ANNEXURE “B”: PLAN 3: VACANT AND DEVELOPABLE LAND



PLAN 3: BLANCO LOCAL SPATIAL DEVELOPMENT FRAMEWORK: VACANT AND DEVELOPABLE LAND

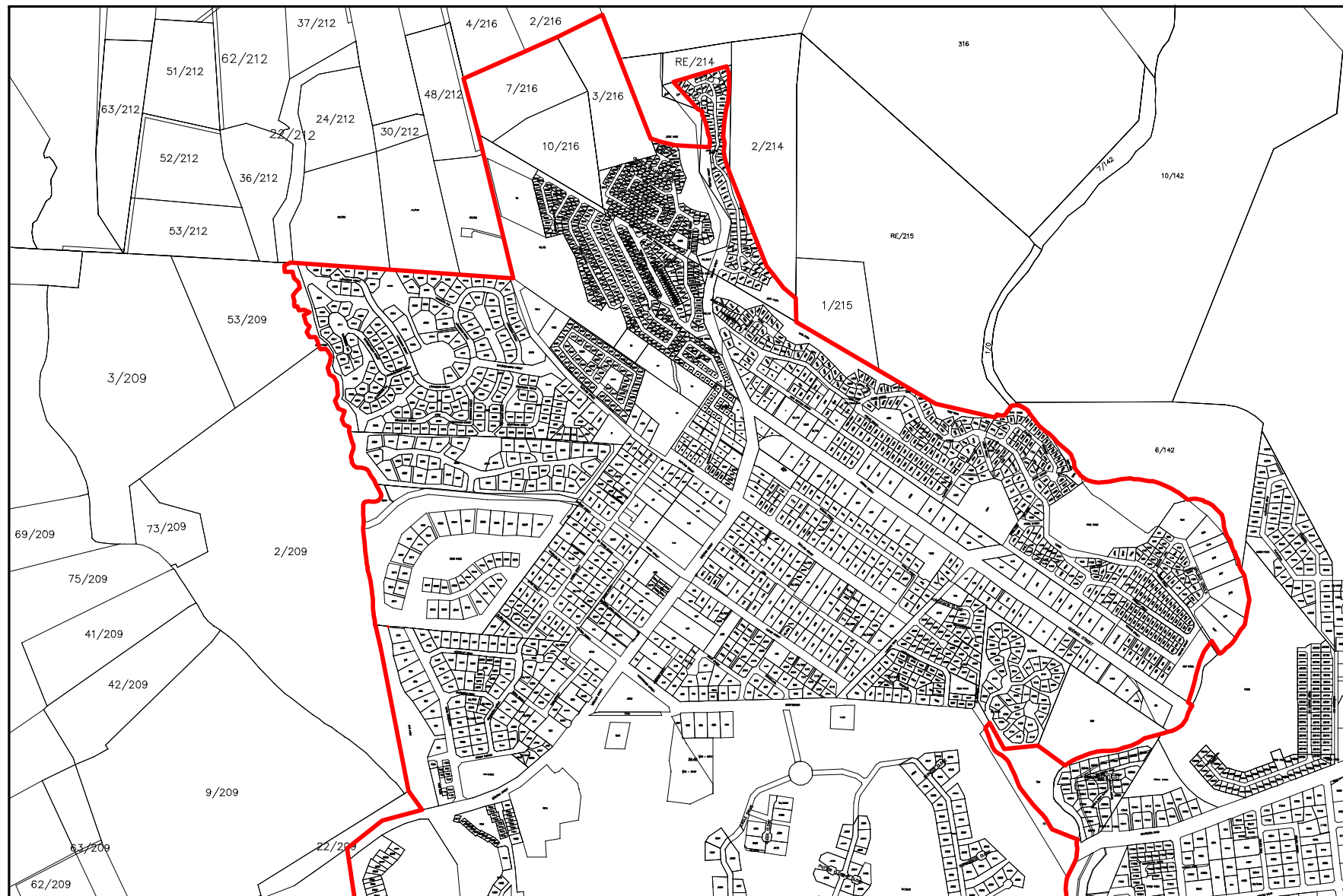
-  VACANT LAND
-  CADASTRAL (2011)

