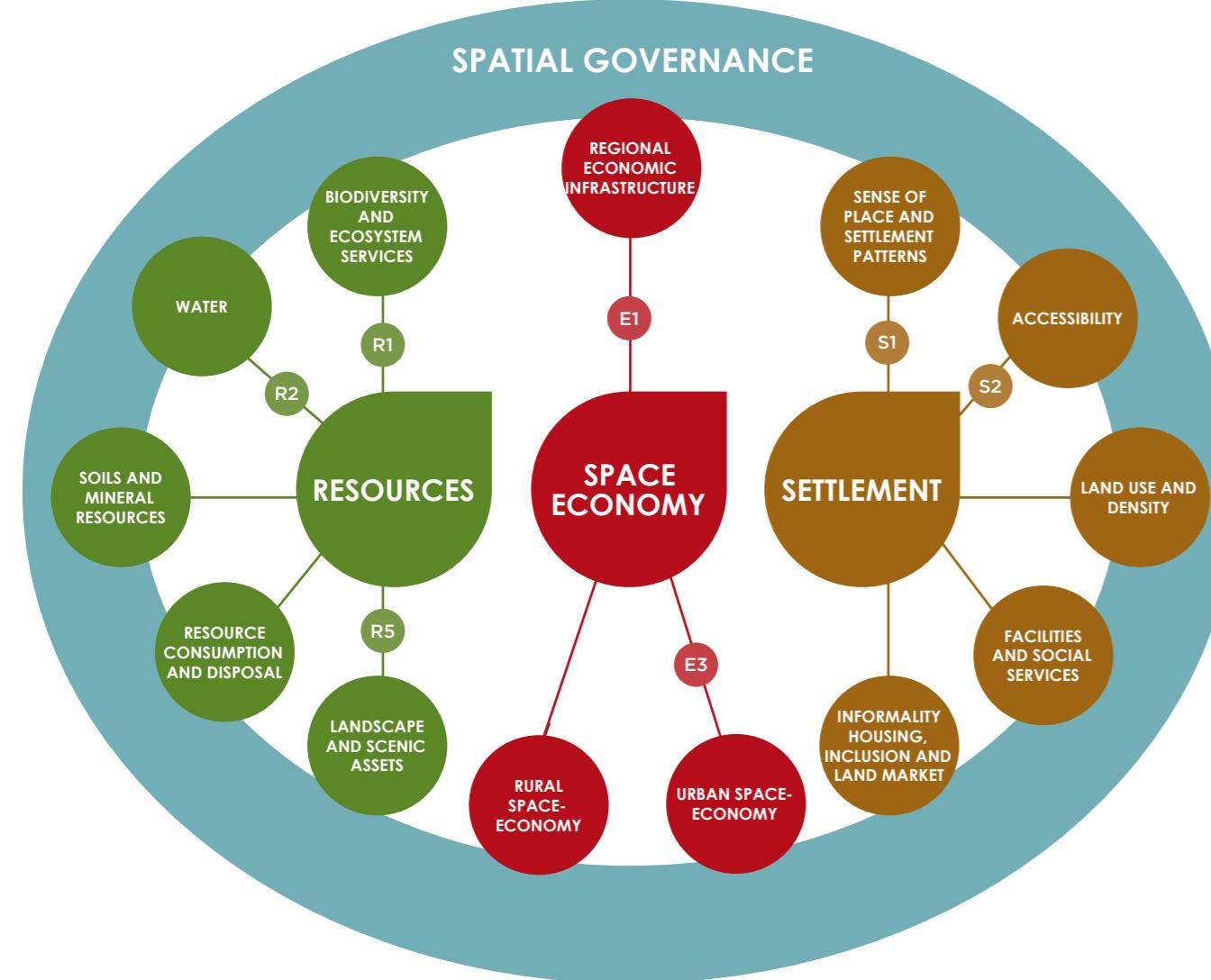


IMPLEMENTATION OF THE PSDF IN EDEN

The PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK, 2014 (PSDF) is the common spatial reference framework for delivering on the Province's strategic development priorities, individually and collectively. It guides the location and form of public investment of national and provincial departments as well as municipalities in the natural and built environment, ensuring that the returns on these investments are consistent with the Province's development objectives.

Eden is an area of outstanding natural beauty, made up of wilderness and agricultural landscapes, estuaries and lagoons, mountain backdrops and coastal settings, including the well watered and verdant landscapes of the garden route. The Southern Cape coastal belt has been identified as a significant leisure, lifestyle, holiday, and retirement economic centre – which stretches from Plettenberg Bay and Nature's Valley in the east, to Mossel Bay in the West, with the George / Mossel Bay settlement complex being a significant emerging regional economic node of the Province.

The diagram below depicts the three spatial themes underlying the PSDF and their associated elements, supported by spatial governance. Although many of the policy statements are interrelated, statements reflected on this poster is deemed the most relevant to the **Eden District**.

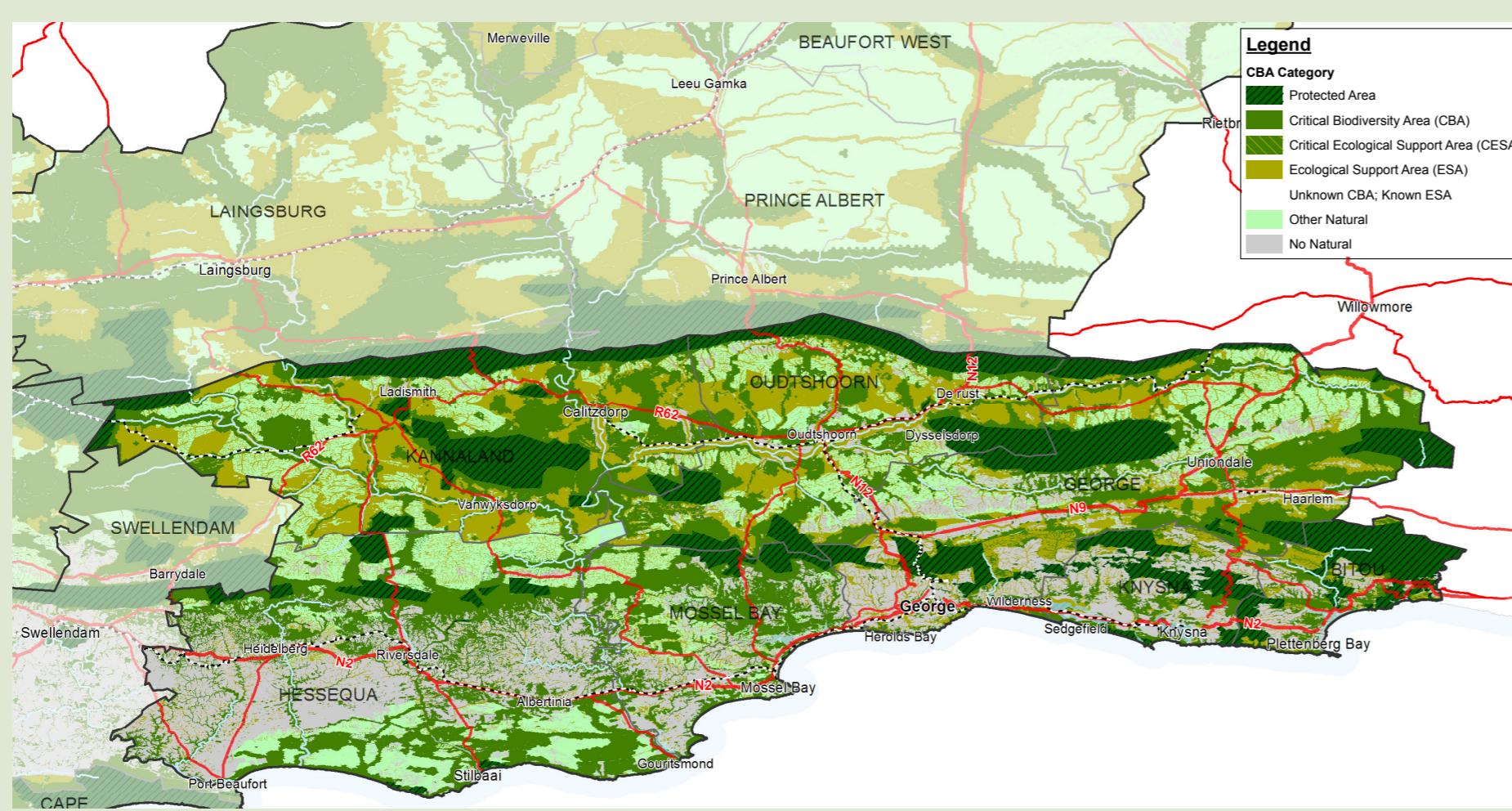


THE SUSTAINABLE USE OF THE PROVINCE'S ASSETS

The Western Cape economy is founded on the Province's unique asset base. These include farming resources that make the Western Cape the country's leading exporter of agricultural commodities and whose value chains (e.g. agri-processing) underpin the Province's industrial sector; and its natural capital and its varied scenic and cultural resources which are the attraction that makes the Western Cape the country's premier tourism destination. Collectively these assets provide a unique lifestyle offering which contribute to the relative strength of the Province's tertiary sector and its comparative advantage as a so-called knowledge economy.

R1 PROTECT BIODIVERSITY AND ECOSYSTEM SERVICES

- Delineate urban edges in municipal SDFs to divert urban growth pressures away from critical biodiversity areas.