DRAFT OCTOBER 2015

ID	SIZE (HA)	ID	SIZE (HA)
1	0.25	7	4.69
2	0.49	8	3.30
3	0.51	9	1.32
4	0.88	10	1.49
5	1.05	11	2.03
6	0.24	12	13.1



ANNEXURE "C": PLAN 4: STUDY AREA



Plan 4: BLANCO LOCAL SPATIAL DEVELOPMENT FRAMEWORK: STUDY AREA

 **CADASTRAL (2011)**

 **STUDY AREA**

DRAFT OCTOBER 2015



ANNEXURE "D": PLAN 7: WESTERN BYPASS

From:

To: *00448733862

09/07/2010 11:06

#910 P.001/014

Verwysing
Reference
Isalathiso EG12/2/3/2-D2/11-318/06

Navrae
Enquiries
Imibuzo Dr. W Roets

Datum
Date
Umhla of issue
09 JUL 2010



Departement van Omgewingsake en Ontwikkelingsbeplanning
Department of Environmental Affairs and Development Planning
ISehe leMdicimbi yoNdalo esiNgqongileyo noCwangoiso loPhululiso

Head of Department
Department of Transport and Public Works - Western Cape Province
PO Box 2603
CAPE TOWN
8000

Attention: Mr Malcolm Watters

Tel: (021) - 483 2203
Fax: (021) - 483 2166

Dear Sir

**APPLICATION: WESTERN BYPASS ROAD CORRIDOR LINKING THE
OUTENIQUA PASS (TR1/1) TO THE N2/7:**

With reference to your application, find below the environmental authorisation ("EA"), hereinafter referred to as "the environmental authorisation" in respect of this application.

ENVIRONMENTAL AUTHORISATION

A. DESCRIPTION OF ACTIVITY:

The activity entails the route determination of a road corridor, the "Western Bypass Route", linking the Outeniqua Pass (TR1/1) to the N2/7 passing to the south of the George Airport. This road corridor consists of two sectors, namely, the northern sector "Gwaing Blanco Alignment" and the southern sector "Quarry Alternative 3 Alignment" as described in the Environmental Impact Assessment Report (EIR) by ARCUS GIBB dated March 2010 Volume 1,2 and 3.

The following activity is identified in Government Notice No. R387 of 21 April 2006:

Government Notice R387 Activity Number: 5 Activity Description:

The route determination of roads and design of associated physical infrastructure, including roads that have not yet been built for which routes have been determined before the publication of this notice and which has not been authorised by a competent authority in terms of the Environmental Impact Assessment Regulations, 2006 made under section 24(5) of the Act and published in Government Notice No. R. 385 of 2006, where -

Utilitasgebou, Dorpsstraat 1
Privaatsak X9086
Kaapstad 8000

Utilitas Building, 1 Dorp Street
Private Bag X9086
Cape Town 8000

Tel nr. / Tel no./ (021) 483 3833
Ifowuni: (044) 805 8800
Faks nr./ Fax No. (021) 483 3722
Ifakst: (044) 874 2423

*Department of Environmental Affairs & Development Planning
Directorate: Integrated Environmental Management (Region A)*

The main objectives of the external route are:

- To remove external traffic from the arterial roads in George;
- To relieve traffic congestion in the George Central Business District;
- To remove heavy vehicular traffic from the Centre of George and its associated arterial roads in order to improve road user and pedestrian safety;
- To save time and vehicle operating costs for traffic users; and
- To meet the strategic road planning requirements of South Africa.

The following alternative alignments for the northern and southern sector of the proposed "Western Bypass Route" were assessed and described in the EIR:

For the northern sector:

- Western Alignment
- Central Alignment
- Gwaing Blanco Alignment
- Blanco Town Alignment

For the southern sector:

- Quarry 1 Alternative
- Alternative Link
- Quarry 2 Alternative
- Quarry 3 Alternative

3. Alternatives:

The EIR indicates that ARCUS GIBB considered all the impacts associated with each of the various alternatives in both the Northern- and Southern Sector of the proposed bypass, and their report recommended that the Central Alignment in the Northern Sector, and the Quarry Alignment Alternative 3 are the preferred alignments.

However, of equal importance, the EIR did state that the Gwaing Blanco Alignment must also be considered as an acceptable alignment as it is the closest rural alignment to Blanco. The position of the Gwaing Blanco Alignment, although found to have a higher impact on the sense of place, is located in an area where the sense of place has been changed and is expected to continue changing.