The Western Cape's cultural and scenic landscapes are significant assets that underpin the tourism economy but are being incrementally eroded and fragmented. This is especially true for the Eden area that is experiencing high development pressures along the coastal areas and around settlements.

R2 SAFEGUARD INLAND AND COASTAL WATER RESOURCES AND MANAGE THE SUSTAINABLE USE OF WATER

- Development along the coast, lakes, rivers and dams must not compromise ecological integrity, tourism potential and landscape character. Development should be contained within a limited footprint, preferably within or adjacent to existing settlements, and the required ecological buffers and setbacks must be adhered to. Ensure public access to aquatic assets, and acknowledge the importance of coastlines in contributing to the sense of place.

R5 SAFEGUARD CULTURAL AND SCENIC ASSETS

- Priority focus areas proposed for conservation or protection include undeveloped coastal landscapes under major development pressure.
- Effective management of scenic landscape quality and form is critical. Strategies to protect scenic resources must describe the qualities of an area and the nature of development that is likely to be permitted.

OPENING UP OPPORTUNITIES IN THE SPACE ECONOMY

Infrastructure enables socio-economic development, it does not create it. Urban centres, such as George and Mossel Bay, are the main drivers of the Western Cape economy.

E1 USE REGIONAL INFRASTRUCTURE INVESTMENT TO LEVERAGE ECONOMIC GROWTH

- Consolidate and align the various regional economic infrastructure investment proposals and address and reconcile competing and overlapping demands for regional economic infrastructure.
- Target emerging regional economic growth centres such as Mossel Bay for the next phase of the roll-out of urban public transport systems. Synchronise public transport investment with complementary investment in non-motorised transport.