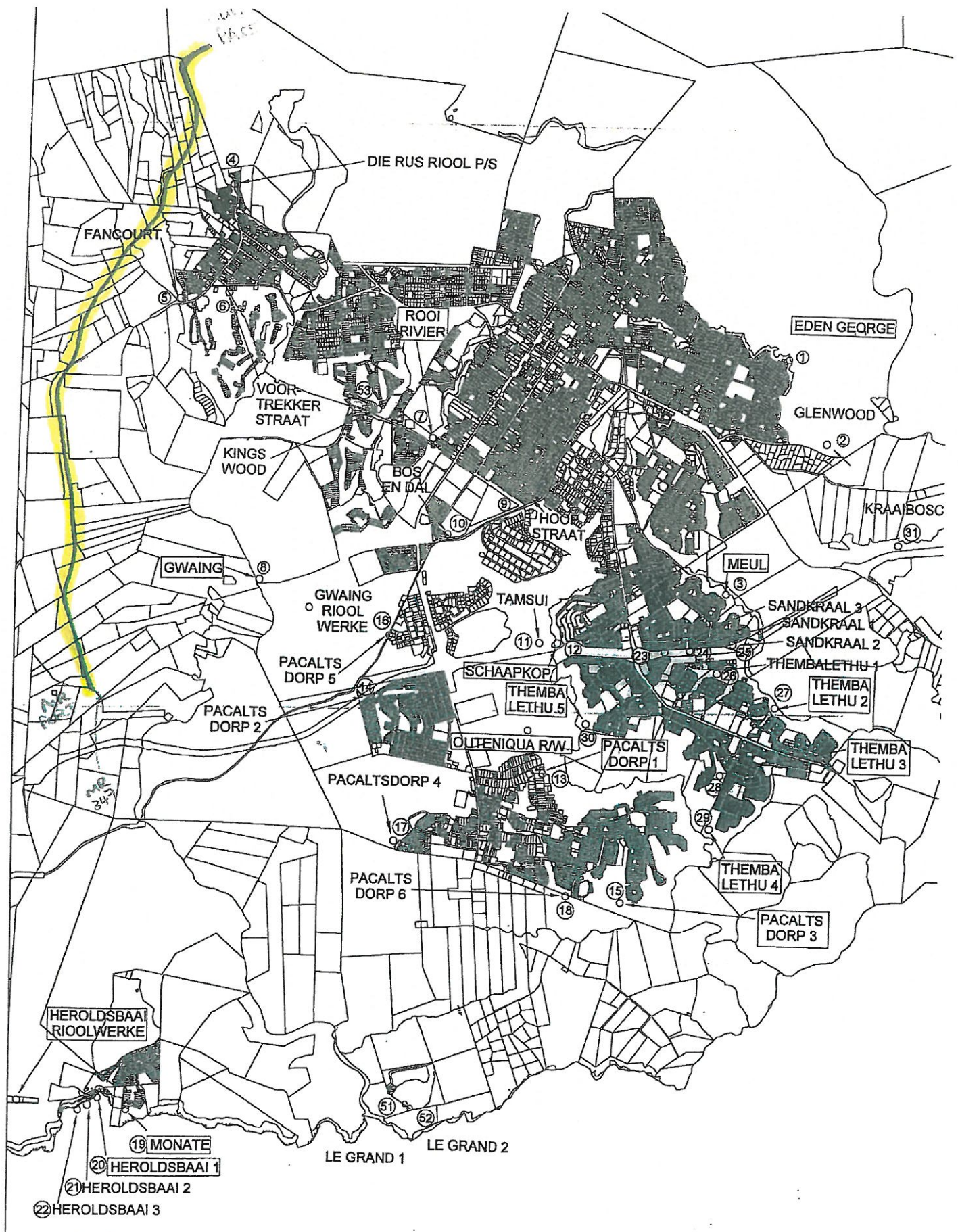
In addition to the above, the six most critical specialist reports (namely, Ecological, Water Resources, Agricultural, Tourism, Social and Economic) recommended that the Gwaing Blanco Alignment is the preferred alignment for the northern sector. This recommendation has guided the decision of the Department to authorise the Gwaing Blanco Alignment in the Northern Sector, rather than the Central Alignment.

In terms of cooperative governance it must also be noted that both CapeNature and Department of Agriculture indicated that the Gwaing Blanco Alignment to be the preferred alignment for the northern sector.