DEVELOPING INTEGRATED AND SUSTAINABLE SETTLEMENTS

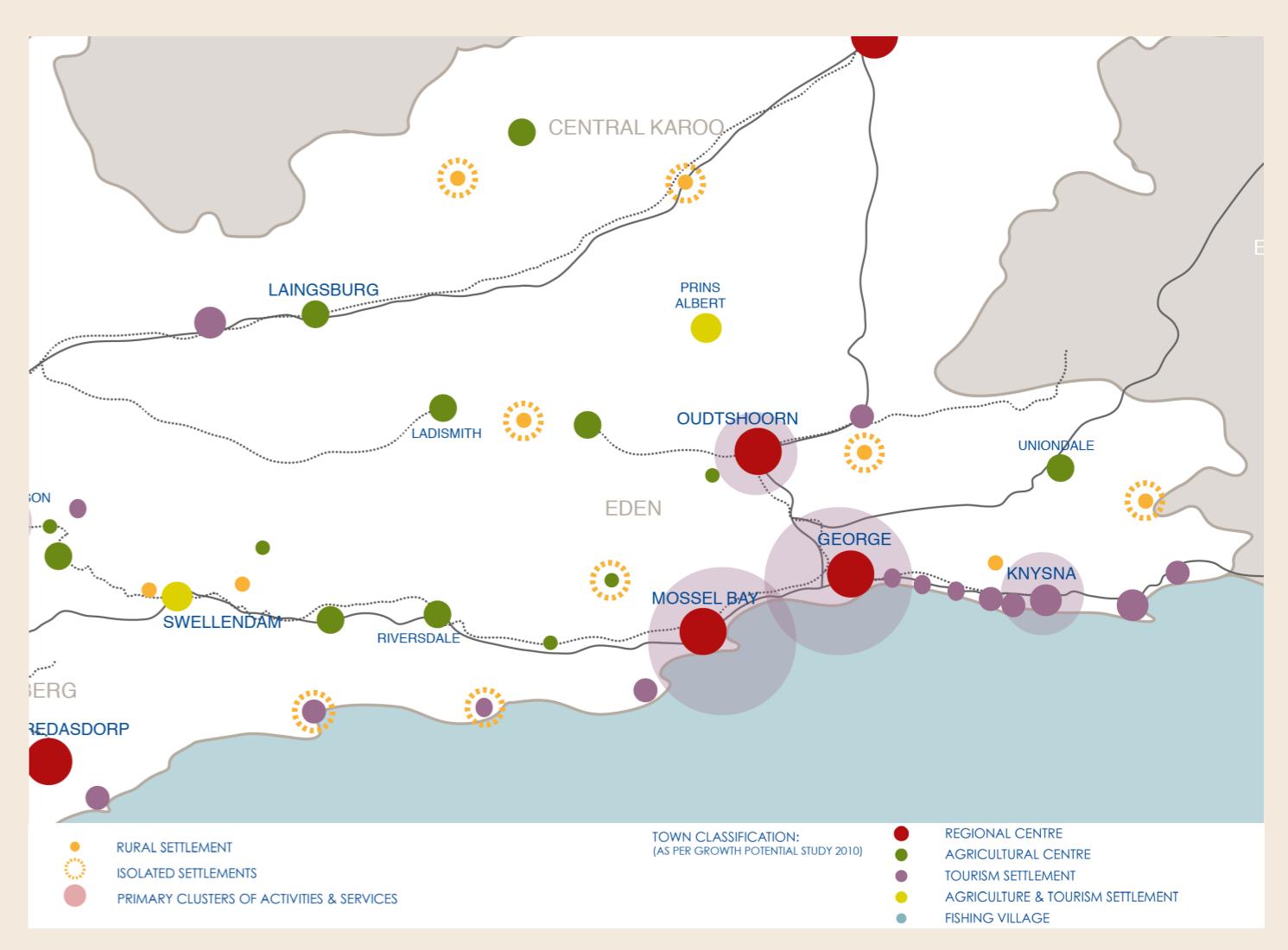
A strong sense of place and quality environments within settlements at all scales is increasingly recognised as an essential dimension of sustainable settlement, whilst inappropriate development is eroding and detracting from the unique qualities of our settlements. This relates to the economic potential associated with tourism, attracting skills into the service and knowledge economy, as well as the wellbeing and dignity of communities of all income groups. Low-density suburban sprawl continues, which encourages private vehicular travel, compromises the viability of public transport and undermines inclusive economic growth.

IMPROVE INTER AND INTRA-REGIONAL ACCESSIBILITY

- Built environment investment programmes to focus on compacting and connecting urban development (especially along public transport routes), and clustering public facilities along these connections.
- Rank, prioritise and develop fully integrated Rapid Public Transport Networks in regional urban centres such as Knysna, George and Mossel Bay.

PROMOTE SUSTAINABLE, INTEGRATED AND INCLUSIVE HOUSING IN FORMAL AND INFORMAL MARKETS

- Increase densities of settlements and dwelling units in new housing projects.
- Prioritise investment in community facilities, public infrastructure and public space, rather than an exclusive focus on housing or top structures.



REVITALISE AND STRENGTHEN URBAN SPACE-ECONOMIES AS THE ENGINE OF GROWTH

- Enhance competitive advantages and innovation of regional economic centres through appropriate infrastructure, facility, amenity, and social service investment too support the knowledge economy.
- Use new regional and bulk economic infrastructure investment in the emerging regional centre of George/Mossel Bay to leverage private sector and community investments (i.e. energy, water, transport and freight logistics, iCT).