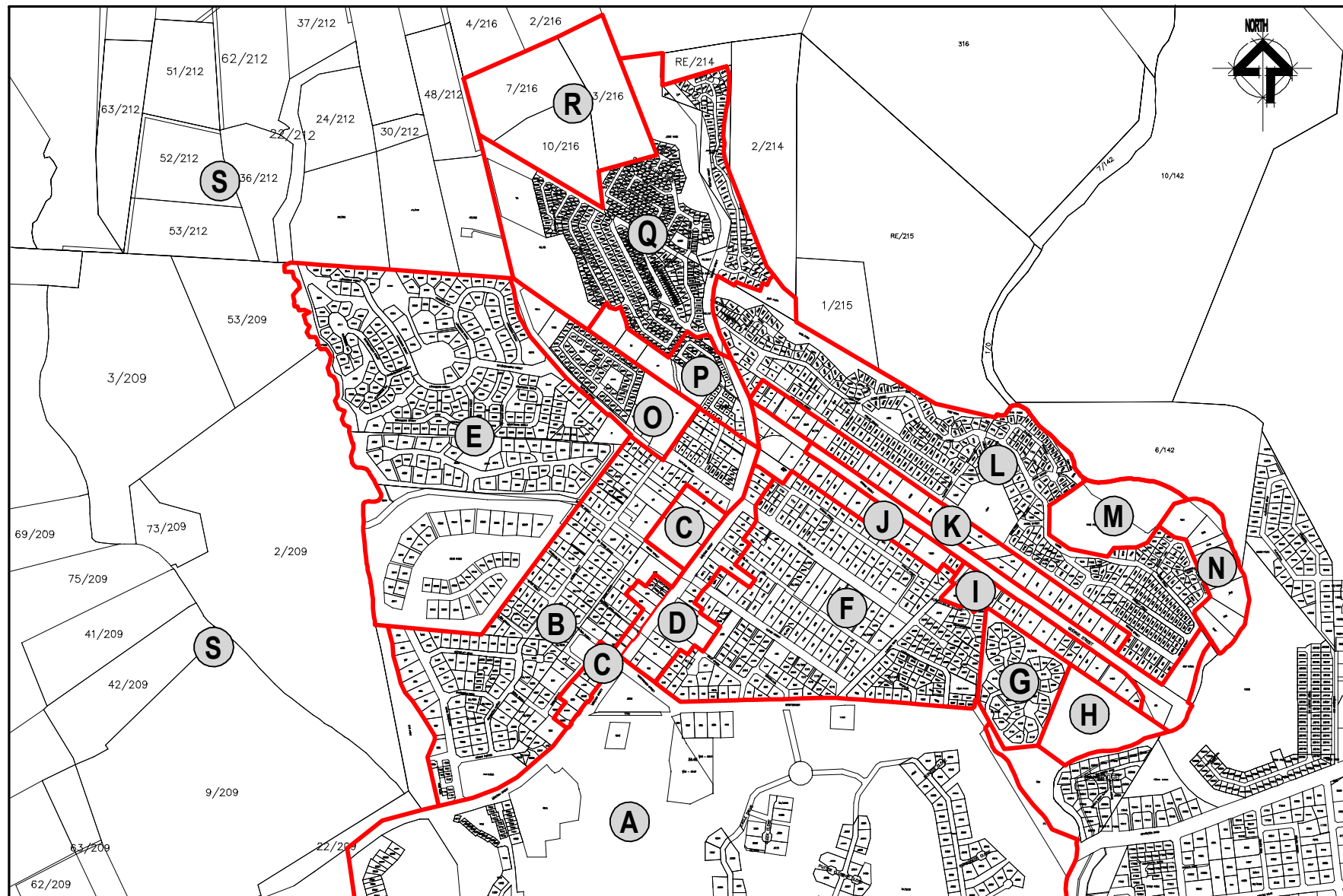
3.1. Specialist assessments of alternatives:

All the specialist studies concluded that any of the southern sector alignments would be acceptable. However, in the final stages of the EIA a new alignment, the Quarry Alignment Alternative 3, was negotiated to the satisfaction of all the affected landowners





ANNEXURE "E": PLAN 8: PRECINCTS



PLAN 8: BLANCO LOCAL SPATIAL DEVELOPMENT FRAMEWORK: PRECINCTS

✕ CADASTRAL (2011)

▭ PRECINCTS

DRAFT OCTOBER 2015

NOTES:

PARAMETERS FOR PRECINCTS
ARE INDICATED IN TABLES
C, D & E OF THE BLANCO
LOCAL SPATIAL DEVELOPMENT
FRAMEWORK



ANNEXURE “F”: PUBLIC PARTICIPATION PROCESS

PUBLIC PARTICIPATION PROCESS

The information below records the public participation process.

Public Notice

Notices were placed in the George Herald and in Die Burger on 29 October 2015 and 12 November 2015. A copy of the George Herald notice is attached hereto as Attachment 1 whilst a copy of Die Burger notice is attached hereto as Attachment 2.

Draft document availability

An electronic version of the Draft Blanco Spatial Development Framework was made available on the George Municipality Website – <http://www.george.org.za>. Hardcopies of the document were made available for public viewing at the following venues:

- Planning Department on the 5th Floor of the Municipal Building (Civic Centre, York Street);
- Main Municipal Library in George; and
- Local satellite libraries in the respective areas.

Public Open Day

A Public Open Day was held on 17 November 2015 in the Blanco Community Hall, 3 George Street from 15h00 to 19h00 where the proposals contained in the Draft Blanco Spatial Development Framework was displayed and residents were afforded the opportunity to discuss or comment thereon. Jan Vrolijk from Jan Vrolijk Town Planner / Stadsbeplanner and Delia Power, Senior Spatial Planner, of the George Municipality were in attendance at the Public Open Day.

The Attendance Register which was available at the Public Open Day is attached as Attachment 3. No member of the public attended the Public Open Day.

Photos of the display in the Community Hall are attached as Attachment 4.

Record of comments received at the Public Open Day

The Comments Sheet which was available at the Public Open Day is attached as Attachment 5. No comments were submitted at the Public Open Day.

Record of comments received in response to newspaper notices

The newspaper notices also made provision for the submission of written comments to be lodged with the Director: Human Settlements, Land Affairs and Planning, P O Box 19, George, 6530 before 30 November 2015. No written comments were received in response to the newspaper notices.

List of attachments

Attachment 1: Notice – George Herald of 12 November 2015

Attachment 2: Notice – Die Burger of 12 November 2015

Attachment 3: Attendance Register

Attachment 4: Photos of display

Attachment 5: Comments Sheet

Attachment 1

GEORGE MUNICIPALITY

Notice No.

LOCAL SPATIAL DEVELOPMENT FRAMEWORKS

Notice is hereby given that the DRAFT LOCAL SPATIAL DEVELOPMENT FRAMEWORKS, compiled by JV Town Planners in respect of the areas listed below, are available for comment in order to facilitate its approval by Council:

- a) Blanco LSDF;
- b) George South-East LSDF;
- c) Pacaltsdorp / Hansmoeskraal LSDF.

The Local Spatial Development Frameworks were developed to intervene in the current economic and spatial trends in these areas to facilitate the development of an enabling urban environment aimed at the establishment of a quality living environment that fosters a vital and growing economy, viable natural environment and promotes social well-being.

Copies of the Draft Local Spatial Development Frameworks can be viewed at the following places:

- a) Planning Department on the 5th Floor of the Municipal Building;
- b) Main Municipal Library in George;
- c) Local satellite libraries in the respective areas;
- d) On our Website: <http://www.george.org.za>.

The Municipality hereby invites comments from interested and affected parties on the in terms of section 10(1) of the Land Use Planning By-Law for George Municipality, 2015. Any suggestions or input are welcome and will be considered during the finalization and adoption of the Local Spatial Development Frameworks by Council.

Notice is hereby also given that a PUBLIC OPEN DAY in respect of the respective frameworks will be held **from 15h00 until 19h00**; on the following dates, at the following venues:

- a) Pacaltsdorp / Hansmoeskraal – Pacaltsdorp Community Hall, 47 Mission Street, Pacaltsdorp on **16 November 2015**;
- b) Blanco – Blanco Community Hall, 3 George Street, Blanco on **17 November 2015**;
- c) George South-East – Conville Community Hall, 21 Pienaar Street, Conville on **19 November 2015**.

Written submissions may be lodged to the **Director: Human Settlements, Land Affairs and Planning, P.O. Box 19, George, 6530 before 30 November 2015**. Any person who is unable to write, can submit their input, verbally to the Council's offices where they will be assisted by a staff member to put their comments in writing. Enquiries can be directed to Mrs Delia Power at the Planning Department (044-801 9477) or Mr Jan Vrolijk from JV Town-Planners (044-873 3011).

T BOTHA
Municipal Manager
Civic Centre
York Street
George
6530

GEORGE MUNISIPALITEIT

Kennisgewing Nr.

PLAASLIKE RUIMTELIKE ONTWIKKELINGSRAAMWERKE

Kennis geskied hiermee dat die KONSEP PLAASLIKE RUIMTELIKE ONTWIKKELINGSRAAMWERKE, opgestel deur JV Stadsbeplanners, ten opsigte van die gebiede hieronder gelys beskikbaar is vir kommentaar ten einde die goedkeuring daarvan deur die Raad te fasiliteer:

- a) Blanco PROR;
- b) George Suid-Oos PROR;
- c) Pacaltsdorp / Hansmoeskraal PROR.

Die Plaaslike Ontwikkelingsraamwerke is ontwikkel om te dien as intervensie in die huidige ekonomiese en ruimtelike tendense in hierdie gebiede. Sodoende die ontwikkeling van 'n bemagtigende stedelike omgewing te fasiliteer wat gemik is op die vestiging van 'n kwaliteits leefomgewing wat 'n kragtige, groeiende ekonomie huisves, asook 'n lewensvatbare natuurlike omgewing en sosiale welvaart bevorder.

Afskrifte van die Konsep Plaaslike Ontwikkelings-raamwerke kan besigtig word by die volgende punte:

- a) Beplanningsdepartement op die 5de vloer van die Munisipale Gebou;
- b) Hoof Munisipale Biblioteek in George;
- c) Plaaslike sateliet biblioteke in die onderskeie areas;
- d) Op ons Webblad: <http://www.george.org.za>.

Die Munisipaliteit nooi hiermee kommentare op die Konsep Plaaslike Ontwikkelingsraamwerke uit van enige belanghebbende partye in terme van artikel 10(1) van die Verordeninge op Grondgebruikbeplanning vir George Munisipaliteit, 2015. Enige voorstelle en insette is welkom en sal oorweeg word tydens die finalisering en aanneming van die Plaaslike Ontwikkelingsraamwerke deur die Raad.

Hiermee word verder kennis gegee dat PUBLIEKE OPE DAE ten opsigte van die onderskeie planne gehou sal word **vanaf 15h00 tot 19h00**; op die volgende datums, by die volgende lokale:

- a) Pacaltsdorp / Hansmoeskraal – Pacaltsdorp Gemeenskapsaal, Missionstraat 47, Pacaltsdorp op **16 November 2015**;
- b) Blanco – Blanco Gemeenskapsaal, Georgestraat 3, Blanco op **17 November 2015**;
- c) George Suid-Oos – Conville Gemeenskapsaal, Pienaarstraat 21, Conville op **19 November 2015**.

Geskrewe voorleggings kan ingedien word by die **Direkteur: Menslike Nedersettings, Grondsake en Beplanning, Posbus 19, George, 6530 voor 30 November 2015**. Persone wat nie kan skryf nie kan hulle insette mondelings, by die munisipale kantoor doen, waar 'n amptenaar behulpzaam sal wees om die kommentaar op skrif te stel. Navrae kan gerig word aan Mev Delia Power by die Beplanningsdepartement (044-801 9477) of Mnr Jan Vrolijk van JV Stadsbeplanners (044-873 3011).

T BOTHA
Munisipale Bestuurder
Burgersentrum
York Straat
GEORGE
6530



Notice No. 093/2015

**LOCAL SPATIAL DEVELOPMENT
FRAMEWORKS REMINDER
OF INVITE TO PUBLIC OPEN DAY**

Notices were published in the George Herald and Die Burger on 29 October and 12 November 2015 inviting inputs on the DRAFT LOCAL SPATIAL DEVELOPMENT FRAMEWORKS for Blanco, George South-East and Pacaltsdorp / Hansmoeskraal areas.

You are hereby reminded that representations or comments to any of these mentioned frameworks must be submitted before **30 November 2015**. You are invited to visit us at the **PUBLIC OPEN DAY** sessions, as listed in the table below, where representatives will be available to address any questions you may have regarding these frameworks.

LSDF	Date	Venue	Time
Pacaltsdorp/ Hansmoeskraal	16 November	Pacaltsdorp Community Hall, 47 Mission Street	15h00 to 19h00
Blanco	17 November	Blanco Community Hall, 3 George Street	15h00 to 19h00
George South-east (including Lawaaiikamp, Borcherds Conville, Parkdene, Ballotsview, Rosemoor, Protea Park)	19 November	Conville Community Hall, 21 Pienaar Street	15h00 to 19h00

Copies of the Draft Local Spatial Development Frameworks can be viewed at the following places:

- Planning Department on the 5th Floor of the Municipal Building;
- Main Municipal Library in George;
- Local satellite libraries in the respective areas;
- On our Website: <http://www.george.org.za>.

Written submissions may be lodged to the **Director: Human Settlements, Land Affairs and Planning, P.O. Box 19, George, 6530**. Any person who is unable to write, can submit their input, verbally to the Council's offices where they will be assisted by a staff member to put their comments in writing. Enquiries can be directed to Mrs Delia Power at the Planning Department (044-801 9477) or Mr Jan Vrolijk from JV Town-Planners (044-873 3011).

T BOTHA
Municipal Manager



Kennisgewing No. 093/2015

**PLAASLIKE RUIMTELIKE
ONTWIKKELINGSRAAMWERKE
ONTHOU PUBLIEKE OPE DAE**

Kennisgewings was in die George Herald en Die Burger geplaas op 29 Oktober en 12 November 2015 waarby insette genooi is op die KONSEP PLAASLIKE RUIMTELIKE ONTWIKKELINGSRAAMWERKE vir die gebiede van Blanco, George Suid-Oos en Pacaltsdorp / Hansmoeskraal.

U word hiermee herinner dat voorstelle en kommentare op enige van bovermelde raamwerke ingedien moet word voor 30 November 2015. U word uitgenooi om ons te besoek tydens die PUBLIEKE OPE DAG sessies, soos uiteengesit in die tabel hieronder, waar verteenwoordigers u te woord sal staan om enige vrae aangaande die raamwerke aan te spreek.

PROR	Datum	Lokaal	Tyd
Pacaltsdorp/ Hansmoeskraal	16 November	Pacaltsdorp Gemeenskapsaal, Missionstraat 47	15h00 to 19h00
Blanco	17 November	Blanco Gemeenskapsaal, Georgestraat 3	15h00 to 19h00
George Suid-oos (insluitend Lawaaiikamp, Borcherds Conville, Parkdene, Ballotsview, Rosemoor, Protea Park)	19 November	Conville Gemeenskapsaal, Pienaarstraat 21	15h00 to 19h00

Afskrifte van die Konsep Plaaslike Ontwikkelings-raamwerke kan ook besigtig word by die volgende punte:

- Beplanningsdepartement op die 5de vloer van die Munisipale Gebou;
- Hoof Munisipale Biblioteek in George;
- Plaaslike sateliet biblioteke in die onderskeie areas;
- Op die volgende Webbladsy : <http://www.george.org.za/listings/planning>.

Geskrewe voorleggings kan ingedien word by die **Direkteur: Menslike Nedsittings, Grondsake en Beplanning, Posbus 19, George**. Persone wat nie kan skryf nie kan hulle insette mondelings, by die munisipale kantoor doen, waar 'n amptenaar behulpzaam sal wees om die kommentaar op skrif te stel. Navrae kan gerig word aan Mev Delia Power by die Beplanningsdepartement (044-801 9477) of Mnr Jan Vrolijk van JV Stadsbeplanners (044-873 3011).

T BOTHA
Munisipale Bestuurder

AgriECO
South Cape & Karoo

44 000 Kopieë
maandeliks in u
plaaslike koerante

George Herald
044 874 2424

Knysna-Plett Herald
044 382 1185

Mossel Bay Advertiser
044 690 7156

Oudtshoorn Courant
044 272 8918

Suid-Kaap FORUM
028 713 2468

Graaff-Reinet Advertiser
049 892 2236

Attachment 2

GEORGE MUNICIPALITY

Notice No.

LOCAL SPATIAL DEVELOPMENT FRAMEWORKS

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GEORGE MUNISIPALITEIT

Kennisgewing Nr.

PLAASLIKE RUIMTELIKE ONTWIKKELINGSRAAMWERKE

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Burgersentrum
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6530



GEORGE MUNICIPALITY
Notice No. 090/2015
LOCAL SPATIAL DEVELOPMENT FRAMEWORKS

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- a) Blanco LSDF;
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The Municipality hereby invites comments from interested and affected parties on the in terms of section 10(1) of the Land Use Planning By-Law for George Municipality, 2015. Any suggestions or input are welcome and will be considered during the finalization and adoption of the Local Spatial Development Frameworks by Council.

Notice is hereby also given that a PUBLIC OPEN DAY in respect of the respective frameworks will be held from 15h00 until 19h00; on the following dates, at the following venues:

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*Written submissions may be lodged to the Director: Human Settlements, Land Affairs and Planning, P.O. Box 19, George, 6530 before 30 November 2015. Any person who is unable to write, can submit their input, verbally to the Council's offices where they will be assisted by a staff member to put their comments in writing. Enquiries can be directed to Mrs Delia Power at the Planning Department (044-801 9477) or Mr Jan Vrolijk from JV Town-Planners (044-873 3011).

T BOTHA
Municipal Manager
Civic Centre
York Street
George
6530



GEORGE MUNISIPALITEIT
Kennisgewing Nr. 090/2015
**PLAASLIKE RUIMTELIKE
ONTWIKKELINGSRAAMWERKE**

Kennis geskied hiermee dat die KONSEP PLAASLIKE RUIMTELIKE ONTWIKKELINGSRAAMWERKE, opgestel deur JV Stadsbeplanners, ten opsigte van die gebiede hieronder gelys beskikbaar is vir kommentaar ten einde die goedkeuring daarvan deur die Raad te fasiliteer:

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Die Plaaslike Ontwikkelingsraamwerke is ontwikkel om te dien as intervensie in die huidige ekonomiese en ruimtelike tendense in hierdie gebiede. Sodoende die ontwikkeling van 'n bemagtigende stedelike omgewing te fasiliteer wat gemik is op die vestiging van 'n kwaliteits leefomgewing wat 'n kragtige, groeiende ekonomie huisves, asook 'n lewensvatbare natuurlike omgewing en sosiale welvaart bevorder.

Afskrifte van die Konsep Plaaslike Ontwikkelings-raamwerke kan besigtig word by die volgende punte:

- a) Beplanningsdepartement op die 5de vloer van die Munisipale Gebou;
- b) Hoof Munisipale Biblioteek in George;
- c) Plaaslike sateliet biblioteke in die onderskeie areas;
- d) Op ons Webblad: <http://www.george.org.za>.

Die Munisipaliteit nooi hiermee kommentare op die Konsep Plaaslike Ontwikkelingsraamwerke uit van enige belanghebbende partye in terme van artikel 10(1) van die Verordeninge op Grondgebruikbeplanning vir George Munisipaliteit, 2015. Enige voorstelle en insette is welkom en sal oorweeg word tydens die finalisering en aanneming van die Plaaslike Ontwikkelingsraamwerke deur die Raad.

Hiermee word verder kennis gegee dat PUBLIEKE OPE DAE ten opsigte van die onderskeie planne gehou sal word vanaf 15h00 tot 19h00; op die volgende datums, by die volgende lokale:

- a) Pacaltsdorp / Hansmoeskraal – Pacaltsdorp Gemeenskapsaal, Missionstraat 47, Pacaltsdorp op **16 November 2015**;
- b) Blanco – Blanco Gemeenskapsaal, Georgestraat 3, Blanco op **17 November 2015**;
- c) George Suid-Oos – Conville Gemeenskapsaal, Pienaarstraat 21, Conville op **19 November 2015**.

Geskrewe voorleggings kan ingedien word by die Direkteur: Menslike Nedersettings, Grondsake en Beplanning, Posbus 19, George, 6530 voor 30 November 2015. Persone wat nie kan skryf nie kan hulle insette mondelings, by die munisipale kantoor doen, waar 'n amptenaar behulpzaam sal wees om die kommentaar op skrif te stel. Navrae kan gerig word aan Mnr Delia Power by die Beplanningsdepartement (044-801 9477) of Mnr Jan Vrolijk van JV Stadsbeplanners (044-873 3011).

T BOTHA
Munisipale Bestuurder
Burgersentrum
York Straat
GEORGE
6530

12 November 2015 Die Burger.

X100581-DB121115

Attachment 3



ATTENDANCE REGISTER

17 November 2015

OPEN DAY: DRAFT LOCAL SPATIAL DEVELOPMENT FRAMEWORK FOR BLANCO

	NAME	DESIGNATION	E-MAIL ADDRESS	PHONE NR
1				
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Attachment 4





Attachment 5

COMMENTS SHEET

OPEN DAY: DRAFT LOCAL SPATIAL DEVELOPMENT
FRAMEWORK FOR BLANCO
17 NOVEMBER 2015

[illegible]